

SURVIVORS OF DISASTER TELL OF EXPERIENCE

CAIDWELL, Ohio, Sept. 4.—(By the Associated Press.)—Lieutenant Commander E. E. Rosenbahl gave the following account of the Shenandoah week and his thrilling escape to The Associated Press correspondent, Commander Rosenbahl said:

"I went on duty at 3:29 a. m. to relieve Lieutenant Commander L. Hancock, who was navigating the ship. We were on a line headed west between Byesville and Cambridge. Weather conditions were bad. There was lightning and squalls. Although we had all engines going we could make no ground speed. The storm crept upon us from the northwest. We tried to turn south. Then the line squall hit us. It lifted us from an altitude of 2500 to 4500 feet, where we righted the ship for a few minutes, only to be taken up again for an altitude of 7000 feet.

"The vertical air current was so strong that it carried the ship heavenward in spite of 18 degrees inclination of the nose of the ship.

"We released helium through the hand valves, expecting this to check the ascension. We had dropped overboard all water and I had started from the control of the ship to the keel in an effort to throw overboard fuel.

"At this moment there was a crash. I heard the struts breaking and saw the nose of the ship parting from the control compartment. A second later I heard another crash, which must have been the control compartment of the ship hitting the ground. It was in this compartment that Commander Lansdowne and the others were killed.

"The nose of the ship started across country at about 25 miles speed, brushing trees and a house or a barn. We handled the nose as if it were a free balloon and landed safely at Sharon, 12 miles from the place where the control ship dropped.

"McCarthy was forward in the nose and was injured when he was knocked overboard.

"These with me in the nose of the ship were Colonel C. C. Mail, United States army observer; Lieutenant W. G. Mayer, Lieutenant J. B. Anderson, Chief Machinist's Mate Halliburton, Chief Machinist's Mate Shevovitz, and C. J. McCarthy, aviation chief rigger."

In the weird half light of the early morning storm, with angry clouds hanging in the heavens, rent intermittently by flecks of lightning, the families of S. O. Davis and Frank Nelson, farmers, living near Sharon, watched the death struggles between the elements and the giant dirigible.

"They saw the Shenandoah stand motionless in the air for 15 minutes. They saw her dart upward under the terrific air pressure, saw her buffeted and tossed, first in one direction, then in another, finally to be torn to pieces by the angry demons of the air.

White-faced and powerless, eyes fixed toward the heavens, they saw the death struggle in its tragic climax—saw the Shenandoah, after darting upwards perhaps 200 feet, settle slowly. Then with her nose pointing perpendicularly toward the sky she was literally torn asunder.

The nose drifted away in the darkness while the remainder of the craft, carrying all members of the crew who were killed, except Lieutenant E. W. Sheppard, crashed earthward. Even then the terrific winds, as though loath to be cheated of their victims, reached out hungry hands to tear into still smaller fragments the dismembered portions of the ill-fated aircraft.

A PARACHUTE JUMP TO MOTHER'S BED SIDE WAS PLANNED

NEW YORK, Sept. 4.—(A. P.)—The United States dirigible Shenandoah left her station at Lakehurst, N. J., a few minutes after 4 o'clock Wednesday afternoon for a flight over the mid-west that was to carry the big air vessel over eleven states and to points in Minnesota before she returned.

She was last reported passing over Elm Grove, four miles east of Wheeling, W. Va., at 1:45 a. m. and was heading due west, showing three lights at a height of 1000 feet.

The Shenandoah was in command of Captain Zachary Lansdowne, with a crew of officers and men numbering about forty-five.

One of the features of the trip was to be a parachute jump by Chief Petty Officer Frank Master, who, on the return trip of the Shenandoah was to take a parachute jump from the airship at Akron, Ohio, where he was to "drop in" on his wife and newly born son.

The Shenandoah was expected back at Lakehurst by Sunday night or Monday. The Shenandoah, after leaving Wheeling was scheduled to pass over Columbus, Ohio, Indianapolis, Ind., and Scott Field, Ill., where she was to land and refuel.

Today she was to have renewed her flight westward, passing over St. Joseph, Mo., Kansas City, Des Moines, Iowa, Eau Claire, Wis., Fond du Lac, Minneapolis and St. Paul and Detroit. When the Shenandoah reached Detroit it was planned to tie her up to the new mooring mast.

After circling over a few Michigan cities on Sunday morning the Shenandoah was to have headed homeward.

Rabbit Maranville Resigns.
CHICAGO, Sept. 4.—(A. P.)—Walker "Rabbit" Maranville today resigned as manager of the Chicago National league baseball club. George Gibson, coach of the club, was appointed acting manager for the remainder of the season.

SAN FRANCISCO CELEBRATION IS READY TO BEGIN

SAN FRANCISCO, Sept. 4.—(A. P.)—The wide gap of years between the California gold rush and today is being bridged by memory and fancy this week-end as aged sons and daughters of the state mingle with the new generation in celebrating the seventy-fifth anniversary of the admission of California to statehood.

The California diamond jubilee will provide San Francisco and its visitors with a week of historical pageantry, gaiety, color and light, songs and dancing. It is the city's brightest carnival since the immemorial Panama-Pacific exposition. Hotels and homes are filling with the fun-makers.

The jubilee opens tomorrow night with a grand ball at the civic auditorium. It will be a costume dance and the feature will be the coronation of Queen California. Fireworks in the civic center will add to the colorful spectacle of downtown buildings and streets illuminated with every device and hue a lavish imagination could supply.

Every day next week will see parades or pageants of some sort, with the joy zone along the Embarcadero a hive of fun. Admission day, Wednesday, will provide spectacles tracing the history of California from the Spanish occupation.

Vice President Charles G. Dawes will be there to represent the federal government.

Foreign governments have designated special representatives. The Japanese cruiser Tama is here to help celebrate, and two British warships, the light cruiser Capetown and the destroyer Patricia, will arrive Monday. Major Carillon, aid-de-camp to King Alfonso of Spain, is here and will be feted extensively.

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Skull, Believed to Be That of Spain Nurse, Discovered

OAKLAND, Cal., Sept. 4.—(A. P.)—A woman's skull was found under the Bay Farm island bridge which connects the island with the Alameda county mainland today, by Harry Young, bridge tender. Nearby was a portion of what appeared to be a human thigh bone and a woman's blue, fur-trimmed coat. The exhibits will be turned over to Dr. E. O. Heinrich, criminologist, for confirmation of the belief that they are portions of the dismembered body of Bessie Ferguson Loren, Oakland nurse.

MISSING MAN FORMER JACKSONVILLE CITIZEN

Miles C. Overholt, reported in press dispatches from Los Angeles, Calif., as missing from his home, and thought to be a victim of aphasia, is a former resident of Jacksonville, and is well known throughout the Rogue River valley. He has relatives living in this county.

Overholt spent his boyhood days in Jacksonville, and started his newspaper career on the Jacksonville Times. He later was a feature writer on the Portland Journal. About ten years ago, he went to Los Angeles, and engaged in motion picture magazine work. He has not been in the best of health for several months. He is 46 years old.

HANSEN COAL CO. HAS NEW MEDFORD OFFICE

According to an announcement made today by H. O. Hansen, the headquarters of the Hansen Coal company has been moved to the offices of the Eads Transfer & Storage Co., on North Front street. Improved office facilities will enable this firm to improve their service to people in southern Oregon, according to Mr. Hansen and quantities of coal are now on hand to meet the demand this fall.

Mr. Hansen has extended to the people of southern Oregon a cordial invitation to call at the Hansen Coal company's new offices on North Front street if they are desirous of any information on the fuel situation this season.

PORTLAND EGG WAR IS DECLARED OFF

PORTLAND, Ore., Sept. 4.—The so-called "egg war" between members of the dairy exchange, that threatened the local market for the past two days is over. Peace has been declared and the exchange quotations are again the official Portland prices.

Today the market is 1/2 to 2 cents higher with extras again at the 42 cent level on the dairy board. Firsts are up a cent at 23 cents and pullet eggs are posted two cents higher at 37 cents. Current receipts are a half-cent higher at 33 1/2c net.

Cook with care.

NAVY MAY CLOSE AIR STATION AS RESULT TRAGEDY

WASHINGTON, Sept. 4.—(A. P.)—The disastrous loss of the dirigible Shenandoah apparently has thrown the navy's whole future policy with respect to lighter-than-air craft into a state of uncertainty.

Out of this may come a decision to close down the navy's air station at Lakehurst, N. J. Secretary Willbur is now considering the best course to pursue and has a definite plan in mind, but will discuss the matter widely with naval experts before announcing any decision.

The collapse of the Shenandoah, occurring in the shadow of the failure to find trace of the PN-9 No. 1, lost in the attempted non-stop flight to Hawaii, has not broken the navy's determination to carry forward aircraft development to the utmost, but Secretary Willbur has decreed that the rewards must be equal to the risk.

As its third reverse in several weeks, the navy also is contemplating now the failure of its planes to achieve their major mission with the MacMillan expedition in the Arctic. From all of these, however, Secretary Willbur draws the reassuring conviction that in the expense of the Atlantic and Pacific oceans the United States has a bulwark of defense of which there is little fear of penetration by enemy present day aircraft operating from a home base.

Whatever decision is reached as to the Lakehurst station and the Los Angeles, there will be a period of enforced inactivity for both for several months at least. The loss of helium in the wreck of the Shenandoah leaves on hand only about half of the volume of gas necessary to inflate the Los Angeles.

NEW YORK, Sept. 4.—(A. P.)—Clashes between Governor Smith and William Randolph Hearst in the municipal primary campaign continue with references to "Billingsgate," "bunk," "bull," and various other characterizations.

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Mr. Hearst insisted that the governor meet W. C. McAdoo at the Ritz and agreed on Davis. He called the governor "Alibi Al."

Mr. Hearst said he was an independent in politics and that Governor Smith inadvertently told the truth in declaring the publisher was not a democrat.

"I cannot be a democrat," Mr. Hearst wrote, "while a squalid, venal, trafficking Tammany boss poses impudently as the democratic leader of New York City."

The governor, after describing the publisher's letters as "bunk," referred to them at a rally as "specimens of 'bull' to New York and proceeded: "What man can talk to him (Hearst) in any kind of language except Billingsgate; what man can talk to him in any other language except the kind that you would expect to find in the alcoholic ward because that

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in his surroundings at all times." For the present the Hearst-Smith controversy has overshadowed the activities of Mayor Hyman and State Senator Walker whom the publisher and the governor are supporting, respectively, for the democratic nomination at the primaries September 15, and of the three candidates for the republican nomination.

President Caught in Rain.
SWAMPSCOTT, Mass., Sept. 4.—(A. P.)—A heavy rain overtook President Coolidge during his daily walk over slippery roads, little the worse for the experience.

This season-end sale hits straight from the shoulder

Reduced Prices on 60 Suits

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