

Commander Rodgers Is Acclaimed Hero By Seaplane's Crew

"He Pulled Us Through" Says Member of Air-ship's Party—Courage and Faith Holds Up Against Odds on Lonely Pacific

LHUE, Island of Kauai, Sept. 11. (AP)—In a darkened suite of rooms in the little, old-fashioned Lihue hotel, five men lay unconscious in sleep this morning. It was sleep of a kind that had been denied them for nine long days and nights, while, faced by threatening death, they tossed on the broad Pacific in the wrecked navy seaplane PN-9, No. 1.

The five men were Commander John Rodgers, commander of the attempted San Francisco-Honolulu non-stop flight, and his four associates, rescued late yesterday by the submarine R-4 after nearly all hope of ever seeing them again had been given up by their brother officers of the navy.

Carefully Guarded

Their sleep today was carefully guarded. Exhausted but too excited for slumber, they were ordered to bed early this morning by navy doctors. Sleep soon came to them.

Outside the hotel this morning the scene was different. Villagers and navy men, their imaginations captured by the drama enacted when the five aviators were suddenly brought back to life, stood about in groups, discussing the sudden ending of the flight, and exchanging and relishing bit by bit the information given them personally by the fliers.

When Captain Rodgers and his four companions stepped ashore a few miles down the road from here shortly before 11 o'clock last night, one of the most harrowing chapters in American naval history had been written.

When the five stepped from the seaplane, it was the first time they had left the craft since taking off from San Pablo Bay, an arm of San Francisco Bay at 2:52 p. m. August 31.

Rodgers Acclaimed

While Commander Rodgers depreciated his own part in the exploit, his men could not give him sufficient praise, and in turn regarded their own parts in the epic sea and air drama as negligible.

"Rodgers pulled us through," they said. "He should receive all the credit."

"He kidded us," said one of them, "though not once did he lose heart, and the doleful messages we kept picking up failed to impress him. He joked about them and told us about get when we arrived safe and sound."

Rodgers was the first of the five men to fall asleep after reaching his rooms. His physicians heard him murmur just before he dropped off.

"I'm going to ride in that plane when it's towed to Oahu."

It was that same determination, to complete the flight from the west coast to Hawaii, which made the five aviators stay in the seaplane until it was beached on this is-

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LOGGING ENGINE EXPLODES; TRIO SERIOUSLY HURT

William Holt and "Bud" South Believed Fatally Wounded in Accident

CAUSE NOT LEARNED

Lafe Potter Also Burned in Bad Accident at Shaw-Bertram Logging Camp

Two men are near death at the Shaw-Bertram camp horribly scalded, and another is badly burned, the result of the explosion of a logging engine at the camp yesterday.

The badly injured are William Holt and "Bud" South, engineer and fireman, respectively, of the wrecked engine. Lafe Potter, caterpillar operator, who was riding in the cab, is also badly hurt.

Deafening Roar

The accident occurred as the engine was taking a string of empties to the woods. As the engine topped a rise and started down the other side there was a deafening explosion.

The bodies of Holt and South were hurled 40 feet from the engine and that of Potter was hurled a lesser distance. The engine is a total wreck, with all bolts in the boiler torn or loosened.

Scalded by Steam

Every bit of skin on the body of Holt, with the exception of one small patch on his back, was scalded by the exploding steam, eye-witnesses say.

Holt and South are being attended at the camp. Potter was brought to Chiloquin last night for treatment. No investigation as to the cause of the accident has yet been made.

Enrollment At Sacred Heart Biggest Ever

Banner Year Seen by Heavy Registration Of Students

With every promise of the banner year in the history of the school, Sacred Heart Academy has opened its doors for the fall term under the tutelage of the Sisters of St. Francis of Philadelphia.

Never before has the outlook been brighter at the academy. So large was registration that it became necessary to transfer the seventh and eighth grade classes to Lyceum hall, in order to relieve congestion at the academy.

ACQUITTED

PORTLAND, Ore., Sept. 11.—Clement J. Pape, former German vice consul at Portland, was acquitted last night of a charge of forgery by endorsement in connection with a check he had drawn as manager of the Shanghai Building company, of which he was the Portland manager.

Not three verdicts as the defense (Continued on Page Seven)

Frank Way Convicted Of Killing

Jury Returns Verdict of "Guilty of Manslaughter"

Frank Way must serve from one to ten years in the state penitentiary for killing Timothy Murphy in a bitter fight over the ownership of a black sheep.

Nine hours of deliberation and argument finally brought forth 12 tired but determined men from the jury room with a verdict against Way of manslaughter, shortly after 6 a. m.

The cold cheerless light of clear early morning lighted up the court room and revealed just the principals in the dramatic trial.

Frank Way faced the jury. The Primitive sheep operator was quiet but conflicting seas of emotion were clearly evident from the twitching of the face muscles and from the clench of his jaw.

When Judge Leavitt said: "Is this your verdict gentlemen?"

"Way moved forward on his seat, his body bent forward. But when the fateful words of, "we find the defendant guilty of manslaughter," no display of the pent-up emotion was evident. Perhaps his eyes dropped. Nothing more. In a few minutes he was back in the county jail.

The trial of Frank Way came to a close last night with a dramatic plea for conviction by Horace Manning, special state prosecutor. Step by step the arguments of the defense were undermined, shattered and checkmated.

Before a crowd that filled the court room and pushed in through the swinging doors, the state prosecutor hammered his points home with telling effect.

One of the most telling final arguments of the defense was delivered by Jay Upton, who in a calm measured tone outlined the theory of the defense, attempted to point out structural weaknesses in the case of the state and reminded them time and again that only a "reasonable doubt" was sufficient to enable them to bring in a verdict of not guilty.

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Rodgers Given Big Promotion

Flight Commander Is Made Assistant Chief

WASHINGTON, Sept. 11. (AP)—Commander John Rodgers rescued after nine days afloat in the mid-Pacific in his plane PN-9, No. 1, today was appointed assistant chief of the navy's bureau of aeronautics.

He will report to Washington as soon as possible to assume his new post. Secretary Wilbur decided on the appointment late last night when he learned of the rescue of the PN-9 No. 1, and its crew.

More Trouble Is Stirred at Kelso

KELSO, Wash., Sept. 11.—Sheriff Clarke Studebaker was today serving eight warrants against prominent Kelso men. Seven charging embezzlement of city funds and one charging perjury, which were issued last night at the instance of A. Ruric Todd, former mayor of Kelso. The warrants and complaints were issued from the office of W. M. McCoy, justice of the peace at Castle Rock, and the men will have to go there to arrange bail bonds for \$1500 each.

"JINKS" TAYLOR KILLED IN FALL FROM HIS HORSE

Pendleton Chief of Police and Colorful Roundup Figure is Dead

SKULL IS FRACTURED

Found Unconscious Late Yesterday Afternoon Animal Stumbled

PENDLETON, Sept. 11.—W. R. "Jinks" Taylor, Pendleton chief of police, colorful figure of the old west and former sheriff of Umatilla county, died in the St. Anthony's hospital at 3:20 this morning as a result of injuries sustained shortly before four o'clock yesterday afternoon at Roundup Park. Chief Taylor's horse, a big powerful black well known to round-up crowds, fell with him and a fracture was sustained at the base of the skull. Mr. Taylor never regained consciousness.

There were no eye witnesses to the accident but from those who were near and who picked the injured man up, the horse had apparently stumbled over a rock and turned turtle. When found, the rider was lying with arms outstretched and with blood pouring from his ears. He was rushed to the hospital for medical attention where the extent of his injuries were ascertained.

Familiar Figure

"Jinks" Taylor had carried the national colors at the head of all round-up parades since the inception of the show back in 1910. The straight, stalwart figure, upright in beautiful saddle with flowing tapers, carrying Old Glory and mounted on a beautiful black charger, was a familiar one with all round-up crowds.

For years it had been Taylor's custom to help handle the stock at the grounds before the show. Taylor an ex-cowboy, was one of the best riders in the country and yesterday, he, with others was running the roping steers back from the arena to their barns. Some one carelessly left a gate open leading off over the railroad tracks toward the river and several of the steers raced wildly out to freedom with Taylor in hot pursuit on uncertain footing. His mount stumbled and turned a somersault with Taylor underneath. His horse running free soon attracted attention and the Pendleton officer was picked up.

Succeeded Brother

In 1920 when Til Taylor, the then sheriff of Umatilla county, was killed by escaping prisoners, "Jinks" Taylor was appointed to fill out his unexpired term. In 1921 Taylor was named Chief of Police and had served in that capacity since. Prior to 1920 "Jinks" served for about 10 years as a deputy under his famous brother, Til.

After the murder of Til Taylor, when posses had finally caught the three desperate men, a mob gathered around the court house with the very definite idea of rushing the jail and lynching the three men. It was "Jinks" Taylor who went out alone to the mob and dissuaded them because "Til wouldn't have wanted it that way."

CONTRAST MARKS PLANE'S FLIGHT

SAN FRANCISCO, Sept. 11. (AP)—Contrasts marked the flights of the PN-9 No. 1.

Commander Rodgers and his men started in an airplane, and were rescued by a submarine. The speed for the first two hours of their trip was around 100 miles an hour—for the last 200 miles, less than five miles an hour.

Storms and high winds exhausted the gasoline supply and left their lives in danger, but after landing the weather was almost all that could be desired.

Food the first two days included soup, coffee and chocolate; the last four days, nothing but water was available. Perhaps the most grim of the contrasts, however, was the ability of the men on the seaplane to receive radio messages without being able to send them—which enabled them to hear themselves given up as lost by a council of naval officers.

Dramatic Story Told By Fliers Following Their Belated Rescue

After 11 Days on Air and Water, Commander Rodgers and Crew of Four Safe at Last—Could Hear Radio Messages

LIHU, Island of Kauai, Sept. 11. (AP)—In a country hotel in this sleepy Hawaiian village early this morning, five men—heroes of the greatest aviation adventure in history—sat around, too excited to sleep, all talking simultaneously attempting to give the high lights of their plight, drifting 218 hours in a disabled seaplane without gasoline.

The most poignant point in their experience was the ability to listen to radio cast messages from searching ships saying that hope of a rescue was being abandoned, that the seaplane had "cracked" when it was dashed to a fuel-less forced landing in mid-Pacific.

Every member of the crew commented on this phase of their situation, adding that inability to broadcast messages, while they were able to receive, prevented them from replying.

An amazing story of privation was pieced together out of the running fire of cross conversation in the little hotel.

The talk was interrupted when naval surgeons forced the crew to bed. They were told to forget temporarily and strict orders were issued forbidding visitors to disturb the men until they awakened.

Mill Owner Is Fatally Hurt

EUGENE, Ore., Sept. 11.—Wilbur A. Bourgeois, 41, president of the Bourgeois and Evans Lumber company of Noti, was instantly killed yesterday morning when he was caught on the main drive belt at the company's plant and dashed against a pile of lumber.

WILBUR BOURGEOIS KILLED YESTERDAY NEAR EUGENE

His neck was broken when he struck the lumber. A bruise on the shoulder was the only other indication of injury.

GAME WARDEN TO BE HERE SUNDAY

E. F. Averill, newly appointed state game warden, will be in Klamath Falls Sunday to meet with the Klamath County Sportsmen's association, according to word received here today. He will be accompanied by Commissioner Bauer.

The two game officials started today on a tour of southern and eastern Oregon for an investigation of game fish hatcheries.

FIND HUMAN SKULL

EUGENE, Ore., Sept. 11.—Finding of a human skull and a pair of overalls by workmen on the McKenzie highway at the Cascades has led to belief in a possible murder committed some time ago. The skull and overalls were dug from the earth near Lost Lake. No trace as to identity can be made, it is said.

Navy Traditions Upheld Some Rescue Highlights

Tragedy And Humor Stalk With Ill-Fated Plane On Trip

Commander Rodgers and his men determined to see it through, took food from the submarine launches that towed them to harbor, but refused to leave their plane until it was safely beached.

The valiant fliers were in the water a total of 218 1/2 hours, establishing probably marathon record for dazed seaplanes.

While the PN-9 No. 1's crew was attempting to anchor in the harbor, a Hawaiian swimmer made his way out to the plane to tell the commander that he was in a dangerous place. "All right, tow us to the beach" was Rodger's reply.

Navy traditions were upheld to the very last, Commander Rodgers

was the last to step from the ill-fated plane. The men were pale and haggard but not in low spirits.

"Has the PB-1 made a successful flight to Hawaii?" was one of the first questions put by the fliers to their rescuers. (The PB-1 was to have started with the two other planes but was prevented by a mechanical mishap. It since has been field in San Francisco.)

The emergency rations, thirty gallons of water, canned beans, hard tack, dried bread and prepared ob-

ject was when he was able to hear messages put on the air saying that hope of finding us had been given up."

Commander Praised

The men then told how Commander Rodgers shared his rations with them and refused to partake of theirs when his own neared exhaustion on the fifth day out. At the end of the fifth day all were without rations, which originally consisted of 18 sandwiches to each man, three pints of coffee, three pints of soup, 24 lumps of sugar, six oranges (four canteens of water. This was intended for the 26 hour trip to Honolulu.

The emergency rations, thirty gallons of water, canned beans, hard tack, dried bread and prepared ob-

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Stork Outpoints Death Divorces Increase But So Do Births, Is Revelation of Records Riddle Puzzling To All

There is a gentleman who is proudly strutting up and down the corridors of the county court house, proudly cocking like a hen that has just laid an egg.

He is Dr. G. S. Newsom, county health officer, and he is proudly pointing to a chart in which it is stated that the births exceed deaths in Klamath county during August by a 3 to 1 majority.

He looks with scorn upon the circuit court clerk, who is hiding under the shame of filing more divorce cases during August than the marriage licenses issued by his father downstairs.

When asked why there should be such a sudden increase in births when statistics clearly show that divorces exceed marriages, the health officer scratched his head and said

he could not tell, but that the figures were clear.

Following are the indisputable figures:

Divorces Sought	12	Marriages	11
Births	21	Deaths	7

EX-CONGRESSMAN DIES

WASHINGTON, Sept. 11. (AP)—Former Representative Patrick H. Kelly, of Michigan, died here today after a prolonged illness.

TO BE BURIED SUNDAY

Funeral services for T. M. Durham will be held Sunday at 3 o'clock from Whitlock's Chapel. A Christian Science service will be read. Interment will be in Linkville Cemetery.

Another Flight to Islands Is Planned

WASHINGTON, Sept. 11. (AP)—The naval seaplane PB-1 will attempt a flight from San Francisco to Hawaii soon after September 21.

Captain Stanford E. Moses, commander of the flight project, advised the navy department today that the flight would take place after conclusion of the equinoxial storms of the Pacific.

He reported that successful tests had been made with the planes whose flight to Hawaii had been postponed indefinitely, to permit concentration on the search for the PN-9 No. 1. The PB-1 on a recent test took off with a load of 1900 gallons of gasoline, 713 more gallons than the PN-9 No. 1 carried, and regarded as sufficient for the trip to the Islands.