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ANTIC RAIL Mergers To Be Checked By Pres.

Large Will Ask Congress to Amend Each-Cummins Law Next Session

SWAMPSCOTT, Mass., Sept. 2.—(United News)—President Coolidge of the country's railroads has consolidated by a series of mergers will urge congress to take the necessary legislative steps to that end this winter. Mergers would be completed after about six or seven months.

to amend the transportation act was agreed upon in a conference at the summer white house yesterday by the president and Senator James Watson, Indianapolis and ranking member of the senate interstate commerce committee.

ment of the Each-Cummins law necessary to bring about action, it was decided, before law in its present form authorizes voluntary consolidation and does not force mergers.

Economic Reasons

1,000 miles or more of "weak" railroads, which are unable to pay expenses on present costs of operation, constitute the principal reason for the rail mergers, said. Consolidation, he said, would spread the cost of operation over larger fields and eliminate the necessity for section 15-A provides that railroads make a profit of 3-4 percent annually and that one-third of the surplus over that percentage be turned into an interstate commerce commission fund as relief for the "weak" railroads.

have been antagonistic to this clause, Watson said, but he favored retaining it unless necessary for helping the railroads had been eliminated.

More Rate Fixings

predicted that the next congress would take up such matters as the difference in rates on short hauls, the railroad board, the guarantee section of the transportation act and other matters regarding transportation. He feels that some sort of a labor board with power to act after collective bargaining failed is necessary to prevent nationwide railroad strikes. He stated, therefore, he would favor movements to abolish the

Van Sweringen

interstate commerce commission will approve the huge Van Nickel railroad merger congress meets in September, he said. He believes the commission will set the pace for consolidations.

also discussed the general situation with the president. He suggested that the normal tax be kept at six percent, not lower than five percent, that the maximum surtax be reduced from 40 percent to 17 percent. Such an arrangement would bring in the revenue and get the most out of hiding and into industry.

MATH BOYS TO Auction Baby Beef

math county boys and girls under the leadership of Frank county club leader, have secured several score of baby beefs this summer, and will find for their efforts when the calves are auctioned off in Klamath meat markets. It is believed the calves will sell fast, their making it a profitable buy for merchants.

Mrs. Kendall Ill.

of Mrs. Ed Kendall, wife of Kendall, was made known yesterday, when her condition was reported as serious and no improvement noted over her condition in the past three days. The nature of her illness was not known.

"Suicide Salesman" Reads of His Death In Lobby of Hotel

W. J. Hartman Learns First Hand Of Attempt To Cut Heart Out

W. J. Hartman, 35, an insurance man from Portland, sat leisurely in the lobby of the Hall hotel yesterday afternoon when a newsboy came tearing through yelling all about the suicide.

Hartman bought an afternoon paper. He learned that he was in a local hospital, the result of an attempt at suicide and that while his chances weren't very favorable, he might fool everyone and live.

According to Dr. Newsom, Hartman had not been feeling well Tuesday afternoon. He hadn't slept for several days. He was given some sleeping powder by the doctor. While cleaning his finger nails with a pen knife he suddenly came under the influence of the opiate. He rolled over, the knife cutting a small wound in his left breast.

Fearing the slight wound, being near his heart, might prove serious he walked to Dr. Newsom's office, where, later, they went to the hospital to have the wound inspected. When it developed that the wound was only slight he was released a few hours later.

Hartman called at The News office last night and lay bare his chest showing nothing more than a scratch wound from the pen knife. He emphatically denies any suicide attempt or any family troubles. Reports that his wife was rushing to Klamath Falls were denied. Hartman was out yesterday afternoon selling his line and will leave tomorrow to continue.

Senatorial Party Due in K. F. Labor Day; Seek Change

The chamber of commerce received a telegram from United States Senator Robert N. Stanfield yesterday that September 7th, Labor day, had been designated by the public lands committee of the United States senate to hold a hearing in Klamath Falls on grazing. Secretary Lynn P. Sabin took immediate steps to get the date set ahead one day, which would be Tuesday, September 8th, and up to a late hour last night no word had been received from Senator Stanfield of the suggested change. If the itinerary cannot be adjusted the date will be Sept. 7th for the hearing.

The committee consists of Senators Stanfield, chairman; Cameron of Arizona, Oddie of Nevada, Dale of Vermont, Dill of Washington, Jones of New Mexico, Kendrick of Wyoming, and Ashurst of Arizona.

This important committee is traveling on a set schedule, and it is thought that if the dates cannot be changed that it would be better to have them here on a holiday than not at all.

The county court room has been secured as the place to hold the hearing, and the chamber of commerce will hold a public banquet in the White Pelican hotel. A general committee will be named at a later date to supervise the affair, which will include bringing the senators into Klamath Falls.

Coolidge Selects Fess To Wage Campaign

SWAMPSCOTT, Mass., Sept. 2.—Senator Simon D. Fess, of Ohio, has been selected tentatively by President Coolidge and other republican leaders to head the campaign for selection of a republican senate a year from this fall, it was said by an authority close to the president Wednesday night.

Fess will head the republican senatorial campaign committee, according to this authority. President Coolidge has been laying plans for a real battle in the by-elections next year, as the composition of senate in 1926 and 1927 will have a vital bearing upon his chances for re-election should he seek another term.

FLOOD WATERS OF RIO GRANDE THREATEN CITY

El Paso In Danger As Rains Continue On Rio Grande; Much Damage Done

EL PASO, Texas, Sept. 2.—(United News)—Sweeping everything before them, flood waters of the swollen Rio Grande continued their menacing advance on El Paso, Wednesday night, according to reports received from border towns.

Hundreds of acres of valuable cotton lands have been inundated, several herds of blooded stock floundered to their death, and scores of families in the lowlands, who deserted their homes at the first warning, are being given temporary shelter at the homes of friends and neighbors.

The flood is spread over an area of ninety miles in the El Paso valley, extending from Las Cruces, New Mexico, to Tornillo, Texas, reports indicated, and the waters still are rising.

A platoon of cavalry from Fort Bliss have been assigned to the stricken area to prevent looting, and to give civilian workers all possible assistance in combating the high waters.

The interurban line between El Paso and Ysleta was forced to suspend service when motormen reported the tracks under three feet of water.

A check-up late Monday night failed to disclose any loss of life. Authorities admitted, however, that nothing definite could be ascertained until after the waters had begun to recede, which is not expected for several days.

Word from the Leasburg dam, 60 miles away, was to the effect that the flood was gaining in proportions. Reclamation men said the crest might be expected early Thursday morning.

Water broke through on the Mexican side just opposite East El Paso suburbs Wednesday and flooded the same area that was under water a month ago.

Adobe huts that stood in the path of the flood were leveled. Whether any of the dwellers perished could not be determined. Rains and cloudbursts in the Black Range mountains along the upper reaches of the Rio Grande are responsible for the new rampage of the stream, authorities said.

PIGGY WIGGLY STORE IS OPEN

With regulation fixtures on the road to Klamath Falls, the first Piggy-Wiggly store to open up in southern Oregon, has opened its doors to Klamath Falls in the space formerly occupied by the Whitaker concern.

T. H. Hampson, Klamath Falls manager of the new establishment, has plans underway which will make the store one of the finest and most modernly equipped Piggy Wiggly stores in Oregon.

According to Hampson yesterday, the Piggy Wiggly concern are planning to open up southern Oregon and Klamath Falls has been chosen for the location of the first of the chain which will follow throughout this section of the state.

Until the arrival of the fixtures for the new store, it will be conducted on the same plans as done under the management of Whitaker.

Mr. Hampson, manager for the store, was until the past few weeks a resident of Grand Junction, Colorado. With his family, he will make his permanent home in the city.

Members of the Whitaker firm left Tuesday for Medford, where they are interested in business affairs. Unable to reach all their patrons, they wish to thank them for their kindly attitude and patronage during the past year.

Crew of PN-9-3 Tell Of Rescue After Accident

SAN FRANCISCO, Sept. 2.—(United News)—Graphic stories of the rescue of the PN-9-3, the seaplane which was forced down at sea 300 miles from San Francisco, were told Wednesday when the crippled air cruiser was towed back into the harbor here.

"We'll make the Hawaiian flight on our next try," were the first words of Lieut. Allen P. Snody, commander of the plane.

"That's not just a boast—I know we'll succeed," he added.

The PN-9-3 was rescued by the destroyer William James Monday night after tossing upon the rolling sea for nine hours, after the oil line to the motor had broken. Rockets flared into the night as the crew of the plane sought to guide the guardianship to where she lay.

To the last of their rockets there was an answering flicker of light from the black haze of the horizon. It was the Jones, sweeping her lights out over the inky waters.

Three hours later the destroyer was alongside and had taken her in tow.

At first the men hoped to repair the damage and get the plane aloft again, but this was found to be impossible. The radio had gone dead when the motors were killed.

Perils of landing in the open sea were related by members of the planes' crew. Bouncing reeling at a 60-mile an hour speed over waves that reached up at them with curling crest the plane was threatened with disaster at any moment.

Even after the Jones had come alongside there was another menace. A sudden lurch, caused by the waves, sent the PN-9-3 staggering against the destroyer. One wing was broken, the prow was smashed and the tail crushed. The tow in was uneventful.

"What's the news of our flagship?" the men asked as they came ashore. Their faces turned pale when told that the PN-9-1 had not been found.

Snody in continuing the narrative of his plane's mishap said that he and his crew were more determined than ever to reach Honolulu.

"It would be a bitter disappointment to us if we could not try again," he said. "We were humming along about 300 feet above the water. Everything seemed to be fine. The radio was the first thing to go wrong. Operator Allen climbed out on the wing, however, and the fault was corrected.

"Then quite suddenly the engine began to balk. Suddenly the engineer, messages that the oil pipes had become twisted. We knew then it was only a matter of hours before we had to go down. It was slightly misty and as we hit the water there was a terrific bounding from one wave to another. Only the staunchness of the ship saved us."

PINE TREE HAS NICE FIGHT CARD

An added attraction was put on at the Pine Tree theatre last night. Harry Poole and N. R. Gregory were the headliners in a boxing bout which lasted one round, or a fraction thereof. Just what brought the fight on could not be learned. Gregory, a garage mechanic, is said to have entered the theatre, challenged the Pine Tree manager and fought with socked a clean right to the mouth. Poole is reported to have been counted out several times before he did. When he came back to earth Gregory was gone.

Midnight found Gregory in the jailhouse and his wife pleading for his release.

According to Loucks a complaint will be sworn out by Poole this morning, charging assault. Gregory is said to have declared his assault was more than justified, but why he is not reported to have explained.

KOZER OFFERS SOLUTIONS TO ORE. PROBLEMS

Secretary Of State Speaks Before Chamber Of Commerce Forum

Sam Kozer, secretary of state, was the first speaker on the list of forum honor guests of the year, held for half an hour yesterday during the luncheon of the chamber of commerce, scores of guests who were interested in the message which Mr. Kozer brought to the residents of Klamath Falls.

Primarily interested in stressing observations made in work during the past 25 years in the service of the state of Oregon, in both subordinate and official capacity, Mr. Kozer brought before the minds of those who heard him yesterday, the work accomplished by the state governing board during the past years.

According to Mr. Kozer, "no period in the world's progress has been so startled by the inventive genius of man as the last 25 years."

On that foundation, the progress of the state of Oregon was also likened. Interesting figures giving the receipts of the state for the past biennial periods from general property tax, from fees applicable to governmental expense, and from fees set aside for specific objects or purposes and from trust fund sources, were recited by the speaker, who compared those with the figures of the late '80s.

A phase stressed by Mr. Kozer was the fact that none of the industries in 1900 were developed in any manner as they are today.

"Prior to the year 1900 not one of our great resources had been particularly developed, unless we might include under those of lumber, fishing, agriculture, as related to the growing of grain and stock only; and mining. We had not developed our horticultural resources to the extent of commanding world attention as of today, neither was there the onslaught on our great forests that is being prosecuted at this time. We were importing some of our butter and eggs, while today we are exporting those in large quantities, and are also today sending our horticultural products to all corners of the earth. None will gainsay the pride of such an accomplishment in the course of a quarter century.

In concluding the address before the forum Mr. Kozer enlarged upon the facts that at no time has the state attempted to visualize its future growth or in any way plan for the financing of the natural enlargement of its institutions and departments. "Something must be done along these lines if there is to be exercised in the conduct of the public business that same measure of intelligence which usually attaches to any successful private enterprise.

"Until a policy of this character is adopted, we will be in constant financial chaos. The sooner serious thought is given to the future requirements of the state and the necessary steps taken for their disposition, will be able to meet the ordinary financial demands of government without that recurring disturbance occasioned at every session of our legislative assembly through the enactment of special revenue legislation to meet the temporary demands of the state."

FEW FINES METED OUT YESTERDAY

Little of the heavy fines and appearances for major violations marked yesterday in the court of Judge Kendall, and with the exception of three cases, the day was exceedingly quiet.

The case of C. L. York, charged with speeding, was dismissed on motion of the district attorney.

David Robinson was fined \$15 and costs yesterday before Judge Kendall, when charged by Traffic Officer Foster with speeding on the Merrill highway. Robinson was driving a truck at the speed of 40 miles an hour, loaded with two tons of wheat.

Naval Officers Are Reluctant To Admit Fate Of Lost Plane

Exhausted Crew Of PN-9-1 Believed To Have Been Lost In Frail Plane Pounded By Heavy Pacific Seas

NAVAL HEADQUARTERS, SAN FRANCISCO, Sept. 2. (United News)—Worn by hours of anxiety as they wait without reward for some word of hope from planes and ships that are searching for the PN-9-1, naval officers at headquarters here were carrying on late Wednesday, directing the hunt for the lost air men in radio messages that crackled out into the night toward Pearl harbor.

No word of cheer has come. At 9 p. m., the situation 29 hours after Commander John Rodgers sent his last radio message from the luckless seaplane, remained unchanged. Night was falling over Hawaii. Darkness made work of the searching planes useless, and intensified the perils of the sea.

Hope Not Abandoned

Capt. Stanford E. Moses, commander of the flight project, has refused to abandon hope. In his infrequent contacts with newspaper men, he forced a smile to his face, but his eyes were grim.

He has slept only a few scattered hours since the sea plane took off from San Francisco bay Monday. A black dressing gown replaced his gold braided uniform coat at night as he paces back and forth in his offices here. Capt. Moses' aides have been on duty almost constantly, dropping down for an occasional rest on folding cots that have been placed about the building.

With the coming of night the main duties have fallen on the submarines and destroyers. The airplane tender Aroostook also was patrolling up and down and over the waters, which may hide a supreme tragedy, or which have only snatched at the flyers, and still be bearing them upon their surface.

58 Hours Without Sleep

Since the PN-9-1 started on her flight her crew has been at least 58 hours without sleep. If their plane has not been wrecked or submerged they may still be holding out, surviving on the emergency rations carried with them.

While this theory of survival is expressed by navy men, others do not assume such confidence. The idea that five men in a seaplane can hold out long against boisterous waves and the squally weather that has prevailed about the Hawaiian group, has been difficult for the average mind to accept.

The rescue of the PN-9-3 was effected at night, but she was reached after only nine hours. The PN-9-1 has had 29 hours in which to drift helpless and at the mercy of the elements.

In the brief messages picked up from Honolulu, no mention of present weather conditions has been made. It is understood, however, that the storms and tropical rains had ceased temporarily. This situation may tell in the final results of the hunt.

The area of search is being constantly enlarged. Each hour makes the distance of drift greater and the vessels are sweeping in ever-increasing areas over the mid-Pacific.

HONOLULU, Sept. 2.—(United News)—Search for Commander John Rodgers and his crew of four men of the PN-9-1, lost for almost thirty hours in the tossing waters of the Pacific, continues unabated, with navy and merchant marine vessels and aircraft plying in ever widening circles about the possible landing place of the ill-fated plane.

Although alert for any bit of wreckage, wings snapped by the angry waves, the searchers have so far found nothing that in any manner might lead to an early rescue of the five men, or which might shed light on their fate.

It is thought possible by navy officials here that if the PN-9-1 has been wrecked, parts of the plane may be washed ashore.

In sharp contrast to the expressed confidence at navy headquarters the populace of Honolulu has all but given up hope for the flyers' lives.

They greeted with pleasure the announcement that the PB-1 would not take off from San Francisco Thursday. Wherever the islanders gathered, the conversation was always about the PN-9-1 and the opinion of all was that no other plane should be sent off on the perilous journey, success of which hangs on such thin skins as showers and tropical winds.

Honolulu could not rejoice over the success of one venture while mourning the loss of life in another, was the way they put it.

No reports on weather or rain conditions were sent in, the brief messages merely citing positions so that headquarters here could direct the hunt intelligently. It was thought, however, that visibility had been improved greatly and that the night would be clear.

Commander Rodgers was equipped with flares and rockets which at night may be seen for 15 miles. Navy officials said that he may not have used them Tuesday night because of a desire to conserve his supply for use when he was certain that ships were in the vicinity.

HONOLULU, Sept. 2.—(United News)—All available aircraft, and navy vessels from the Pearl harbor base, searching for a trace of the missing seaplane PN-9-1 continued to send in half hourly radio reports on their positions Wednesday afternoon. None of the messages held the slightest hint that a rescue might soon be effected.

At 2 p. m., Commander John Rodgers' plane had been missing almost exactly 24 hours. It was at 2:12 p. m., Tuesday that the huge ship radioed that the gasoline was exhausted and that almost at the end of her flight to Honolulu she would have to descend into a snarling, angry sea.

A discontinuance of the search that has been going on since that time was not thought of for a moment by any of the navy officials here. The planes soaring out over the waters south and east of the Hawaiian islands were working in three pairs, whirling along close to the surface of the ocean and then again mounting to high altitudes as their crews scrutinized the heaving sea below.

One of the search planes has run out of fuel and been forced to descend in the water twenty miles from ashore. She was not in danger and a supply of gasoline, was being sent out.

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