

The Weather
Forecast—Tonight and Thursday unsettled. Normal temperature.
Temperature:
Highest yesterday 72
Lowest this morning 45

Twenty-Sixth Year

MEDFORD MAIL TRIBUNE

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No. 175.

Comment on the Day's News

By FRANK JENKINS

IN 1931, as compared with 1930, tourist travel over the country as a whole has declined. In Southern Oregon as a whole, it has held about even.

To Crater Lake, tourist travel in 1931, as compared with 1930, has INCREASED.

That tells about as well as anything could the story of Crater Lake's growing popularity.

THE first white man to see Crater Lake was John W. Hillman, and his first sight of this blue jewel of the Cascades came on June 12, 1893. He was riding a mule at the time, and in telling of the discovery he always liked to relate that if his mule had been blind he would have ridden over the cliff, so abrupt was the rim and so great was his surprise at coming upon it.

HOW John Hillman and his party came to see the lake is an interesting story.

Back in 1853, a party of miners from California rode into Jacksonville and begun quietly to outfit a prospecting trip. This was a common occurrence in those days, and nobody paid much attention to the newcomers until one of them got drunk and babbled of a map showing the exact location of the famous Lost Cabin mine, which for years had been talked of among the miners of Southern Oregon and Northern California.

So the drunken miner's babbling started quite an excitement.

THE next morning the Californians departed into the hills, and when they rode out of Jacksonville they were followed secretly by a little party of Oregonians.

Soon the Californians became aware that they were being followed, and they started a game of hide and seek to throw their pursuers off their trail. This went on until food became so low that a real emergency was presented, so the two parties joined forces and began looking for the lost mine in real earnest.

They didn't find it, but they did stumble onto Crater Lake in the manner already related.

BECOMING discouraged in time, they returned to Jacksonville and told casually of the blue lake in the crater. Nobody paid much attention to the story, because in those days people were interested chiefly in gold and didn't care much for scenery, of which there was a large surplus.

YOU'VE heard the ribald story, probably, of what John Hillman is supposed to have said when he rode his mule up to the rim's edge. According to this tale, he took a good long look and then remarked to his companions: "Humph! It's just as blue as the pictures, isn't it?"

FOR nine years the blue lake at the bottom of the crater was forgotten, and then, in 1893, a party enroute from Eastern Oregon to Jacksonville came upon it again, unexpectedly, much as Hillman had, and called it Deep Blue lake, but this was during the Civil war, so again the lake was forgotten.

THREE years later, in 1896, a military road was being built from Jacksonville to Ft. Klamath, and when the crew reached a point near Anna Springs a couple of hunters went out for meat. In the course of their hunt, they came suddenly upon the rim, and as the others had been, and everyone since, they were stricken with amazement.

They hurried back to camp and told the rest of the party, which, after taking a look, agreed upon the name Lake Majesty.

This name survived until a party from Jacksonville, headed by David Linn, made a trip to the crater's edge and chose the name Crater Lake.

THESE facts, which are sufficiently new to be interesting even to most of us here in Southern Oregon, are related by Don C. Fisher, in an article in the current number of the Oregon Motorist.

PACIFIC FLIERS FOUND ALIVE

Medford Pilot and 3 Passengers Die in Plane Explosion

ALLEN, MOYLE REACHED ISLE IN FAR NORTH

Pair Long Given Up As Lost In Attempt To Span Pacific Rescued From Unhabited Island Is Word.

SEATTLE, Sept. 16.—(AP)—A week after they had been given up as lost on their non-stop flight attempt from Japan to America, Cecil A. Allen and Don Moyle, California aviators, were reported today by three Soviet vessels.



Associated Press Photo
C. A. Allen and Don Moyle

said to be safe in Olyutor Gulf, northern Kamchatka. The messages said the fliers landed on an uninhabited island and were "safe and well," and would be home soon. The messages were intercepted by the United States naval radio station at St. Paul Island in Bering sea, and by the United States coast guard cutter Itasca of the Bering patrol. Aboard Steamer. The messages received by the Itasca and relayed to northern division headquarters of the coast guard here, said the fliers were aboard the Soviet steamer, Pily Kharlov. Another Soviet vessel, the steamer Esquimos at Penzhent bar, radioed the Pily was in Olyutor gulf on the Kamchatka peninsula. The Esquimos said, the Pily would be on radio watch again at 1 a. m. tomorrow, Soviet time. The naval radio at St. Paul Island (Story One, continued on page ten.)

Today's BASEBALL

National	R.	H.	E.
New York	3	10	1
Cincinnati	7	15	1
Hubbell and Hogan; Lucas and Asby.			

(second game)	R.	H.	E.
New York	3	11	0
Cincinnati	4	6	1
Parmelee and O'Farrell; Carroll, Berly, Ogden and Sukerforth.			

Philadelphia	R.	H.	E.
St. Louis	3	6	0
P. Collins, Blake and Davis; Hallahan and Wilson, Gonzales.			

Brooklyn	R.	H.	E.
Pittsburgh	11	16	1
Shaute, Clark and Lopez; Kremer, Brame, Osborn and Phillips.			

Boston	R.	H.	E.
Chicago	5	12	0
Seibold, Hald and Cronin; Malone and Hartnett.			

Chicago	R.	H.	E.
Boston	1	3	0
Fraiser and Grube; Durham and Connolly.			

Cleveland	R.	H.	E.
Philadelphia	5	6	0
Ferrell and Myatt; Earnshaw and Cochran.			

St. Louis	R.	H.	E.
Washington	2	10	2
Coffman and Bengough; Crowder, Marberry and Spencer.			

SAVINGS RESUMED BY LOCAL PUPILS

Students in the Medford school district and adjoining districts yesterday resumed banking money going into the savings system operated through the Jackson County Building and Loan association. The accounts carried by the district draw 4 per cent interest, and are withdrawable at any time without notice. O. C. Boggs, secretary and manager of the association stated that the system is operated for the students' benefit, and every effort is made to co-operate with school officials. Through the school savings, the pupils learn the value of money, how to invest and withdraw their savings, and also learn the habits of thrift and good judgment in the spending of funds. Records show that a majority of the students deposited their savings throughout the summer months and will now continue through the school year.

Man Nabbed Here Pleads to Guilt

PORTLAND, Ore., Sept. 16.—(AP) Victor B. Greenwald, 68, former postmaster at Huntington, Ore., pleaded guilty in federal court here today to an indictment charging embezzlement of more than \$9000 of postal funds. Pleating of sentence was postponed. Greenwald was arrested in Medford.

SAN PEDRO, Cal., Sept. 16.—(AP) The S. S. La Perla, bearing 294 passengers and members of the crew of the Panama Mail liner Colombia which Saturday night went on the rocks off the coast of Lower California, arrived at quarantine early today.

FIND BODY OF PIRATE'S VICTIM IN LONG ISLAND

Hands And Feet of Retired Engineer Bound Before Thrown Into Water—Wife's Story Clinched.

OYSTER BAY, N. Y., Sept. 16.—(AP)—The body of Benjamin P. Collings, Stamford, Conn., retired engineer floated to the surface at Lloyd's Neck, Long Island, at 6:20 a. m. Eastern standard time, today. His hands and feet were bound.

There was an injury to his head. Inspector Harold King, commanding Nassau detectives, on verifying that the body was that of Collings announced the finding. An immediate general alarm was sent out for two men, one about 50 years of age, the other a youth of 18 who, Mrs. Collings said, had thrown her husband into the water. The finding of the body evidently clinched the story which she had told authorities through days of constant quizzing.

When the body was turned over the crowd gathered about jumped back in horror, for the face was set in a grimace as though Collings had been wringing when he met his death. Wrings in Head.

There was a hole in the head about two inches above the left eyebrow and there was a slash across the throat. Collings' body floated to the surface at the exact spot where four boatmen found the cruiser Penguin drifting unattended with Collings' five-year-old daughter, Barbara, aboard.

Mrs. Collings, who for six days had been questioned about the mysterious disappearance of her husband, said he had been tossed into the water by two strange men, who boarded her yacht. Police said the finding of his body evidently backed that story.

Nassau county and Suffolk county officials, who have been cooperating in the investigation of the case rushed to Lloyd's Neck at once to start an investigation. A medical examiner was notified.

An Amazing Story. The Collings tragedy was revealed last Thursday morning when Mrs. Collings was found marooned on a motorboat in Oyster Bay, clad only in a thin house dress but protected from the chill of dawn by four blankets.

She told an amazing story of piracy. Late Wednesday night, she said, two men in a canoe boarded the anchored Collings cabin cruiser Penguin, bound her husband and threw him overboard, abducted her, and abandoned five-year-old Barbara Collings on the Penguin. Barbara was found by a party of yachtsmen who found the Penguin drifting without lights.

Mrs. Collings has twice reenacted the scene she saw took place on the Penguin and has over and over again told her story to investigators of both Nassau and Suffolk counties. Attacked by Pirate. Mrs. Collings said the "pirates" were an elderly man and a youth of about 17. The elderly man, she said, offered her indignities in the canoe in which she was taken from the Penguin, which she said she left without a struggle in the belief that by so doing she would draw the men

(Story Two, continued on page ten.)

Finding of Body Bolsters Pirate Tale



Two men were said to have boarded the yacht of Benjamin P. Collings, mistreated his wife and left their daughter adrift on the abandoned boat on Long Island sound. Mrs. Collings told the story of the midnight raid and said pirates had either set her husband adrift or thrown him overboard. Invaders, she said, carried her in a canoe to a motor boat nine miles distant where shouts attracted attention early in the morning. The Collings yacht, Penguin, is shown above. Below is the missing owner, a retired manufacturer of Stamford, Conn., and his daughter, Barbara, 5.

DRY REPEAL AND SALES TAX MAY REACH BALLOTS

SALEM, Ore., Sept. 16.—(AP) Initiative petitions, one to enact a measure imposing a gross sales tax on sales in excess of \$200,000 in order to reduce the levy upon real property and another repealing the prohibition amendment to the state constitution, were filed with the secretary of state here today.

The sales tax measure was filed by the Independent Merchants' association, Elton Watkins, president, J. B. Dunbar, treasurer and Wilford C. Long, all of Portland. The provisions of the act apply to all retail merchants operating a business in excess of \$200,000. The tax would range from one-twentieth of one per cent to two and half per cent on gross sales exceeding \$4,000,000 annually.

Both petitions must be signed by 17,088 voters before July 7, next year, in order to be placed on the ballot at the November 1932 election.

SHERIFF CHECKING SHOOTING GOSSIP

Further investigation into the unexplained death by bullet last Friday of Ed Foster, Jacksonville prospector, was under way this afternoon by the sheriff, district attorney's and coroner's office, following a report brought to them this morning that threats had been made against the dead man by an unnamed resident of the Huch district, where the tragedy occurred.

Sheriff Jennings said he placed little credence in the latest report and was still firmly of the opinion that Foster was accidentally shot for a deer. With District Attorney George A. Coddington and Coroner H. W. Conger, he journeyed to the scene of the shooting, and intended to question the man named in the late report. The sheriff said considerable gossip had arisen since the shooting, and it was necessary to separate it from the facts.

Old Washington Quarters Burns

WEST CHESTER, Pa., Sept. 16.—(AP) A smoldering mass of ruins, was all that remained today of the old colonial farm house used by George Washington and his staff as their headquarters during the battle of Brandywine in 1777. The structure, known throughout the country as "Washington's headquarters," burned to the ground at Chadds Ford, near here, early today.

PEAR MARKETS

NEW YORK, Sept. 16.—(AP)—	Low	High	Avg.
(Special to Rogue River Valley Traffic Assn.)—Eleven carloads California Bartlett's auctioned here today, prices higher on best fruit, ranging from \$2.35 to \$4.05, average, \$3.41.			
Two carloads Wenatchee Bartlett's averaged \$2.97 for extra fancy; \$2.84 for fancy.			
Eight carloads Medford pears as follows:			
Brand, variety	Low	High	Avg.
Bear Crk., xi Bart.	\$3.40	\$3.45	\$3.30
Bear Crk., i, Bart.	3.15	3.20	3.10
Bear Crk., ix, boxes	1.81		
Top O' Day, i, Bart.	2.95	3.15	3.01
Fifth Ave., i, Bart.	3.10	3.40	3.29
Broadway, xi, Bart.	3.15	3.55	3.31
Palmer, xi, Bartlett.	3.20	3.35	3.31
Drednaught, xi, Bart.	2.50	2.80	2.74
Drednaught, i, Bart.	2.40	2.70	2.58
Drednaught, xi, Bart.	2.50	2.80	2.74
Olen Ivy, i, Bart.	2.35	2.65	2.43
Blue Maltese Cross	3.00	3.15	3.11
Red Maltese Cross, i, Bartlett	2.90	3.05	3.00
Del Rio Jumble Seed.			3.75
Old Gold, xi, Seckles	2.70	5.00	3.73
Old Gold, i, Seckles	2.15	2.75	2.51

School Children Stand By Ousted Teacher in Row

EUGENE, Ore., Sept. 16.—(AP)—Children of school district 17, near Junction City, today refused to attend classes under Miss Lela Parks who was installed as teacher again yesterday after Mrs. Maude Prady had been placed at her desk by parents of the district. At the same time, Mrs. Ruth Wright, chairman of the school board, and Mrs. Myrtle McFadden, board member, refused to resign as suggested by Lawrence Moffitt, assistant county school superintendent.

LOVED ONES REJOICE AT NEWS OF FLIERS RESCUE

RIVERSIDE, Cal., Sept. 16.—(AP) Miss Frances Bresson, fiancée of Don Moyle, missing trans-Pacific aviator who with Cecil A. Allen was reported found safe in the Aleutian Islands, received the news of Moyle's rescue with utter silence for 15 minutes after which she broke into tears and uttered words of joy. Miss Bresson, a stenographer at the Municipal Light and Water plant office, received the first news of the rescue from the Associated Press. She had not yet received the message reported to have been sent her by Moyle from the steamer Buriat thru the St. Paul station which relayed it to Cordova, Alaska. "I am so happy at their rescue that I can hardly talk," Miss Bresson said. "I am happy to hear of their rescue. I gave up hope last night," she continued. "It was hard to believe Don and Cecil had lost in their ef-

LIQUOR VIOLATOR SAVED BY FAMILY

The fact that he has a wife and child to support resulted in Roy Schneck of Prospect, who was found guilty in Judge Taylor's court yesterday on a liquor transportation charge, and sentenced to 30 days in jail and to pay a fine of \$50 and costs, having fine suspended during good behavior.

Three men whose sentences had been served out, in liquor violation cases and who were still in jail, working out their heavy fines, as they had no money with which to pay them, were released by Judge Taylor last Monday, from further imprisonment, on their promise of future good behavior or leave the city and state. They are Sam Gillard, Ch. W. Thacker and A. F. Thompson.

Respirator Fails To Save Physician

PORTLAND, Ore., Sept. 16.—(AP) Dr. Harry C. Olmstead, Seattle physician, died at 10 a. m. in a hospital here today from infantile paralysis. He was brought here from Seattle yesterday in an ambulance and placed in an automatic respirator in hope of saving his life.

Dr. Olmstead became ill Sunday after treating a child for the disease. His diaphragm became paralyzed and he was unable to breathe. Automatic respiration became necessary and he was rushed here where his condition appeared to improve.

EUGENE, Ore., Sept. 16.—(AP)—Dr. George Simon, chairman of the police committee of the city council, has recommended that a large number of Eugene's unemployed men be put to work cutting wood for the city, schools and other institutions.

Because of low tide, it was impossible for salvage crews to reach the plane at once. As soon as the tide came in ships were ordered to bring

fort to span the Pacific and up until last night I had some hope they would be rescued. "Don and I had planned to marry as soon as he returned, but he may wish to try another flight when he comes back," she continued. "I am willing to marry him as soon as possible."

Miss Bresson said she did not know whether she would go to Seattle to meet Moyle whose message stated he would be in Seattle September 22. Miss Bresson flew to Seattle two days after Moyle and Allen left Japan on their non-stop flight to Seattle. "Something told me Cecil was out there somewhere in the world alive, well and coming back to me again," Mrs. Mary Allen, wife of the rescued trans-Pacific aviator said when she was informed her husband and Moyle had been found safe in Olyutor gulf, northern Kamchatka. (Story Four, continued on page ten.)

BLAZING P.A.T. SHIP PLUNGES INTO S. F. BAY

Pilot Ray Boudreaux Unable Land Burning Plane Before Gasoline Ignited—Mail Destroyed

Pilot Lived Here. Ray Boudreaux, 33, pilot of the ill-fated plane, which was due here at 6:45 this morning, made his home with Bill Sharp, superintendent of Medford airport, in the bungalow at the field. His mother, who lives in San Francisco, visited him here three weeks ago.

OAKLAND, Cal., Sept. 16.—(AP)—A single-engine Pacific Air Transport plane caught fire here early today and plunged into San Francisco bay, killing the pilot and the three passengers.

The dead: RAY BOUDREAUX, PILOT, MEDFORD, ORE. Kirk Herre, Seattle Star representative.

W. H. Bissell, San Francisco. F. I. Sheahan, San Francisco. Shortly after taking off for Medford, Ore., en route to Portland, at 6 a. m. the plane caught fire in an undetermined manner. The pilot apparently fought desperately to make a safe landing, flying low over the houses when the flames broke out. The plane dived several hundred feet into the tideflats.

Explosion Seen. As it struck, witnesses said, there was an explosion, throwing burning gasoline and airplane parts into the air. The 400 pounds of mail, much of it just in from Los Angeles, was virtually all destroyed. Most of the letters were so badly burned their origin and destination could not be made out.

Boudreaux was a former army flier, having been stationed at Crissy field, San Francisco. He joined P. A. T. only recently. Bissell and Sheahan had booked passage to Portland and Herre was returning to Seattle.

Accident Witnessed. August Parodi, Bay Farm Island vegetable grower, told officials he saw the plane strike the water as he was leaving his garage about three-quarters of a mile away.

"The pilot was flying so low over the houses on the island I thought he was going to hit a roof," Parodi said. "The motor seemed to be hitting perfectly, but suddenly I saw flames shoot out and race back through the fuselage. A moment later the plane dived into the water. The explosion at that instant was terrific and burning gasoline shot into the air with parts of the plane."

The plane evidently began fighting the weather almost immediately after taking off from the Oakland airport at 3:45 a. m. in the face of a 400 ceiling and with 12-mile visibility. Firemen Reached Wreck. Alameda firemen waded out from the island and picked up two registered mail sacks from the water and gathered up a score of letters. Most of the mail was burned beyond possibility of determining its source or destination.

Much of the mail the plane carried had been brought in a few minutes earlier in a plane from Los Angeles. Federal aviation officials started an investigation.

Because of low tide, it was impossible for salvage crews to reach the plane at once. As soon as the tide came in ships were ordered to bring

Bardwell Misses Death in Plane By Chance Turn Ralph Bardwell, Medford fruit man, believes that "fate takes a hand" and thanks her for the same today and the fact that he is here and alive instead of in San Francisco bay and dead. He wanted to return in accord with his custom on the P. A. T. plane last night, but he didn't. His first request for passage on the plane was denied for lack of space. He made reservations on the Shasta. Then passage was provided on the planes. For some reason, which he can't explain, he stayed by the Kapes. So he arrived in Medford to hear of the plane's tragic plunge, while flames, into the bay.