

RANKINS PREPARE FOR FRESH TRY AT ENDURANCE MARK

(Associated Press Local Wire)
PORTLAND, Ore., Aug. 19.—The three Rankin brothers, Tex, Dick and Bud, watched mechanics repair their monoplane, Otto-Oregon, today and prepared for their second attempt to wrest the sustained flight record from Dale Jackson and Forest O'Brien, St. Louis aviators.

Tex Rankin, one of the three Pacific coast aviators, whose plane was forced down yesterday after completing about 21 hours in the air, said the time for the next attempt depended on mechanics. He predicted they would start either late today or early tomorrow.

Tail surfaces and rudder struts were damaged yesterday when the brothers landed gale-force after making their first attempt.

ESCAPED NEGRO CONVICT CAUGHT

(Associated Press Local Wire)
SALEM, Ore., Aug. 19.—Dave Cox, alias Watkins, big-time escapee who escaped from the state penitentiary Friday, was captured this morning west of Eugene in the Irving or Veneta district. Superintendent Henry W. Meyers was informed. The message received here did not state who made the capture or any other details.

PRIZES AWARDED FOR MIDGET GOLF

Mrs. Phil Harth was winner of the ladies' prize which Tom Spencer took the men's prize at the match play tournament held at the Camp View midget golf course last night. There were many players entered and a large gallery at the tournament. Spencer won a close match over Dick Nerbas, playing 37 holes. The winners have a choice of McGreggor Irons. The tournament is held every two weeks, with qualifying scores of 49 for men and 55 for ladies required.

STORY 5

(Continued from page 1)

the republican party would be a "cataclysm" because the party had a "definite, well considered administrative program which it is carrying forward to completion despite the determined obstructive tactics of the democrats."

Shouse said farm products had declined in price steadily since passage of the farm act; he contrasted the Hoover 1928 campaign speeches assuring continuation of prosperity and the republican rule, with the unemployment and depressed business obtaining within the year. He blamed the president for not warning against speculation while secretary of commerce and president-elect. Conceding that after the crash Mr. Hoover "did perhaps all any man could to try to effect an adjustment of conditions," Shouse observed that "history is apt to record that he locked the barn door after the horse was stolen."

Bourbons Challenged
He said President Hoover could have checked the tariff "raid," at any time during the long period the revision was under congressional consideration, but had failed to speak the word which would have "corrected the intolerable features of this unholy and execrable piece of legislation."

Pointing to Shouse's assertion the democrats would endeavor to respond to the people's "series of desperate" for relief from present conditions, Shouse challenged the opposition leaders to show how they would "endeavor to respond."

"Will a sympathetic and understanding ear cure the ills of which Mr. Shouse complains?" he asked. "If so, how?"

"These are pertinent questions to which the voters certainly have the right to an answer in this campaign."

STORY 2

(Continued from page 1)

Hubbard resumed the witness stand today.

Defense Attacks Story
Hubbard's story that he was the "go-between" for the five indicted prohibition officials on trial and the rum runners with whom they are charged with conspiring was attacked in detail in cross examination by Defense Attorney A. R. Hilen.

Referring to Hubbard's testimony that he went to Washington, D. C. in 1927 with Agent L. S. Gross to lay before the national prohibition authority the true conditions of affairs in the Pacific northwest, Hilen asked:

"Have you ever talked with Ed Ross in regard to the Zev case?"

Hubbard said he had not and under further questioning reiterated he was quite sure he had not discussed the matter with anyone but Gross and R. L. Bryant, one of the five defendants.

"I talked to Bryant to see if he would tell the truth if he was called upon to testify," Hubbard said. In Washington, Hubbard said he had talked to Mrs. Mabel Walker Willebrandt, then assistant U. S. attorney general in charge of prohibition; Al Otford of the prohibition department and J. E. Hoover, of the department of justice. He returned to Seattle immediately after his conference in Washington, D. C., he said.

"Did you discuss the question of immunity from prosecution for perjury with anyone either before you went to Washington, D. C. or after you returned?" Hilen asked.

"No."

"Moral Sense" Tested
Returning to the record of the Ragan trial in Whatcom county March 22, 1929, Hilen read long excerpts in which Hubbard had testified in regard to his relation with rum runners after he had become a prohibition agent.

"Did you not know that your testimony in the Ragan case would send these men to the penitentiary?"

Leslie E. Salter, assistant U. S. attorney general, objected, but the court ruled Hubbard would be permitted to answer, when Hilen argued he "wanted to test the moral sense of the witness."

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CARLOT SHIPMENTS OF MELONS START WITHIN FEW DAYS

Carlot melon shipments will start within a few days, according to Wesley Williams, who is handling the melon crop of the county through the cooperative agreement of growers. At the present time the shipments are being made at the rate of about 300 crates daily, and a few days of warm weather will result in a great increase in volume. The melon crop this year is of unusual size, and with good weather will set a new production record. Mr. Williams states that Douglas county labor will be used exclusively, as far as it is available, and it is expected that nearly 200 people will be employed until after the first of October. It is expected to be handling about 5,000 crates of melons daily during the peak of the season. Facilities are available, Mr. Williams states, to handle twice that volume if necessary.

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NAVAL FLIERS SAVE MEN DRIVEN FROM BURNING VESSEL

CHICAGO, Aug. 19.—Two naval fliers from the Great Lakes training station rescued three men who had jumped overboard from a burning yacht in Lake Michigan yesterday.

The fliers, Lieut. Elmer Johnson and Ensign Victor Randoeker, saw the smoke, ten miles offshore, landed their amphibians, and hauled the three men aboard.

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