

**The Weather**

Prediction	Generally fair
Maximum yesterday	59
Minimum today	46
Precipitation	Trace

# MEDFORD MAIL TRIBUNE

**Weather Year Ago**

Minimum	46
Maximum	68

Medford, Oregon, Wednesday, October 7, 1925. No. 170

## SENATORS WIN OPENER; SCORE 4 TO 1

### W. JOHNSON IS TOO FAST FOR PIRATES

Veteran Twirler Holds Pittsburg Helpless in World Series Opener While Harris and Rice, Star With Stick—Meadows Touched for Six Hits and Three Runs.

FORBES FIELD, PITTSBURG, Oct. 7.—(By Associated Press.) Walter Johnson pitched the world champion Washington Senators to a brilliant victory over the Pittsburg Pirates today 4 to 1 in the first game of the 1925 championship series.

A vast and colorful crowd of 45,000 filling the field to capacity, saw the downfall of their favorites and National league champions, who were



EDGAR RICE

buffed and held to five hits by Johnson while the Senators hammered Lee Meadows, bespectacled Pirate flinger and his successor, Johnny Morrison, for eight safe blows, most of them when they counted most.

The official box:

Washington	AB	R	H	PO	A	E
McNeely, rf	0	0	0	1	0	0
Rice, cf	4	0	2	3	0	0
S. Harris, 2b	3	0	0	1	0	0
Goslin, lf	1	1	0	0	0	0
Judge, 1b	2	0	0	2	0	0
Harris, rf	4	2	2	4	0	0
Bludge, 3b	4	1	2	0	0	0
Pecknappaugh, ss	4	0	1	3	2	1
Ruel, c	3	0	0	19	1	0
Johnson, p	3	0	0	0	0	0
Totals	32	4	8	27	7	1

Pittsburg	AB	R	H	PO	A	E
Moore, 2b	4	0	0	1	1	0
Carey, cf	2	0	0	3	0	0
Caylor, rf	4	0	1	0	0	0
Barnhart, lf	4	0	1	0	0	0
Traynor, 3b	4	1	2	2	0	0
Wright, ss	4	0	0	1	0	0
Grantham, 1b	3	0	0	15	1	0
Smith, c	3	0	1	5	0	0
Gosch, cf	0	0	0	1	0	0
Meadows, p	1	0	0	0	2	0
Morrison, p	0	0	0	0	1	0
Bigbee	0	0	0	0	0	0
McInnis	1	0	0	0	0	0
Totals	30	1	5	27	14	0

—Ran for Smith in the 8th.  
 —Batted for Meadows in 8th.  
 Washington: 0 1 0 0 2 0 0 0 1—4  
 Pittsburg: 0 0 0 0 1 0 0 0 0—1

Home runs: Joe Harris, Traynor, Stolen bases: Grantham, Higbee, Sacrifices: Judge. Double plays: Peck to Judge; Grantham (unassisted).  
 Struck out by Johnson 10 (Caylor 2; Barnhart 2; Wright 2; Grantham, Carey, Meadows, McInnis); by Meadows 4 (Bludge 2; Ruel, Johnson);

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### S. P. Is Given Right to Shorten Line to Klamath Falls

WASHINGTON, Oct. 7.—(A. P.)—The Central Pacific Railroad company was given permission by the interstate commerce commission today to build 24 miles of new line between Weed and Grass Lake in Siskiyou county. The new line will shorten the distance of the present Southern Pacific line between Weed and Klamath Falls, Ore., the Central Pacific being controlled by the Southern Pacific.

### JITNEY SLAYER TAKES STAND TO ESCAPE NOOSE

W. R. Lloyd, Cottage Grove youth, doesn't deny killing, but says his mind was blank—No recollection of what happened on fatal night.

DALLAS, Ore., Oct. 7.—W. R. Lloyd, 26 year old Cottage Grove youth who is fighting to save himself from a death penalty on a charge of murdering Clint I. Baun of Independence on the night of September 1, resumed the stand at nine o'clock Tuesday morning to undergo cross-examination by District Attorney Helgeson. Indications are that the case will go to the jury shortly after noon, practically all testimony except rebuttal evidence was completed Tuesday afternoon.

Lloyd took the stand in his own behalf about 4:30 Tuesday. His appearance on the stand followed the resting of the state's case and the overruling of a motion by W. W. Harcombe, defense attorney, who sought to have the case dismissed on the grounds that while the indictment charged premeditated murder the state's testimony had been to the effect that he crime had been committed in an attempted robbery. Lloyd admitted freely the circumstances of the time preceding and following the killing of Baun, but declared that he had no recollection of what had happened between the time Baun stopped the car because of engine trouble near Buena Vista and a later period when he found himself alone in the car between Albany and Salem. He denied part and admitted part of the confession introduced by Francis V. Galloway, district attorney of Wasco county who was one of the leading witnesses for the state.

Under cross examination Lloyd talked freely regarding all occurrences except the immediate time of the crime.

WASHINGTON, Oct. 7.—(A. P.)—Rear Admiral William A. Moffett told the president's air board today that the Shenandoah should be replaced with a rigid airship built in the United States and of at least six million cubic feet capacity as compared with the 2,115,000 cubic feet capacity of the wrecked ship.

He took sharp issue with Colonel William Mitchell, who had declared "bungling" of the navy had caused failure of the Shenandoah, Hawaiian and the North polar projects.

### PRESIDENT AND MRS. COOLIDGE VISIT ZOO BEFORE PEOPLE ARE UP

ST. LOUIS, Oct. 7.—(A. P.) President and Mrs. Coolidge on their way to Washington from the American Legion convention at Omaha, left their train here today for a morning automobile ride and a visit to the zoo. At the zoo the President and Mrs. Coolidge left their automobile for a look at the animals, none of whom seemed to know what it was all about. The air was cool and crisp and both the President and Mrs. Coolidge seemed greatly refreshed by the ride.

### FUNDAMENTALIST VS. MODERNIST They Match Their Wits in World Series



STANLEY HARRIS



FORBES FIELD

Harris leads the best batting team — as a team — in the American league. The same strategy is indicated by the batting figures. His team won the championship with fewer runs, fewer hits and fewer home runs than the Pittsburg Pirates recorded. In his own league the Browns and Tigers outbatted his men by many blows and runs—only to see these "socks" go glimmering.

McKechnie's men also lead their league in batting, as a team. They outscored every other club in the National league. They outthrew every team. And they baced out almost half again as many homers as did the Senators.

Those who have followed closely the activities of the Pirates this season have remarked of late, however, on the manner in which McKechnie has been "opening up" his attack and more science in his defense. Some attribute this change entirely to the presence of Fred Clarke, old Pirate outfielder and ex-manager of the team, on the bench. It is probable, however, that McKechnie was well alive to the necessity of coaching his team in the "modernist" style of play to cope with the Washington tactics. The Pirates' driving attack was sufficient to win the pennant. It was only after McKechnie and his aides became sure of the fact that they might be meeting Harris' men in the fall series that McKechnie gave thought to this style of play. Wherein he showed his keenness as a pilot. There is no doubt, of course, but what Clarke is playing a big part in the development of this more versatile style.

### FORD AIRPLANE FINISHED; A BIG FUTURE FORSEEN

200 Horse-Power Motor With Interchangeable Parts Perfected in Dearborn Laboratory—Sees a New Era in International Relations.

DETROIT, Oct. 7.—(A. P.)—Henry Ford has announced that an engine for use in light airplanes of popular operation in transportation virtually has been completed in his experimental laboratory at Dearborn. He said the engine was an eight cylinder, 200 horse-power motor.

### POSTAL CLERK PLEADS GUILTY, IS FINED \$500

Charles Arzner, Lakeview, Oregon postal employee, indicted by a federal grand jury, charged with embezzlement of postal funds, pleaded guilty before Federal Judge Charles E. Wolverton, at the opening session of the federal court Tuesday afternoon, and was given a fine of \$500. The fine, according to the U. S. Marshall's office, was paid yesterday afternoon.

According to officials, "lack of criminal intent" on the part of Arzner resulted in the light sentence. He was born and raised at Lakeview, was highly respected, and had always borne an excellent reputation. Postal inspectors investigating the case, spoke favorably of him. He was accused of appropriating \$112. The amount was paid back to the government.

### MID-WEST IN GRIP OF WINTER SNOW FALLING

Overcoats and Snow Shovels Brought Out in Montana, Wyoming and South Dakota—Light Snow in Iowa and Minnesota—Heavy Rains

CHICAGO, Oct. 7.—The mid-west is overcast and snow shovels are being wielded in South Dakota, Montana and Wyoming. But while surges from alders is promised the far west today, the wheat belt looks for its first snow and the eastern section may expect, later in the week, temperatures approaching frost.

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### Air Mail Route On Pacific Coast Not Yet Awarded

WASHINGTON, Oct. 7.—(A. P.)—Awards of the air mail service's first contract routes were made today by Postmaster General New and included the Salt Lake City-Los Angeles route to the Western Air Express, Inc., Los Angeles, and Elko-Pasco to Walter T. Varney of San Francisco.

### MURRAY'S JURY SELECTED, VISIT TO PEN PLANNED

Three Women and Nine Men Comprise Jury to Try Convict for Murder—Brother of Killed Guard On Jury—Start On Evidence.

SALEM, Ore., Oct. 7.—Three women and nine men comprise the jury which will try Tom Murray, convict, for the murder of John Sweeney, guard, in the prison break of August 12, when Murray, Elsworth Kelly and James Wilcox shot their way out of the penitentiary.

Selection of the jury was completed just at five o'clock with the seating of Mrs. Nettie Sherman of Jefferson, whose name was the last of the original venire had been exhausted. Mrs. Bertha M. King of Sublimity and Mrs. Maggie Ramsby of Silverton are the other two women on the jury.

SALEM, Ore., Oct. 7.—That the defense of Tom Murray, convict on trial here for the killing of Guard John Sweeney during the prison break of August 12, will be oppression and mistreatment which justified his attempt to escape and the killing of the guard in self-defense, was clearly indicated this morning in the formal request to the court of Will R. King, chief counsel for the defense, that the jury be allowed to view the "bull pen" and other means of punishment at the prison.

King told the court that during the entire period of Murray's incarceration at the prison he had been subjected to unusual and inhuman punishment that got him in constant fear of his life and justified an attempt to escape. He told of the prisoner's confinement to the "bull pen," a section of eight special cells in the south end of the prison yard entirely cut off from communication or correspondence with the rest of the institution and the conditions alleged to exist in these cells. He called attention to one of these cells, which he described as the

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### HILL'S AIDE SAYS BUILD TO KLAMATH

John F. Stevens, Who Built Up Deschutes, Says Hill Lines Should Be Extended to Klamath By All Means—Jim Hill Never Intended to Stop at Bend.

PORTLAND, Ore., Oct. 7.—(A. P.)—John F. Stevens, for eight years chief engineer of the Great Northern railroad and for a time chief engineer of the Panama canal, was a witness for the northern line in the Klamath Falls rail hearing today. Stevens was chief engineer and later president of the Hill railroads that included the Spokane, Portland and Seattle, the Oregon trunk, Oregon Electric and United Railways. He stated before Charles McHaffie, representing the inter-state commerce commission in the application of the Oregon Trunk to build from Bend to Klamath Falls that James J. Hill intended to build to Klamath Falls when he started the line up the Deschutes river valley. The famous engineer declared that in 1909 Hill called him in to tell of the proposed new road in Oregon.

"I want to get into southern and central Oregon with a first class railroad," Hill was quoted as telling Stevens. "I don't mean a logging road, but a real, first-class railroad."

Stevens said he told his chief that the only way to do this was to build up the Deschutes river. Hill replied that he wished to tap the rich timber country in central and southern Oregon to get that business for his lines.

"The general plan Mr. Hill had was to build up through the Deschutes valley and to extend on into Klamath Falls, the details being left to me," Stevens said. "The major act of this road was to get the timber business, next to develop the country."

Krutschmitt Not Polite. Stevens said he had several conferences with Julius Krutschmitt, representing the E. S. Harriman lines regarding building a joint line up the Deschutes when it was seen the Union Pacific was determined to build. "I thought to save the expense of building two lines up the Deschutes," testified Stevens. "I wanted to unite but could not get anywhere with them. Krutschmitt was not very amiable, to say the least. He told me I was bluffing; that the only way I could get up the Deschutes was to walk because I had no backing. I took my hat and said 'goodbye.'"

"What kind of a road did you build?" was asked. "I would call the Oregon Trunk a splendid second-class road as I built it and it was a mistake to stop where it did. "Do you think it is in the public interest now to go on with the road to Klamath Falls?" "Most certainly." "Why did you stop?" he was asked on cross-examination. "I do not know why Mr. Hill eluded to stop. I received instructions from him to stop when I reached Bend, owing to business conditions then existing."

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### CAN'T SELL SENATOR CLARK'S \$7,000,000 MANSION FOR PALTRY \$2,000,000

NEW YORK, Oct. 7.—(A. P.) The \$7,000,000 Fifth avenue palace of the late Senator William A. Clark of Butte, Mont., with 121 rooms and 21 baths, is going begging at \$2,000,000. Real estate brokers regard the land on which it stands as more valuable than the building and say the house depreciates the site because of the cost of raising it.

The offer of the mansion for sale marks another step in the speed passing of the famous avenue as it home of fashion and wealth and its development for retail trade an apartment house. The white marble mansion of Vincent Astor and the chateau of Mrs. Cornelius Vanderbilt both have been sold recently.