

NEW ENGINEER OF NATIONAL PARKS IS A MEDFORD VISITOR

An enthusiastic booster for Crater national park is B. H. Burrell of Portland, the new chief engineer of the national park system, who with his wife returned to the city last evening, accompanied by Superintendent C. G. Thomson and Frank E. Seaman, resident park engineer, after spending several days looking over the situation at the park.

Mr. and Mrs. Burrell, who have been on a swing around the national parks for some time past, left today to visit Lassen and other California parks, and Mr. Burrell plans to return for a further visit at Crater national park before winter sets in.

The new chief engineer of the national parks only recently assumed that position, succeeding George E. Goodwin, who had held that office for many years and resigned recently. While Mr. Goodwin's many friends in Medford and elsewhere throughout the national park system much regret his having ceased his connection with the parks service, they are giving the glad hand to his successor, whose agreeable personality and zeal promise to win him as much popularity with the general public as was possessed by Mr. Goodwin.

Mr. Burrell waxed eloquent this morning in an interview about Crater lake national park and its future possibilities, and declared he would give his best endeavors toward a comprehensive and elaborate program of improvements and beautification of that wonder park, which annually attracts so many thousands of people from the United States and foreign countries.

Superintendent Thomson returned to Crater national park this forenoon and Mr. Seaman, after spending today on business here, will return tomorrow to his duties there.

GRANTS PASS HOST TO LOCAL BAPTIST TEAM

As a result of contest recently held between the young people's societies of the Baptist churches of Grants Pass and Medford, in which Medford won, a large company of the Medford young people were royally entertained by the Grants Pass young people last night on the picnic grounds across the river from Gold Beach. Games and plays were the order, while a huge bonfire furnished illumination and added cheer. Speeches were made and stories told around the fire; and the evening's fun came to its climax in a great watermelon feed furnished by the Grants Pass crowd. At the close of the evening the Medford delegation gave three cheers for the Grants Pass young people as royal entertainers.

"The Turmoil" Merciless Analysis Greed for Wealth

The great American business man has seldom been more cleverly caricatured than in "The Turmoil," which ruthlessly slices a cross section thru the life of the self-made man whose get-rich-quick tendencies persist even in the face of his easily attained fabulous wealth. It's a merciless Booth Tarkington analysis of a home where wealth is everything and dire tragedy stalks in the background, awaiting its inning, which is not long in coming.

This film play is now at the Rialto theater.

This play chooses to present the self-made man, best discerned for his repeated boasting of "making two blades of grass grow where only one grew before." He succeeds in wealth of money, but in wealth of happiness of home he suffers a desecrating fate of sorrow.

George Hackathorne enacts the role of the third son and does a particularly clever bit of sympathetic acting that stands out in the play.

The acting of Emmet Corrigan, as the father, is another distinctive feature. The supporting cast has been chosen well for types.

Wire Report on the Pear Market

NEW YORK, Sept. 2.—(U. S. Bureau of Markets)—Yesterday's pears arrived: 32 cars from California, 4 from Oregon, 7 New York and 15 New York by boat. Market steady.

California Bartlett's, 41 cars; best, \$2.20 @ 3.00, few \$4.30; average \$2.73; Oregon Bartlett's, 7 cars; extras, \$2.70 @ 3.50; few \$2.55 @ 2.65; average, \$3.07; fancy, \$2.55 to \$3; average, \$3.44; Colorado Anjou's, one car; extras, \$2.65 @ 3.45; few \$2; average, \$3.20.

Cook with gas. 11*

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FOR RENT—Modern 8-room house, unfurnished, on Geneva street; also furnished house on W. 19th street. Call J. W. Wakefield, Palm Block. 141*

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Wall Street Report

NEW YORK, Sept. 2.—Stock prices broke sharply today under the persistent hammering of bear traders and extensive liquidation of weakened marginal accounts. The decline started in high priced issues, many of which broke 3 to 10 points before they encountered sufficient buying support to stem the wave of selling, but soon spread to the standard industrial and rail, the declines, in which, however, were only moderate.

Call money renewed at 4 1/2 per cent and then dropped to four.

The closing was weak. The lowest prices of the day were recorded by many dividend paying rails and high priced specialists in the final hour. Mack Trucks broke nine points to 206 and American Can fell back eight points. Anthracite coal carriers encountered renewed selling pressure coincident with the curtailment of operations in the hard coal districts. Sales approximated 1,750,000 shares.

SEARCH IN VAIN FOR LOST PLANE

(Continued From Page One)

attempted non-stop navy seaplane flight from San Francisco to Honolulu. This gloomy view of the predicament of Commander John Rodgers, U. S. N., and his four co-aviators, was based on official reports received last night from ships in the path of the big seaplane PN-9 No. 1.

The reports all yielded the same definite fact: That the aviators were lost, untraceable in the darkness.

Throughout the hours of darkness, however, plans for rescue of the aviators, should they be found alive, were brought to completion. The island of Maui, nearest to the Hawaiian group to the point the PN plane was believed to have dropped into the Pacific, was designated as the rescue base. Airplanes, submarines, surface ships were started at daybreak on a systematic search of that territory between the 21st and 23rd parallels of latitude and the 153rd and 155th meridians of longitude.

With cloudy weather in prospect today and moderate seas running in the vicinity where it was believed the plane had been forced down, the searching planes took on capacity fuel loads at Lahaina ready to comb the Pacific in quest of the missing flag plane.

Find No Trace

A message received from the destroyer Aroostook at 10:15 last night said: "No trace of plane No. 1, which must have been forced down over 20 nautical miles south of the Aroostook station, where the estimated maximum drift is eight miles an hour to the westward. The seas are moderate and the skies overcast."

With the destroyer Farragut, the Aroostook spent the night moving in the area 300 miles off Honolulu, watching the seas in the vicinity where the missing plane might have dropped, disabled.

A message received from the missing plane after the craft radioed that it was trying to remain in the air until the dwindling gasoline supply was exhausted, said:

"What is wrong please? Go ahead. Meaning that the Aroostook should proceed furnishing radio compass bearings to the PN-9 No. 1.

To this query the Aroostook answered: "What is your course and are you trying to find us?"

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To this message there was no answer.

Search All Night

The Aroostook after an all-night vigil was ordered to launch a plane at daylight to aid in the search. The work last night was hampered off the east coast of the island of Maui by treacherous seas and heavy skies. On account of this condition three planes, which took off from Lahaina to aid in the search, were ordered to return and wait until dawn before going into the air again.

The PN-9 No. 1 with her sister plane, the PN-9 No. 3, left San Francisco Monday afternoon on a scheduled non-stop flight to Pearl Harbor, Oahu. The No. 3 plane gave up some 300 miles outside of the Golden Gate because of mechanical difficulties. The No. 1 machine, flag plane of the flight, scurried on.

Ten ships of the United States navy had been assigned definite positions on the line of the flight. Ship after ship was passed, even the U. S. S. Langley, the halfway point in the flight, and attainment of the Pearl Harbor objective seemed only a matter of hours.

Winds Retarded Speed

Rising winds, however, retarded the speed of the ship and forced extravagant use of the carefully rationed store of gasoline, the food of the engines.

Tuesday, shortly after noon, Commander Rodgers radioed that his fuel was running low. Two hours more, and after a number of messages saying it would be forced to alight, the seaplane's radio was silenced.

By that time rain was falling steadily in the vicinity of the seaplane. Visibility was bad. The ships which started out to rescue the stranded aviators found themselves hampered by the encroaching night and by lack of definite bearings showing the location of the lost plane.

Navy officers expressed themselves confident that Commander Rodgers would do everything possible to save his ship and his men, although admitting anxiety over weather conditions.

SAN FRANCISCO, Sept. 2.—Admiral William A. Moffett, chief of the bureau of aeronautics of the navy, said today at noon:

"We are not worried yet by the failure to find Commander Rodgers and his plane."

"The fuel tank of this plane was empty and it can't sink," he said.

Admiral Moffett pointed out that the condition of the PN-9 No. 3 which made a forced landing 300 miles out on the route of the San Francisco-Honolulu flight demonstrated that even when heavily loaded, as it was, the metal planes can alight safely in a rough sea.

"The PN-9 No. 1 would have landed light," he explained. "If the PN No. 3 could make it safely loaded almost to its utmost with fuel, it is reasonable to think that the other plane could, being light, make a landing easily."

"During the war and since we have demonstrated the seaworthiness of this type of plane, so I say, I am not worried yet. I still think we will find them safe."

The damages that were sustained by the PN-9 No. 3, which reached San Francisco today were done by the destroyer Jones in attempting to rescue it and were not done in landing," the admiral stated.

Admiral Moffett is optimistic, he said, that the plane would be found in time to permit the guard ships to return to their stations so that PB-1 could take off on its Hawaiian flight at two o'clock tomorrow as planned.

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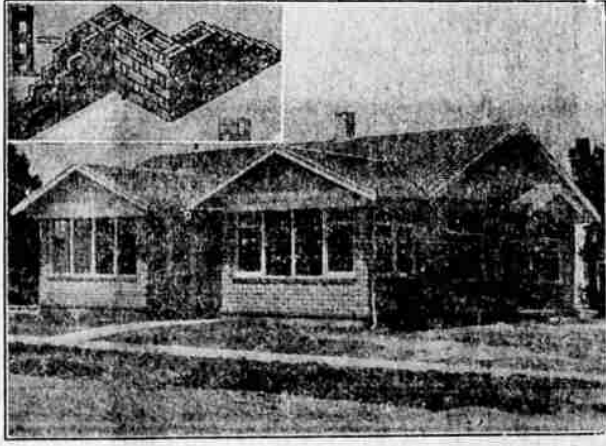


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JACKSON COUNTY FAIR, SEPTEMBER 16-19

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