

The Oregon Statesman

SEVENTY-FIFTH YEAR

SALEM, OREGON, FRIDAY MORNING, SEPTEMBER 4, 1925

PRICE FIVE CENTS

LLOYD ADMITS SLAYING BAUN

Ex-Convict Confesses; Robbery Is Declared Motive of Brutal Crime

KILLER ALONE, HE SAYS

Reports That Two Companions Were With Him in Death Car Is Denied by Confessed Murderer

THE DALLES, Or., Sept. 3.

A full and signed confession of the murder of C. F. Baun, independence garage man, when the latter attempted to resist being held up, was made here today by W. R. Lloyd, District Attorney Galloway announced. Lloyd was captured last night in the local railroad yards after a flight here in the automobile of the murdered garage man.

"We were riding along in the car about 10 miles south of Independence Tuesday night when the machine developed ignition trouble," the district attorney quoted Lloyd as confessing.

"Baun got out to fix it. I got out at the same time. I drew a gun and told Baun to 'stick 'em up.' He made a move towards me and I fired. I don't know how many times."

When Baun fell Lloyd removed a small sum in change from the man's pockets, climbed into the car and drove off, Lloyd said. He did not move the body, he added.

The only motive for the crime was robbery, the prisoner declared. He had planned to hold up Baun, steal the car and drive it to Eugene and there abandon it and go to work in the hop yards.

When first arrested, Lloyd denied any connection with Baun's death.

Officers seized a suitcase checked by Lloyd from Mosier, 16 miles west of here, to The Dalles. In the suitcase officers found a .38 caliber revolver with all the shells discharged, 125 rounds of ammunition, a blue serge suit, and a pair of shoes similar to those Lloyd was said to have worn before he left Independence Tuesday night.

Bloodstains were found on the right knee of the trousers taken from the suitcase, and detectives said stains were found in a corresponding position on the underwear now worn by Lloyd. Bloodstains were also found on the automobile belonging to Baun which was found abandoned near Mosier. The windshield of the car has a

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SEARCH FOR AVIATORS IS CONTINUED; HOPE WANES

FORTY-EIGHT HOURS HAVE ELAPSED WITHOUT WORD

Plane May Have Drifted Far, Navy Heads Declare; Ocean Is Combed

SAN FRANCISCO, Sept. 3.—(By Associated Press.)—All of the guard ships which had remained at their stations in expectation of the P-1 to make a non-stop Hawaiian flight were ordered late today to proceed to the searching area and join in the hunt of the missing seaplane and its crew.

HONOLULU, Sept. 3.—(By Associated Press.)—

Hope diminished tonight that Commander John Rodgers and the other four aviators of the missing navy seaplane PN-9 No. 1 would be rescued, as the clock recorded the 48th hour without word from the fliers and the third night of silence closed in.

Rescue activity continued undiminished, however, a bright, sunshiny Hawaiian day making possible more effective work by the searchers than had been done Tuesday afternoon and all day Wednesday. The PN-9 No. 1 was last heard from about 1:45 p. m. (Island time) Tuesday afternoon. The seaplane was on a non-stop flight from San Francisco to Pearl Harbor but was forced down into a stormy, rain pelted ocean by shortage of gasoline.

Some indication of the possible plight of the five men aboard the PN-9 No. 1 was given in a record of the experiences of the patrol plane 14-P-3 which was forced to alight on the ocean yesterday while assisting in the search for the Rodgers' seaplane. The PN-9 No. 1, of course, was larger, heavier and much more stable than the patrol plane.

The 14-P-3 sank to the water at noon due to engine trouble, and was not picked up until the navy seagoing tug Sunnadin managed to get alongside at 4:40 p. m. In that time the patrol plane had drifted ten miles from its original position and was drifting eight miles an hour when picked up just a half mile from the perpendicular cliffs of Ka-hoolawe, where the ocean meets the land without a beach between. It was declared that less than another hour of drifting would have taken the patrol plane against the cliffs.

WOMAN'S SKULL FOUND

SEARCH FOR BODY OF NURSE CENTERS IN NEW AREA

OAKLAND, Cal., Sept. 3.—(By Associated Press.)—Officials investigating the mystery surrounding the death of Bessie Ferguson Loren, Oakland nurse, said today that they were satisfied that the woman had been killed by a blow on the head from some blunt instrument, probably while she was riding in an automobile and that the body then had been dismembered and disposed of over a wide area.

This theory was induced by the finding early today in the surf along the shores of the city of Alameda of the missing portion of the woman's skull and what appeared to be a section of human thigh bone. Examination of the skull disclosed a six-inch fracture. The upper and lower jaws found more than a week ago in the El Cerrito swamp in Contra Costa county, fitted in to the skull section found today, it was stated by Dr. E. O. Heinrich, Berkeley criminologist. A woman's dark-blue, fur-trimmed coat, found near where the skull section was recovered, was said by members of the Ferguson family not to have belonged to Bessie Ferguson. This announcement started officials off on an investigation of the possibility that the woman might have acted as an accessory in the murder and subsequent disposition of the body.

Today's find turned the search for the missing torso definitely to the waters of the bay in the vicinity of the Bay Farm Island bridge on the theory that the body was cast into the water from an automobile passing over the bridge.

WORD REFUSES POSITION

GOVERNOR WITHHOLDS COMMENT UPON CONDITIONS

Beyond admitting that he had received a refusal of the warden-ship of the state prison from Tom Word, former Multnomah county sheriff, Governor Pierce Thursday refused to make further comment and said that he was not yet ready to make public the report of his special committee which investigated the penitentiary.

Governor Pierce also refused to discuss reported arrangements whereby Dillar A. Elkins, state industrial accident commissioner, is supposed to take over a temporary superintendency of the prison to put it on a sounder basis.

DIRIGIBLE IS LOOTED

SOUVENIR SEEKERS ATTEMPT TO TAKE PARTS AWAY

CALDWELL, Ohio, Sept. 3.—(By Associated Press.)—Looting of parts of the main section of the Shenandoah, near Ava, early this evening became so high handed that Jerome Williamson, commander of the American Legion post at Caldwell guard, fired two shots at a man seeking to escape with a 40-foot strip of the cell silk.

The looter was released after he had returned the silk.

TONGS AGAIN WARRING

LAUNDRYMAN IS DEAD; TWO SONS HURT IN NEW FEUD

NEW YORK, Sept. 3.—(By Associated Press.)—Tong warfare broke out again tonight in Chinatown with the killing of a Chinese laundryman and the wounding of his two sons. The dead man was said to be a member of the On Leong tong and his assailants, the police believe, were gunmen of the rival Hip Sing tong.

Gong Mar Queng, 50, was shot to death while working in his laundry. His two sons, Youe, 19, and Goue, 17, were seriously wounded by their two assailants. The shootings, police believe, were acts of vengeance taken to the Hip Sing tong for the killing of one of its members by an On Leong tong-man last night, despite the promise made to District Attorney Barton that the tong would not renew hostilities.

NAVY TAKES COUNT OF AIR TRAGEDIES

Shenandoah Disaster May Bring Halt of Future Dirigible Activities

AIR REVERSES FREQUENT

Disappearance of Trans-Pacific Plane Dampens Hopes of Aircraft Department; Price Dear

WASHINGTON, Sept. 3.—(By Associated Press.)—Confronted with an overshadowing tragedy in the collapse of the Shenandoah and a disaster to the attempted non-stop flight to Hawaii, navy officials today sadly received reports of the wreck of the dirigible and hoped vainly for final word from the PN-9 No. 1 plane, missing in mid-Pacific.

Cut of the harrowing disaster came some crystallization of official opinion on naval aviation policy with indications that an announcement might be made before long respecting the department's future course toward dirigibles, and that this might be a decision to close the Lakehurst, N. J., air station.

Insofar as the contemplated second attempt to make a non-stop flight to Hawaii was concerned, Secretary Wilbur ordered the plane PB-1, which was planning to hop off from San Francisco for Hawaii tomorrow to abandon the effort.

Notwithstanding that the navy

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MOTHER OF DEAD PILOT BEARS SORROW BRAVELY

NOTE FROM AIR IS VAINLY AWAITED BY MOTHER

Commander of Wrecked Zep Intended to Drop Message of Greeting

GREENVILLE, Ohio, Sept. 3.—(By Associated Press.)—Greenville went to rest tonight in sorrow.

The city, anticipating a glad-some welcome to one of its noted sons this morning, was saddened by the hand of death which struck down Zachary Lansdowne as he flew westward in the Shenandoah to greet her mother who lives here.

There was no welcome for Elizabeth Knox Lansdowne, instead a message of death.

Friends have sought to comfort her, but sympathy helps but little.

But perhaps no sadder than she are her friends, neighbors and town folk who have watched with her as her boy rose to heights of fame and glory.

It was to be a gala day for Greenville, more elaborate perhaps than the first time, a year ago, when Commander Lansdowne sailed over Greenville and waved his greetings to his gray-haired mother-and to all who knew him, not as Commander Zachary Lansdowne, USN, but by the name he gained in his boyhood days on East Third street—"Zach."

Before those, save the earliest risers, were up this morning came the message of the fatal wreck.

The next message said "Ten men have been killed."

A few minutes later came the

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CHINESE GOVERNMENT ASKED TO HEED TREATY

NINE NATIONS HAVE ACCEDDED TO PACT PROVISIONS

Orientals Must Give Examples of Ability to Protect Foreign Residents

WASHINGTON, Sept. 3.—(By Associated Press.)—The nine governments signatory to the Chinese treaty negotiated by the Washington conference of 1922 notified the Peking government today in identical notes that they stood ready to appoint commissioners at an early date to consider what steps, if any, may be taken with a view to relinquishment of the extra territorial privileges which their nationals in China now enjoy.

The decision of the powers, involving readiness to make the investigation of China's judicial system, to appoint delegates to the special conference on Chinese tariff matters, and to consider any reasonable proposal that may be made by the Chinese authorities for a revision of the treaties on the subject of tariff was announced in an answer to the Chinese note of June 24.

At the same time, each of the powers said it desired "to impress upon the Chinese government the necessity of giving concrete evidence of its ability and willingness to enforce respect for the safety of foreign lives and property and to suppress disorders and anti-foreign agitation which embitter feeling and tend to create conditions unfavorable for the carrying on of negotiations in regard to the desire which the Chinese government has presented

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FLAX MANUFACTURE IS NOW UNDER WAY

Three Machines Are Operating at Miles Linen Mill; Others Added Soon

TRAINING IS SLOW WORK

Operators Are Given Full Instructions; Thirty Persons Will be Employed in the Near Future

Operations have proceeded far enough at the Miles linen mill to determine the value of the Oregon-grown flax that is being used and the local product is of entirely satisfactory quality, according to Bertram Thompson, superintendent of the plant, who came here from Ireland to take charge of the work. Thompson has expressed himself as being well pleased with the Oregon flax. Three machines are already in operation and others will be set in motion as fast as workers for them can be trained, it was said.

The three machines have now been in operation for nearly a week and it is expected that most of the others will be going full blast by the first of next week. B. C. Miles, president, reports. The spread board and five drawing frames are now ready for work and it is expected that the first cord of the product will be ready for shipment by the end of the month. Work at the start is proceeding at a slow rate because of

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OFFICIAL REPORT MADE OF DIRIGIBLE DISASTER

BREAKING UP OF SHIP IS DESCRIBED BY OFFICER

Value of Salvageable Material Is Negligible, Communication Declares

WASHINGTON, Sept. 3.—(By Associated Press.)—Telegraphic report on the Shenandoah disaster was received by the navy department tonight from Lieutenant Commander C. E. Rosenbahl, as the senior surviving officer.

The message said: "Mild storm suddenly followed by violent line squall subjected ship to enormous uncontrollable angle strains and rapid vertical ascent resulting in ship's structure breaking in two at about 7000 feet at vicinity of frames 130 and 90. Control car very quickly wrenched free in air, undoubtedly precipitating occupants. Forward wing cars wrenched from ship's structure in air."

"Forward section ship free ballooned approximately one hour with seven occupants, McCarthy being knocked out of ship by tree in landing. Midship section crashed with three occupants, only Gunner Cole being injured in landing. Injuries not serious. After section crashed but landed 22 occupants safely."

"Forward section of ship landed at Sharon about ten miles east of other sections, which landed at Ava. Probably eight casualties from radio and control car. Probably three casualties from keel and three from forward wing cars."

"Sections of ship were deflated by hand completely and anchored as well as possible. Deputy sheriffs and American Legion guarding property until arrival of troops from Columbus. Accurate identification of dead completed."

"Lieutenant Hendley, with survivors, left this afternoon and should arrive Lakehurst Friday morning. Bauch Meyer, two chief petty officers and myself remaining here as long as necessary. Lieutenant Wiley arrived this afternoon from Detroit and will remain while needed."

"Personal effects all hands salvaged from ship. No fires during or after disaster. In my opinion value of salvageable material is almost negligible."

"Lieutenant Commander Rosenbahl."

"Senior surviving officer."

WIDOW RESENTS ORDER

MRS. LANSDOWNE SAYS COMMANDER NOT IN ACCORD

LAKEHURST, N. J., Sept. 3.—(By Associated Press.)—Mrs. Zachary Lansdowne, widow of the commanding officer of the wrecked Shenandoah, tonight declared: "I will never be able to get over the fact that the department ordered the flight to be made at this season of the year. It is almost impossible to cross the Ohio valley without encountering severe storms, and Commander Lansdowne felt that the bureau's order to make the flight was a little bit severe at this time."

She accepted the shock stoically however, with the comment that "when a girl marries an aviator she is making a gamble. I've gambled and I've lost."

GAMBLING RAIDS TIPPED

ALL MOVES SAID ANTICIPATED BY RESORT OWNERS

SEATTLE, Sept. 3.—(By Associated Press.)—Charges that gambling places were being tipped off in advance of raids by the prosecuting attorneys' office were made here today by Deputy Prosecuting Attorney Robert S. MacFarlane before the young men's business club.

"Either the gambling places employ a spotter who watches our movements or else someone in the sheriff's office, the police department or the prosecutor's office is guilty," MacFarlane declared.

DAWES REGRETS DISASTER

BUTTE, Mont., Sept. 3.—(By Associated Press.)—Vice President Charles G. Dawes expressed deep regret at the loss of life in the Shenandoah disaster as his train, which is taking him to the Pacific northwest for a speaking tour stopped here tonight for ten minutes. He asked for the latest press reports on the disaster.

BERKELEY IS CHOSEN

ASTORIA, Ore., Sept. 3.—The 1926 national convention of the Finnish apostolic Lutheran church, will be held at Berkeley, Cal., according to a decision reached at a session of the 1925 convention here today.

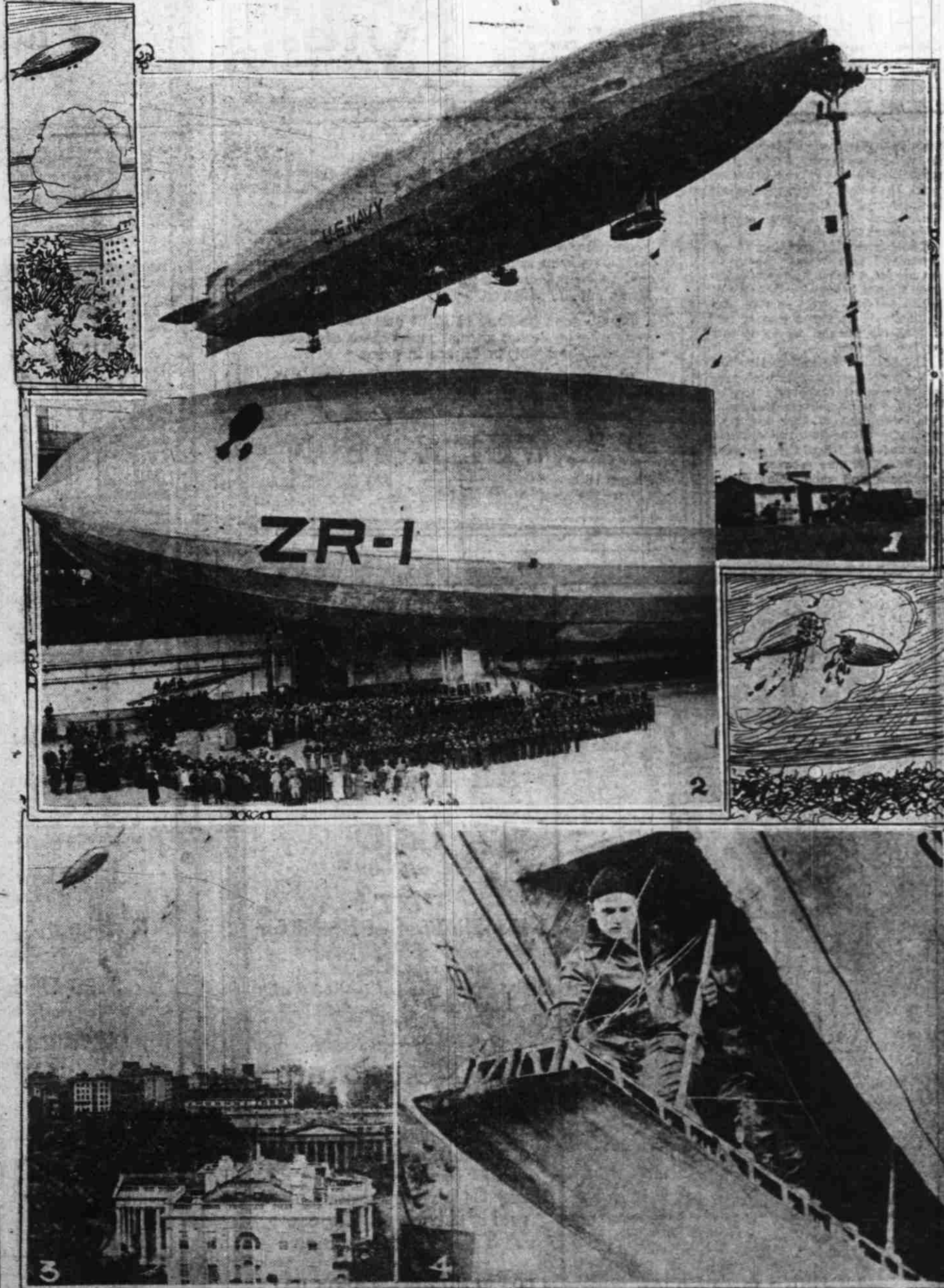
The gathering will conclude its business with three sessions tomorrow. Over 2,000 delegates have been in attendance during the local meeting.

EUGENE BANKER IS DEAD

O. B. KESSEY DIES FROM ATTACK OF APPENDICITIS

EUGENE, Or., Sept. 3.—O. B. Kessey, president of the Commercial State bank of Springfield, died in Portland today at the age of 52 years. Appendicitis was the cause of death, according to physicians here. He was operated upon at a hospital there. A widow and one son, Dwight, survive.

ILL FATED SHENANDOAH AS IT APPEARED IN ACTION



No. 1—Shenandoah, formerly ZR-1, moored to mast at San Diego on her trip to Pacific Coast. No. 2—Hundreds of men formed beneath one end of giant vessel, giving idea of vast size. No. 3—As she loomed high in air over Capital at Washington, D. C. No. 4—Raft-carrying to great bay.

HUGE DIRIGIBLE BREAKS; 14 DIE

Shenandoah, Storm Victim, Falls in Four Pieces in Terrible Disaster

COMMANDER IS KILLED

Three Broken Sections Remain in Air After Fore Part Crashes to Earth, Killing Navigators

CALDWELL, Ohio, Sept. 3.

(By The Associated Press.)—Fourteen of the crew of the Shenandoah, giant dirigible, are dead and two others were seriously injured today when the pride of the United States navy cracked during a severe storm on its western cruise from its Lakehurst, N. J., airport.

Among the dead is Lieutenant Commander Lansdowne, captain of the ship.

After battling elements for several hours the huge aircraft suddenly shot upward to an altitude of approximately 7500 feet from a 3000 foot level where the dirigible buckled amidships. The pressure and twisting was so great that it broke the ship in three sections.

The control cabin, swung beneath the fore section of the ship proper, broke away and crashed to the ground while at an altitude of several thousand feet. It carried most of the crew who were killed.

Released from the control cabin the fore section measuring about 150 feet and bearing seven survivors, free ballooned for more than an hour and finally was landed near Sharon, 12 miles from where the control cabin crashed, near Ava. The main section, carrying 25 survivors, landed with a crash which sent several of the crew diving through the outer covering to the ground. A middle section of some 15 or 20 feet settled down in pieces over the countryside.

Those aboard the nose section had a wild and thrilling ride and landed 12 miles from the place where the cabin compartment crashed.

Several of the officers had just left the control cabin and were climbing up the ladder into the cat-walk of the ship proper when the cabin broke loose.

Suspended in midair, and hanging to a girder, they crawled or were pulled to places of comparative safety.

One, not so fortunate, F. J. McCarthy, chief rigger, was swept from his perilous perch in the front of the nose to the ground when the motorless craft struck a tree. He is in a Marietta hospital in a serious condition.

With three men forward and three aft in the nose of the craft it was maneuvered to a safe altitude.

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TIMBERMAN IS INJURED

FALLING TREE HITS WORKER; TWO HURT BY CAHS

LA GRANDE, Ore., Sept. 3.—Fred Siso, 35, was dangerously injured near here this morning when he was struck by a falling tree while working in the woods. Four ribs were broken besides other internal injuries. Physicians say his condition is grave.

A Mr. Young, of Los Angeles, Cal., suffered minor injuries near here late yesterday when his car collided with one driven by an unknown man.

Fred L. Hartman of Portland, was hit by a car driven by George Lyman of La Grande.

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