

WAR MARRIAGE ENDS IN TRAGEDY DOUBLE SUICIDE

Walter Fitzpatrick Shoots Self When He Learns of Wife's Suicide—Enoch Arden Case, Involving Belgian Girl, Has a Tragic End.

NEW YORK, Aug. 31.—(A. P.)—In reply to a telegram sent last Friday to Walter J. Fitzpatrick, a manufacturer, reputed to be well-to-do, that his wife, Mrs. Marie Louise Bernier Fitzpatrick, had ended her life by gas in her New Gardens apartment, there came from Orlando, Fla., the information that Fitzpatrick upon receipt of the telegram had shot and killed himself.

Out of the tragedy, which ended a year of marital discord, came today also the story of their romance during the world war, told by intimates of Mrs. Fitzpatrick. It was disclosed that Mrs. Fitzpatrick, daughter of a Belgian merchant, had married Col. Jack Leacroft of the British army in 1917. He had gone off to the front after the ceremony in London. The second Marne offensive was fought and the lists had Colonel Leacroft reported as missing.

Mrs. Leacroft came to this country, met Fitzpatrick in San Francisco, and they were married in 1920 after she had obtained a divorce.

Some time ago Mrs. Fitzpatrick in the streets of New York came face to face with Colonel Leacroft. The ex-army officer told her she had caused an attack of amnesia from which he had suffered for a long time. When his memory returned, some incidents of his life were blurred. Gradually his mind cleared and he set out to find the little Belgian girl he had married in London.

According to friends of Mrs. Fitzpatrick, the colonel was stricken by news of her re-marriage. He urged her, said the friends, to divorce Fitzpatrick and marry him again. At that time the Fitzpatricks were happy and Mrs. Fitzpatrick laughed off the suggestion. "Convinced that his case was hopeless, the colonel, according to Mrs. Fitzpatrick's friends, quit the scene.

Subsequently, they understood, he married another. They said the Fitzpatricks had been estranged for a year.

W. E. CREWS ASKS PEOPLE OF STATE TO MAKE USE OF HIS DEPARTMENT

SALEM, Aug. 31.—(Special.)—Corporation Commissioner W. E. Crews of Salem, formerly of Medford, issued the following statement today:

In the creation of the corporation department, and the enactment of the exact Blue Sky law, the legislature intended to protect the interests of the investing public as far as possible. It must be understood, however, that the department can not in any manner guarantee the security for the sale of which a permit has been granted, but it does ascertain that the security represents a legitimate business, justly and fairly conceived, and bearing convincing evidence of being honestly conducted.

The applicant for a permit to sell securities is required to answer questions and furnish evidence covering a wide range touching the enterprise in which it proposes to engage. To that end there is furnished to each applicant a preliminary statement blank. The answers to the questions therein contained must show among other things applicant's assets, liabilities, the exact character of its structure, a complete outline of its business, and the uses to which all monies received from the sale of its securities are to be put. There must be attached to this questionnaire a complete trial balance of applicant's present financial status, letters of recommendation, certificates of character and so forth, and all other facts tending to show whether the given security is, or is not, a good investment, an examination of which would show the investors just what they are buying.

This department knows of no infallible method of determining before hand how any security will turn out. Business conditions change very swiftly in this rapidly developing state of ours, any prophesy regarding the possibility of any security which naturally depends upon so many contingencies could be very uncertain and of little weight. Even the standard gilt edge securities of today may drop from their high standard and become very doubtful and uncertain tomorrow, and some of the ugliest and less attractive securities of today may be classed among the soundest and most attractive securities of tomorrow.

No degree of human foresight, no amount of human experience can ever qualify any one to pass absolute judgment on such matters as these. This department makes no attempt to do so, but it does insist that the public must be given the essential facts concerning securities before a permit will be granted to sell the same, which information will afford the investor an adequate opportunity to inform himself as to the investment value of the securities, and when this department has furnished a record which discloses such information, it has performed its duty.

The permit requirements, however, are not concluded when the security is permitted to be sold; they continue in force as each company to whom a permit is granted is required first to file an annual report showing the true status of the company as it exists at the end of the fiscal year, same being June 30th of each year. It is also required, while the permit is in force, to file each 30 days in the office of the corporation commissioner, what we term a regular statement. This statement shows in detail its assets, liabilities, the use of money received from the sale of its securities, the amount of securities sold, and other essential details, that a complete tab may be kept upon the company operating under the permit.

The code regulations requisite for granting permits are being constantly developed and improved. Gradually as this department discovers practical methods of protecting the investing public, it adds them to its requirements.

It is the desire of the department that the foregoing facts may be made public that the investors of the state of Oregon may be given to understand that the records thus kept are public records for their use; and the investing public is invited at any time during office hours to look into these records, and advise themselves as to the investment value of any security offered for sale in this state.

Therefore any intending purchaser of securities, authorized to be sold in this state, who entertains any doubt as to the propriety of making such investment, before concluding to do so, should avail himself of the opportunity of examining the records of this department, and I hope that they may be made to understand that they are perfectly welcome at all time to make such examination. W. E. CREWS, Corporation Commissioner.

2 FATALLY HURT IN COLLISION ON COLORADO R. R.

WALSENBURG, Colo., Aug. 31.—(A. P.)—Judge Wiley Bell, Dallas, Texas, who sustained an injury to his spine in the wreck of the Colorado and Southern Texas fast mail train at Mayne, Colo., yesterday was reported as improving and out of immediate danger early today.

TRINIDAD, Colo., Aug. 31.—(A. P.)—Miss Mary White of Victoria, Texas whose neck was broken in a wreck of the Texas fast mail train of the Colorado and Southern system, at Mayne, Colo., Sunday, early today was hanging to life by a slender thread.

TRINIDAD, Colo., Aug. 31.—A. P.—Two persons, an aged Texas judge and an eight year old girl, probably fatally hurt and twenty-eight others suffering from injuries were eating in Trinidad and Walsenburg, Colo., hospitals today, victims of a crash between two passenger express trains of the Colorado and Southern railroad near here.

26 HOURS IN SCHEDULE. (Continued From Page One)

half a mile ahead of the PN-9 No. 2 within fifteen minutes. Both planes passed McNear's point about five miles out at 2:55. The second plane then was flying considerably higher than the first.

SAN FRANCISCO, Aug. 31.—(A. P.)—Two of Uncle Sam's giant navy seaplanes stood ready this morning to take off on the proposed 2100-mile non-stop flight to Hawaii. The third, the PB-1, biggest and heaviest of the three aircraft by 5000 pounds, was still in its hangar at Cobby field with a crew of expert mechanics holding every effort to prepare it for a solitary flight over the same route, probably the day after tomorrow.

Decision to send the two PN planes, weighing 1200 pounds each when loaded to their full capacity, away at 2 o'clock this afternoon without the PB-1 was reached last night by Captain Sanford E. Moses and other officers in charge of arrangements for the flight, when it was definitely determined that the engine of the PB-1 could not be replaced in time for flight today.

The big Boeing plane, manufactured in Seattle, developed engine trouble with a broken oil feed pipe on its flight south from the Washington city ten days ago, and what was intended as a non-stop flight to be a test before the journey to Hawaii, was interrupted with a forced landing at Seah Bay and an overnight stay at Combs.

Examination showed the necessity of an entire replacement of the engine in the PB plane, and since its arrival here workmen have been bending every effort to complete the preparation in time to permit all three planes to depart together today.

The plans of the navy officers in charge of today's flight include parading by fast boats of the run chasers fleet of the 15-mile channel from San Pedro bay to the Golden Gate, over which the two seaplanes will speed in their take-off. So heavily laden with fuel will be the two aircraft that it was not expected they would attain sufficient altitude to surmount the hills on either side of the Golden Gate, and it was determined to keep clear the course which would enable them to start their western journey over the regular ship lane.

Five Men in Each Plane.

The crew of each of the planes comprises five men. The flagship, the PN-9, has as its chief officer,

Commander John Rogers, Washington, D. C., who is also the flight commander; Lieutenant Byron James Connel, Pittsburg; James Skiles N. Pope, aviation pilot, Jackson, Pa.; Otto Gilbert Stantz, chief radio man, Terre Haute, Ind., and William M. Bowlin, chief machinist's mate, Richmond, Ind., constitute the rest of the crew.

The PN-9, No. 2, is piloted by Lieutenant Allen P. Snoddy of Youkers, N. Y., and its crew is composed of Lieutenant Arthur Gavin, pilot, Ashland, Wis.; Charles J. Sutter, aviation chief machinist's mate, New York City; Noah Howard Craven, aviation pilot, Oklahoma City, Okla., and Clarence W. Allen, radio man, Birmingham, Ala.

Plan 26-Hour Flight.

It was calculated that the flight would require slightly more than 26 hours. Only one record will be sought, that for distance, as a ship of this type has already remained aloft for a longer period than that estimated as necessary for the test to begin today.

The route, a direct line according to the mercator projection, is already patrolled by navy boats stationed approximately every 200 miles between the Golden Gate and Honolulu.

One of the spectators of the final preparations this morning for the flight was Colonel Frank P. Lahm, air officer of the Ninth corps army area, who with Governor Wallace Farrington of Hawaii will be judge of the flight.

Machines Navy Pride.

The PN boats scheduled to start their flight today, virtually identical, were developed by the bureau of aeronautics and the naval aircraft factory at Philadelphia as the supreme type of twin engine tractor biplane. From top of the upper wing to the bottom of the keel they are 16 feet 8 inches, and in length over all they are 49 feet 2 inches.

The spread of the upper wing is 72 feet and 10 inches and of the lower wing 67 feet and 2 inches. The total area of wing surface is 1217 square feet.

Two motors of 500 horsepower are

In each plane, each power plant weighing over 700 pounds. The propellers are of two blades and made of wood. Compasses, chronometers, sextants and galvanometers aid in keeping the aircraft on their course and each carries a complete radio set by which communication will be maintained with the guard ship stationed along the route to Hawaii.

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MEDFORD BASEBALL TEAM WINS, 11-4

The Medford baseball team defeated the Eagle Point nine yesterday at the latter's home grounds by a score of 11 to 4. The game was very close until the last inning, when Medford scored four runs. Arthur Schoeni, pitcher for Medford, struck out ten men, while Foley for Eagle Point struck out an equal number.

What is expected to be another hard fought battle will be played next Sunday when Gold Hill will play the local team on the Holly street grounds.

LOCAL MAN FINED FOR DISORDERLY CONDUCT

C. L. Jones was fined \$30 this afternoon in Judge Taylor's court on his plea of guilty to a charge of disorderly conduct preferred against him by Chief of Police Adams. Jones was arrested Saturday night at his home on Peach street, together with his wife, Mrs. C. L. Jones, and Mrs. Rebecca Stone, Russell Price and Ralph Davis, by Policemen Leggett and Cave. Although the members of the party were not intoxicated, police say an empty pint bottle which smelled strong of liquor was found. The arrests were made as the result of complaints of neighbors, who say that parties held there had on some nights lasted until 2 or 3 o'clock in the morning.

POLICE SEARCH FOR TWO MISSING BOYS

The Medford police are searching for two local boys who have been missing since the latter part of last week and are believed to have run away from home. Gilbert White, the oldest, is 16 year old, 5 feet in height, weighs 120 pounds and wore a dark brown sweater and overalls at the time of his disappearance. Edwin Johnson, his companion, is 14, and wore overalls.

Police officials at Roseburg and Grants Pass were phoned to "out" as yet the boys have not been located.

Channel Swim Delayed.

BOULOGNE, France, Aug. 31.—(A. P.)—Swimming conditions in the English channel were improving today but Gertrude Ederle postponed until tonight final decision as to whether she will begin her second attempt to cross from France to England tomorrow.

CARS SMASHED AND 2 INJURED IN AUTO CRASH

J. B. Shaw, 25, of this city, and Leonard Frank of San Francisco, Calif., are patients at the Sacred Heart Hospital today suffering from cuts and bruises received at 9:30 last night when Shaw's car was struck at the intersection of Riverside avenue and Jackson street, broadside by the speeding California car driven by Edward Joslyn.

According to witnesses, Shaw, who is connected with the Phillips Auto Park Service station, was driving out of the station onto Riverside with the intention of proceeding south, when the California car, a large Hudson, crashed into him at a rate, which, it is alleged, was 40 miles per hour. The impact knocked Shaw's auto, a Chandler, fully 25 feet, throwing the driver to the pavement, and slightly injuring his young sister, Dorothy, who was riding with him together with her sister, Margaret, who was not injured.

Shaw suffered a severe scalp wound and painful contusions about the eyes. He is also complaining of pains in his back. An X-ray picture will be taken tonight to ascertain whether he has suffered any injury there. Frank's injuries are said to be slight in comparison. Several stitches were taken to close a wound in his face.

Joslyn, the driver, was lodged in the city jail last night by State Traffic Officer J. J. McMahon, who as yet has not determined what charge will be preferred against him. According to that officer, it was Joslyn's desire to reach Portland by morning, he having said that to service station attendants while procuring gas about three blocks this side of the accident.

Local state traffic officials say that during the past six weeks Jackson county has seen more auto accidents than for the past several years, all of which they believe is due to speed. Many prominent citizens, according to their policy of arresting every speeder they see, which policy they believe will in time reduce the hazard of auto wrecks.

Because of glaring sunlight Miss D. Bear of Southern California, driving a Buick sedan rolled down a 50 foot embankment seven miles this side of Prospect while returning from Crater lake yesterday afternoon. It is reported the occupants of the car, which included the driver's father and mother, were not badly injured. Inquiries at local hospitals today failed to disclose any information regarding the accident.

Portland Wheat.

PORTLAND, Ore., Aug. 31.—Wheat—Hard white, Bluestem, Baart, soft white, western white, \$1.50; hard winter, northern spring, \$1.45; western red, \$1.42; BHR hard white, \$1.55.

Today's car receipts—Wheat, 159; barley, 12; flour, 12; corn, 9; oats, 12; hay, 11.

Would Abandon Alaska R. R.

SEATTLE—Congressman Arthur M. Free of California, republican member of the house committee on merchant marine and fisheries, advocates abandonment of the \$48,000,000 government railroad in Alaska, he declared in a visit here yesterday.

8TH GRADE EXAMS BEGIN THURSDAY, END NEXT DAY

JACKSONVILLE, Ore., Aug. 31.—The September examinations for eighth grade pupils will be held on Thursday and Friday, September 3 and 4, at the county superintendent's office in Jacksonville.

Some few districts are appointing their own examiners where several pupils are concerned, but any boys and girls who have faithfully prepared for these examinations can write them in Jacksonville.

The schedule is as follows:

3 A. M. Thursday—Arithmetic and writing.

1 P. M. Thursday—History, spelling, and agriculture.

9 A. M. Friday—Physiology and language.

1 P. M. Friday—Geography, civil government and reading.

Invitations are out for a box social and program at Spring Creek school on September 2 at 8 o'clock. This school is the southern one in the Three-hurst district and their first community evening in the new schoolhouse is dated for the full September moon. "Everybody welcome" the invitation reads.

Three rural schools are opening this year on Monday, August 31. They are Missouri Flat, Gladys Hollister, teacher; Savage Creek, Frances Fitzgerald; Little Applegate, Ruth Howland. The majority of the county schools will open on September 7 and 8. Some boards probably believe Labor day to be a school holiday, but this is not correct and schools may open on that day just as on any school day.

Uniontown school district is advertising for bids for a new schoolhouse. The old building on the banks of Little Applegate has served for over 40 years, so that there will be rejoicing in the community when a new modern building stands ready for use.

The Gold Hill gymnasium is progressing well and the town and school are to be congratulated on this finish to their modern equipment.

Jacksonville Loses Out On Adventist School

Hopes for the Seventh Day Adventist Academy in Jackson county went glimmering yesterday, when the Southern Oregon conference, attended by church members from all parts of the state from Eugene south, voted 52 to 47 that the school be reopened at Sutherlin, its former location.

A site had been offered the church by Jacksonville and had the full support of the Medford Chamber of Commerce, which had used all efforts for several months past to induce the church to locate here.

Yesterday's session closed the annual conference, which had been in progress at Jacksonville since last Friday.

Cook with gas.

Medford District Manager Wanted

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This is a permanent, profitable connection with a real future for the ambitious man who can qualify and make good.

This opening is created by the promotion of former Medford District Manager A. B. Evans to a more responsible position.

Applicant must possess character and ability to work conscientiously, enthusiastically and industriously; should be between 30 and 45 years of age; preferably married; have had some previous business experience in which he was reasonably successful; ability to meet general public is desirable; should have equivalent of high school education; be free from debt and have saved a little money.

A real position for a real man. If interested write to W. C. Schuppert, Superintendent of Agents, Oregon Life Insurance Company, Portland, Oregon.

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