

SOVIET PLANE LANDS SUNDAY AT VANCOUVER

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wing, apparently was for the Russian government's own use.

Coffey said the official biography was in proper condition and the seals unbroken. It will be sent to Washington for checking and determination of the exact mileage covered.

The board inspected the gasoline tanks and found the seals intact. They will be drained and the gasoline remaining measured as a further flight record.

Assaulted by Acclaim
Astounded at the acclaim which a hero-worshipping mob of citizens quickly bestowed upon them once word of their unscheduled landing spread, the husky Russian birdmen smiled wanly, waved confusedly and then in the shelter of the home of General George Marshall, barracks commander, shared breakfast with him and Mrs. Marshall, went to sleep and arose late in the day to say that they would not go on—that the plane would be dismantled here and in a chartered plane they would fly late today to San Francisco in the company of the Russian ambassador, Alexander A. Troyanovsky, who flew here to greet them.

Good as the landing looked to the fliers after sleepless, nerve-straining hours at one point of which the polar air froze even their drinking water, even more overjoyed were they when from among a group of Americans whose English left them stumped they heard a young man shout:

Shouts Hello
"Sdractrachi!" ("Hello" in Russian.)

It was the first word they understood in a strange land and thereafter, until General Marshall, just sitting down to bacon and eggs when the distinguished visitors alighted across the army post, threw a protecting guard of soldiers about them, George Kozmetsky was their shield.

Flying steadily, but their course picked up only at infrequent intervals after they left Moscow behind, the Russians arrived over the Pacific Northwest before dawn Sunday. Heading straight down the coast, they first wandered about in the miserable flying weather which greeted them and flew 125 miles south of here to Eugene.

With the weather getting steadily worse, they banked around and headed northward until they sighted the barracks airport and decided to get back to earth.

Oregon Students
Kozmetsky, a University of Washington student taking reserve officer training at the barracks, and his tentmates, Frank Allen and Kenneth Kirtley, University of Oregon students, saw the single-motored ship alighting and instantly recognized it for the Russian ship.

Chekaloff, first out of the plane, mumbled a rapid-fire series of "noes" as the Americans fired questions at him. Beliakoff followed him from the plane with Babukoff the last to leave. Cautiously they kept everyone out of the cabin until a guard of soldiers surrounded the plane and barred the curious.

The men, despite the long hours, did not appear exhausted but stumbled slightly as they regained their land legs. In a subsequent radio broadcast at which Ambassador Troyanovsky acted as interpreter, paraphrasing the fliers' remarks, Chekaloff revealed that the most trying portions of the flight came in stormy weather at the Bering Sea, Franz Josef land, Prince Patrick Island and near the north pole.

The pilot traced the course as up the Kola Kola peninsula, between Franz Josef land and the Northeast Island, thence swinging out over the trackless Arctic wastes and across the pole, southward over Prince Patrick Island, the Great Bear Lake east of the Yukon and down west of Fort Simpson to Chitchof on the Cross Straits. From there the course lay south inside of Queen Charlotte Island, over Vancouver Island to Victoria and down Washington's beautiful Olympic peninsula.

But for the weather, the pilot said

he could have made San Francisco, having enough gasoline left out of the original load of 2,000 gallons to fly 750 miles.

Kozmetsky, telling of the meeting with Chekaloff, said: "I saluted him and said 'sdractrachi' (hello) and he shook my hand. He then turned around and put checks under the wheels of the plane, blocking it."

The fliers subsisted for the most part on tea and lemon juice but they tore into General Marshall's bacon and eggs with the keenness of long-starved appetites. During the meal, they asked for tea but there was none. They asked for cognac and there was none. The general offered them some whisky and they grimaced at the first sip and declined it. A search of Vancouver ensued in which orderlies finally turned up the much-sought cognac.

Meantime, reporters and a mob of citizens which finally grew so thick that traffic for miles around the barracks was stalled, besieged the locked gates of the port. Earlier, before the general had learned of the unexpected landing, the fliers posed before their planes for photographers, wearing the great, thick-furred parkas by which they fought off the Arctic cold.

Troyanovsky told the crowd that he compared the flight to "the Lindbergh deed," the non-stop journey of Col. Charles Lindbergh from New York to Paris in 1927.

RECEIVE PLAUDITS
MOSCOW, June 21.—(AP)—Josef Stalin led high Soviet officials today in cable congratulations to the three Russian transpolar fliers at Vancouver, Wash.

The cable from the secretary-general of the communist party read: "Congratulations you warmly on your brilliant victory. Your successful achievement of the heroic non-stop flight from Moscow over the north pole to the United States excites the admiration and love of the toilers of the whole Soviet Union."

"We are proud of the courageous, bold Soviet aviators who ignored all obstacles to reach their goal. We embrace you and shake your hands."

SOVIET PLANE SLOW, STEADY

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to Portland they came and then on to Eugene, Ore., before turning back to find haven at Pearson field.

The wings, unusually wide-spread for the length of the body, are extended 110 feet and are built upon a metal frame and then covered with a fabric. Flaps acted as "air brakes" at the landing. The wheels have no brakes and the skid wheel does not turn.

750 Horsepower
The pilot called the motor a 750-horsepower, but Eugene R. Spencer, a civilian mechanic, said it would require a 1500-horsepower motor by American definition to turn the three-bladed propeller.

The metal-covered fuselage, black over the motor and silver along the body, is about 45 feet in length.

The wings had no equipment to eliminate ice but small tubes from the propeller shaft sprayed alcohol on the blades.

The first and last of the three cockpits contained dual controls equipment. The center cockpit was the navigator's and contained navigation equipment, including a two-way radio.

Portland and Washington aviators said the plane had the appearance of the German Junker-type ship. It is a comparatively slow-flying craft with a cruising speed of about 100 miles per hour. It can land at 30 miles an hour.

Army officers said the plane approached Pearson field at 60 miles an hour and apparently the Russians were prepared to take to the air again if the landing facilities did not suit them.

The ship, the fliers announced last night, will be dismantled here and shipped back to Moscow.

Slight Cold Confines President Roosevelt

WASHINGTON, June 21.—(AP)—President Roosevelt remained in the living quarters of the White House today suffering from what officials described as cold in the nose.

Captain Ross T. McIntire, White House physician, suggested the president take it easy because of a strenuous week ahead.

Obituaries
Charles F. Kindrigan
Charles F. Kindrigan of Blacby, died Monday at the Sacred Heart general hospital. Funeral arrangements will be announced later by Brantner-Simon chapel.

KIWANIANS HEAR ELECTRIC POWER TOPIC DISCUSSED

"Power from Bonneville dam will not be a menace to Eugene," according to J. W. McArthur, superintendent of the Eugene water board, who addressed members of the Eugene Kiwanis club Monday noon at the regular meeting, on the subject of electric power in the northwest.

The Eugene plant apparently will be taxed to 95 per cent of its capacity by fall, Mr. McArthur pointed out, and if it will be possible within a few years to get power from the Bonneville dam on the Columbia river, at rates now estimated, it will be cheaper for this section than to make further developments up the McKenzie.

Estimates at the present time on the cost of transmitting Bonneville power, show approximately one mill per one hundred miles, which would bring it to Eugene at a cost of about five mills, he stated. Mr. McArthur showed, through various reports, that figuring the cost of the power here on transmitting rates, would be approximately the same as if it were received on blanket rates.

"Bonneville will not make power cheaper in outlying districts," Mr. McArthur said, "because few companies now in existence are close enough to the dam for distribution of the power."

The water board superintendent stated that nothing definite has been worked out, nor will it be until congress acts on the matter and appoints an administrator for Bonneville dam. He read from one state report, that figuring the amount of power forthcoming from Bonneville, it would be possible to let 50 per cent be used for industrial plants, for the other 50 per cent being sufficient for domestic use.

When Bonneville and Grand Coulee dams were first started, according to Mr. McArthur, there was discussion for what purpose so much power could be used in the northwest. Now, according to the report of the U. S. army engineers, natural growth in the vicinity of Grand Coulee will justify the development there.

The report of the Oregon state planning board on a study and calculations concerning Bonneville dam, shows that by 1947, natural growth will absorb excess power.

About fifty members of the club were in attendance, with E. N. McAdams of Hermosa Beach, Calif., R. Langlois of Bandon, and Cecil Orcutt of Nampa, Ida., as guests.

STEEL LEADERS DEFY STRIKERS

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strike, the great Cambria works of Bethlehem Steel were closed under a martial law proclamation of Gov. George H. Earle of Pennsylvania.

Headed by Charles P. Taft, the mediator board has as other members Lloyd K. Garrison of the University of Wisconsin, and Edward F. McGrady, assistant secretary of labor.

Furness said the masters and Hubbard, and Sheriff Ralph E. Elser "have stated to me they are willing and now able to protect company employees lawfully asserting their right to resume work."

Just Walk In
Ray L. Thomas, counsel for the lack-to-work movement of Sheet and Tube employees, said "We'll just walk in."

He asserted 280 policemen and 120 special deputy sheriffs would be on hand.

Thomas declared Saturday night's fighting was "part of the C.I.O. strategy to have Gov. Martin L. Dary of Ohio intervene in the strike."

"Gov. Earle in Pennsylvania fell for that hook," said Thomas. "I'm going to fall for such hook."

He referred to the union's call for troops after the Saturday night fighting.

There was fresh blood on the 26-day-old strike as it was spread today upon the mediators' table; blood of James Ernest, a strike picket.

He died last night, his chest ripped by charges of buckshot fired in a three-hour fight between pickets and police at Youngtown, O., Saturday night. Another picket had died during the fighting.

RAIN TAKES TOLL OF LANE'S CROPS

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causing snow in the higher mountains to melt. Ordinarily during a storm of this nature snow falls in the higher points in the Cascades indicated that about as much rain has fallen in those sections as in the valley.

Crop Loss High
Crop loss in Lane county will run up pretty high, according to O. S. Fletcher, county agricultural agent, and W. A. Ayres, market master. There is too much moisture for everything, Mr. Ayres said. The vegetables, which were greatly benefited by the first few days' rain, have now begun to suffer from "damping off" disease. Beans have been beaten down and spinach and similar crops have made such rank growth that their quality has been impaired. In the places where the river sloughs are overflowing and crops are covered there can be no salvage.

Cherries, which are a short crop to begin with, are being ruined. Even the sour varieties which ripen earlier than the others are being cracked and the sweet varieties are suffering. A few of the latter are being received at the cannery in Eugene but many are damaged.

START OF SUMMER
PORTLAND, Ore., June 21.—(AP)—Summer started here today in a drizzle of rain and mist. More rain, or at least showers, was forecast for tonight and Tuesday by the weather bureau.

Portland's precipitation for the 24 hours was .73 of inch but many points had more. Salem recorded 1.22 inches, Albany 81, Newport 1.52, North Bend 3.5. Light rain was general throughout eastern Oregon and Washington.

In Portland June thus far has been the dampest since 1913. So far this month 3.19 inches of rain has fallen. In 1913 the full month's measurement was 4.24 inches. The June record is 5.35 inches in 1888.

EAST IS HIT
DETROIT, June 21.—(AP)—A toll of seven lives and thousands of dollars' property damage was recorded today after severe electric storms accompanied by high wind swept across southern Michigan yesterday.

The storm centered around Jackson, Mich., and near Addison and Brooklyn, and a 45-mile-an-hour wind blew across Lake Huron, where it swamped a small boat on Saginaw Bay, taking three lives.

A 45-foot sailing yacht, believed lost between Detroit and Toledo on Lake Erie, arrived in Toledo this morning with its seven passengers all safe.

HUTCHESON WILL SPEAK THURSDAY

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acribing to the C.I.O. movement a "red" element.

On one occasion Mr. Hutcheson set forth that those aiding the C.I.O. movement in the lumber industry, had met in a hotel room the night before an important meeting, and plotted their course of action. He said that all of them were communists.

Delegates to the conference demanded proof of this, and the matter ended there. Disagreements, however, continued on other issues.

"Mr. Hutcheson has made a definite promise to give the Willamette valley another organizer," Mr. Padlock declared Monday morning. "This organizer will work for the Willamette valley district council and will be paid by the Brotherhood of Carpenters and Joiners."

Previously the complaint had been made that the lumber unions had not received sufficient help in the matter of organizing.

A mass meeting was held in Marshfield, a C.I.O. stronghold, Sunday, according to Mr. Padlock. Representatives from the competing organizations met to convince the southwestern Oregon lumber workers on the question.

On Tuesday morning Mr. Padlock and Sam Brown will go to Portland to meet with Charles W. Hope, regional director of the national labor relations board, and with the attorney for the board.

Immediate action on some of the Lane county complaints was indicated in a letter from Mr. Hope. About ten complaints have been filed from this district.

Engineer Inspects Site of New Bridge Over McKenzie River

The feasibility of erecting a bridge over the McKenzie river at the Goodpasture farm a short distance below Vida is being considered by the county court. Monday Assistant State Bridge Engineer Stevenson looked over the site of the proposed span and the department will prepare plans so that the county may ascertain its probable cost.

The engineer was accompanied to the site by P. M. Morse, county engineer, and Arthur Striker, county bridge foreman. The site proposed is located a quarter of a mile below the swinging footbridge that spans the river at the Goodpasture place.

Paine Relected As Townsend Secretary

ROSEBURG, Ore., June 21.—(AP)—O. C. Thomas of Vernonia was elected president of the executive board for the first congressional district of Townsend clubs at the district congress held in Roseburg Sunday. More than 1,000 persons attended the all-day sessions of the convention.

Dr. E. H. Epler, Salem, was made vice president; Charles L. Payne, Eugene, was re-elected secretary, and Judge E. J. Nowel, Oregon City, was re-elected treasurer.

Each of the officers will represent his county on the 15-man executive board.

AUTOS CLAIM TWO LIVES IN OREGON

PORTLAND, June 21.—(AP)—Two persons were killed and six were injured in traffic accidents here Sunday. Mrs. Mary E. Norwood, 66, Rainier, died at Good Samaritan hospital four hours after being injured in a collision between an automobile in which she was riding with Charles B. Winchell, 24, Portland, and one operated by Ellnor Gronquist, 25, Portland.

Russell J. Roberts, 37, Portland, died about 12 hours after being struck by a coupe containing two young men and two girls. Police said the car failed to stop and give aid. Roberts was accompanied by his grandfather, John Roberts, 71, who suffered minor injuries.

A city-wide search was started for the driver of the coupe and a \$50 reward was offered for his apprehension.

George Erickson, 26, Portland, was seriously injured when he was struck by another alleged bit-and-run driver, and Gustaf, his father who was walking with him, suffered bruises and lacerations.

Alfred Gratton, 56, Portland, and Mary Louise Gratton, 5, were treated for injuries at Emanuel hospital after a car operated by Gratton collided with an automobile driven by James J. Hill, Portland.

Thomas Shea, 67, Portland, was found early Sunday in the middle of the Hawthorne bridge, suffering from a leg injury. Patrolmen Holland and Watson reported he was injured by an automobile.

650 ENROLLED AT SUMMER SESSION

The first day's registration of students at the summer school session of the University of Oregon was approximately 650. It was announced Monday afternoon by Dr. Dan E. Clark, in charge of the Eugene session. Of this number, approximately 400 are undergraduate students and 250 graduate students.

The first day's registration last year was 641. 350 of these were undergraduate students and the rest graduate students. Final figures on the registration this year will be announced later in the week.

Rock Slides Menace Salt Lake City, June 21.—(AP)—Menaced repeatedly by crumbling rock slides, searchers awaited today more favorable weather conditions before resuming their search for seven bodies lost in the crash of a Western Air express plane last December.

A windmill used to lower during searchers down the face of a precipice 25 miles southeast of here, was left at the top of the mountain until more snow and the danger of rock slides is reduced to a minimum.

REGATTA BROADCAST
The Pugethous Regatta, intercollegiate rowing championship, will be broadcast over station KXN Tuesday between 11:35 and 11:50 a. m. and 1 and 1:30 p. m. Ted Husing will do the announcing.

LARCENY, DRIVING CASES UP IN COURT

Frank Potter of Westfir appeared in the Eugene justice court Monday on a charge of larceny and was allowed to go on his own recognizance until he could employ an attorney. It is charged that he took five goats and some kitchen utensils belonging to sheriff at Westfir, made the arrest and brought Potter to Eugene.

Roy Alfred Jones was fined \$25 and his license was revoked Monday by Justice of the Peace Hyman on a charge of reckless driving and John Erickson was fined \$5 and costs for failure to have an operator's license.

John Wellnitz has been cited to appear in court on a charge of beating four persons in the driver's seat of a car.

The case against Max Lake, accused of unlawfully overtake another car on the highway in his car was dismissed on motion of the district attorney. He was to have been tried for trial Monday.

Officers Bring Man To Eugene For Trial

State police officers were on the way to Eugene Monday afternoon with Laurence Morris, arrested at Ashland on a charge of defrauding an innkeeper in Eugene. A warrant was issued here Saturday for the arrest of Morris and he was apprehended in the southern Oregon city Sunday.

CONSTRUCTION DELAYED
J. W. McArthur, superintendent of the Eugene water board, disclosed Monday that construction of the transmission lines to Waterville had been temporarily delayed on account of the continued rains. Construction will be resumed as soon as the rain stops, he said.

MAPLE TO WILLAMETTE
CORVALLIS, June 21.—(AP)—Howard Maple, coach of freshman sports here the past year, announced today his return to Willamette university as head coach of basketball and baseball and assistant to Roy S. "Spec" Keene in football.

Three times as much corn as all the rest of the corn-raising countries produce together is produced by the United States.

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Byrd Sun Compass Aided Russians On Transpolar Flight

PORTLAND, Ore., June 21.—(AP)—A sun compass manufactured by the "Littler" on top of the world, the three Russian fliers who made the "hatched" voyage of the sun compass today.

Only the sun compass would have the "Littler" when all other compasses failed under the strain of the midnight sun.

The device, developed by Alexander H. Byrd of the United States navy, was used by the fliers to guide them into the Antarctic region, where they landed on the ice.

Richard E. Byrd of the United States navy, who was the navigator, probably would have been able to guide the fliers into the Antarctic region, where they landed on the ice.

The compass, they explained, is a true north-south line, a flight along a given meridian. It is a work mechanism, automatically correcting itself with the sun's rays and records the path of this guiding light on a plate.

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