

DEATH RIDES IN PLANES; SUNDAY CRASH TOLL, 10

By the Associated Press

Ten men were killed and five others seriously injured in aviation accidents in widely scattered sections of the United States.

None of the accidents was in connection with the cross country air races now in progress, but a navy flier was seriously injured when his plane crashed during a race at Los Angeles.

Two students at Otterbein, Ind., high school were killed when the plane in which they were passengers crashed in attempting to make a landing at the air field there. The two boys, Dorwin Leighty, 18, and Robert Burns, 15, died of fractured skulls shortly after the crash. Donald Burgett, of Chalmers, Ind., the pilot, was seriously injured.

Harold Tennant of Sioux Falls, S. D., and Frank Kuehn of Garrettsville, S. D., were killed when the wings of their plane, described as the first built in Iowa, buckled as they were completing a test flight at Sioux Falls. They were en route from Sioux City, Iowa, to the state fair at Huron, S. D.

Lieut. Joseph C. Sopher, 25, of Selfridge Field, Mich., was killed when his plane failed to come out of a dive and plunged into Lake Erie during an aerial exhibition held in connection with the national rifle matches at Camp Perry, Ohio.

Charles Gillhausen, 35, formerly of Essen, Germany, was killed at Des Moines, Iowa, when the Bette plane, manufactured in Des Moines which he was testing, crashed to the ground.

Jack McElveen, 23, of Atlanta, Ga., fell to his death at Florence, S. C., when a stray hot parachute broke as he dived from a plane 2,000 feet in the air.

Alden Baker, pilot and Henry Krause, mechanic, were killed and Riley Sheldon, passenger, was injured, when their plane crashed 2,000 feet at Los Angeles.

J. W. Drueger, pilot, died of burns and injuries received when the plane crashed and built by Carl W. Cates crashed and burst into flames at a Kansas City air field. Cates and R. B. Sour, a passenger, were both critically injured. The men were rescued from the blazing plane by two student fliers who dragged them to safety while a bystander sprayed a stream from a fire extinguisher on them.

Lieut. G. H. Huseman, attached to the aviation corps, U. S. S. Langley, was seriously injured at Los Angeles when his plane crashed as he was rounding a pylon during a national air meet race.

GUARD OFFICIAL OF STATE DEAD

SALEM, Ore., Sept. 10.—(AP)—Major Charles Bolton Hamble, 41, and in the headquarters of the Oregon national guard, and member of the guard for 15 years died Sunday after an illness of one week with acute appendicitis. Major Hamble served overseas during the World war as captain of the 65th coast artillery. He was most state commander of the Veterans of Foreign Wars and post commander of the Salem post of that organization, and was also active in the American Legion. Major Hamble was born in Eugene and lived most of his life there, coming to Salem several years ago. He is survived by his widow and a young daughter. A military funeral will be held in the Salem armory Tuesday at 3 o'clock.

POLA BETTER AND IS NOT DISFIGURED

PARIS, Sept. 10.—(AP)—Pola Negri, Polish motion picture actress, who was thrown from her horse, is considered out of immediate danger.

She will not be disfigured and will bear no scar from the accident, said her husband, Prince Milvian. He added her left arm and right knee were bruised when she was thrown in the Bois de Boulogne Friday.

It was stated at the American hospital, where Miss Negri is recovering, that no operation will be necessary.

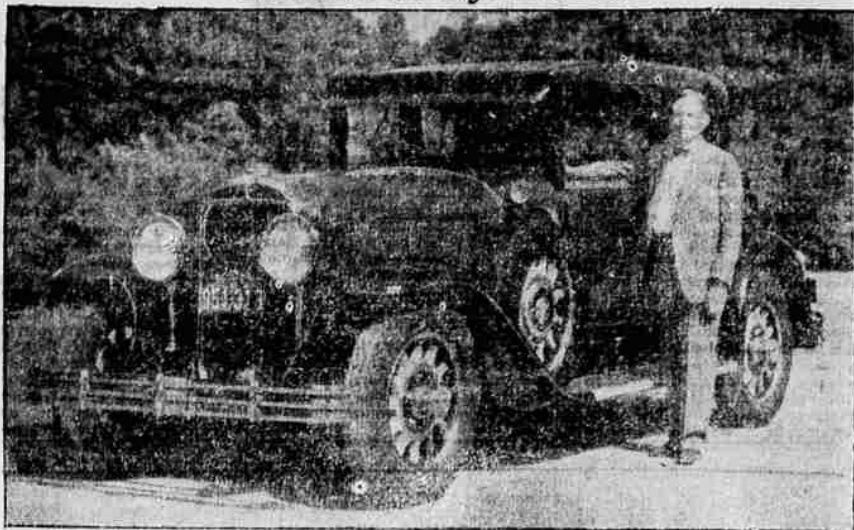
COTTON DROPS ON CROP ESTIMATES

NEW YORK, Sept. 10.—(AP)—Cotton prices broke \$1.50 a bale in the early morning trading on the cotton exchange today as a reaction to the government crop estimate of 14,429,000 bales on Saturday. The Liverpool market was also weak.

NEW ORLEANS, La., Sept. 10.—(AP)—Cotton prices dropped nearly \$3 a bale early today on execution of selling orders accumulated over the week end which were induced apparently by Saturday's bearish government crop figures.

Rags wanted at the Mail Tribune office. Must be clean.

"13" His Lucky Number



John C. Hicks, President of the St. Johns National Bank, St. Johns, Michigan, and his Thirteenth Buick, a five-passenger coupe.

Thirteen, unlucky?—Not for John C. Hicks, president of the St. Johns National bank at St. Johns, Mich.

For Mr. Hicks, buying his thirteenth Buick, one of the new silver anniversary models delivered last Monday, August 13, at the date for delivery. And he added to that number "13" as the last two digits on his new license plate.

"How could one imagine ill luck in any connection with a car of anything they heretofore have attempted in beauty of design and individuality?"

Hicks asked. "Why, I would have hoodlums, black cats and every other conceivable omen of misfortune from the radiator to the trunk rack on the rear, if necessary, to have one of the models that has set a new mode in motor car design."

"Black" has served me well," he continued, "and in this new model, they have far surpassed

Skyways for Future Commerce

Adequate Airport Medford's Need as Passenger, Mail and Express Planes Multiply—Five Years Hence Tourists Will Land in Caravans from the Clouds.

Brief Tips by Rialm Travel Agency

By A. Jay Stamp.

I have just returned from a trip to Los Angeles. California is turning to commercial air transportation with highest enthusiasm. This is noted particularly in the Oakland district where planes are numerous for local service and for training of pilots and for the still further development of airport projects. Continuing northward and the green map stars indicating landing stations and dotting numerous the west coast to Vancouver are significant. What is of more importance in this relation however is the fact that communities that have established airports are building bigger and better ones than modest first plans when air travel began only a few years ago.

And Oregon is not lagging in this new travel through "the fencible skies" either in quality or quantity of landing places for these ships of the air that bear our letters and our express and our very selves at 150 miles an hour with favorable conditions as to weather.

Flying Fields Fast Multiplying. Aviation is now a real business. Development of the Pacific coast and especially in Oregon the past year has been noteworthy. With both increase in passenger and a lowered postage rate the air mail is making a tremendously interesting advancement. Speed is essential even within the northwest region of a half dozen states. Nationally, to the mid-west and eastern centers air mail service will soon require many more and heavier planes than now in service. Same estimate may be applied to the increase in passenger patronage for the big planes now passing through Medford, from the Canadian line to San Diego. Anticipating this growth cities where landing fields are located intend to invest still more money that the business may be taken care of properly and the factories and artesian citizenship, the student and the pilot may alike find opportunity to function as assets of expanding and profitable investments.

Today there are 26 licensed pilots in the state of Oregon. How many students actually learning how to manage a plane at this time is conjectural. Fair enough to hold that within the next five years we may have that many hundreds of professional fliers who fly as a business. Add to those the scores in every county that certainly will be owners of their own planes and using the local flying field and its mechanical service and at once the importance of aviation as a business is realized in the perspective.

Woman an Ardent Promoter. This writer not long since visited the offices of the Bolland Travel Agency at Portland. Located in the famous Pittock block. And who is the Bolland Agency? Well, Mrs. M. Bolland, a woman and one of remarkable abilities as an executive of this great enterprise. Mrs. Bolland is an enthusiast in two modes of transportation, that of the Pickwick Stages, which operates from Portland thru Medford south, with connections attending through traffic from coast to coast and, second, as the genius that takes care of the West Coast Transport company from the transportation angle. Both these travel organizations are under the booking and routing supervision of Mrs. Bolland who for years has been identified with steamship, automobile, motor-bus and now air transportation, at Portland. Fact is Mrs. Bolland is the pioneer of stages travel plan in her Portland country. Today in spacious and busy offices this talented, far-seeing, successful business woman is one of the best known authorities in the United States on what is essential to traveler needs and as well for U. S. mail conveyance by planes.

Asked if the Oregon country south to the California line, including Medford, was responding to the call for better flying and landing fields, Mrs. Bolland declared that at last the public was able to appreciate the necessity for ample grounds of the safety class and usable in all seasons, all kinds of weather.

by the leading centers of the country, not to see that Medford gets the full benefits of this business of aviation which in a short time, perhaps a year or so more only, when a score of planes will be seen locally for each one now in service. Mrs. Bolland points out the advantages Medford has for a big airport and airport incomes to develop by reason of the nearly equidistant point between Portland and San Francisco and because Medford is a fast growing, up-to-date city with possibilities of soon reaching the 20,000 population mark.

Medford, as Mrs. Bolland points out, should be as one in air-mindedness for the future and for its own convenience and financial advantages.

"Soon it will be just as foolish to do without an airport as to be without a railroad station or docks for steamships."

Medford should be willing to make it still more emphatic by saying that not "soon" but now. It is shortsightedness to deny cooperation with the effort manifest

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The Daily Paper Is an Exposition

It is no longer necessary to attend world's fairs and expositions to keep up with world progress. Every kind of an invention, every kind of a product is brought right before our eyes by the advertising in the newspapers; and it is this advertising, this daily news for buyers, that is making for the betterment and progress of the world.

Above all else, then, it is important that advertising be truthful and sincere. It is encouraging, in this day of exaggerated claims, that a leading national advertiser should re-affirm that policy. Note the following in an advertisement of a popular brand of cigarettes:

"When we sign our name to a statement in an advertisement, we mean just that. To us, signing an advertisement is in no way different from signing a contract."

"There is no double meaning, no half truth, no false note in our statement that Chesterfield cigarettes are mild enough for anybody—and yet they satisfy."

"Largest & Myers Tobacco Co."

BABY'S COLDS
are soon "sipped in the bud" without "dosing" by use of—
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SAN FRANCISCO
\$1.50 TURPIN HOTEL
to \$3.00
A SPLENDID VALUE
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THIS CENTRAL
DOWNTOWN LOCATION
An important convenience to you
This coupon entitles holder to FREE
Yellow Taxi—depot to Turpin Hotel.
FREE GARAGE
T. E. FARROW W. M. SEIT, Jr.

6 CONVICTS DEAD IN DARING BREAK DESPERADO LEADS

BATON ROUGE, La., Sept. 4.—(AP)—Six convicts are dead, another is believed to have been shot fatally and eight persons are injured as the result of an attempt by 12 prisoners to shoot their way out of the Louisiana state penitentiary last night.

Headed by Cleveland Owen, New Orleans desperado, the convicts overpowered two guards, broke into the ammunition room, where they obtained guns and then raced for a launch in the nearby Mississippi river, while they kept up a running gunfire with prison authorities.

Two prisoners and a trusty were killed before the convicts reached the boat and three others lost their lives before the craft could be gotten out of range of the bullets. Another is believed to have been killed, but he possibly may have escaped.

Four guards and three prisoners were wounded and two or three convicts escaped. Two others surrendered when firing began.

Warden Amacker, who was here when he received a report of the break, rushed to the scene and today was directing an intensive search for the missing prisoners. They are believed to have deserted the launch as soon as possible and struck out across country.

Owen, serving a 14 to 21 year sentence for shooting a New Orleans policeman with intent to kill, is credited by prison officials with engineering the affair. A few months ago he and several others escaped and after they were captured he declared he never would be taken alive again.

His statement was fulfilled, for he was one of the slain. Three of the others killed were serving life sentences and two a few years for robbery. All were white.

One of the dead is J. S. Brown, a trusty, who lost his life aiding guards in their attempt to prevent the escape. He was serving a life sentence for murder.

The others were: Arthur Kinchen, life sentence for statutory offense; Stanley Proctor, life sentence, crime not learned; S. I. Beck, robbery; Jack Martin, robbery.

Walking up to two guards, Owen suddenly whipped out a revolver which had been smuggled to him and the other convicts then overpowered the guards.

Working swiftly the men ran to the ammunition house, obtained revolvers and cartridges and raced to the river, about 200 yards away.

Meanwhile an alarm had been sounded and the prison searchlight picked up the fleeing prisoners. Guns blazed and three of the convicts fell.

Guards started in pursuit, exchanging bullets with the prisoners. Captain John Singleton was shot in the head and body and Captain C. C. Higginbotham lost an eye and was wounded in the body. Two other guards and three of the prisoners were slightly wounded.

A few convicts survived the heavy gunfire and reached the river, where they wounded Archie Walter, operator of a launch, and commandeered the craft. Three more were killed, however, before the boat reached a safe distance from the gunfire.

What happened to the launch after that was a matter of speculation. A searching party was organized immediately to pursue it.

Owen was sentenced January 25, 1927, for shooting Joseph Weigel, New Orleans policeman, who, with another officer, was questioning the desperado concerning the ownership of an automobile. The other officer, Frank McEntee, then shot Owen.

TRACY, Cal.—John Nunez, 23, of San Rafael was killed on the highway near here when thrown from his motorcycle. He is survived by his widow and two children.



Why have a
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SHALL I wear my one pair of really quality glasses tonight or go without them and suffer the consequences? That is the question many a woman—and many a man too—sees, and whichever way it is answered the evening is spoiled. The sensible and correct thing to do is to have an extra pair that fits the occasion. Let us recommend the styles that will fit you beautifully and correctly.

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