

# GOVERNOR GOES TO SACRAMENTO WITH U. S. FLIERS

The four army planes with Governor Olcott and Newton R. Kiepper, president of the Oregon Aero club as passengers left Ashland at 11:30 this morning for the final flight to Sacramento. The flight was delayed because of the low lying clouds over the Siskiyou. Early in the day a plane was sent up to scout conditions and returned with a report that they were not good for negotiating the mountains. Later the clouds rose and the four planes went off close together, circling high in the air before starting south.

A tremendous crowd estimated at 6000 people dotted the slopes surrounding the landing field at Ashland Sunday and waited from 4 o'clock when the fliers were scheduled to appear until 7 when they finally came in sight. Several hundred people tired of waiting left before the four planes arrived, but the majority hung on and were amply repaid for their patience. The view of the planes high in the air circling thru the sunset lighted heavens was an inspiring one, and the landing in the face of a heavy north wind gave a striking demonstration of the skill which has been achieved in air navigation. One plane thrilled the crowd before landing with several hair-raising stunts.

Governor Olcott arrived with Colonel Watson and was chilled to the bone when he alighted. "The trip from Grants Pass" said he, "was the hardest one I have yet taken. The sight as usual was beautiful but the air hit like ice and I was much relieved when I finally saw the landing place below."

The governor was taken to the Hotel Austin at once by E. V. Carter and a delegation of Ashland citizens where dinner was served in honor of the chief executive and the flying men.

This morning Governor Olcott who spent his boyhood in the Rogue River valley took a trip into the Bellview district where he called on the Fred Hone family for whom he worked as a boy. Well acquainted with all the people in that vicinity the governor's progress took on the nature of a general jubilation.

The governor originally had intended to stop his flight at Ashland and after visiting Medford take the train north. But on being invited to continue to Sacramento he said he could not resist the temptation.

"This air flying," said he, "is like popcorn, the more you have the more you want. Nothing in my experience has ever proved so fascinating."

## ANGLO-AMERICAN AEROPLANE WINS \$50,000 AIR PRIZE

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In the second place the speed of the airplane is from five to ten times that of the commercial vessel.

### Special Charts Used

The high speed of the airplane renders it necessary to make frequent observations for position, and this in turn makes it undesirable to use the slow, albeit accurate, means of calculation ordinarily employed. In consequence, special charts have been devised for use with the sun or stars which enable the pilot to fix his position in a very short time, although not with the accuracy demanded in marine work. With the aid of these charts, together with a sextant for observing the sun or stars, a chronometer, and compass, the pilot should be able to make a landfall within twenty to thirty miles of the desired point.

"This, however he will not be able to do unless he keeps careful watch on the direction and strength of the wind, which may alter between his observations and without his knowledge. In order to check this, an instrument known as the 'Drift Indicator' has been devised, by means of which the pilot can ascertain the direction of the wind, and the speed at which he is travelling over the ocean, so long as he can see the ocean and the flares or smoke-bombs which he drops into it for the purpose of making his observations of drift.

### Depending on Compass

"Should the pilot be flying in clouds so that he can see neither the ocean nor the sky, he can only depend upon his compass, which gives direction only. Under these circumstances he may drift many miles out of his course without being aware of it, unless he employs a late development of wireless telegraphy, by means of which he can measure his bearings from two or more land stations and fix his position at the point of intersection. For short distances, this method has proved its reliability but it has yet to be proved that it is suitable for such a journey as the trans-Atlantic flight until further improvements have been made in the apparatus employed.

"Let us take a flight from St. Johns, steering the airplane along

## The Twentieth Century—Unlimited!



WALLY REID is the champion speed merchant in the films, and, what is more, he is willing to prove it. He sent out a challenge some time ago to the members of the Hollywood film colony, daring any of them to race with him. Since most of them had seen him hit up a speed of between one hundred and one hundred and ten miles to the hour, they wisely ignored the challenge. Wally prefers his "boat" to even an aeroplane, and he has piloted a sky-ship on several occasions. Strict business ethics won't allow us to tell you the make of his car, but maybe you can guess it. For real speed, though, Wally says, you will want to see him in his coming Paramount production, "Alias Mike Moran."

Wally Reid appears at the Liberty today only in "Alias Mike Moran."

the shortest route for Galway Bay, and starting sometime in the afternoon.

"Before leaving the ground, the 'Drift Indicator' is set to the required course and an approximate compass course is worked out which will allow for the drift caused by the prevailing wind. After rising into the air and gaining sufficient height, the airplane is set on the compass course, and this course is then corrected until the desired course set on the indicator is made good. The time of passing over the coast is noted and the speed over the ground is measured. The direction and speed of the wind at the height of the airplane are calculated and the drift indicator carefully watched so as to detect any alteration and to make the necessary corrections.

"During the first hour the height of the sun above the horizon is measured by means of the sextant, the exact time of the observation being noted. The special chart is then brought into use, and if there has been no error in the allowance for wind, it shows exactly what point has been reached on the desired track to Galway Bay. This is then checked up with the position which should have been reached according to the measured ground-speed, and in the short distance traversed during the first hour, there should be no appreciable discrepancy.

### Can't Reply to Wireless

"The navigator now has time to busy himself with settling down for the journey after the hurried preparations at the start, and to pay a little attention to the many calls coming over the wireless. By this time he is almost out of range with his sending apparatus, but signals continue to come in bearing messages of cheer, and perhaps some humorous suggestions as to conduct en route, to which unhappily, the appropriate replies cannot be sent.

"Another hour passes, and it is time for another observation. This is taken in the same way as the first, and as the hours slowly pass, so the distance increases, and the data obtained from the observations piles up and gives one an increased faith in the instruments devised by man.

"Night comes on, and the stars begin to peep out. This is the best time for the navigator, for there are many stars and observation on two or three of them give him a more accurate position than he can obtain from the single observation afforded by the sun. It is too dark to see

the surface of the ocean and the drift indicator cannot be used unless flares are thrown out, but frequent observations obviate the use of these.

"An accurate course is held until dawn, and the bearing of the sun is taken as accurately as possible as it rises above the horizon, giving the first fix for the day. Favorable winds have increased the speed and land should be sighted within three hours. Will it be the point for which the navigator is aiming? Now comes the great test of his accuracy and that of the instruments employed.

### Flight Accomplished

"Both pilot and navigator are on the alert, although tired after so many hours of strain and anxiety. Two hours away. We should soon be in wireless touch with the land stations, from which messages have been received almost continuously since the departure.

"At last an answer is received acknowledging our 'CQ', and we give the position in which we think we are. There is at once a feeling of safety, even though the ocean is still below, and our spirits rise even higher. The minutes drag by, until the discovery is made that the cloud on the horizon is really land. It must be Ireland, but—which end?

"Slowly the landscape becomes recognizable, and a comparison is made with the maps. Prominent features are picked out and identified—it is Valentia, at which the navigator is somewhat chagrined, but the pilot cheers him up with the remark that any old land is good enough, and let us go down and have a sleep.

"The flight has been accomplished, it only remains to choose a field, and make a safe landing, to reassure by telegraph the anxious ones who have been awaiting the safe arrival and to obtain a long rest before continuing the flight to England."

### STRIKE CALLED OFF.

(Continued from page one.)

ler, according to Charles P. Ford, secretary of the International Brotherhood of Electrical Workers.

Mr. Ford declared that messages calling off the strike were sent out yesterday and that official orders to that effect would go out today. He added that in cases where local managers refused to obey the order of Postmaster General Burleson in which the workers' demands were granted, strikes would result.

## AMERICAN ARMY INVADES MEXICO BATTLE IS BRIEF

(Continued from page one.)

early today and immediately went into conference with Brigadier General James B. Erwin, commander of the El Paso border district and the expeditionary force now in Mexico in pursuit of Villa.

JUAREZ, Mex., June 16.—Villa troops, driven from Juarez early today by United States infantrymen, sent across the border just before midnight to stop firing into Juarez by Mexican rebels, were reported this morning in flight to the southeast of Juarez, headed toward Guadalupe, opposite El Paso, Tex., 32 miles from here. United States cavalry were reported to be in close pursuit.

Information as to the location of rebel troops was brought here by a Carranza captain who had just been in contact with the Villa forces. Officers of the 24th infantry (colored), who were in contact with the rebels early today, confirmed this.

### Mexicans Withdraw

Major General Francisco Gonzales returned to Juarez from the southwest early today and resumed command of the federal troops remaining after American soldiers entered. Upon the occupation of Juarez by the Americans, General Gonzales withdrew in the direction of Samalayuca to prevent any clashes between the American and Mexican government troops because of mistaken identity or purpose.

General Gonzales was assured by Lieutenant Cox, aide de camp to General Erwin, that he would be given every consideration and was handed a sealed communication from Brigadier General Erwin believed to express these sentiments. After reading General Erwin's letter, General Gonzales announced he would remain at Fort Hidalgo and asked permission to go to different parts of the town now under control of the American troops. He asked that his officers and men who had been temporarily detained at the United States immigration station be released. This was ordered done.

### U. S. Troops Not Needed

"This is a matter for my superior officers and for my president to consider," General Gonzales said at Fort Hidalgo. "I am not in position to impose my own views upon the situation although I did not, and do not, yet think the crossing of American forces was necessary for the defeat

of the Villa forces, as my forces defended the town most bravely."

At the fort it was announced that the 70 Villa prisoners had been taken south with General Gonzales' column and that eight officers of Villa's command made prisoners had been executed. It was also stated by Major Hernandez that the body of Manuel Castro, a Villa general, had been found in the trenches east of town.

### 200 Villistas Killed

The number of Villa rebels killed during the engagement was placed at 200 by the federals while 70 were wounded, they said. They did not estimate their own losses.

The American troops, mostly 24th infantrymen, guard the American approaches to the international bridge today while diminutive Mexican soldiers stand guard at the Mexican end. The Chinese and Mexican refugees who were detained at the United States immigration station during the night were released and permitted to return to Juarez where everything was quiet. Customs inspection was suspended at the Mexican end of the bridges.

One American officer in command of a colored infantry company told of his experience during the fighting with the rebels last night. He said one band of rebels held up their heads in token of surrender, then opened fire on the Americans at close range. All the rebel band were killed.

JUAREZ, Mex., June 16.—Ancient ciudad Juarez is in control of the 24th (colored) United States infantry today. Around the four sides of the Plaza de Pas and in front of the ancient mission, the infantrymen have set up a temporary bivouac and early today were cooking coffee and frying bacon in the shadow of the sixteenth century church. Mule-drawn water carts rumble thru the plaza and the shuffling feet of the soldiers disturb the morning prayers of the faithful in the church of Our Lady of Guadalupe.

Wearing their trench helmets and full field equipment, the colored soldiers of Uncle Sam made a picture as they lounged on the benches of the plaza or lay prone in the street after a march into Mexico and a night fight with the Villa rebels.

White officers hurried from place to place to see that the temporary camp was established and policed properly and that the worshippers at the old church had room to pass to and from worship. Along the streets infantrymen guard street intersections and bridge approaches.

Beyond the American infantry

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guard line Juarez seemed more Mexican than ever this morning when the Associated Press correspondent, accompanied Lieutenant Cox, aide de camp to Brigadier General Erwin, to Fort Hidalgo to deliver the American general's confidential communication and compliments. The trip was made in the moonlight of early morning and the conference held in the old fort by the light of an electric flash lamp.

Neither General Gonzales nor his staff appeared to have slept since Friday night and were in none too good a humor because of the sudden turn events had taken. But they were courteous, exchanged felicitations and offered an old iron bed in lieu of chairs for the visitors to sit upon during the brief conference.

then rode away to the south to rejoin their troops.

## BAKER INSISTS ON ARMY OF 509,000

WASHINGTON, June 16.—Secretary Baker, appearing today before the senate military committee, insisted that congress make provision for an army of 509,000 men until a permanent military policy can be adopted. He declared the force of 300,000 proposed in the annual army appropriation bill as passed by the house was "inadequate."

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