

THE WEATHER

Humidity 4:30 p. m. yesterday 28%
Highest temperature yesterday 67
Lowest temperature last night 43
Precipitation for 24 hours 0
Precip. since first of month 0
Precip. from Sept. 1, 1937 40.63
Excess since Sept. 1, 1937 9.94
Partly Cloudy; Warmer Saturday

Roseburg News-Review

THE DOUGLAS COUNTY DAILY

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VOL. XXVI NO. 346 OF THE EVENING NEWS

UMPUQUA CANAL BENEFITS CITED AT HEARING

EIGHT MEN DIE IN ARMY BOMBER CRASH

EXPLOSION RIPS STORM-BESET CRAFT

Lightning Believed To Have Struck Ship as It Soared Over Illinois Farm.

Corpses of Victims, All in Uniform, Badly Mangled; Identification to Be Difficult.

DELAVAN, Ill., June 10.—(AP)—Eight army air corps men were killed today in the crash of a huge army bomber on the Youle farm north of here during a brief but violent storm.

Miss Laura Youle said she believed the craft was struck by lightning.

"There was an explosion, debris flew in the air and the ship came down about a half mile from our farmhouse," she said. "It fell on muddy ground. Wings and fuselage were badly torn. At least seven bodies were strewn around, some wearing unopened parachutes, and one was still in the plane."

The victims of the crash were believed to be:

Capt. Richard B. Reeve, 26, Waunakee, Wis.
First Lieut. Norman H. Ivins, 31, Los Angeles.
Second Lieut. Thomas Langben, 27, Galveston, Tex.
Staff Sgt. Edward F. Mura.

Corp. William H. Housley.
Private Phillip J. Truitt.
Private Max W. Myser.
Private George L. Huntsman.

Plane Was Missing

An army bomber carrying three officers and five enlisted men was missing on a flight from Chanute field, Rantoul, Ill., to Denver, Colo. Air corps authorities at Rantoul would not say definitely the crashed plane was the missing bomber, but admitted they had been out of communication with the ship for hours.

Henry Houghton, Delavan undertaker, said all victims were in uniform. The bodies were so badly mangled, he said, that he was unable to determine immediately if there were "eight or nine."

The missing bomber left Rantoul at 9:25 a. m. on what officers said was a "routine flight" to Denver.

Lieut. O. E. Henderson, at Rantoul, said the bomber came here yesterday from Denver, where the officers and crew were stationed, in a Douglas aircraft.

Lieutenant Henderson said a detail had been dispatched to Delavan to check the identities of the

BONNEVILLE POWER RATES SUBMITTED BY ROSS MEET APPROVAL OF FEDERAL BODY

WASHINGTON, June 10.—(AP)—The federal power commission announced today approval of revised rate schedules for Bonneville dam power submitted by Administrator J. D. Ross and said they could "reasonably be expected" to amortize the project cost "over a reasonable period of years."

Rates per kilowatt year as approved were the same as proposed by Ross for prime and secondary power.

At site rates confirmed by the commission for prime power was \$14.50 per kilowatt year; for secondary power, \$9.50 per kilowatt year.

"Transmission system rates, to be uniform over the entire transmission system, and to be available to public bodies, cooperatives and privately-owned electric utilities for resale only, were fixed as follows: For prime power, \$17.50 per kilowatt year; for secondary power, \$11.50 per kilowatt year.

The commission reduced from nine to four the number of rate

schedules originally submitted by Ross and made certain other changes in the schedules.

Proposed schedules for sale of surplus power were eliminated and will be submitted again, the commission said, when a need for such schedules arises or when such power becomes available.

Ample Revenue Foreseen

The commission said the approved schedules "can reasonably be expected to yield sufficient revenues to recover the allocated cost of producing and the cost of transmitting electric energy produced at Bonneville project, including the amortization of the allocated capital investment over a reasonable period of years."

Aggregate contract demands for "at site" power were limited in the approved schedules to 20 per cent of the installed generating capacity. This provision, said Seavey, would make at least four-fifths of the energy generated available to customers served by the

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BAY YIELDS LAST BODY IN BOAT TRAGEDY

Mrs. Huntsman's Corpse Found by Coast Guard One Mile South of Upset Place.

The body of Mrs. Edna Huntsman, 27-year-old mother, whose three children and the infant daughter of a friend perished yesterday in a boating tragedy at Winchester Bay, was recovered by coast guardsmen this morning, according to word telephoned to Coroner H. C. Stearns. Bodies of the four children were taken from the tidal waters Thursday afternoon.

Mrs. Huntsman's body was discovered at low tide this morning, having been carried a mile south from the point where the light craft was swamped and washed by swells to the sand of the beach.

The five bodies will be taken to Cottage Grove, home of the two families, whose vacations at the Umpqua river fishing and resort town ended in tragedy.

The accident occurred during the noon hour Thursday while J. A. Huntsman of Burntwood, Oregon, and Corda Pentico of Cottage Grove, together with members of their respective families, were fishing at Winchester bay.

Race With Waves Lost

The rowboat, occupied by nine persons, began to ship water as waves were whipped up by a sudden wind.

The small, overloaded craft was being rowed to shore, and was about 300 feet from the bank, with occupants bailing frantically, when a large wave swamped the boat and spilled the nine occupants into the water.

Pentico, a good swimmer, rescued his wife, Verna, and his older daughter, Evelyn, and after helping them to safety on a rock, returned, although nearing exhaustion, to search for his three-year-old daughter, Joyce. He found the body of 2-year-old Corda Huntsman.

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HOTELS FACE LABOR THREAT OF BOYCOTT

Portland Strike Tightened by Foodstuff Delivery Barrier; Emergency Help Plentiful.

PORTLAND, Ore., June 10.—(AP)—Striking workers sought today to enforce a labor boycott against eight major Portland hotels, while union officials indicated the walkout might spread to others in the city.

The nearly 2000 hotel workers who walked out Wednesday were supported in their strike today by drivers' unions, affiliated with the AFL. Deliveries to hotels were ordered stopped.

Six of the hotels attempting to operate dining rooms reported difficulty in obtaining foodstuff deliveries. The managements declined to reveal the sources of their curtailed supply.

Two hotels reported a number of college students returning for the summer vacation had accepted jobs.

"We can't do a thing until the unions hold an election to determine if the employees want them to represent them," said Earl McInnis, spokesman for the hotel men, in commenting upon the prospects for a settlement. Another manager asserted the "first move is up to the unions."

Building trades workers, engineers, laundry workers and taxi cab drivers were ordered to stay away from the picketed buildings.

Hotel service, meantime, returned to near normal conditions, with non-union workers flocking to answer advertisements for help. Gunther Krause, attorney for the

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INSURGENTS' LONE RAIDER AGAIN HITS

3 Spanish Ports Battered, Crippled English and French Boats Sunk by Seaplane.

MADRID, June 10.—(AP)—A lone insurgent air raider, flying an Italian-made seaplane, again bombed Alicante, Denia and the British-owned port of Gandia today.

The British freighter Thorpehaven, which was bombed three days ago at Alicante, again was struck and started sinking stern first.

The civilian section of Alicante, which previously had suffered one of the worst bombardments of the war from a fleet of insurgent air raiders, again was battered. Details, however, were not immediately available.

At Gandia the "phantom" raider, repeating his practice of striking about midnight, destroyed the main warehouse of the British-owned port and sank a small Spanish coastal schooner.

Crippled Ship Sunk

At Denia, 18 returned to the attack on the French freighter Brisbane and dropped two bombs aboard the crippled ship.

The Brisbane, which had been smoldering on the beach since incendiary bombs set her ablaze yesterday, filled rapidly and settled to the bottom.

Seven persons were killed in the first attack on the Brisbane but no new reports of casualties followed the latest raids, which started about 10:30 last night.

Dispatches from the coast said that a seaplane, possibly the same that attacked Alicante, Denia and Gandia, swooped down on a sailing vessel off Javea, just below Denia, and dropped two bombs which missed the ship.

The British cruiser Penelope was to put into Gandia tomorrow to investigate the attacks there.

The lone raider, credited by dispatches from the coast with much of the recent destruction on land and sea was believed to be operating either from Palma, in the Balearic Islands, or from a mobile base at sea.

Strikes at Night

The whole coast was reported on the alert to bring down the marauder whose favorite hour of striking is around midnight.

Guided to his objectives by daylight reconnaissance, the airman

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PROJECT SET BEFORE ARMY ENGINEERS AS NEWS COMES OF RIVER SURVEY REQUEST

Crowded Courtroom in Roseburg Listens To Evidence in Support of Move to Obtain Improvements Whose Returns Would Far Outweigh Costs.

Simultaneous with the public hearing held here today by the district army engineers on the projected canalization of the Umpqua river, came news from Washington, D. C., that an amendment has been incorporated in the flood control bill calling for a three-way survey of the Umpqua river. The amendment, introduced by Senator Charles L. McNary, calls for a survey with a view to development of the river for navigation, irrigation and power.

FLOOD CONTROL BILL CHANGES REJECTED

House Spurns Senate Plan, Joint Committee Will Try for Accord.

WASHINGTON, June 10.—(AP)—The house refused to accept senate amendments to the \$375,000,000 flood control bill today. A joint senate-house committee was appointed to adjust differences between the chambers.

The measure authorizes construction of about 150 river projects and 100 reservoirs but appropriates no money for them.

Representative Rankin (D-Miss), head of a house public works bloc, said the senate amendments were in line with the administration's power policy. If they are rejected by the conferees, he predicted, the house will not approve the bill or if it does, the president veto it.

The senate changed the bill to require the federal government to pay the full cost of relocating highways, railroads and utilities on land needed for flood control reservoirs.

Under the house bill, local governments would pay 30 per cent of the cost of all property rights for reservoirs.

Another amendment proposed a 30 per cent federal payment for land required for channel diversion projects.

The senate changes, house members said, meant a further reduction in local contributions, already

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LINDBERGH'S MOVE TO ISLAND HOME

TREGUIER, France, June 10.—(AP)—The isolation of tiny Iles Looe, the new home of the Lindberghs just off the Brittany coast of France, is regarded by local authorities as sufficient for their protection.

Colonel and Mrs. Charles A. Lindbergh and their two sons were established there today.

Treguier police spoke of the island's high rocky cliffs and said no other protection was "provided or requested."

The police chief seemed offended that the question of the Lindberghs' safety was raised.

"In the first place," he said, "there are no gangsters in Brittany; in the second place, if there were, they would be in jail."

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Chance of Railroad-Aid Legislation At Current Congress Grows Dim

WASHINGTON, June 10.—(AP)—President Roosevelt said today he did not contemplate any special message to the current congress urging the enactment of railroad legislation.

Talking to reporters at his press conference, he left the impression that the question of such legislation was entirely up to congress.

The administration learned, meanwhile, from an eleventh-hour congressional canvass that it could not count on enacting immediate legislation to alleviate the financial plight of the railroads.

Even a new program of the reconstruction finance corporation to hasten operation of the bankruptcy "stranger" leaders agreed, has virtually no chance of consideration at this session.

Unyielding opposition of the railroad brotherhoods to liberalizing federal loans to the carriers has blocked that proposal. The unions based their stand on the railroads' order for a 15 per cent wage reduction.

Apparent stalemating of the legislative program, Chairman Jesse Jones of the IFFC said yesterday, meant that "keep scratching," hoping for an upturn in traffic.

Informed persons said the administration had approved a bill which would confer on circuit courts original jurisdiction in railroad reorganizations. The measure would transfer to the courts some of the functions now performed by the interstate commerce commission.

The railroad labor brotherhoods have proposed to members of congress that in an emergency, such as a strike, the government be empowered to take over and operate the railroads, permitting strikers to be reemployed promptly.

M'CALL CONFESSES KILLING CASH BOY

Florida Kidnap Relates One-Man Job to F.B.I. Chief Hoover.

MIAMI, Fla., June 10.—(AP)—J. Edgar Hoover announced today Franklin Pierce McCall had confessed the entire Cash kidnap and that he killed five-year-old James Bailey Cash Jr.

The director of the federal bureau of investigation said McCall's admission detailed that he stole the boy from his bedroom while he slept, placing a handkerchief over the child's mouth and other over his eyes and took him to his home, where he found the boy was dead.

McCall had no confederates at