

The Weather
Forecast—Rain, and moderate tem-
perature.
Maximum yesterday 62
Lowest yesterday 33
Precipitation .05

MEDFORD MAIL TRIBUNE

Weather Year 'Ago
Maximum 62
Minimum 49

MEDFORD, OREGON, MONDAY, OCTOBER 29, 1928.

No. 220.

Today

By Arthur Brisbane

One More Week.
Order Your Automobile.
The Count's Nuisance.
Hopeful Mr. Durant.

One more week of asking "What do you think?" Then everybody will say, "Of course, you might have known it." And the excitement that comes every fourth year will be forgotten by Tuesday, November 14th.

Meanwhile, some men, afraid of their shadows, will let their fears sell stocks for them. And as they scramble to buy them back later they will feel as some credulous persons did in the year 1000.

Those ancient ones sure that the world was coming to an end. A. D. 1000 seemed such a nice round number. They sold their property for almost nothing, gave the money to the church, to buy salvation, put on a white gown and climbed a hill, that Gabriel might not miss them. AND THE WORLD DID NOT END.

Twenty-four million automobiles are running in this country. There ought to be 35,000,000 running NOW and more later. If you have not got your car, place your order for it now.

This advice is not so much for the poor as for those of moderate means, intelligent wage earners especially.

An automobile means SAVING MONEY, adding life's length, by putting more INTO life. It is not how LONG you live, but how MUCH you live that counts.

Thomas Mautley, who raises thoroughbred horses at Allaire, N. J., decided that his children ought to see Niagara Falls, call on their uncle, Andrew Gardner, and other relatives in the Genesee valley, on the way.

In a modern four-door, inexpensive sedan, he devoted one week to the round trip, returning 1000 miles. Said he on his return Saturday, "I don't see just twelve dollars for myself, my wife and four of my children, to make that trip. I never changed a tire, never noticed any of the hills, never stopped except when I wanted to."

Six passengers traveling 1000 miles for \$12 is CHEAP TRAVEL. Beyond the cost of eating, drinking and lodging, that family of six could go in their car from New York to San Francisco for \$38. That interval, railroads, a sleep in a tent and an oil stove on the running board, solve the lodging and eating problem.

The automobile is especially the blessing of those that are not rich. Order your car now. It is extravagance NOT to have a car. If you find garage charges too high in the city, move to the country or suburbs, where your garage will not cost anything.

The French count, Pierre Marie Raymond de Crozier Rayssac, and his 17-month-old illegitimate son a nuisance, having arranged to marry a rich young woman. So he threw the nuisance in the river. The count, convicted of murder, remarks: "I am much to blame. I lost control of myself."

He did that more thoroughly than he knew. The French mob takes a particular interest in the under dog and demands vengeance for that dead baby.

The count's long name cannot be shortened, but his physical corpus can and probably will be.

Around the guillotine, the mob will yell as he walks out from the dark prison door. "On va te racourcir d'une tete," which means, "You will be made shorter by the length of one head."

W. C. Durant, back from Europe, is hopeful as Charles M. Schwab, the young robin starting his first flight, says stock prices will go higher. Prices are not too high, says he. "They were too low a year ago."

Mr. Durant has probably bought a few. He knows enough not to sell short. Before you sell, or make up your mind that prices are too high, remember wise old Carnegie. He said it was a shame to sell the regular bonds of United States Steel to the foolish public. As for the preferred stock, it was only "air," not even water, and he would not even mention the common stock. He could have had \$100,000,000 par value, if it for nothing.

Carnegie was right, THEN. U. S. Steel was largely air and water. But it had HOPES AND INTELLIGENCE mixed with the air and water. And it was in GROWING AMERICA. At Saturday night's closing prices the stock that Carnegie would not take for nothing, was worth \$222,400,000. And the share of General Motors that you could have bought for \$50 in war times, when the stock exchange was closed, is worth now more than \$5000. Be cautious about deciding that things in

GRAF ZEPPELIN ON RETURN FLIGHT

GRAF SAILS OVER SEA FOR HOME

Air Visitor Left At 1:54 A. M. For Homeward Flight—Fourteen Days Since Arrival—Many Passengers—32 Bags of Mail—Return Expected Take Fifty Hours.

(By W. W. Chaplin, Associated Press Staff Writer.)
BERLIN, Germany, Oct. 29.—(AP)—The Graf Zepppelin reported by radio that at 1:54 a. m. eastern time, her position was latitude 43 north, longitude 58 west. The flying speed was given as 160 kilometers hourly (almost 100 miles) and the course as southeast.

NAVAL AIR STATION, LAKE HURSTS, N. J., Oct. 29.—(AP)—The German dirigible Graf Zepppelin, imprisoned for days by contrary winds, heaved off its bonds early today and headed back through the moonlight skies for its home port at Friedrichshafen, Germany, where it came October 15. It left at 1:54 a. m.

With three score men and one woman aboard, the greatest airship the world has ever seen was dragged last night from the hangar long after midnight and then, leaving suddenly to acquire a life of its own, it lifted proudly against the moon and strode away on its journey across the seas.

All day yesterday the departure of the Zepppelin on its return trip had remained in doubt. For four for the ground crew of sailors who have been in constant attendance on the great ship since its arrival from Europe two weeks ago today, was first set for five o'clock in the afternoon and then advanced to midnight. But even then no one seemed really to believe that the ship would leave.

But midnight came, and action followed with breathless swiftness. The passengers were bundled aboard, chatting feverishly and grinning with the gleam of desperation in their eyes. The ground crew, more than 300 sailors trained to such events by frequent handling of the Los Angeles, marched to their posts and grasped the air monster as unceremoniously as a mother pushes a baby carriage.

Great east doors of the hangar stood open on their tracks and the huge ship, with its invitation of a million spears to be traversed by those who dare.

An officer barked a terse command. The great ship stirred through its whole length of 238 feet, its 111 tons of weight scudded to the levee and rose. It was like a giant sucking at the throat of activity expected of him, activity that cannot be postponed.

Out of the hangar the sailors walked the Graf Zepppelin as though it were a little blimp, such as the one that had huddled under the tail of the navy dirigible Los Angeles since the Graf Zepppelin came. It crowded them into one corner of the hangar.

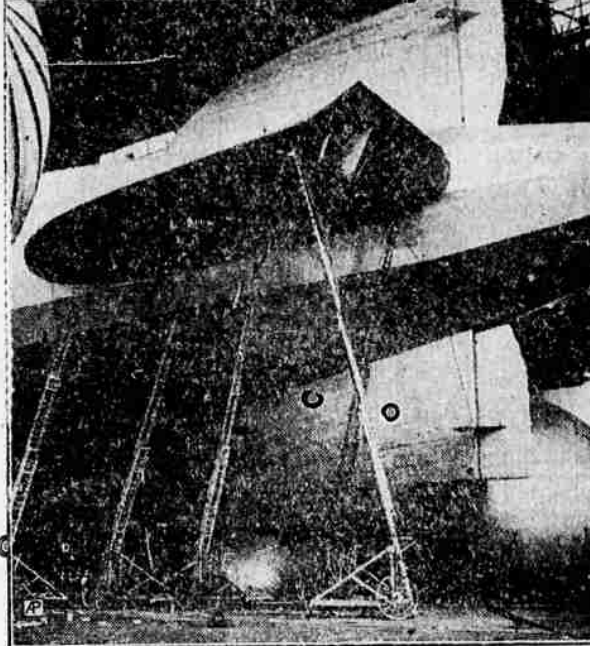
Clears Hangar
At 1:59 the Graf Zepppelin was clear of the hangar, and had passed one of the most perilous moments of any flight. For one of the greatest dangers is the possibility of some errant gust of wind pushing the ship against the hangar walls and ripping its silver flanks against the steel bulkheads.

Out in the night the Zepppelin was a great black monster with a fin of silver down its back where the moon struck.

"Weigh ship," an officer bellowed. The ground crew released its many handed hold. The Graf Zepppelin, a giant waiting from a deep sleep, lifted its head slowly the morning air, and then a roar of five great engines split the night. The Graf Zepppelin shot upward toward the moon, and circled majestically overhead. Once in the air all its sluggishness seemed to have vanished.

In a large creak it swung about in the air station that had been its temporary home since its arrival from Germany and then headed eastward toward the ocean in its most crucial return to its home station. It started into the air at 1:54 this morning and at two it was nothing more than a gray blot against the moon. And then it was nothing at all.

DIRIGIBLE AWAY FOR HOME TRIP



Workmen putting final touches on the repaired fin of the dirigible Graf Zepppelin just before it was inflated with gas and taken from hangar for homeward flight.

MANY VOTERS ARE QUALIFIED TO CAST BALLOT

Greatest Number of Voters in History Expected At Coming Election--Women To Play Major Part--Registrants Gain.

WASHINGTON, Oct. 29.—(AP)—Voting booths in city and town, village and hamlet will open their doors a week from tomorrow to the greatest army of qualified voters in the history of the United States—approximately 43,000,000.

How many of these men and women who have registered their intention to cast their ballots will actually do so is a matter of conjecture, but election experts have figured the number as high as 38,000,000. In 1924, the total vote for president was 29,091,417.

The more conservative observers around 25,500,000, with women playing a major part in the selection of the next president of the United States.

As no governmental agency has ever undertaken the task of determining the number of qualified voters in advance of an election, the Associated Press, through its correspondents, has tabulated the number of potential voters in every state. This list shows enormous gains everywhere in the larger cities.

New York leads with 4,875,727, compared with 3,256,519 voters who voted in 1924. The city of New York—stronghold of democracy—alone showed a jump of more than half a million.

Pennsylvania Second
The old-line Republican state of Pennsylvania is second with 3,915,900 registrations, compared with 2,144,852 who voted four years ago. Illinois is third with 3,260,000 compared with 2,470,667. Ohio is next with an estimated registration of 2,750,000 in 1924 while California, home state of Herbert Hoover, the Republican candidate, is fifth. The registration there is 2,312,817, compared with 1,281,778 who cast their ballots in 1924.

A development unusual in American politics, is the great increase in the registration in the Democratic "solid south."

Texas probably will qualify 1,500,000 voters, in the opinion of Governor Moody. The Lone Star state in 1924 cast 457,509 presidential ballots.

MRS. PHIL HARRISON CAR VICTIM

Crash Through Bridge Rail Sunday Fatal to Well Known Local Woman—Husband Injured—Medford Friends Leave For Accident Scene—Relatives Advised.

In an auto tragedy on the Pacific highway, near Corning, Calif., Mrs. P. B. Harrison was instantly killed Sunday morning about 3 o'clock when the automobile which her husband was driving swerved thru a bridge railing and fell 29 feet. Harrison, a retired business man of this city, was injured, but not seriously. The auto was a total wreck and was an old car which had given some trouble recently.

Mr. and Mrs. Harrison, with Mr. and Mrs. A. Knight left this city Saturday morning for an extended trip to California. The Harrison's took the lead, after the departure from Corning.

When two or three miles south of Corning, Mr. Knight noticed that the Harrison car was swerving badly, and apparently out of control. The auto plunged thru the railing of the bridge when half way across.

When the Knights reached the side of the road, Mrs. Harrison was dead and Mr. Harrison unconscious. The exact cause of the accident is unknown, but it is thought to have been caused by defective steering gear.

Mrs. Helen Keer Connolly, a daughter residing at Calgary, Canada, was advised by telephone and is now enroute to Corning. Funeral arrangements will be made following her arrival. It is thought that the lost rites will be held at Sandusky, Ohio, the old home of the Harrison's.

Friends leave
Following news of the accident, Mr. and Mrs. T. E. Daniels and Mr. and Mrs. Fred Heath, Sr., of this city left at once for Corning, Calif. It was planned for the Heaths to make the trip to California in the Harrison car, but Mr. Heath last week postponed their trip until after election.

Mrs. Harrison was a woman past middle age and was well known in Medford, where she had resided for nearly an year, the family home being at 823 East Main street. She was a member of the St. Mark's Episcopal church and active in its work. She enjoyed a wide circle of acquaintances, and was beloved by many as a distinct shock to scores of local friends.

Mr. Harrison is suffering from severe bruises to his legs, and shock. He was taken to the hospital at Corning, where reports this morning said he was resting easily.

Mr. and Mrs. Heath and Mr. and Mrs. Daniels will remain at Corning until the arrival of Mrs. Connolly, daughter of Mr. and Mrs. Harrison, according to phone message received at Heath's drug store this forenoon from Mr. Daniels at Corning. He also phoned that altho Mr. Harrison was in the hospital his condition was nothing serious.

Inquest in the death of Mrs. Harrison was held today. The car, driven by her husband, plunged from a bridge into a ravine below.

Condemned Youth Prison Host For Birthday Feast

COLUMBUS, Ohio, Oct. 29.—(AP)—Five murderers for whom death is but a matter of a few days feasted at the Ohio penitentiary Sunday with John Sabo of Akron, the "kid" of murderers' row, on the occasion of his 21st birthday. Under the habit of the five companions gathered with the condemned Sabo around a well laden table and there indulged in the philosophic thought "O ur happiness comes in fleeting moments such as these, so they prolong the years." The last of Sabo's money—\$30—the penitentiary was used to purchase the banquet food. He said he wanted to give his fellow condemned a bit of happiness before they go to the electric chair.

THREE NUNS BURN IN CONVENT FIRE EARLY THIS MORNING

OTTAWA, Ont., Oct. 29.—(AP)—Three nuns were burned to death in a fire which destroyed a convent at Gattauau Point, Que., today. Another was injured.

The dead were: Sister Superior Ste Cyrille, 61, formerly Miss Adeline Demore of St. Nicholas, Que.; Sister Anne, 34, formerly Miss Juliette Gervais, of Montebello, Que.; and Sister Margaret Marie, 29, formerly Miss Juliet Huneault, of Hull, Que.

Sister Rose de la Croix, whose arm was broken was taken to a hospital. An overrated chance is believed to have caused the fire. According to Fire Chief Cheron, the three nuns who lost their lives stood at the top of a fire escape screaming for help when they arrived. They were in night attire and attempted to re-enter the burning building presumably to secure their clothing. Eight sisters were in the convent. Four escaped uninjured. The convent was erected more than 50 years ago.

MRS. HOOVER VISITS G. O. P. HEADQUARTERS TO THANK WORKERS

WASHINGTON, Oct. 29.—(AP)—Mrs. Herbert Hoover made an informal visit to Republican headquarters today to thank the women who have worked there in the interests of her husband's candidacy for president.

"It is not a formal visit," she said to the members of the Hostess committee who happened to be on hand to greet her. "I happened to see a friend who urged me to come up and I was so glad of the opportunity because I wanted to thank you all and I had never been to the offices before."

Mr. Alvin T. Hart, national vice chairman, has returned to Kentucky for the election, but Mrs. Hoover was welcomed by Mrs. Sydney A. Cloman, chairman of the hostess committee, and several cabinet wives who have served at headquarters during the campaign.

PUBLISHER'S HOME TARGET OF BOMB

MANSFIELD, Ohio, Oct. 29.—(AP)—The home of R. C. Hoyles, Mansfield publisher, was bombed early today. The front porch was torn away, the front windows blown out and the interior of the house badly damaged, but no one was injured.

Mrs. Hoyles, his wife, their two small children, and a maid servant were sleeping when the explosion occurred, but escaped harm. No motive was advanced for the attack.

FIVE SPEECHES FOR H. HOOVER ON SCHEDULE

Five Set Addresses Before Cause Submitted Week From Tuesday--First Talk Cumberland, Md., On Thursday Night.

(Associated Press Staff Writer.)
WASHINGTON, Oct. 29.—(AP)—Herbert Hoover is to make five more set addresses before his cause is submitted to the voters of the country one week from tomorrow.

Four of them will be crowded into a space of 48 hours during his flying trip back to his California home to vote, the fourth of these to be delivered at Pueblo, Colorado. This city was added last night to his itinerary, necessitating a complete shift of schedule between St. Louis and Palo Alto.

Instead of striking northwestward from St. Louis Friday night for Nebraska and Wyoming, the revolutionist candidate will cross Missouri overnight, then pass through Kansas from east to west, and then across Colorado and go diagonally across Utah to Ogden.

The Pueblo speech will be delivered at 7 p. m. Saturday night from a platform in the public square just outside the railroad station, and will be broadcast to the mountain states, as it will be the only address Hoover has delivered in those states since the opening of the campaign.

While the special train will make a 15-minute stop at Salt Lake City, there will be no speech there, as the nominee will adhere to his rule against political talks on the Sabbath day. Senator Reed Smoot and other Republican leaders of Utah will join him there and confer with him during the run to Ogden.

First Address
The first address in the final drive of the campaign will be made in the public square at Cumberland, Md., at 8:25 p. m., Thursday night, three and a half hours after the Republican standard-bearer leaves Washington. It will be limited to a quarter of an hour and will be the only one made in Maryland during the campaign.

The next will be made at Louisville, where the nominee will spend an hour and a half Friday, from 10:30 a. m. until 11:40 a. m., and will participate in an extensive street procession before speaking in front of the Jefferson county courthouse.

Thursday night his special train will stop at Keyser, W. Va., Walter S. Hallahan, national committee man, and other leaders of that state, greeting the nominee during a five-minute stop.

After leaving Louisville, the nominee will cross over into Indiana, his special stopping for five minutes at North Vernon, Washington and Vincennes. The next stop will be at Salem, Ill., the birthplace of William Jennings Bryan.

The train will reach St. Louis about 7:30 p. m. and remain until 11 p. m., with Hoover speaking for one hour, from 8:30 p. m. to 9:30 p. m. This will be the major address of the trip and in it the nominee will give an extended exposition of his farm relief program and the manner in which he believes it would operate to ameliorate conditions in the great farming sections.

Hoover is to reach Palo Alto at 1:30 p. m. one week from today, and at 5 p. m. will make his last address of the campaign, a 15-minute talk to the voters of the country from the study of his home on the campus of Stanford university, where he also will receive the election returns the next evening.

TURN POINT REACHED IN SMITH RACE

Associated Speech Staff Writer.
WILMINGTON, Del., Oct. 29.—(AP)—With four speeches and one in the last week before election, Governor Smith today reached that stage of the presidential race which he predicted soon after his notification would be the turning point of the campaign.

The Democratic presidential nominee is a firm believer in strong campaign finance, having practiced it in his gubernatorial battles on the theory that thousands wait until the final week to make up their minds which way to vote.

Introduced in Boston by one of Woodrow Wilson's daughters, Mrs. Frances B. Sayre, Governor Smith was notified that Mrs. Woodrow Wilson would be on the platform in Baltimore tonight. Other guests will be Senators Tydings and Bruce, Bruce Howard, Democratic national committeeman, planned to board the nominee's train at Aberdeen to accompany him to Baltimore. A separate reception for Mrs. Smith was on the program.

In view of the nominee's statement that he intended to employ the final week of the campaign in a summing up of the questions he believes are at issue, several of his supporters in the party are of the opinion that he would devote at least a part of his single Maryland speech to prohibition, as he did in the big ballot center of Philadelphia.

Others thought he would take another oral fling at Herbert Hoover, probably in connection with his extra session statement on farm relief.

Newark Wednesday
After an overnight stay in Baltimore, Governor Smith will return to New York to prepare for his second speech of the week at Newark, N. J., Wednesday night. On Friday, in the Academy of Music at Brooklyn, he will deliver an address on state issues, and on Saturday night wind up his speaking campaign with a general appeal to the national electorate from Madison Square Garden.

Scores of telegrams had reached the governor today praising his Philadelphia speech. Chairman Raskob had something to say about it himself in a statement issued at Claymont.

At Philadelphia Saturday night, the statement said, "I witnessed a demonstration for the democratic presidential nominee, which I am informed by members of the party who have traveled throughout the country with him, was similar in character with the side of the other cities visited for its enthusiasm and spontaneity. It can mean nothing but victory."

It is easy to appreciate the enthusiasm of the independent citizens' committee of Philadelphia and the Pennsylvania Democratic organization in their firm belief of carrying that rock-ribbed Republican city after last night's demonstration.

The speech tonight, to be delivered in the fifth regiment armory, where Woodrow Wilson was nominated in 1912, will be broadcast over the nation, beginning at 9 o'clock, eastern time.

Milton—Apple crop in vicinity of Milton and Freewater will break all records this year.

Mrs. Woodrow Wilson
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