The Weather
Forecast—Fair, without change in temperature.
Maximum yesterday 86
Minimum today 49

MEDFORD MAIL TRIBUNE

Weather Year Ago
Maximum 93
Minimum 52

Daily—Twenty-third Year
Weekly—Fifty-seventh Year

MEDFORD, OREGON, MONDAY, JULY 16, 1928. No. 115.

MEDFORD HOST TO NATL. AIR TOUR

Today
By Arthur Brisbane

Raskob No Pussyfoot.
The Beautiful Lubica.
Kitty the Horse.
Enough of Kaisers.

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Philadelphia's Union League Club is, to the Republican party of Pennsylvania, what the iron cage in Barnum's tent was to Jumbo, biggest elephant.

And Mr. Raskob, new national Democratic chairman, is a Union League member. That's a complication for you.

Mr. Raskob offers to get out, if the club does not want him, but denies that he told J. Russell Young of the Washington Star that Coolidge must run again, could easily beat Smith, the country needed Coolidge, etc.

Mr. Raskob says he has gone to work with the Democrats "because I see an opportunity of performing some constructive service by helping relieve the country of the damnable affliction of prohibition." Mr. Raskob does not pussyfoot.

A lady complicated the Loewenstein mystery, which pleases the "cherchez la femme" theorists.

Lowenstein disappeared, supposedly, from an airplane flying the English channel.

Legal and aviation authorities reject the theory that he jumped or fell to his death, saying he could not have opened the airplane door in flight.

Now, upon the scene comes Lubica, beautiful 20-year-old daughter of Milovan Ristiez, richest man in Serbia. The beautiful Lubica disappeared from her summer home in Louvain, Belgium, on the day of Lowenstein's disappearance, and has not been seen since.

Lowenstein had visited Ristiez and his beautiful daughter for several weeks.

Very pretty romance, with unusual trimmings. But if Lowenstein returns to tell about it, he won't easily satisfy those that dropped $100,000,000 in his companies, when he dropped from sight.

Don't lounge in your motor car, before your door, in Chicago, unless you are sure nobody wants to kill you.

Joseph Faul, agent of the plumbers' union, made that mistake, on Friday night. The usual automobile came along and sprayed his head with slugs from automatic pistols.

New York, sharing with Chicago the bandit-gang-killing championship, is interested in "Kitty, the Horse." Samuel Weissman, drug peddler by profession, is thus nicknamed, because he trembles so much "when shaken down and his day's earnings taken by some higher up thug, too indolent to do the patient peddling."

"Kitty the Horse" is supposed to have been "the eyes" of hired gunmen that murdered Gangster Jerge as he sat in his car at a contested corner in New York. The hired killers were quite ready to kill—police say now what big Tim Sullivan said many years ago, "You can hire anybody killed for a couple of hundred dollars." The "eyes" go along to identify the victim, whom the killers, brought from another city, have never seen.

It is dawning on the German trans-Atlantic fliers, Baron von Huenefeld and Herman Kohl, that Germans have had enough of kaisers. The fliers, back in Europe, called reverently on the former kaiser, though that colossal failure could mean anything in modern progress.

(Continued on Page Four.)

ONE PLANE IN DERBY IS MISSING

Curtis-Robin No. 5 Fails to Report and May Have Been Forced Down—Air Tour Armada Delayed By Forest Fire Smoke—All Leave On Time for Portland.

At press time mystery still surrounded the whereabouts of plane No. 5, the Curtis-Robin monoplane piloted by D. Robertson. Attaches at the airport believe it made a forced landing on some emergency field, because of motor trouble. Plane No. 9, entered by the Cleveland, O., Tool company, was unable to leave Medford because of a broken starter plate and indications this afternoon were that it will not be able to depart until tomorrow morning. Mechanics had planned to have this ship ready for this evening for a late takeoff for Portland.

With the arrival of 22 airplanes of the National Reliability Air Tour at the local airport this forenoon, Medford today witnessed the greatest event in southern Oregon aviation history. The planes, which are making a 6300-mile air tour of the United States from Detroit, Mich., began arriving at 11:54:06, when the Lockheed-Vega plane, piloted by Lee Schoenhair, landed, following the arrival of the pilot plane at 11:20.

The pilot plane, a United States army Curtis-Falcon biplane, was piloted by Captain Roy Collins, the chief referee, and carried Captain R. G. Breene as chief scorer. This ship left the local field shortly before 1:30 to give instructions to field officials at the Portland field, the next stop.

Up until press time this afternoon one plane, No. 5, the Curtis-Robin, had not arrived and may have been forced down by the pall of smoke in north California from forest fires.

With still a good share of the 4000 people who were present to view the arrival of the ships, the planes began leaving the airport at 2 o'clock, with the Lockheed-Vega ship the first to leave, followed by the remaining ships at one-minute intervals. All the ships were late to arrive, caused by the smoke haze, the aviators explained.

The order of the arrival of the ships is as follows: No. 23, Lockheed Vega, 11:54:06; No. 6, Stearman bi-plane, 12:04:18; No. 25, Bellanca monoplane, piloted by George Halderman, 12:04:46; No. 17, the Swallow, 12:05:52; No. 19, Crosley-Waco biplane, 12:07:01; No. 8, Buhl air sedan, 12:10:17; No. 10, Ryan brougham, 12:10:55; No. 1, Bellanca monoplane, piloted by William Brock, 12:15:21; No. 18, Baby Ruth, biplane, 12:15:57; No. 24, Fairchild monoplane, 12:16:53; No. 20, Stinson-Detroiter monoplane, piloted by Eddie Stinson, 12:20:48; No. 9, Ryan brougham monoplane, 12:21:11; No. 22, the Stinson-Detroiter monoplane, 12:21:48; No. 16, Ryan brougham, 12:29:32; No. 12, Eagle Rock biplane, 12:29:32; No. 2, Texaco Ford ship, piloted by Frank Hawks, 12:31:50; No. 7, Monarch Coffee biplane, 12:34:08; Fokker army ship, carrying press representatives, 11:35; No. 21, 12:37:50; No. 28, 12:4 6; No. 3, 12:48:11; No. 29, monocoupe, 1:45; No. 26, monocoupe piloted by Phoebe Omlie, 1:50.

The ships departed in one-minute intervals in the following order: Nos. 23, 6, 17, 19, 8, 10, 1, 18, 24, 20, 9, 22, 16, 12, 2, 7, 21, 28, 3, 29, 26.

Thousands View Armada

Following the arrival of ship No. 3, the crowd of several thousand people who had been watching the arrival of the planes from the inside of the race track of the fair grounds, were allowed to inspect the array of 22 planes while the pilots and passengers, numbering approximately 75 people, were given lunches in the fair grounds agricultural building as guests of Medford, with the local American Legion auxiliary members in charge. At the time of departure, the people were ordered back in order to avoid the possibility of accidents.

The difficult task of timing and checking the arrival and departure of the airplanes was carried through without a hitch and with a businesslike efficiency, the time of each plane being taken down to even fractions of a minute. Instructions were given the local officials immediately upon the arrival of the referee and chief scorer

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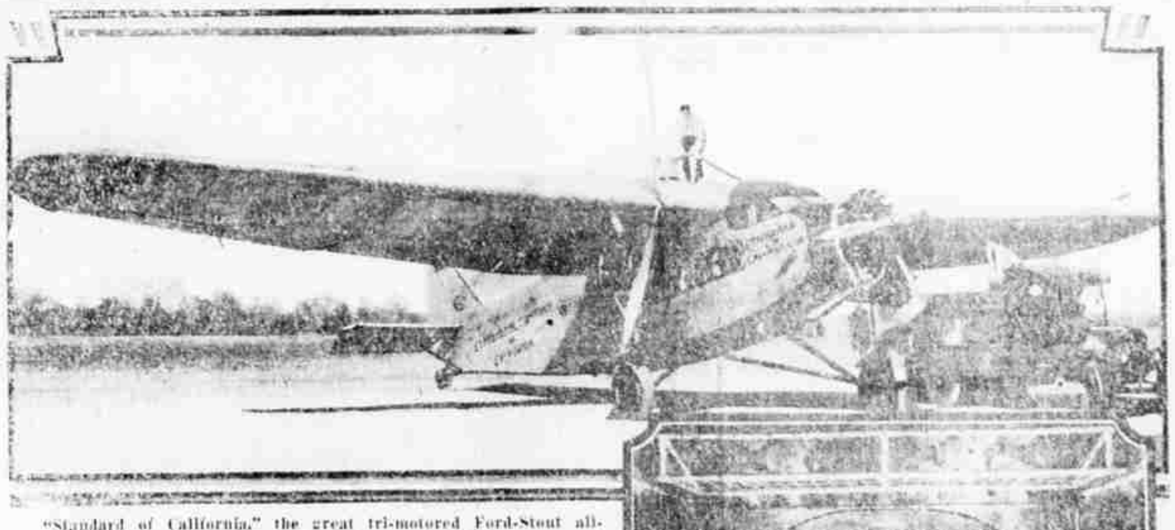
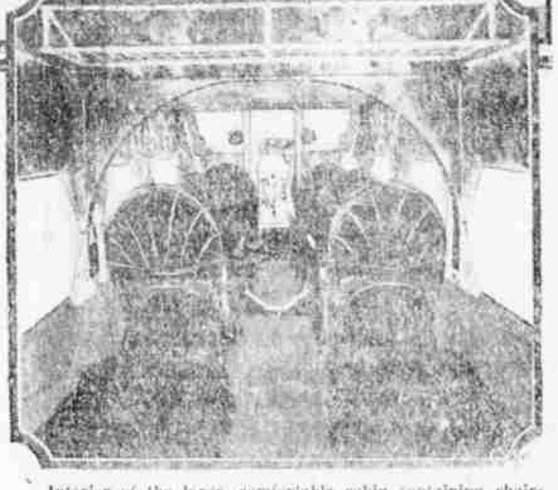
Two Big Ships in Natlional Air Derby Which Stopped in Medford Today



"Standard of California," the great tri-motored Ford-Stout all-metal monoplane recently acquired by the Standard Oil Company of California. This most modern aircraft will be used for transportation of company executives and for scientific study of aviation's motor fuel and lubrication problems.

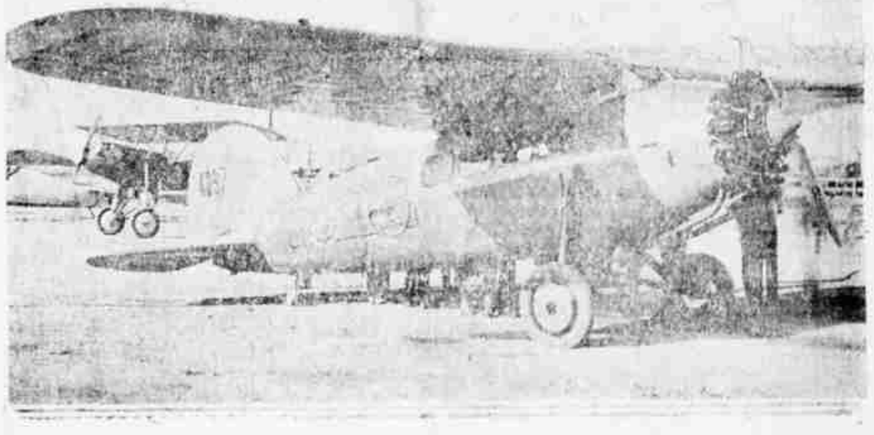


Interior of the large, comfortable cabin containing chairs and lounges for twelve passengers.

Blazing the trail for the national air tour, the Standard Oil Company of California's tri-motored Ford all-metal plane, "Standard of California," dropped lightly to earth at Medford airport at 10 a. m. today after a fast hop from San Francisco. A short stop was made en route at Corning. The plane met the air tour at Yuma, Ariz., with a welcome to the Pacific coast. Since then it has been carrying Harvey Campbell, vice president of the Detroit board of commerce, sponsor of the tour, and flying to each stop ahead of the tour to see that arrangements are complete for accommodating and servicing the planes.

The pilot of the Standard of California is L. V. Tompkins, the co-pilot R. S. Allen and the relief pilot R. M. (Mike) Doolin. Captain Sydney S. Chadderton, manager of the aviation division of the company, is aboard and in charge of the party, which also includes H. H. Roberts, publicity man of Los Angeles.

After a short stop, the plane took off for Portland.



Lockheed monoplane powered with Wright Whirlwind motor, which is one of the favorites in the national air derby. It is being piloted by Lee Schoenhair, with Eddie Cooper as mechanic. It was the first plane to land here today.

RUSSIA WROTH OVER ACTIONS OF ITALIANS

Nobile and Followers Are Severely Condemned for Desertion of Malmgren and Cowardly Policy of Saving Their Own Skins.

MOSCOW, July 16.—(AP)—Statements by companions of Dr. Finn Malmgren, who survived the crash of the dirigible Italia, that he was left alive in a grave of ice caused a storm of criticism in Russia today.

A radiogram to Tass, soviet news agency, from Professor Samoilovich, head of the Russian relief expedition aboard the ice-breaker Krassin, said he asked the Swedish scientist's two rescued companions, Captains Mariano and Zappi, for details of Malmgren's death. He was told how they dug a grave for Malmgren and started over the ice toward safety as he waved them on, crying:

"Go! Go! At the price of my life you'll save all."

Strong criticism was voiced in the soviet press, not only of the leaving of Malmgren alive but also of General Umberto Nobile's being rescued first and the conduct of the Italia expedition.

The feeling in certain circles was reflected in a poem by Vladimir Mayakovsky, noted soviet poet, printed in the newspaper Komsomolskya Pravda, a translation of its closing lines reads:

"Now say you who flew how your leaders botched the job?
We await Nobile's live word: why have you fled?
Where is Malmgren? Has he died or have they left him alive?"

Captains Mariano and Zappi and Dr. Malmgren started from the scene of the crash of the Italia across the ice for land on May 30. In their march they suffered untold privation. For days they drifted on floating ice. Zappi was quoted as saying that several miles southwest of Brok island Malmgren was unable to march on. He told his two companions to go ahead and take all the provisions. Zappi's account continued:

Dig Grave in Ice.

"Before leaving, Malmgren asked us to dig a grave in the ice and he lay down. Quietly he stretched out his hand holding his compass and handing up his compass, requesting us to give it to his mother.

"We plodded on slowly. In 24 hours we were only 100 meters from Malmgren. He saw Malmgren raise his head. Hoping that, driven by hunger, he would go on with us, we waited. Realizing this Malmgren cried:

'Go On! At the price of my life you'll save all.'

"We marched on."

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ANOTHER ONE OF AL'S STAFF IS FOR HOOVER

HUNTINGTON, W. Va., July 16.—(AP)—Mrs. Frank N. Mann, former democratic national committee woman for West Virginia, today announced she would support Herbert Hoover, republican nominee for president, at the November election. Mrs. Mann, an anti-Smith delegate to the Houston convention, was ousted as national committee woman by the Smith delegates, who elected Mrs. Rose Burchinal.

In her statement today Mrs. Mann called on democratic women of West Virginia to support Hoover but to stand by the democratic state ticket. She said she would not support Smith because she was "too good a democrat to vote for a man who openly says he hates part of our constitution and who openly bids for repeal of the 18th amendment."

NEW YORK, July 16.—(AP)—The Rev. John W. Ham, pastor of the Baptist tabernacle of Atlanta, Ga., attacked Governor Alfred E. Smith, democratic presidential nominee, in a sermon last night at the First Baptist church of New York City.

He said he wanted to "open the eyes of the people of this city to the insidious propaganda of the New York newspapers which are under the influence of the Roman Catholic church and the liquor interests."

"The New York press," he said, "and about 85 per cent of the newspapers in America will not print this because they are under the influence of the Roman Catholic church and they dare not speak against it's terrible, unseen power. Any man who denies this is either ignorant or a falsifier."

IRATE WIFE PAYS $69 FOR JOY OF WRECKING HOME

HOLLYWOOD, Cal., July 16.—(AP)—It cost Mrs. Miriam Noel Wright, wife of Lloyd Wright, famous architect, $69 to wreck the La Jolla, Cal., home of her husband.

At her Hollywood apartment Mrs. Wright told newspapermen that the San Diego judge before whom she was taken following the wrecking episode told her he would dismiss the case if she would pay the damages.

"So accompanied by a policeman, I went back to my husband's bungalow at La Jolla," she said, "to survey the wreckage. It was terrible. Without a doubt it would take several thousand dollars to replace the things I had smashed.

"We found Olga Milanoff [illegible] whom, together with Wright, Mrs. Wright has filed charges [illegible] ing the scene. I told her I had just $79 in my purse and that it would cost me $[illegible] to get back to San Diego, and asked her if she would settle for the $69. Well, she settled and I got a receipt, and the policeman witnessed the transaction."

The domestic affairs of the Wrights have been frequently in the news and have resulted in numerous court charges.

17 U. S. Women in Wreck.

BERNE, Switzerland, July 16.—(AP)—Seventeen American women, caught in a storm on Lake Lucerne in a motorboat whose engine had stopped, were rescued by the steamer Unterwalden in the midst of the tempest. Most of the women had fainted and were lying helpless in the bottom of the motorboat when the steamer reached them.

FOREST FIRES ARE RAGING IN N. CALIFORNIA

SAN FRANCISCO, July 16.—(AP)—More than 30,000 acres of forest and other land had been swept over today by six fires in various parts of California, with possibilities that the acreage will be increased by tonight.

A force of 150 men was fighting flames which were eating their way through the big Tijunga canyon forest near Los Angeles after burning over 500 acres this morning.

A large crew of fighters was believed to have brought under control a fire which had burned over 75 acres in the Santa Anita canyon back of Pasadena.

Approximately 54,000 acres of valuable grazing land, largely within the boundaries of Sequoia national park, with loss estimated at $[illegible], has been burned over today before it was believed under control.

The fire started Sunday near Coulterville, the Coulterville-Bagby road acting as a firebreak and confining the blaze to south of the highway.

About 250 acres in the Modoc national forest were burned over before the flames were brought under control today. The fire is believed to have been started by a careless smoker.

In Watts valley, near Academy, fire had cut a smoldering swath through 13,000 acres of range land and today 75 men were battling to prevent its spread to the foothills.

Starting yesterday morning near the Coarse Gold country, Madera county, fire was menacing the big trees in Thornberry mountain region after burning over 6,000 acres.

HOOVER GIVEN BIG OVATION IN WISCONSIN

Cheering Crowds Greet G. O. P. Nominee and Wife En Route to Coolidge Camp—'We're for Hoover' Banners Dot the Streets of Superior.

SUPERIOR, Wis., July 16.—(AP)—Secretary Hoover arrived here today at 8:27 a. m., on board his special train from Washington to visit President Coolidge. Sirens were blowing and bells were ringing as the train pulled into the station, with a large crowd awaiting.

Herbert Hoover

Large crowds had been waiting for more than an hour. The presidential nominee appeared on the rear platform of his car before the train came to a standstill. Loud acclamations greeted his appearance, coupled with cries of "he will give us the St. Lawrence canal."

Mrs. Hoover joined her husband on the platform, causing a new ovation, especially from the large contingent of women in the crowd. Former Senator Irvine L. Lenroot of Wisconsin, was first to greet the party. He introduced prominent members of the reception committee. Everett Sanders, secretary to President Coolidge, and Colonel Osmun Latrobe were on hand to convey to the republican nominee the greeting of Mr. Coolidge.

Secretary Hoover smiled and waved at the crowd which pressed all around the car and prevented him and his party, including representative and Mrs. Tilson of Connecticut from descending to the platform.

Police reinforcements made a way through the crowd and enabled the secretary and his party to abandon the train. Two bands struck up at this point, competing with the applause of the crowd in bidding Mr. Hoover welcome. Amid this roar the republican nominee was introduced to more members of the reception committee.

In the automobile with Secretary Hoover, as the procession passed through the crowd-lined streets were Mrs. Hoover and Col. Latrobe, aide to the president. Their machine was followed by one containing Everett Sanders, secretary to the president, and Mrs. Sanders.

The republican presidential nominee rode in an open car, bareheaded, despite the warm sun. He was applauded enthusiastically the entire route through the town and responded by waving his straw hat, bowing and smiling. Mrs. Hoover seemed to appreciate the reception also, for she smilingly acknowledged the cheers and greetings of bystanders.

Because of the intensity of the sun and the dust of the country roads, a closed car awaited the secretary at the edge of the city to complete the remainder of the 40-mile drive to Cedar Island Lodge.

The parade was headed by the drum corps of the Superior post of the American Legion, while following the car of Secretary Sanders marched the school boys' band. Automobiles containing the newspaper correspondents who accompanied Secretary Hoover on the special, together with those who have been assigned to the summer white house, completed the procession.

Banners reading "Superior Is for Hoover," and "we're for Hoover," were hung along the route, while the majority of the crowd wore crimson "Hoover for President" badges.

SUPERIOR, Wis., July 16.—(AP)—Herbert Hoover, republican presidential nominee, met President Coolidge at Cedar Island Lodge today for the first time since his nomination by the Kansas City convention.

The nominee went far off the beaten track of his journey to his home at Palo Alto, Cal., to discuss with Mr. Coolidge his resignation as secretary, and his successor and to talk over the presidential situation in general and his acceptance speech, in particular.

Mr. and Mrs. Hoover were met at the lodge by President and Mrs. Coolidge and escorted across the bridge leading to the summer white house, on a small island in

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AIR HERO OF RESCUE IS SAVED

Russian Aviator Who Rescued Walking Party and Was Stranded On Ice, Is Finally Picked Up By Ice Breaker Krassin—Resume Search for Amundsen Party.

MOSCOW, July 16.—(AP)—The Russian aviator Chukhnovsky and four companions, who were marooned by a forced landing near Cape Platen on July 12, were taken aboard the Russian ice-breaker Krassin at 10 p. m., Sunday. News of the safety of the party came by radio from Professor Samoilovich today.

Aviator Chukhnovsky, who came into prominence last week by a brilliant air reconnaissance during which he sighted Captains Albert Mariano and Filippo Zappi, members of the walking party of the Italia, gave the first news to the world of these men, who had been given up for dead.

Chukhnovsky was accompanied on the flight by Movie Operator Blushtein and three Russian mechanics, Straude, Shelagin and Alekseey. This group left the Krassin early in the week in search of the Viglieri party, stranded off Foyn island. While flying over a region about 20 miles from the Krassin, which was pounding its way through the ice, Chukhnovsky saw the Zappi group and notified his base ship.

Chukhnovsky circled the little group in search of a landing place, but was unable to find it. He flew back to the Krassin to give a report and then again went out toward the stranded men. On this second flight he was forced to land near Cape Platen, off Northeast Land and in the landing damaged his plane.

Undaunted by his predicament, Chukhnovsky urged the Krassin to press on in the rescue of the two men who, he said, appeared in an exhausted condition.

Chukhnovsky had provisions for two weeks and had equipment to make a safe encampment. Consequently no fear was felt for him and his companions. It was the plan of the Krassin to pick them up as soon as weather permitted and then to go on in search of the six men of the Italia still missing and the Amundsen party which dropped from sight June 1, after leaving Tromsoe, Norway.

With the Chukhnovsky party picked up, there are now only two groups connected with the Italia tragedy definitely unaccounted for. One group consists of the six men who were carried off in the bag of the Italia when it was wrecked last may and the other group consists of the six men in the Amundsen party. There was some hope that these two groups may have joined, since Amundsen was known to be searching for the bag party particularly.

Fruit Prices Today

SAN FRANCISCO, July 16.—(AP)—Federal-State Market News Service—Apples: Boxes, California newtown pippins, $1.75@2.25; poorer low as 50c. Oregon and Washington Rome beautys, XF, $2.50@2.75; fancy, $2@2.25; winesaps, XF, $2.75@3; fancy, $2.50@2.75; Arkansas blacks, XF, $2.50@2.75; fancy, $2.25@2.50. New stock: Red Astrachans, 75c@$1 a L. A. lug; $1.75@2 a box. Gravensteins, $1.75@2; few, $2.25.

Lindbergh to Fly Over Medford Next Week for Seattle

SAN FRANCISCO, July 16.—(AP)—Col. Charles A. Lindbergh will leave for Seattle next week to inspect a new type of plane, reports from Mills field, San Francisco municipal airport, indicated today. The plane, built by Boeing factories, will be used by trans-continental airways, with which Lindbergh is connected.