

DESCRIPTION OF PLANES AND MEN WHO MADE TRIP

TREPASSEY, N. F., May 17.—When the giant American hydroaeroplanes sped away into the east, over the Grand Banks and the broad Atlantic, they entered upon a course not only carefully charted, but patrolled by rescue and repair ships all the way to the Portuguese coast.

"Give us no fuck, good or bad, and the trans-oceanic voyage should be made without trouble," said Commander John H. Towers, chief of the expedition, commenting before the "hop off" on the completeness of the navy's preparations. "We are not undertaking the impossible, we are not banking on chance. We are attempting a flight wholly within the mechanical possibilities of the N C planes, hoping to demonstrate, without reckless risk of life or valuable property, that an air cruise to Europe is a practical proposition."

One of Commander Towers' brother officers declared that a new branch of the science of navigation was growing up around the N C planes, those making the flight an undertaking expected to contribute materially to the advancement of the profession of the sea. Giant strides have been made in development of the steering and weather charts to be used on the flight and the crews expected to accomplish worth while results in the experiments above blue water.

Description of Planes
The naval craft, the NC-1, NC-2 and NC-4, huge flying boats which ascend from a "take off" in the water and "land" also on the surface of the sea, are driven by Liberty motors, four to a plane and aggregating 1600 horsepower. They are of the biplane type, with a wing span of 126 feet, length over all 69 feet and length of hull, 44 feet. The craft weigh 15,100 pounds, with navigating and wireless equipment aboard, but without crew and fuel. The total flying weight is 28,500 pounds.

The planes have a dual control system, with seats side by side, and forward of the gasoline tank, for the pilots, each of whom has a complete set of instruments, including compasses. The navigating station, outfitted with the regulation marine instruments, is in the bow, while the engineer and radio operator occupy the main compartment at the tanks. The planes are expected to cruise, without wind, 75 (land) miles an hour and the gasoline capacity of 11,400 pounds will carry them upwards of 1500 miles, considerably in excess of the longest lap of the ocean flight—from Trepassey to the Azores—without re-fueling.

With Commander Towers in charge of the expedition, the three planes set out in command of Mr. Towers, Lieutenant Commander A. C. Read and Lieutenant Commander P. N. L. Bellinger.

Sketches of Commanders
Commander Towers who is 34 years of age, was born in Georgia and entered the naval academy in 1902. After service on various warships he was assigned to the aviation section for instruction three years before the outbreak of the European war. Midwinter of 1912 found him in charge of the aviation camp at the Guantanamo maneuver grounds of the Atlantic fleet, and in September, 1914, as a lieutenant, he went to London as assistant to the American naval attaché. After a tour of duty on the staff of the chief of operations at Washington, during which he participated in the selection of aviation stations and won his commission as commander, Mr. Towers was designated early this year to develop the plans for the trans-Atlantic flight.

Lieutenant Commander Read, 32 years of age, was born in New Hampshire. After leaving Annapolis he filled varied assignments until 1915, when he reported at the naval air station at Pensacola, Fla., for instruction. Two years later he took command of the aviation station at Bay Shore, on Long Island, later assuming a similar post at Miami, Fla. While on the staff of the chief of naval operations at Washington the following year he was detached for temporary duty in connection with the camouflage of seaplanes at Hampton Roads, Va., later holding changing assignments until he was named for participation in the trans-Atlantic flight.

Lieutenant Commander Bellinger, born in South Carolina, 32 years ago, went from the naval academy to sea duty, which included command of a submarine. He returned to the academy for aviation instruction in 1912, and the following year joined the Guantanamo air squadron. After service in 1914 on the staff of the chief of naval operations, he was assigned to the Pensacola station, where he won promotion to the command of the Hampton Roads aviation camp, to which he reported later in 1917. He was on detached duty department duty when he was selected as one of the trans-Atlantic flyers.

The battleships New York, Arkansas, Utah, Florida and Texas, with Rear Admiral Rodman's flag flying from the first named, are at sea with the destroyer patrol, which is commanded by Rear Admiral Plunkett on the cruiser Rochester.

Killed By Fall of Seaplane.
PENSACOLA, Fla., May 17.—Ensign F. M. Fowler, of Salem, Mass., and Chief Quartermaster Evar were killed here today in the fall of a seaplane into Pensacola Bay. The plane was wrecked.

The Outbursts of Everett True

By CONDO



MEMORIAL DAY SERVICES, MAY 25 BAPTIST CHURCH

Memorial services will mean more to people this year than ever before. It is not only a day for one nation but the whole world. The addition of nearly four million soldiers to the military history and spirit of America is in itself enough to stir new enthusiasm and patriotism in our hearts. The loss of 50,000 brave Americans in battle and the loss of another 57,444 through other causes while in the service of their country has made Memorial Day a reality in the homes of hundreds of thousands. Let the services of this day claim your absolute devotion and attention. Show a whole hearted sympathy for those who have loved ones sleeping on foreign fields.

The memorial services are to be held this year in the Baptist church on Memorial Sunday, May 25th. All are expected to attend. The G. A. R., the Relief Corps, the Auxiliary, the soldiers of the Spanish-American war, the Next of Kin, the State Guards, etc., etc.

These organizations will be seated in separate bodies if possible, and we trust every member and every soldier in this vicinity will attend.

The church is glad to honor all who have served the country and glad to serve them wherever it can.

Let the citizens and the church strive to make the memorial services of 1919 memorable.

STATE Y. M. C. A. DRIVE FOR \$32,000 FUND

PORTLAND, May 17.—Plans for extension of the Y. M. C. A. into remote districts of Oregon have been completed here at a conference of representatives of the various branches of the organization throughout the state, it was announced today. A campaign to finance the plans will be conducted during the week beginning June 1. A fund of \$32,000 will be the objective.

Showers Forecasted.
WASHINGTON, May 17.—Weather predictions for the week beginning Monday, issued by the weather bureau today are:
Pacific states: Normal temperature and generally fair except occasional showers probable first part of week on north Pacific coast.

Catarrh Cannot Be Cured
with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a local disease, greatly influenced by constitutional conditions, and in order to cure it you must take an internal remedy. Hall's Catarrh Medicine is taken internally and acts thru the blood on the mucous surfaces of the system. Hall's Catarrh Medicine was prescribed by one of the best physicians in this country for years. It is composed of some of the best tonics known combined with some of the best blood purifiers. The perfect combination of the ingredients in Hall's Catarrh Medicine is what produces such wonderful results in catarrhal conditions. Send for testimonials free.
E. L. CHENEY CO., Props., Toledo, O. All Druggists, etc.
Hall's Family Pills for constipation.

FOLLY TO FIGHT IRRIGATION IN ROGUE VALLEY

Those who question the advisability of irrigation in this valley, should interview Frank Loder, who leaves today for his home in Redding, Calif., after attendance at the funeral of his uncle, the late R. H. Halley.

Loder is back in the power business again, after resigning from his position as solicitor and field tutor for the correspondence school. He is now with the Northern California Power company, and his especial mission has been for months past the installation of power plants for pumping water from the Sacramento river for the rice fields. Among the notable outfits he has installed are four units, each of 500 h. p., of the four pumps drawing 50,000 gallons per minute from the river channel into the company flues. Another of three units of 150 h. p. each, for another company. Within six miles of the latter additional units totalling 1500 h. p., all for the purpose of elevating water to the ditches for rice culture, which has proven a phenomenal success in that section, as a result of war prices.

The land is reclaimed land, of the desert type, and the heavily capitalized companies, after installing the pumping plants and laying out and constructing the necessary contour ditches, sublet the land, including water privileges, for over \$50 per acre, annual rental. Many yields were reported last year of 50 bags to the acre, averaging in value \$5 per bag for the rice, of which several varieties are grown.

Mr. Loder says it is folly for anyone to fight irrigation in this valley.

TALCUM POWDER IS TABOO IN WOODS

OREGON AGRICULTURAL COLLEGE, Corvallis, May 17.—Wearing starched collars in the woods on a timber cruising trip or having talcum powder in one's possession constitutes a misdemeanor and the culprit must be "hot handed." This was the verdict of the Kuzarook court held by Dean G. W. Peavy of the school of forestry and 15 of his students in camp near the base of Marv's Peak. The trip was for the purpose of estimating the content of the trees in board feet. Dean Peavy was assisted in the work by L. C. Reginald of Hood River and J. F. Holmes, Oakland, Calif.

Cut This Out—It Is Worth Money
DON'T MISS THIS. Cut out this slip, enclose with 5c and mail it to Foley & Co., 2835 Sheffield Ave., Chicago, Ill., writing your name and address clearly. You will receive in return a trial package containing Foley's Honey and Tar Compound, for coughs, colds and croup; Foley's Kidney Pills for pain in sides and back; rheumatism, backache, kidney and bladder ailments; and Foley's Cathartic Tablets, a wholesome and thoroughly cleansing cathartic, for constipation, biliousness, headache, and sluggish bowels. For sale by Medford Pharmacy.

RED CROSS VOTES APPRECIATION OF PUTNAM'S SERVICES

Whereas, our fellow townsman, George Putnam, for a number of years the able editor of the Mail Tribune, has recently severed his connection with that paper; and

Whereas, during the great war he was most generous in support of the Jackson county chapter of the American Red Cross by giving publicity to the work of the Red Cross through the columns of his paper and by his editorial contributions;

Be it resolved—that the executive board of the Jackson county chapter of the American Red Cross express their sincere appreciation of his services and his loyalty to the cause of the Red Cross.

Be it further resolved that a copy of these resolutions be presented to our fellow citizen, George Putnam, a copy be spread upon the minutes and a copy be given to the local newspapers.

SARA BLYTHE MEARS,
MAUD STEEP VAN SCOYOC,
Committee on behalf of the Executive Board of Jackson County Chapter of the American Red Cross.

The McCurdy Insurance Agency

Writes every form of insurance but life. Your patronage solicited on the basis of superior service.

Medford National Bank Bldg.

TELEPHONE—ONE-TWO-THREE

THE JACKSON COUNTY BANK
Dye Consideration to Your Own Interests
This is neither miserly nor selfish—it is a matter of financial prudence to have a reserve fund and save all you can.
Start such a fund now with the Jackson County Bank.
4 Per Cent Interest paid on savings accounts.
ESTABLISHED 1888

New Shipment Arrived

During the war U. S. WAR TRADE BOARD prohibited to import about 95 % of our line, but lately it became all free, and we are getting new shipments every week.

Kodak Finishing

First class work and every day service. Charges are about half price.

6 or 8 Ex. Film Developing.....15c
10 or 12 Ex. Film Developing.....20c
Post Card Size Picture Printing.....3 for 10c
2 1/2 x 3 1/4 in. Size Picture Printing.....2 for 5c

Jap Art Store

Medford Oregon



You Can Get These Advantages Too

PUNCTURE PROOF SERVICE AT 1/2 COST

Seldom, if ever, is a motorist offered a really tangible added service at one-half the cost he has been paying.

Yet Gates Half-Sole Tires do give Puncture-proof tire service guaranteed

At only 1/2 the cost of ordinary tires.

Such service was made possible only by the invention of an entirely new principle of tire construction by Charles C. Gates, E. M., a tire engineer of national reputation.

This invention has already put back thousands of dollars into the pockets of more than 400,000 motorists.

and added 8,000 to 10,000 miles to the life of their tires.

Think what it means to you to start your season's driving practically free from tire worry and with the satisfaction of effecting a tire economy you had hardly thought possible.

The day is over when you need be satisfied with anything less, for a new standard of tire service has been established.

If you are not now securing these advantages, you owe it to yourself to investigate the Gates Half-Sole Tire at once.

GATES HALF-SOLE TIRES

F. R. Roberts

Phone 162-R
132 S. Riverside

ORGANIZATION

When the American engineers appeared on the scene "Over There," the necessity of putting through one big job was apparent. Thousands of our boys were to follow; the big ships bringing them, and the big freighters loaded with supplies must be able to dock quickly, unload in haste and depart unhampered by delay of any kind, to bring more and more men and additional tons of food, supplies, ammunition and the necessities of war, in order that success be assured right from the start.

A certain seaboard town, on the coast of France, had been selected as the most favorable port for the landing of these great ocean carriers, but the facilities to dock and store were far from adequate and haste was the important factor to save France.

Elaborate plans had been prepared by the French engineers for building suitable docks and warehouses, but they said it would take six years to complete them. The American engineers re-designed and built them in six months. ORGANIZATION did it.

So it is with everything else American today. Success in the operation of all the big things, in this age of wonderful accomplishment, is through this medium. Public service corporations have been quick to realize this fact and their policy has undergone a change.

Organization sounds the death knell of the duplication of effort, it systematizes details, it brings unity of action, it produces the most for the least, it makes a smooth running machine whose product is service.

This is the reason why, in this day of progress and development, modern cities and great manufacturing industries prefer to be doing business with large concerns engaged in supplying electric energy; this is why the systems and plants of big power companies are being tied together to secure the most efficient service through organization.

California-Oregon Power Company
Phone 168 Medford, Oregon