

LACK OF LIGHTS ON SWAN BLAMED FOR COLUMBIA CRASH

(Associated Press Local Wire)

PORTLAND, Ore., April 3.—A delegation of Vancouver, Wash., residents was to appear before Federal Steamboat Inspectors F. X. Edthofer and John E. Wynn to press demands for expedition of the inspectors' inquiry into the collision-late Saturday night between the dance barge Swan and coastwise freighter Davenport, resulting in the loss of at least eight lives.

The inspectors, after taking testimony of the Davenport's crew at Marshfield Tuesday and listening to Pilot Isaac Turppa's version of the accident here yesterday, also were expected to question members of the Swan's crew and several of the party aboard the barge at the time of the fatal crash.

Swan Blamed
Asked by Inspector Edthofer yesterday to "give us some idea as to the cause of the collision and how it could have been averted," Captain Turppa, a Columbia river pilot, answered: "Had the Swan displayed proper navigation lights, followed the rules of the road and kept to her side of the channel, there would have been no collision."

Captain Turppa testified that when the Davenport was about one and one-half miles from the Swan, he saw a single white light which he thought was a fishing boat. When about 10 feet separated the two boats, he said, he observed the barge and ordered the helmsman of the Davenport to "put the wheel hard a port." He said it was then too late to avert a collision.

Turppa maintained that the lights of the pushboat Dix, the dance barge propelling power, were invisible because of the Swan's height. He said the Swan displayed no lights.

Dix Claimed Lighted
However, Captain Jack Mitchell, who was in command of the Dix, forwarded a report of the accident to the inspectors in which he stated that the Dix carried a red light on the port side, displayed two white lights from a staff and that a green running light was carried on the starboard side of the dance barge in accordance with regulations.

Captain Michael Moran, another Columbia river pilot, testified he passed the Swan about five miles below the point of the accident and observed no lights on the Swan. The Dix, he said, carried regulation lights.

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rection of the courts.
In addition the attorney general favored the modification of one commission measure by eliminating a provision which would give district attorneys authority to proceed against a dry law offender on a felony charge after being tried before a commissioner for a misdemeanor.

"The chairman of the commission," Mitchell wrote, "informs me that he has no objection to these suggestions."

Objections Explained
With reference to the Stobbs bill, Mitchell said the he was fearful the result of the enactment of the measure "will be to reduce the penalties for substantial violations, such as manufacture, sale and transportation, to a point below the penalties provided before the enactment of the Jones law."

Mitchell said the bill was a departure from the commission's proposal because it "undertakes to

define a separate and distinct class of offenses," and takes them out from under the operation of the Jones law.

Longer Time Needed
He contended that the Jones law should not be changed because it was enacted only a year ago, and added "that sufficient time has not elapsed to determine the efficacy of increased penalties" under that law, which provides a maximum fine of \$10,000 and five years' imprisonment. Members of the law enforcement commission had recommended modification of the Jones statute.

"It has been the experience of the justice department," the letter said, "that both United States attorneys and judges have, in general, carefully observed the admonition of congress to deal fairly, according to the character of the offense. The departures from that policy consist rather in leniency than in severity."

No Agreement Reached
WASHINGTON, April 3.—The house judiciary committee failed to agree today on prohibition proposals of the Hoover law enforcement commission, and deferred action until next Wednesday, when a decision on whether they will be approved is planned.

Predictions were made the commission's bills to broaden the powers of the United States commissioners to hold juryless trials and to define misdemeanors under the dry laws would fail of committee approval.

Chairman Graham said the committee wanted to assist in relating measures to bring about better law enforcement but added "we refuse to rush action on measures that would result in unscientific legislation."

Definite action on the program recommended by the law enforcement commission is expected Wednesday or Thursday, Graham said, since members of the committee reported they practically had consented to drop the commission recommendations and to favor the appointment of additional federal judges.

The purpose of the Hoover commission's recommendations was to relieve congestion in federal courts.

STORY 3

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during his visit to that country before he was inaugurated.

"I did not anticipate," President Hoover said, "when I took leave of the happy hospitality your excellency extended to me shortly a year ago at Santiago, that the rapid strides of science in particular with commerce would so soon afford me the opportunity again to converse in person with you."

"It is a source of especial gratitude to me to participate today in the ceremonies attendant upon the inauguration of direct telephone radio communication between Chile and the United States of America."

SENATOR NYE'S SON IN VERY GRAVE CONDITION

WASHINGTON, April 3.—The 8-year-old son of Senator Nye of North Dakota was in a critical condition at the children's hospital today following an emergency appendicitis operation.

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STORY 1

(Continued from page 1)

ject and has endeavored in every possible way to obtain cooperation, but that the highway commission does not appear to be willing to provide aid except for its own pet projects.

The court this morning gave careful consideration to the road project as it was presented by a large delegation.

Outside Delegations
Reedsport was represented by Russell J. Hubbard, H. C. McCrea, W. A. Burdick, Nels Hogan, A. W. Burton, S. D. Chapman, Robin Reed, Fred C. Sefton, Wallace G.

Benson, W. A. Lovelace and Miss Alice Plaep.

Hubbard, McCrea and Burdick are the president, treasurer and secretary, respectively, of the Reedsport chamber of commerce. Miss Plaep is assistant secretary. Mr. Sefton is editor of the Port Umpqua Courier.

M. R. Ryan was present from Drain; John Alexander and Lyle Engles represented the North Umpqua section and H. O. Bigham and K. J. Murphy were in attendance from Tillamook.

There was nearly a score of Roseburg business men present from Roseburg.

W. C. Harding, secretary of the Roseburg chamber of commerce, acted as chairman and called upon R. J. Hubbard as spokesman

for the Reedsport delegation, as the project was initiated by the chamber of commerce at that place.

Mr. Hubbard declared that the time is opportune to have money available for road construction. The government is greatly increasing its appropriations for federal aid and forest roads, and the communities that have money available for cooperation are the ones that will be benefited.

He recited the history of the Drain-Reedsport road, stating that the only way it was possible to build that road, was by having money for use on a cooperative basis.

He urged that the sum of \$200,000 be taken from the bond fund, and that a levy of 1 mill annually

be provided to pay back the amount with interest.

He was followed by W. A. Lovelace, who stated that the county could not expect to get a hearing before the highway commission unless it had money available for use on a cooperative basis.

H. O. Bigham, representing the South Umpqua district, declared the people of that section are strongly behind the cut-off road and believe that the increase in federal appropriations offers an excellent opportunity to secure help.

John Alexander, W. C. Harding and A. C. Marsters were among the other speakers.

Marsters Cites Benefit
Mr. Marsters declared that the money, if appropriated, should be

allocated only in the event cooperation from the state and federal government is secured. If the roads are going to be built, as they eventually will be, then it is to the county's interest to get as much outside money as possible instead of having to pay the entire cost by itself. If the money is taken now, he pointed out, and paid back by a small levy each year, the people can have the benefit of the roads and the use of them while the payment is being made.

Members of the county court expressed themselves as being opposed to the withdrawal of the bond redemption money. Judge Hamilton, however, declared that whenever the state or federal government is ready to put up three

or four dollars for one furnished by the county it is too good a business proposition to let slip by and that money will be found in some manner for cooperation.

Commissioners Clough and Benenbark stated that attempts had been made to secure cooperation on the Tillamook road, but that the commission would give the project no consideration. They stated that in their opinion if the money should be made available the commission would match only that part of it available for their own projects, and would not give relief to the other sections of the county.

Commissioner Clough spoke of the North Umpqua road and said that the court would pay half the cost of a survey.

Here's how the people have judged this question of

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