

**The Weather**  
 Prediction Partly cloudy  
 Maximum yesterday 93  
 Minimum today 55  
 Precipitation Trace

# MEDFORD MAIL TRIBUNE

**Weather Year Ago**  
 Maximum 89  
 Minimum 50

FOURTEEN PAGES TODAY MEDFORD, OREGON, FRIDAY, SEPTEMBER 4, 1925 NO. 142

## DENY REPORT OF FINDING NAVY PLANE

### FLARE SEEN BUT FAIL TO FIND PLANE

Hopes Raised By Reports of Rescue Dashed By Official Denials—No Trace of the Missing Aircraft Found—Hope Practically Abandoned—Believe Airplane Wrecked

ST. AUGUSTINE, Fla., Sept. 4.—The St. Augustine Record today says a local radio operator talked with a United States warship 400 miles off the Samoa islands, and learned the missing seaplane PN-9 No. 1 had been found with all aboard safe.

WASHINGTON, Sept. 4.—(A. P.)—The navy department had no information today bearing out the report of a St. Augustine amateur wireless operator that the PN-9 No. 1, navy plane lost in the Pacific, had been found and all on board were safe. The last official word they received regarding the plane's plight was yesterday morning and that was indefinite.

SAN FRANCISCO, Sept. 4.—(A. P.)—The flight commander's office here, to which ships searching for the missing seaplane are reporting, said no information had been received to confirm a report from St. Augustine that the lost fliers had been found.

SAN FRANCISCO, Sept. 4.—(A. P.)—A message from the U. S. S. Arrowstock sent at 1 o'clock, Pacific standard time, reported the search for the PN-9 No. 1 continuing. The flight commander's office said this disposed of reports that the lost plane had been found.

HONOLULU, Sept. 4.—(A. P.)—Just before midnight the tender U. S. S. Whippoorwill, searching in mid-Pacific waters for the missing PN-9 No. 1, naval seaplane, reported: "At 7:10 P. M. saw white flare ahead. We headed for the spot for one hour and then saw two flares or rockets from starboard. Have been steaming now for half hour but have seen nothing more."

SAN FRANCISCO, Sept. 4.—(A. P.)—The navy department has instructed Admiral Robison to dispatch 18 destroyers that left Samoa September 1 for Hawaii to the search zone to participate in the hunt for the missing PN-9 No. 1, and its crew. In announcing that the ships which were returning from the Australian cruise would be used to endeavor to find Commander Rodgers' plane, the flight commander here stated that "there is a ray of hope" in the telegram which the Whippoorwill sent that it had seen a white flare and two flares or rockets at 7:10 and 8:10 last night. These were seen in the Kaula channel on the far side of the island of Oahu.

HONOLULU, Sept. 4.—(A. P.)—Into the limbo of "ships lost at sea without a trace" has gone the giant seaplane PN-9 No. 1, pride of the navy and Commander John Rodgers with his four companions, pioneers of naval aviation, who set forth fearlessly from San Francisco last Monday afternoon and disappeared on Tuesday afternoon. It seemed most probable with the passing of the 60th hour since the plane came down. Although the search for the missing plane and members of her crew is still proceeding with increasing forces and frantic intensity, air station officers, who had maintained rigid faith in the hope that the plane would be discovered, yielded from their position last night dolefully shaking their heads and saying: "Too bad, but we had better scratch Commander John Rodgers and his crew from the list."

In spite of the halting expression of the unwilling feeling that it would only be a miracle if the plane were discovered and the occupants rescued, new searching detachments reinforced by the destroyer Reno are proceeding

### Caretaker of Golf Course Run Over By Tractor, Killed

TACOMA, Sept. 4.—Mike Adams, 41, was crushed and burned to death today when his tractor ran over him at the Tacoma golf and country club. In some manner the tractor backed over the man and pinned him down under the exhaust of the motor. His clothing caught fire and he was badly burned. He was dead when found. The victim had been caretaker of the golf course at the club for eight years.

### WIDOW BLAMES NAVY SECRETARY FOR DISASTER

Mrs. Lansdowne, Wife of the Shenandoah's Commander, Says Politics Forced Husband to Take Fatal Trip—Secy. Wilbur Denies Charge

LAKEHURST, N. J., Sept. 4.—(A. P.)—Children left fatherless by the naval dirigible Shenandoah's ill-fated western trip, were mourning today in their homes near the naval air station, the headquarters of the "Daughters of the Stars," and her mate, the "Angels."

Mrs. J. H. Klein, Jr., wife of the commanding officer at Lakehurst, called on all the bereaved families and found them taking their sorrow with the philosophy of the birdman's wife, as expressed by Mrs. Zachary Lansdowne, widow of Lieutenant Commander Lansdowne, who was killed.

"When I married an aviator," said Mrs. Lansdowne, "I knew what chances we were taking, and I will not knock down now. I am glad Zach died with his boots on. I intend to go through life with mine on. When a girl marries an aviator she takes a chance. I have gambled and lost."

Mrs. Klein, after consoling the bereaved, said: "They were all perfectly wonderful. Every eye was dry and their only thoughts were to help each other. They are great sports."

Young, with black bobbed hair and blue eyes, and dressed entirely in white, Mrs. Lansdowne said her husband had a premonition of disaster. Since last June, she declared, the lieutenant commander used all his influence to call off both this and a previous western trip because he feared the battle with Ohio thunderstorms would wreck the ship. But politics, she charged, demanded that the trip be made. Never before had Lansdowne failed to circle over their bungalow, but on this last trip she noted he sailed away without even approaching their home.

"He knew conditions in Ohio," she said. "He was born in Ohio and killed in Ohio, 190 miles from the spot where he was born."

"The commander often said the ship was likely to get into trouble in thunder storms with the hot air going up and the cold air coming down. A big airship getting into this would snap in two."

"He used every bit of influence he had to keep from going, but the secretary of the navy wanted to play politics by sending the ship over middle-western cities, so he had to go. He never appeared worried over any previous flight, but before starting on this one, he was extremely nervous and fearful that he could not get through."

Some officers of the station disagreed with Mrs. Lansdowne's assertion that politics caused the trip. The purpose of the trip, they said, was to experiment with untrained ground crews and test the new mast erected by Henry Ford at Detroit. A Washington dispatch to the New

### REMOVAL OF GAS VALVES CONDEMNED

Construction Adviser in Building of Shenandoah Declares Change in Gas Safety Valves Caused Destruction of Dirigible and Loss of 14 Lives—Navy Dept. Says Nothing.

PHILADELPHIA, Sept. 4.—(A. P.)—The breaking of a gas bag over power car No. 3, the starboard car of the dirigible Shenandoah, was blamed by some of the survivors of the wreck for the tragedy yesterday in Ohio.

When the 18 survivors who came by special car from the scene of the wreck en route to their home station, arrived at Philadelphia at 7:50 A. M. today, some of them agreed that this accident, in conjunction with the terrific storm, was responsible for the wreck and its ensuing loss of life.

The storm was described by the survivors as "a western twister," a miniature cyclone. Some of the men said they had been able to see the storm coming but that the ship had been powerless to get out of its way. As the men trooped from the train at the North Philadelphia station of the Pennsylvania railroad to take another train to Lakehurst, all of them were carrying heavy bags.

"Are they your effects?" someone asked one of the men, pointing to the bags.

"No," he said. "They are the things that belonged to our comrades who are dead."

Richardson Wilson of Louisville, Ky., a seaman, second class, listed yesterday as injured, was among the survivors unhurt. The 18 men came on the train in charge of Lieutenant Hendley. They were stiff and sore from the leaps they had made from the airship as it neared the ground. They were grimy and very tired. A number of them described how they clung to the framework and worked their way from the top of the airship—almost a hundred feet, to a hand hold near the bottom, where they were able when the broken sections of the airship dropped near the ground to let go and drop ten or fifteen feet to safety.

TOMS RIVER, N. J., Sept. 4.—(A. P.)—Captain Anton Heinen, former German dirigible pilot and construction adviser in the building of the Shenandoah, said today that the removal of eight of the eighteen safety valves on the dirigible's gas bags was the cause of yesterday's disaster and that the victims of the crash "gave their lives to save this precious helium."

In the storm the craft rose too fast for the remaining valves to let off sufficient gas, he said, the upward movement of the ship causing rapid expansion of the gas bags, which broke the shell of the ship in the middle.

"I would not call it murder," said Captain Heinen, "but I cannot put it too strongly that if it had not been for the foolishness in cutting down the safety valves the crash would not have occurred."

Captain Heinen said the ship should have been able to discharge 2,000 feet of helium for every 30 feet that she rose above an altitude of 3,000 feet, and that he had understood from Commander Klein that she was nearly filled with helium when she left the station.

Insisting that the Shenandoah as originally designed was the "safest thing in the world," Captain Heinen asserted that due to the reduction of the number of valves about six weeks ago he would not have gone on the dirigible "for a million dollars."

"It was not safe with the valve changes," he added. "The men that went and knew of the changes were brave, indeed."

Captain Heinen asserted that 20 valves were installed in the Los Angeles because it was felt that the 18 originally in the Shenandoah were not enough for the greatest safety. "Now there will be a whitewash board of inquiry and some camouflage to cover up the real story of the cause, which was the foolish action of the crew at the station in changing the valves. Already they are trying to lay the blame on poor dead Lansdowne."

### Reginald Vanderbilt Dies Suddenly



NEW YORK, Sept. 4.—(A. P.)—Reginald C. Vanderbilt, who died suddenly today at his country home in Rhode Island, was one of the leading horsemen of the country. He was president of the National Horsemanship association of America which he organized, and also was president of the Hackney Horse society. He was the youngest son of the late Cornelius Vanderbilt. He inherited \$10,000,000 from his father when he was 21 years of age and later, in 1919, he inherited \$5,000,000 from his brother, Alfred Vanderbilt, who was lost in the sinking of the Lusitania. Mr. Vanderbilt was the brother of General Cornelius Vanderbilt of the Countess Lascelle Steeple and of Mrs. Harry Payne Whitney. Reginald Vander-

bilt married Miss Katherine Neilson, a daughter of Mrs. Frederick Neilson and a niece of Frederick Gobhard, in April, 1902. They have one child, Miss Kathleen Vanderbilt, who married Harry C. Cushing, III. Mr. Vanderbilt and his wife separated and she brought suit for divorce, which was granted in April, 1920. He was in his 45th year. Mr. Vanderbilt was married for the second time to Miss Gloria Morgan, daughter of Harry Hays Morgan, consul general at Buenos Aires. Their marriage was in 1923. A daughter, Gloria Morgan Vanderbilt, was born to them 17 months ago. (The photograph above shows Mr. and Mrs. Reginald Vanderbilt, nee Gloria Morgan, taken while on their wedding trip in 1923.)

### "TAXI" MURDER IS CONFESSED BY EX-CONVICT

W. R. Lloyd Makes Complete Confession of Killing of Taxi Driver—Robbery Motive of Crime—Shot Driver When He Resisted.

THE DALLES, Ore., Sept. 4.—W. R. Lloyd, ex-convict who yesterday confessed to the murder of Clinton L. Baun, Independence garage man, today was taken to Portland by Sheriff Hooker of Polk county.

In his confession, according to the district attorney's office, Lloyd said that robbery was the only motive for the killing of Baun. "We were riding along in the car about ten miles south of Independence Tuesday night when the machine developed ignition trouble," said the purported confession. "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 took a small sum of money from the man's pockets and fled in Baun's automobile, the confession related. Lloyd said he had planned to hold up Baun, steal his car and drive to Eugene, there abandon the machine and work in the hop yards. Instead, he said, he drove to Portland and on up the Columbia river highway to Mosier where the machine again developed trouble. There he abandoned the car and went on to The Dalles, where he was arrested Wednesday night, following the discovery of Baun's car at Mosier.

### Casualties of the Air Service

CLEVELAND, Ohio, Sept. 4.—(A. P.)—A twelve year old boy and a man were killed here today when an airplane crashed more than 1,000 feet into Highland park cemetery. The plane had been circling above the municipal golf course and the cemetery when it seemed to develop trouble.

WASHINGTON, Sept. 4.—(A. P.)—Navy department officials declined to comment today on the assertion of Captain Anton Heinen, consulting engineer in the construction of the Shenandoah, that the reduction in the number of safety valves in the bows of the dirigible was responsible for the wreck.

### Claim That Cheese Should Be Classed With Rubber Tires

CHICAGO, Sept. 4.—Proposed freight rates on cheese were defended before the inter-state commerce commission on the ground that cheese should have the same classification as rubber tires, being a similar commodity.

LIMA, Ohio, Sept. 4.—Unification of the Methodist Episcopal churches of the north and the south was approved by the west Ohio M. E. annual conference, 257 to 9.

### SKYLINE TRAIL IS OPPOSED BY DOCTORS' MEET

State Medical Society Goes On Record Against Construction of Cascade Range Road As Menace to Water Supply—New Officers Are Elected.

The fifty-first annual session of the Oregon State Medical society is at an end following the election of officers and the adoption of several resolutions this forenoon. In the opinion of the visiting doctors it was one of the most successful conventions ever held.

Dr. Paul Rockey of Portland, president-elect last year, took his office for the ensuing year, following a brief farewell address by Dr. A. C. Kinney of Astoria, retiring president, urging the doctors to continue the good work of the society. Other officers elected were: W. B. Morse, Salem, president elect; W. W. P. Holt, Medford, 1st vice president; Warren L. Junt, Klamath Falls, 2nd vice president; Dr. J. H. Robinson, Albany, 3rd vice president; J. Earl Elser, Portland, treasurer; F. D. Strickler, Portland, secretary; William Kuykendall, Eugene, delegate to the convention of the American Medical association at Dallas, Texas, April, 1926; E. B. McDaniel, Portland, alternate.

Councilors elected include Lee Bouvy, La Grande; C. L. Booth, Portland; and C. E. Sears, Portland. Dr. E. A. Sommer of Portland was elected president at the election of officers of the Oregon Public Health League, while Dr. W. P. McDory, La Grande, was elected 1st vice president. Dr. G. E. Houck, Roseburg, 2nd vice president, Dr. F. D. Strickler, Portland, secretary, and Dr. C. J. McCook, Portland, treasurer.

Unanimously the members of the society condemned the proposed Skyline Boulevard along the Cascade mountains, from the northern to southern ends of the state, as being a menace to public health. As the water supplies of several cities have their source in the mountains, doctors said, the water would be easily contaminated. The boulevard has been proposed for several years past, and is also under consideration by the national forest service, he said. As the State Board of Health will use efforts to discourage building of the scenic drive.

The society also went on record to give a vote of thanks to the local medical association, to the Elks club for tendering favors during the session. According to a report of the Executive secretary, Frank S. Ward, the society is in a healthy financial condition and during the past 18 months has had a 14 per cent increase in membership. Out of a possible 632 physicians in the state, 495 are paid up members.

The attendance was fully 25 per cent better, said the secretary, than was expected, which he believes was due to the fact that the fame and scenery of Rogue River acted as a lure to the doctors and also to the fact that the papers, which were read at this session, were of vital interest to each member. Subjects had been chosen of a nature that in many cases fitted the doctor's individual wishes. As a result 125 doctors were in attendance, 35 of whom were accompanied by their wives.

No invitations for the next session were offered, the location of which will probably be decided by the councilors at their regular meeting at Portland. It is believed the session will be held in that city next year. The majority of the visiting doctors are leaving for their homes today, many of whom will visit Crater lake en route. The doctors declared as they left that they had been entertained royally and that they were greatly impressed with the beauty of the valley. One doctor, who has been a resident of Portland for the past 40 years, declared if he should retire, Medford would be where he would live.

LOS ANGELES.—William Harrison Dempsey, world's heavyweight boxing champion, appealed to the police to find his automobile which was stolen from its parking place.

### MAY KEEP DALRYMPLE AS WARDEN

Salem Reports That Pierce Intends to Keep Warden With Dillard Elkins As His Advisor—Governor Again Refuses to Make Public Report On Prison Conditions.

SALEM, Ore., Sept. 4.—Reports current here this afternoon that Governor Pierce had assured A. M. Dalrymple that he would be allowed to remain as warden of the state penitentiary under the arrangements by which Dillard A. Elkins, chairman of the industrial accident commission, would become advisory superintendent of the prison temporarily, could not be confirmed either at the governor's office or at the prison.

Both Governor Pierce and Warden Dalrymple declined to discuss the reports which followed quickly upon a conference between Governor Pierce, Dalrymple and W. A. Dalzell, secretary to the governor, in the governor's apartments here last evening. The conference lasted for about two hours.

Meanwhile the contents of the report of the special committee, named by the governor to investigate conditions at the prison and the causes for the Murray-Kelly-Wilcox escape of August 12, when two guards were shot to death, remains a secret to all but a very few persons close to Governor Pierce who declines to make the findings of the committee public.

Friends of the governor have declared, however, that the report flatly recommends the removal of Dalrymple.

### VON ELM BEATEN BY JONES, WHO WILL MEET GUNN

OAKMONT, Pa., Sept. 4.—(A. P.)—Atlanta, Ga., is to have the national amateur golf championship once again. The southern city was assured the honor today when Bobby Jones, the present titleholder, and Watts Gunn, 19-year old friend and neighbor of the amateur king, won their semi-final matches. The former had an easy time with George Von Elm of Los Angeles, winning at the 20th hole, seven and six.

Gunn was given a great battle by Dick Jones of White Plains, N. Y. But the youth ended the match on the 33rd hole, being five up and three to go.

Jones and Gunn will meet in a 36-hole match tomorrow for the crown. OAKMONT, Pa., Sept. 4.—(A. P.)—Bobby Jones, the champion, was four up on George Von Elm of Los Angeles, at the end of the morning round in their semi-final match of the national amateur golf championship today. Watts Gunn of Atlanta was one up on Dick Jones of White Plains, N. Y.

SEATTLE, Sept. 4.—(A. P.)—Jack Matson, Victoria, B. C., was eliminated here today from the Washington amateur golf tournament. Harry Hiert, Seattle, defeated him three and one.

### Wire Report on the Pear Market

NEW YORK, Sept. 4.—Today: 25 California; 1 Colorado; 2 Delaware; 3 Oregon; 13 New York; 4 Washington; 16 New York by boat. Steady on good stock. California bartlett, 38 cars; best \$3.10@3.90; few \$2.95@4.45; ordinary, \$2.85@3.25; ripe, \$2.25@2.80. Some waxy, \$1.65@1.90. Oregon bartlett, 4 cars; extra, \$2.55@3.65; ripe, \$2.15@2.30; average, \$2.38; fancy, \$2.65@3.25; ripe, \$2.25@2.85; average, \$2.85. Washington bartlett, 4 cars; \$2.10@3.25; ripe, \$2.10@2.40; average, \$2.80.

CHICAGO, Sept. 4.—Yesterday: 13 California; 1 Illinois; 4 New York; 1 Oregon; 1 Michigan by boat; 21 on track, including broken. California bartlett, 5700 boxes; \$2 @3.25; mostly \$2.65@2.70. Oregon bartlett, 1850 boxes; \$2.45 @2.50; mostly \$3.

### ATTEMPT OF BOY TO MAKE PET OF RATTLESNAKE RESULTS FATALLY

TULSA, Okla., Sept. 4.—(A. P.)—Efforts of F. L. Tuttle, 19-year-old farmer boy, living near here, to make a pet of a rattlesnake, cost him his life. He found the snake in a cotton field and when it sounded a warning before attempting to strike, Tuttle caught it and stroked it gently. The reptile became docile. In con-

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