

The Weather

Forecast—Fair tonight and Thursday—continues cold. Highest yesterday 48. Lowest this morning to 5 a. m. 24

MEDFORD MAIL TRIBUNE

MEDFORD, OREGON, WEDNESDAY, FEBRUARY 6, 1929.

Weather Year 'Ago

Highest year ago today 51. Lowest year ago today 39.

No. 317.

Today

By Arthur Brisbane

The Safety Valve. Trotzky and Pompey. Lindbergh Only 27. The Average Business Girl.

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In Catalonia, where trouble usually starts in Spain, the army has been put in charge and civil rights suspended. A military court is created to make "newspapers" print government propaganda.

Primo De Rivera proceeds in method usual with dictators. Result will tell how he compares with Mussolini, Kemal Pasha, real dictators.

Telling newspapers what they must print is like sitting on the safety valve—all right until things blow up.

Napoleon said that if he allowed liberty of the press, he should not last long. He did not allow it and he did not last long.

Trotzky, disillusioned bolshevik leader, is said to be tossing in a gale on the Black Sea, his ship missing, on the way to Turkey.

Trotzky must remind himself of the great Pompey, after his defeat by Caesar, Stalin playing the part of Caesar. But conditions since have improved.

When Pompey took refuge in Egypt, to be met by false friends, stabbed in the back, his head cut off, and taken to the young Ptolemy.

Berlin Monday night reported that Trotzky had probably been murdered, the story about his "trip on a missing ship" being part of a plan to account for his disappearance. That sounds improbable, Russia is not squeamish about killing anybody whose longer existence seems undesirable.

Lindbergh, on his way from Miami to Panama, "hopped off" on his 27th birthday. Only 27, and his name is known wherever men are civilized.

Only 27, and already he has conquered the ocean, and what is more important, the respect of every man and woman.

The young American's history makes millions of others feel as Caesar did, when he read the life of Alexander the Great and suddenly burst into tears, realizing that Alexander had conquered the world when he was younger than Caesar was then.

Herbert Hoover may find important aviation work for Lindbergh. Nothing more probable. An engineer knows that somebody who knows how to do what he wants done is valuable.

Mr. Hoover understands the engineering part of flying and all its importance, from mail carrying to national defense.

Colonel Lindbergh understands the flying part. A fine combination. Many hats would go up in the air if young Lindbergh were put by Mr. Hoover at the head of a separate department for national air defense.

The "average business girl" works and lives in the country's biggest, richest city as follows, according to figures carefully prepared.

She earns \$33.50 a week, spends \$7.56 for clothing, gives \$5.93 to relatives and the church, saves \$4.75.

This average business girl (Continued on Page Four).

NO TAX NO VOTE BILL PASSED

Senate Battle Won By Advocates of Bar to Non-Taxpayer Voting in Special Tax Or Bond Issue Elections—Two Bills Introduced Against Nets.

SALEM, Ore., Feb. 6.—(AP)—One of the hardest senate floor battles of the session occupied an hour yesterday afternoon over senate bills 58 and 59, companion measures, which provide that no person who is not a taxpayer on at least \$300 worth of real or personal property shall vote in elections on special tax or bond issues. The bills passed by a vote of 22 to 7. Senator Staines was absent. If the bills pass the house and are approved by the governor they will be effective January 1, 1930.

Those voting against the bills were Bailey of Multnomah, Carner, Dunne, Hall, Jones, Klepper, and Moser. Senator Klepper, instead of making a speech against the bills, read an editorial from a Salem newspaper that declared they were 100 years behind the times. Senators J. O. Bailey and Dunne both fought them. Bailey saw an inconsistency in them in that a husband might have the right to vote and his wife not have the right unless the property were also in her name. Dunne's fight was mainly in the behalf of the automobile owner who is not a property taxpayer.

Same Old Story. Senator Linnett, during the measure, took these senators to task, declaring that "It's the same old story. When a bill comes in to protect the taxpayers there is always a bunch of senators to protest that it is out of date."

Senator Bell defended the bill, declaring the principle is already in force in school elections, and Senator Strayer said that if it had not been detrimental to the schools it would not be detrimental to the state and the municipalities. "Those who oppose these bills are fighting shadows," said Strayer. "This is simply a safeguard against the drunken carnival of an assailing expenses upon the taxpayers."

The introducers of the bills were Eddy, Schumacher, Eberhard, Strayer, Butt and Brown. Senator Corbett introduced a joint resolution that would authorize the governor to appoint a committee of nine members to make a study of changes needed in the workman's compensation act.

Fish Regulation. Commercial fishing in all rivers in the state excepting the Columbia is attacked in two bills introduced in the house Tuesday afternoon. H. B. 488, introduced by Lockwood of Douglas would prohibit the taking of steelheads or steelhead salmon from any of the rivers of the state, excepting the Columbia, between December 5 of any given year and April 15 of the following year, excepting by hook and line. Gouley of Marion introduced H. B. 450 which would limit the taking of salmon from any river in the state of Oregon to three per day. The Columbia river is not included in this bill.

Violators of the game code relative to provisions of night fishing and night hunting would be penalized under house bill 449 introduced by Henderson.

Robinson of Clatsop, through H. B. 445, introduced fraternal insurance legislation to the house Tuesday. This act provides terms and conditions under which life insurance companies and fraternal organizations may be licensed or permitted to do business in the state where they have increased insurance rates more than 10 per cent. According to this act such an increase would be permissible only with the written consent of two-thirds of the policy or certificate holders of the state.

Robinson also introduced H. B. 444 which would make trial by court instead of by jury optional on the defendant in criminal actions. And exception is made where the penalty is death or imprisonment for life.

Representative Carlin and Senator Carner introduced H. B. 451 to increase the percentage of gross premiums to the state by insurance companies.

RADIO OPERATOR IN LOS ANGELES

LOS ANGELES, Feb. 6.—(AP)—Kenneth Orin, presumably sought by the state legislative committee for assisting in connection with its inquiry into a \$2500 "love offering" to superior Judge Carlos E. Hardy from Alvin Karpis, was in town. His office told the Associated Press today.

RESCUE HERO CAPTAINS AMERICA



When the America sailed from New York, Harry Manning, 32-year-old chief officer who manned the life boat that rescued the crew of the Florida, was in charge of the ship. He was skipper for the voyage while Captain Field remained behind for business conferences.

LONE EAGLE ON MARTIN JENSEN FINAL LAP FOR TAKES AIR FOR NEW AIR ROUTE ENDURANCE TRY

BALBOA, Panama, Feb. 6.—(AP)—Colonel Charles A. Lindbergh arrived here in the mail-plane from the United States at 4:03 p. m.

MANAGUA, Nicaragua, Feb. 6.—(AP)—Col. Charles A. Lindbergh, starting the last lap of his inaugural air mail flight from Miami to Panama, hopped off from the Marine air field at 6:10 o'clock this morning (7:25 a. m. E. S. T.). Today's route, which will carry the famous airman to Cristobal, is over about 700 miles of varied terrain, including low tropic coastal land and the high isthmian mountains, ending with a dash across the Panama canal to the Atlantic entrance at Cristobal.

Taking three days of flying to complete a trip which normally requires from 12 to 13 days, Col. Lindbergh's last lap of his 2100 mile journey will complete the air mail linking of the United States and the Canal Zone. Not less than six countries will have been touched by the soloist on his arrival at Cristobal, these including Cuba, British Honduras, Honduras, Nicaragua, Costa Rica and Panama.

TOM WORD, VETERAN UNITED STATES AGENT PASSES IN PORTLAND

PORTLAND, Ore., Feb. 6.—(AP)—Tom Word, 71, three times sheriff of Marion county, and one of the best known characters in the Pacific northwest, died here late last night at the home of his daughter, Mrs. Timothy Wood. He had been ill for several months.

Word came to Portland in 1863. His firm as sheriff was marked with spectacular law enforcement activities. Prominent in his record is the organization of the Spanish-American war veterans in such the troublesome I. W. W. group during the world's fair in 1905. His raids on the North End gambling resorts were frequent and forceful.

In 1918 Mr. Word entered the government service as special investigator for the department of justice.

Surviving relatives are: Mrs. Timothy Wood, Portland; three sons, Harry M., J. Howard and Richard M. Word, all of Portland; two sisters, Miss Clara Wood, Denver, and Miss Nellie Word, Columbia, Mo.; one brother, Sam B. Word, Portland; and seven grandchildren.

The news of the death of Mr. Word will be received with much regret by his many friends in Medford and throughout the county, as he was very well known here through his frequent official visits in past years as department of justice agent—friend, as won by his genial personality. Mr. Word was especially prominent in Medford during his investigation of the local Klan activities years ago.

SEA FOILED BY DEVICES ON U-BOAT

Sailors Escape From 40-Foot Depth in Safety Tests—S-4 Submerged With Men Aboard—All Demonstrate Efficiency of New 'Lung'.

ABOARD THE U. S. S. MALEARD OFF KEY WEST, Fla., Feb. 6.—(AP)—Mystery of the sea was a step nearer today as the result of successful tests conducted yesterday aboard the submarine S-4. Three times men escaped from the submersible, by means of safety devices from a depth of forty feet of water.

Today these same devices were used for other trials at varying depths in an effort to prove their perfection. Three times yesterday Lieutenant C. K. Monson and Chief Torpedoman Kolonski staked their lives in the conquest of the sea and were victorious.

The S-4 was submerged with the men aboard. As the water began filling the compartments, Kolonski donned his "lung," which the compressed air chamber in which Lieutenant Monson waited was filled, he, too, donned his "lung" and floated to the top. Their first escape was from a specially constructed hatch, but later they left from the motor room and the torpedo room.

Experimented Monson, who developed the device jointly with Chief Gunner C. E. Tibbals and Civilian Engineer Frank Hobson, told something of their experiences on the ocean's bed.

"The escapes were even more simple than I expected," he said. "The hatch fastenings were closed before water began to flood the compartments. As the water rushed in, Kolonski and I moved up with the hatch where an air pocket had been formed. As the chamber began to fill I passed a buoy with a line attached to the surface, donned a lung and followed Kolonski who had gone up ahead of me.

"The escapes could have been made by any one. The difference between leaving from the torpedo room and other compartments is that a skirt of steel is built on it to form an air pocket."

Lieut. Commander P. H. Dunbar, in charge of the tests, said that although the first trials were from a depth of only 40 feet of water, he was confident that today from 70 and 110 feet also would prove satisfactory.

If these later tests prove successful, Lieut. Commander Dunbar said, there will have been discovered a protection against a catastrophe such as befell the S-4 December 17, 1927 when 10 men lost their lives.

Commander J. B. Hupp of the Malheur sent down several air lines during yesterday's tests to frighten away sharks.

Medford Boy Earns Recommendation to Military Academy

WASHINGTON, D. C., Feb. 6.—(Special to Mail Tribune)—Senator Frederick Steiwer of Oregon today recommended John A. Conner of Medford as cadet to West Point Military Academy.

The appointee is a son of Mr. and Mrs. Guy Conner of this city, was raised in Medford, and graduated with honors from the Medford high school.

Young Conner recently took the competitive examination with a number of other young men in Oregon, passed the highest average of any of the applicants, and made an exceptional showing.

Lady Of 118 Read No Cigarette Ads Ate Sugar Daily

JASSY Romanica, Feb. 6.—(AP)—Madam Della Pollack, who died at 118, is mourned especially by an inkeeper to whom she was engaged. He would have been her third husband. She left 21 children, the oldest of whom is 83. She attributed her longevity to a regular diet of black bread and sugar. She ate two and a half pounds of bread and a pound of sugar daily. She said she had never been sick in her life until her final illness.

HAWK RECEIVES PLAUDITS FOR RECORD FLIGHT

NEW YORK, Feb. 6.—(AP)—Captain Frank Hawks and his mechanic, Oscar E. Grubb, who overcame fog, wind and sleet to establish a non-stop flight record from Los Angeles to New York, were invited to the city today to receive the official welcome of the city.

Seizing high to avoid bad weather and for more than half the distance flying blind, Captain Hawks piloted his Lockheed-Vega plane air express across the continent in 15 hours, 21 minutes and 23 seconds. He landed at 5:30 a. m. today to receive the official welcome of the city.

Hawks and Grubb left the Los Angeles municipal airport at 5:37:30 o'clock Pacific time Monday afternoon and landed at Roosevelt field at 2:59:29 o'clock eastern time yesterday afternoon. Their arrival set at rest fears for their safety, inspired by adverse weather reports over nearly all their course.

Hawks, attired in a fur coat and flying boots over a business suit and brightly shined shoes, appeared little the worse for the experience. But Grubb, who champed off into the cabin had muddled off the hours and the miles by opening cans of fuel and pumping it into the tank, was frogy from sea, fumes and had to be helped from the plane.

Although he had partaken of no nourishment during the flight, Hawks deferred a meal of sandwiches and coffee long enough to recount their experiences.

"I would have made it three hours sooner with decent weather," he said, "but there were times when I didn't know whether we would ever land at all.

"We had bad winds almost all the way across—winds, clouds, rain, sleet and snow. We hit the weather at Howell, N. M., and never got out of it until we hit West Virginia. All that time I was flying between 8000 and 14,000 feet trying to get away from the weather.

"Over West Virginia it looked worse for us. I came down thru a hole trying to find good weather. I was confident that I would get out of it and I looked like I would not be any. My wings had begun to coat with sleet when I was over New Jersey and I veered south of my course in an effort to fly around the rain and between cloud layers where I could fly safely."

While Hawks was fighting to get the plane through the weather, Grubb in his cabin fed fuel to the 100 gallon wing tank from the 375 gallons in five gallon tins. He limited was his space he was obliged to cut the empty cans into strips with a pair of tin shears to dispose of them.

Grubb's First Visit. When released from his fume-filled cabin and revived, Grubb said he was looking forward to seeing the sights of New York, as his trip in the record-breaking plane was his first visit here.

Among the first to greet Captain Hawks was his wife, Mrs. Edith Hawks, who had been at the field for hours, awaiting the arrival of the air express.

The plane consumed about 22 gallons of fuel as it landed and was approximately 50 gallons in the tank.

The flight of Captain Hawks was the fourth non-stop crossing of the continent by plane. In 1923 Lieutenant Kelly and Macready flew from coast to west in 26 hours and 56 minutes. Their time for the westward flight was cut last October to a little more than 24 hours by Captain C. B. D. Collier and Harry Tucker. They were killed in Arizona attempting a return flight. Arthur Goebel and Tucker flew from Los Angeles to Curtiss field last August in 18 hours and 53 minutes.

To New Duty



MANILA, Feb. 6.—(AP)—Governor Henry L. Stimson today issued a statement in which he said: "It is my hope that at the request of the president-elect of the United States I am about to leave the Philippines in order to take up another duty."

"What the nature of that duty is, I prefer to leave to Mr. Hoover to announce," the statement added. "I expect to sail in about two weeks."

Stimson, who accepted the governorship of the Philippines after the death of the late General Leonard Wood, has been mentioned lately as a possible member of Hoover's cabinet. Some of the reports were that he would become secretary of state.

There has been no definite announcement, however, either from Mr. Hoover or any spokesman for him that such a selection had been made.

INCUMBENTS TO HOLD POSITIONS CITY'S SERVICE

Mayor A. W. Pipes, who has been working ever since he took office on a plan to consolidate all engineering departments of the city under one head, but has not yet been able to carry it out with the city water commission and other city departments, hopes to be able to inaugurate the plan in the not distant future.

Hence, in the remainder of his appointments to city offices announced last night at the city council meeting, the only change outside of re-appointments was the appointment of Dr. L. D. Inskeep, former county health officer who is now engaged in private practice in Medford, as city health officer to succeed Dr. E. B. Pickel, who has held that office for years.

In addition to unanimously affirming all the appointments the city council elected Commissioner E. M. Wilson, chairman of the council finance committee, as vice mayor.

The appointments made last night were as follows: City superintendent, E. W. Scheffel; city inspector, Harry Rheinbarger; judge of city court, Glenn O. Taylor; market master, F. M. Corbett; caretaker of park, W. C. Wilson.

Water commissioner, Olin Arnsperger for five year term from January 1st, 1929. City health officer, L. D. Inskeep.

City planning commission—Reappointment, George Porter, four year term from January 1st, 1929; new appointment, W. W. Allen, four year term from January 1st, 1929; new appointment, E. C. Corn, two year term from January 1st, 1929; new appointment, J. C. Collins, one year term from January 1st, 1929.

The council also transacted much routine business last night, including the passage of a number of property segregating ordinances and voting opposition to house bill No. 246 pending in the legislature at Salem, which seeks to provide for a uniform state building code and among other objectionable features does not require fire escapes on any building over four stories in height. The bill, which is denounced by the chiefs of the Pacific coast fire protection and fire chiefs associations would impose hardship on the smaller cities of the state and take away from them the power to regulate their own building codes.

REICHSTAG ADOPTS KELLOGG WAR PACT

BERLIN, Feb. 6.—(AP)—The reichstag today adopted a bill ratifying Germany's signature of the Kellogg renunciation of war pact. The vote was 237 to 117.

ALABAMAN IN SECOND OUTBURST

Heflin Again Attacks Church in Religious Argument—Waves Flag As Declares Public Men Quake in Boots—Reads News Article Quoting Tydings.

WASHINGTON, Feb. 6.—(AP)—Senator Heflin, of Alabama, delivered another attack upon the pope and the Roman Catholic church in the senate today as a sequel to the religious argument which rocked the chamber yesterday.

The Alabaman, whose proposal to prohibit the flying of a church flag over the American emblem on battlefields during services at sea was rejected, told the senate that the Democrats who voted against him must face the issue in their states. He threatened to take to the country his fight to determine whether "the fair flag of this country shall fly below the Roman cross."

Holding aloft a tiny American flag and paying it back and forth, the Alabama Democrat, his face fiery red with the exertion of his delivery, declared that "public men are quaking in their boots," for fear of the influence of the Catholic church. He quoted a Baptist missionary as having said before a church convention that of all the countries that the pope desired to control, the United States came first.

"I told you Smith would be the worst defeated candidate ever to run and he was," Heflin declared. "I told you he would split the Democratic party, and he did. I told you he would not carry twelve states, and he didn't."

At the outset of his speech Senator Heflin read from an article in the Washington News which declared Tydings, Democrat, Maryland, retiring to the Alabaman as a "diann fool" yesterday.

Baby Picks Name Out of Dad's Hat Gets Gene Tunney

PITTSBURGH, Feb. 6.—(AP)—Gene Tunney Odato, only several days old, has named himself. When Mr. and Mrs. Patsy Odato of Brentwood, a suburb, sought a name for their offspring, they ran into so many suggestions that they decided to put it up to the baby himself.

Selecting a score of names of present-day celebrities, they wrote the names on paper slips and put them in a hat. The baby's chubby fist went into the sky-piece and reappeared with his name—Gene Tunney.

Will Rogers Says: Reed Smoot is being 'hexed' again with his cheap foreign sugar. To Smoot the Spanish-American war was our greatest blunder, for both countries freed grew sugar. Kellogg can make peace or war, the Mississippi states can wash to the sea, liquor from the four corners of the earth can arrive untariffed, hides and T-bone steaks from the Argentine, wheat from Russia, but Reed Smoot prowls the docks at night to see that no "sweetening" is smuggled in. When Smoot gets through raising the tariff on sugar, Lindbergh couldn't fly over it with a box of chocolates. Where Brigham Young's monument was erected from old marriage certificates, Smoot's will be made entirely of sugar beets.

Yours, WILL ROGERS, P. S.—Watch 'em pay off Grundy at the first session of the new congress.

