

| The Weather                                  |    |
|--|----|
| Forecast—Fair, and above normal temperature. |    |
| Maximum yesterday                            | 88 |
| Minimum today                                | 48 |

# MEDFORD MAIL TRIBUNE

| Weather Year Ago |    |
|------------------|----|
| Maximum          | 81 |
| Minimum          | 51 |

MEDFORD, OREGON, TUESDAY, JUNE 5, 1928.

No. 75.

## Today

By Arthur Brisbane  
Another 'Latest'.  
A Few Trillions.  
Land Snails, Professor.  
The Five-Hour Day.

(Copyright, 1927, by New York Evening Journal, Inc.)

Another "political latest" says a great bloc of Coolidge delegates has been organized. At the start of the Kansas City convention President Coolidge will be put in nomination for a second elective term. The convention will be stampeded, Coolidge will be nominated, and it will be all over. Like other important information, that may lack accuracy. They may stampede a convention but can they stampede Coolidge?

Anyhow, the national debt was reduced by \$1,118,140,130 last year. Our debt is now below eighteen thousand million dollars, less than \$180 per American, hardly enough to buy a motorcycle. What does that amount to?

Following the war, came the billion. Now, here and there, the trillion crops up.

Production of electric water power records recently shows an output for April of two trillion, nine hundred and forty billion kilowatt hours. No wonder those that control power hire professors, editors and such to denounce government ownership. No wonder it is possible to finance defeat of the government's Boulder dam plan.

However, those that produce power do good work in conservation. April's hydro-electric power would have required 27,000,000 tons of coal, manufactured in the old way.

Accidents are greatly reduced where electric power replaces steam. And always, in the shadow, sitheth in the law of eminent domain, which can be used if needed.

You could not guess what takes Professor Crampton from Columbia University to the high valleys in tropical islands. North of New Guinea and south of Japan he goes to study land snails. They will be prodded, observed, biologically interpreted, and science learn about evolution from them.

You could not make those snails understand that a higher analytical brain will find why they differ, from valley to valley, from mountain to mountain. The poor partula—that is their scientific name—would say: "Don't talk nonsense to us about a higher mind."

That is what some scientists say when you suggest the possibility of a cosmic thinking mind above theirs. Like the partula, they KNOW that no such being exists, since their telescopes can't find him. The little, peering horns of the land snails, with eyes at the ends, will not identify Professor Crampton.

Professor Burstall, genuine British highbrow, tells Oxford human beings are lazy, and he is glad of it. Laziness makes us find ways to do things easily, quickly. The working day will be reduced to five hours within a generation. As for domestic servants, that "slavery" will soon be a thing of the past. Also science will enable man to make a heaven on earth if he has brains enough to go in the right direction.

Interesting promises, but not surprising. A machine can do as much

(Continued on Page Four)

## PREPARING FOR FINAL OCEAN HOP

Heroic Crew of Southern Cross, Waste No Time After Record-Breaking Flight—Look for Take-Off Place—Next Flight Declared Most Difficult of All.

SUVA, Fiji Islands, June 5.—(AP) (Wednesday). Having successfully traversed approximately 2543 miles of ocean between Oakland, Cal., Hawaii and Suva, the crew of the monoplane Southern Cross today start preparations for the next 1700-mile hop to Brisbane, enroute to Sydney, Australia.

They secured a long rest last night to make up for the more than thirty-three wakeful, tempestuous, anxiety fraught hours that were passed during their flight from Kaula, an island of the Hawaiian group, to Suva. There were many things to be done; checking of the gasoline supply remaining in the fuel tanks of the Southern Cross; locating of a site from which the re-fueled plane can safely take off for its flight over more seas toward Australia; examination of the three motors that labored faithfully thru the miles and storms; and to study weather charts and maps to decide the time and course of the shortest, but perhaps the most hazardous leg of the unprecedented flight.

Captain Charles Kingsford-Smith, Australian pilot; Charles Ullin, Australian co-pilot; Harry W. Lyon, former sea skipper and navigator, and James Warner, radio operator were regarded as quite important personages in Suva today. They were objects of admiration by all, from the bushy-haired native Fijians to the white inhabitants. These four men who flew in from the sea yesterday afternoon in a strange powerful blue and silver bird of cloth, wood and steel, were centers of attraction wherever they went.

Look for Take-off. One of the most important problems before the fliers was to select a take-off point. Albert Park, where the Southern Cross landed yesterday afternoon, was barely large enough to accommodate the plane on its arrival. Carefully a large store of gasoline the pilots missed running into the side of the inclosure by but twenty yards and then only by making a sharp left turn up onto a rise in the ground.

Taking off with 300 gallons of gasoline and oil, the amount estimated required for the flight to Australia will require a straight, lengthy runway heading into the wind. Kingsford-Smith intimated last night that he intended looking over a stretch of beach near the city, a sandy, level bit of ground that might accommodate the plane during low tide. Possibly, he thought, there might be other places even more favorable.

The fliers were unanimous in agreeing that each other member of the crew contributed invaluable services toward the success of the flight thus far.

Storm Had Them Worried. Then Warner spoke up saying that during the crew's anxiety during the severe rain, thunder and lightning storm of Sunday night when the plane was midway between the Hawaiian and Fiji Islands, it was fully realized that "Smithy" was the only man that could have brought them safely through.

The fliers did not try to conceal the fact that the storm had them worried. Kingsford-Smith declared after his arrival here that he hoped he would never have to fly through such weather again in a thousand years.

The course between Suva and Australia, although a comparatively short leg of the trans-Pacific flight, is considered by many here as being particularly dangerous at this time of the year. Short, violent storms peculiar to the south seas are known to sweep the seas during the summer months when cool air currents swinging north clash with tropical currents and the results are mighty, swirling gales.

(Continued on Page Six)

## CHAS. TALENT ARRESTED BY TOWN MARSHAL

Well Known Speed Cop Is Held for Violation Parking Laws in Jacksonville—Interesting Case Looms

Charles Talent, state traffic officer, with headquarters at Ashland, was arrested last night by City Marshal Bob Metzger of Jacksonville, for parking on the wrong side of the street in the former county seat. Talent was accompanied by Herbert Moore, also a traffic officer. A complaint was filed today in Justice of the Peace J. L. Toole's court, by Metzger. According to Marshal Metzger, who is also water superintendent and street commissioner of the pioneer town, Talent stopped his auto in front of the Lyden house about 11 o'clock last night, blocking a crossing.

"I was a little skeptical about where I was at," said the marshal this morning, "but I figured that a traffic officer had no more rights than other folks. I was talking to some boys when Charlie drove up. They insisted I enforce our ordinance, so I went over and told him he was on the wrong side of the street and to come to court tomorrow. He said, 'All right,' and drove away."

Marshal Metzger was in Justice Toole's court this morning to file a complaint and procure a warrant. The marshal announced to the court, "I don't get to work, if you are going to make out a complaint, I wish you would, and if you're not, I'm afraid there is going to be some trouble."

The learned court replied: "Speed cops are not subject to the speed laws. Our parking law is a city ordinance, and you can't go out of the city to arrest him."

"Well," said Marshal Metzger, "ain't we not a sheriff?" The court then took another fact. "You say Charlie parked in front of Eyden's. Was he on Oregon street, which is our city limits, or on California street?"

"He was blocking the sidewalk," replied the marshal, "and there was enough of him inside the city limits to arrest."

The time of the law then reiterated that if no warrant was forthcoming, "I'm afraid there is going to be some trouble."

After some discussion on the hazards of a city ordinance becoming entangled with a full-fledged law, the court ruled: "I'll make out a complaint today, and we can telephone him, and he will come over, all right."

The marshal then went up to the water works to await developments.

Traffic Officer Talent's version of the affair was that he had stopped to question a truck driver, when the marshal appeared with the words: "Say, you're a traffic cop, aren't you?"

"Why, yes," returned the sergeant. "Well, I guess you're no better than anybody else. You're parked on the wrong side of the street and you'd better come to court tomorrow."

"But," remonstrated Sergeant Talent, "you have no complaint. You can't arrest me without a complaint."

"I'll take a chance on that, all right," the marshal replied, and walked away.

(Continued on Page Six)

## GIANT MONOPLANE MAKES PACIFIC CROSSING



View of the giant monoplane Southern Cross, in which Captain Charles Kingsford-Smith, Australian, and three companions took off from Oakland airport, California, last Thursday, reached Honolulu Friday, and Suva Island, last night; completing the longest ocean flight ever made by man. On the left (below) is Capt. Smith; on the right, Charles T. O. Ullin, pilot. The other members of the party are Harry Lyon, navigator, and James Warner, radio operator.



## TWO U.S. GIRLS MAY RACE FOR ENGLAND SHORE

Mabel Boll Hurrying to Make Atlantic Hop Before Girl Lindbergh Can Get Off—Rivalry Keen—Levine Is Backing Former Aviatix.

NEW YORK, June 5.—(AP)—A race between two American women for the honor of being the first to fly the North Atlantic was in prospect today.

Miss Amelia Earhart, waiting at Trepassey, N. F., for a take-off in the seaplane Friendship, Miss Mabel Boll was making preparations at Carlisle field for take off in Charles A. Levine's trans-Atlantic monoplane Columbia.

Although Miss Boll announced she would take off today, indications at the field were that a take-off would not be possible for some time. Mr. Levine said it would be several days, making Miss Boll's hopes dependent upon a delay in the Friendship's attempt.

The hangar was barred to visitors yesterday as T. Harold Kirkcaldie, Wright motor expert, looked over the Columbia's motors. Work was knocked off last night, however, and it was said more time would be made ready for an ocean flight.

Officially it was said that Oliver LeBoutillier of East Orange, N. J., would be in the pilot's seat if and when a take-off was made.

Miss Boll had announced after her flight to Havana with Levine and Wilmer Stutz, pilot of the Friend, that she would take off alone. Major Charles A. Lindbergh landed at Lambert-St. Louis field today, a half hour after the start of Washington university commencement exercises at which the degree of master of science was awarded "in absentia" to the famous flier.

Colonel Lindbergh said he spent the night on the farm of T. C. Lewis, 45 miles southwest of St. Louis. He landed there in his Ryan monoplane about midnight with his two passengers, Major Thomas G. Langford of the first pursuit group and Colonel Henry Breckinridge, his attorney.

"The field where I landed was a bit tight," he said, "so I decided it was best to take off alone. Major Langford and Colonel Breckinridge probably will come in by automobile."

Lindbergh said he was "very sorry" he could not be present at the commencement exercises.



## LINDY FORCED DOWN FAILS TO GET A DEGREE

Lone Eagle Forced Down in Darkness On Lonely Farm, Fails to Make St. Louis in Time for Commencement.

ST. LOUIS, Mo., June 5.—(AP)—Unreported since 1 p. m. yesterday when he left Fort Worth, Texas, Colonel Charles A. Lindbergh landed at Lambert-St. Louis field today, a half hour after the start of Washington university commencement exercises at which the degree of master of science was awarded "in absentia" to the famous flier.

Colonel Lindbergh said he spent the night on the farm of T. C. Lewis, 45 miles southwest of St. Louis. He landed there in his Ryan monoplane about midnight with his two passengers, Major Thomas G. Langford of the first pursuit group and Colonel Henry Breckinridge, his attorney.

"The field where I landed was a bit tight," he said, "so I decided it was best to take off alone. Major Langford and Colonel Breckinridge probably will come in by automobile."

Lindbergh said he was "very sorry" he could not be present at the commencement exercises.

Lindbergh said he was "very sorry" he could not be present at the commencement exercises.

## CLAIM HOOPER CERTAIN TO BE GOP NOMINEE

Winning of Eleven Contested Delegates Makes Commerce Secy. Winner After Few Ballots, Manager Claims—Watson and Lowden Deny It.

KANSAS CITY, Mo., June 5.—(AP)—The Hoover forces continued to hold a whip hand in the republican national committee today, seating as the four contesting delegates-at-large from Louisiana a slate sponsored by Emilio Kuntz, national committeeman and an avowed supporter of the commerce secretary.

By a vote of 55 to 41, the committee refused to recognize the credentials of an uninstrusted contesting delegation led by Walter L. Cohen, negro controller of customs at New Orleans.

As on yesterday, when nine Hoover delegates from Florida and two from Kentucky facing contests were seated, committeemen and committeewomen leaning toward Hoover's candidacy, held a majority today, although it was slightly reduced.

In executive session the committee disposed of the contest over the Louisiana "big four," postponing until later in the day consideration on the dispute over eight Louisiana delegates seats.

KANSAS CITY, June 5.—(AP)—The contest over the delegate seat at the republican national convention from the fifth Georgia district was settled "out of court" today, after an effort to adjust a similar dispute in the first Georgia district failed when Chairman Butler of the national committee, hearing contests objected to an agreement, which would have given two delegates seats, each with one-half a vote.

Action by the committee on the fractional vote agreement in the first district went over at Butler's suggestion. He advised his colleagues that he intended later to bring up the question whether republican state organizations should be permitted to disregard the national committee's call fixing delegate quotas.

In the fifth Georgia district Frank A. Doughman of Atlanta withdrew in favor of Clint W. Hager, also of Atlanta. Both of the contesting delegates were regarded as friendly to Herbert Hoover's candidacy.

As the committee was about to take up the remaining Georgia contest, that from the seventh, Mrs. George S. Williams, national committee woman from Georgia, announced that she would be in the office and asking that the hearing go over until tomorrow.

Accepting this suggestion, the committee then began hearing arguments in the contests involving the entire Louisiana delegation.

Lowden Conciliatory. Success yesterday in placing 11 southern delegates, whose credentials had been challenged, definitely in the Hoover bag bolstered the optimism of the commerce secretary, James W. Good, his manager who all along has insisted that his candidate would go over on one of the early ballots.

On the other hand, both the Lowden and Watson campaign directors, already on the firing line, were mapping out a plan of attack with which they hoped to stop Hoover. In this they counted on other presidential aspirants in the field against the cabinet officer.

Lowden, himself, is coming to town the last of the week, to give personal attention to his campaign. In the meantime his political fortunes here are in the keeping of Clarence F. Buck, manager of his presidential fight, who upon his arrival here yesterday emphasized that the former Illinois governor is in no sense an "anti-nothing" candidate.

Apparently taking cognizance of speculation that Lowden and Coolidge are top far apart on the highly explosive farm relief question for his man to get the nomination from a convention, which will be called upon to endorse the president's administration, Buck took pains to point out that Lowden is not opposed to Coolidge's policies. He predicted that Lowden would poll around 300 votes on the first ballot.

Watson Arrives. Of the various presidential candidates, Watson of Indiana is the only one of the battle ground. He came yesterday, accompanied by his manager, M. Bert Thurman, went to his headquarters at the Hotel President and had little to say for publication.

The veteran Indianan let it be known that he is out to win the nomination. He will go into the convention with the solid support of his home state's delegation and his re-iteration here that he is not a stalking horse was taken as being directed at some recurrent talk that he might swing his support either to Lowden or to Dawes.

## ANOTHER CAL. DAM GOES OUT

One Man Dead, Two Missing As Result of Flooding of Big Pine, Near Los Angeles—Cloudburst Causes Dam Break—Property Damage Is Not Yet Known.

BIG PINE, Cal., June 5.—(AP)—As a result of a cloudburst in the mountains a dam on Big Pine creek about 15 miles above here, went out last night. One man is known to be dead, a camper whose body was recovered but not identified.

Several others are reported missing. The streets of the town were flooded. No estimates of damage are obtainable.

BIG PINE, Cal., June 5.—(AP)—A landslide which had formed a dam on Big Pine creek at Sage Flat about eight miles above here, broke about 3 a. m. this morning and a torrent of water flooded the main street of this town to a depth of a foot. One man and a boy, campers, were reported missing.

The house of the caretaker of the intake of the Los Angeles aqueduct was swept away, but he escaped.

The diversion dam of the intake of the Los Angeles aqueduct above the power plant was destroyed. The stream was diverted from its course and damaged the power plant slightly.

The intake keeper's house was swept away while he was telephoning a warning to the power plant and his escape was a narrow one.

The two men and one boy, campers, whose names were not obtained, were camped several miles below the landslide. One of the men was awakened by the roar of the approaching flood, warned others and himself escaped. The other two climbed to the top of their automobile. A log struck the car and both the man and the boy disappeared in the raging waters. Their bodies have not been recovered.

Big Pine has a population of between 500 and 600.

## M'NARY'S PARTNER WINS IN IOWA

DES MOINES, Iowa, June 5.—(AP)—Gilbert M. Haugen, co-author of the McNary-Haugen farm bill and the oldest member in point of continuous service in the national house of representatives, was renominated by republicans of the fourth Iowa congressional district in yesterday's primary election. He defeated J. A. Nelson of Decatur by more than 4000 votes.

Governor Jim Hammill, running a four-cornered race for the republican nomination, won handily from the field. With more than half of the precincts reported he had a substantial majority of all votes cast. He campaigned on a platform favoring a \$100,000,000 road building program.

## BIG FOREST FIRE NEAR REDDING

REDDING, Cal., June 5.—(AP)—A forest fire sweeping brush and grain lands along the Tehama-Shasta boundary was out of control last night. One thousand acres of land had been burned with 150 men unable to cope with its rapid spread. Women volunteers were carrying water in automobiles to the vicinity of Cottonwood where the blaze was wreaking the greatest destruction.

(Continued on Page Six)

## AM. LEGION TO BRING SUIT TO SETTLE AIRPORT

Doubt Regarding Legality of City Issuing Bonds for Airport Purposes to Be Cleared Up at Roseburg Immediately.

ROSEBURG, Ore., June 5.—(AP) Plans are being made here today to secure an early court decision on the issue raised by an opinion received yesterday concerning Roseburg's airport bonds, the same question affecting all other cities of the state that are issuing bonds for airport purposes. An opinion was given by the firm of Ted Winfree, McCulloch and Shuler of Portland in passing upon the transcript of proceedings given the Rank of Southwestern Oregon of Marshfield, that purchased the Roseburg bonds.

The validity of the bonds is not questioned, nor is the right of the city in going out of the city limits to buy land involved.

The whole point raised is whether or not an airport is a "public purpose."

The attorneys take the position that while an aviation field may be presumed to be for public use and benefit, yet, due to the fact that aviation is still in its infancy, there is no positive declaration from any jurisdiction that an airport can be construed as being a "public purpose," for which city funds alone may be used.

Therefore, until the supreme court of the state designates airports to be among the other definite projects for which public money may be expended thereby establishing a precedent, there is a technical question regarding the authority of a city in issuing bonds for such purpose, attorneys claim.

(Continued on Page Six)

## NOT GUILTY, SAYS GEO. MASTERSON

PORTLAND, Ore., June 5.—(AP) George P. Masterson pleaded not guilty late today to a charge of first degree murder in connection with the death of Mrs. Marjorie Stoy, who was shot to death in Masterson's hotel room last Tuesday morning. Masterson, following his surrender to Seattle police said the shooting was an accident.

Trial date was not set. He was held without bail.

## COUNTY FAIR MONEY TO BE DISTRIBUTED

SALEM, Ore., June 5.—(AP) The state tax commission today announced the apportionment of a total of \$26,226.42 to the counties of the state representing one-twentieth of a mill upon taxable property for the maintenance of county fairs.

Of the total \$2925.56 is contributed to the other counties by Multnomah county for the reason that Multnomah county's one-twentieth mill levy exceeds \$16,100, which is the maximum amount allowed any one county.

## Baseball Scores

| American   |                              |
|--|------------------------------|
| Washington   | R. H. E.                     |
| St. Louis  | 4 7 6                        |
| Batteries: Braxton and Ruel; Ogden and Schang.   |                              |
| New York-Detroit   | postponed; rain.             |
| Cleveland-Boston   | game postponed; rain.        |
| Philadelphia - Chicago   | game postponed; wet grounds. |
| National   |                              |
| St. Louis-Philadelphia   | postponed; wet grounds.      |
| Cincinnati-Denton  | postponed; rain.             |
| Pittsburg-Brooklyn   | postponed; wet grounds.      |
| Chicago-New York   | postponed; wet grounds.      |
| Lumberman Dies   |                              |
| SAN FRANCISCO, June 5.—(AP) Henry Wilson, 79, Pacific coast lumber and shipping magnate, died at his Piedmont home today after an illness of six weeks. For fifty years he was president of the firm of Wilson Brothers and company. |                              |