

The Weather
Forecast—Fair tonight and Tuesday; warmer Tuesday.
Highest yesterday 58
Lowest this morning 40
24 hrs. precipitation to 5 a. m. 15

MEDFORD MAIL TRIBUNE

Weather Year Ago
Highest year ago today 71
Lowest year ago today 49

MEDFORD, OREGON, MONDAY, APRIL 29, 1929.

No. 38.

Today

By Arthur Brisbane

New Company, Big Names.
To Shoot, Or Not to Shoot We Learn to Yield.
The Clock Changes.

Charles E. Mitchell, Edsel Ford, Walter F. Teagle have gone into the dye industry, in partnership with the FARBEN-INDUSTRIE AKTIENGESELLSCHAFT, which is the great German dye trust.

Chemical skill and experience of the Germans, combined in an American company, with the industrial energy and financial resources of those named above, should get results. Light will come to certain individuals who thought they could create an industry by seizing German property and patents in war time.

Pursuing a bootlegger's automobile in the streets of Washington, a policeman accidentally shot and killed Ottauer Fleming, aged 21, who had nothing to do with bootlegging. Congressmen discussing the event cheered for the policeman, on the dry side, denouncing him on the other.

Since congress is divided on the propriety of shooting innocent bystanders, in pursuit of bootleggers, wise citizens will learn to dive into the nearest basement door as in the old Kansas City days.

"America agrees to adopt majority view on armies." That heading on a Geneva dispatch informs you that our watchful and pliant "League of Nations observer" tells Europe it may do as it pleases about the size of armies, reserves, etc.

Since it is none of our business, that is wise.

In addition, it is good practice for us to "adopt majority views." We are headed for the world court, there to be out-voted more than ten to one, and we might as well get used, now, to doing what we are told to do.

About 30,000,000 out of 120,000,000 Americans got up one hour earlier today. Daylight saving has begun. Where farmers rule, the clock does not change. Farmers who get up before daylight, anyhow, to milk cows, think that is early enough.

Daylight saving means much to the few that know how to use the extra evening hour of daylight. But they are not numerous. A dog can walk on his hind legs, but drops down as soon as you let him. Humans can drive themselves to mental effort, but usually stop as soon as the "iron law" of necessity will let them.

Dwight Brannan, American engineer, plans to irrigate and reclaim 100,000 square miles of the Sahara desert. An inland lake is part of the plan. Properly backed, it is sure of success.

The Riviera, where American tourists acquire a winter tan and lose money at Monte Carlo, may object. Niec, Cannes and all the Mediterranean north shore are warmed by winds heated as they blow across the Sahara. Irrigation may cool those winds.

This nation recently elected a very able engineer. Perhaps Mr. Hoover will start work that, eventually, will abolish

(Continued on Page Four).

COLLISION KILLS 4 ON ELEVATED

Fire and Panic Follow Rear-End Crash in Bronx—Women Hurt in Struggle for Exits—Rescue Work Hampered By Flames—Injured Trampled On Floor in Stampede.

NEW YORK, April 29.—(AP) At least four persons were killed and forty injured in a rear-end collision between a subway and an elevated train at 167th street, in the Bronx. Fire broke out on one of the wooden cars of the "L" train.

There was a panic after the crash. Many women were hurt in the struggle to extricate themselves from cars not smashed in the collision.

The elevated train had stopped on signal and the express train of all steel cars rammed it with terrific force.

J. Cullen, motorman of the subway train, and an unidentified youth who was standing near Cullen's booth were killed. An unidentified man who was on the rear car of the "L" train also met death. Michael McLean, 32, of the Bronx, died later from a fractured skull.

The collision occurred near the 167th street station, where the subway track runs on the elevated structure. Both trains were southbound and filled with persons on their way to work.

The fire hampered the work of rescue. Policemen carried the injured along the tracks to the station and firemen raised ladders to the "L" structure to bring the victims to the street level.

The body of an unidentified youth was removed from the wreckage. Police said they believed there was at least one more body in the debris.

Motorman Hero
When police and firemen dug their way into the motorman's compartment of the subway train, using acetylene torches to burn away the twisted steel, they found Cullen with his hand on the emergency brake and the motor set in reverse. He had realized the imminence of a collision but too late.

The body of the boy, who was identified as William J. Schultz, 17 of the Bronx, was found wedged near the motorman's compartment.

An hour after the collision stragglers were still trying to get out of the trains.

They took the wildest excitement after the crash. The passengers were thrown into the aisles by the terrific impact to become a fighting, screaming, struggling mass.

Police and firemen had to fight their way through a mad tide of humanity to reach the injured, many of them unconscious, who were being trampled on the floors of the cars. Other firemen quickly extinguished the blaze, the danger of which had intensified the panic.

The elevated train had stopped on a signal just outside the 167th street station to allow a preceding subway train to clear when the following subway train came around the curve in the tracks to crash into its wooden rear coaches.

Some witnesses said the subway train was not going over ten miles an hour at the time of the crash.

WATER MENACE MOVES TOWARD LOWER LEVELS

ST. LOUIS, Mo., April 29.—(AP) Troubled waters have moved down the Mississippi, transferring the strain from levees in the Quincy, Ill. territory to the stretch from St. Louis to Cairo. In its muddiness toward the gulf it has lost some of its menace.

The river's level was two feet below the top of the lowest dike between Chester and Cairo, engineers for the Missouri Pacific reported. A break in the South Grand Tower levee system Saturday has covered 24 square miles with water. The gauge reading at Grand Tower was 23.9 feet, a rise of 4 feet in 24 hours.

Jackson county, Illinois, officials have noted the "unusual bulge" of water moving past the levees, but engineers believe the river can rise two feet more without further overflow.

Encouraging reports were issued by the weather bureau here, where the water reached the 24.8 foot stage yesterday. The bureau predicted the river would begin falling rapidly by tomorrow.

Scilian Liquor Racketeer Keeps Death Rendezvous

CHICAGO, April 29.—(AP)—Enrico Arduini had a rendezvous with death, and a pistol bullet, fired at close range into the back of his head, kept it for him yesterday.

Arduini knew it was coming, for five hours before he was shot down he said to Denny Tortorici, his partner in the ownership of a south side grill:

"They're out to get me. A bunch of them tried it a few minutes ago, but I got away. But they'll try again."

Police saw it as another killing in the Scilian liquor feud. A pistol, with one shot fired, was found across the street from the automobile in which Arduini's body slumped over the wheel.

In Chicago Scilian killings the leaving of the death woman at the scene of the shooting is an invariable gesture.

ENGINEER FOR BLUE LEDGE TO LAY OUT PLANS

J. B. Murphy, Jr., mining engineer interested with other Los Angeles capitalists in the operation and development of the Blue Ledge mine, recently secured from the Guggenheims, an option, and corps of experts will arrive this week according to Dr. J. F. Reddy, local representative, for the laying out of preliminary plans for the rehabilitation of the diggings.

They will make plans for the building of the aerial tramway, the flotation mill, and other improvements scheduled for the mine.

The matter of the improvement of the road from Joe Bar to the mine, is still hanging fire. The forest service has a force of men at work improving their share of the road, but the supervisors of Siskiyou county are marking time, evidently waiting for Jackson county to make the first move.

The road is in Siskiyou county, and collect taxes for the mine, now amounting to about \$700 a year. If the mine was in operation their tax account would be considerably boosted. Until the property is integrated, they received about \$500 a year in taxes. They now report they only have \$100 on hand for the improvement of the road.

They feel that inasmuch as Medford and Jackson county would be the chief beneficiary of the mine's operation, this portion of the body politic should bear the road repair costs. A precedent for the county to repair the road was established by County Judges Prim, Neil, Tou Velle, and Gardner. The county court expects to make a trip to the road and size it up, when the weather clears.

It will take close to \$200 to put the road in shape for heavy hauling.

A force of men under the direction of Erick Anderson, are now engaged in repairing the cabins and buildings at the mine, and waging war on wood rats, which are plentiful and very active.

To exterminate the pests, a large quantity of strychnine was distributed which the wood rats devoured, without the expected disastrous results. According to Mr. Anderson, the alleged poison only made them gayer by day, and increased their cavortings at night. The workmen then took shotguns and opened fire, lessening the woodrat population considerably, and have discarded poison as an exterminator.

Dr. L. K. Inskeep, advised of the situation, suspects that the potency of the strychnine was not up to par, or the woodrats exceptionally hardy.

OREGON 'U' GOLFERS DEFEAT STATE TEAM

EGUGENE, Ore., April 29.—(AP) The University of Oregon golf team went into a tie with the University of Washington here Saturday when it defeated Oregon State College in the opening match of the Pacific coast conference season. The score was 13 1/2 to 13.

Don Moe, Oregon captain and state amateur champion, turned in the low card for the day with 144 for 26 holes.

University of Oregon and University of Washington will meet here May 11 in a match which will probably decide the coast championship.

Robert Hammond of Medford is a member of the Oregon team, and won his match handily.

PARIS, April 29.—(AP) Helen Wills has been practicing barelegged. The woman's champion of France wears both stockings and socks at the same time.

BABE HITS FIRST HOMER OF 1929



While his bride looked on, Babe Ruth opened the baseball season in New York auspiciously by clearing out a home run that helped turn back Boston 7-3. Babe is greeted by Lou Gehrig at home.

ANTI-DOG RACE ANOTHER TORCH CAMPAIGNER IS VICTIM FOUND IN KIDNAP VICTIM WESTCHESTER

Florida Attorney Wylaid Returning From Church—Stripped, Beaten and Robbed—Warned to Leave—Says He's Going.

ST. PETERSBURG, Fla., April 29.—(AP) James F. Bickers, an attorney who aligned himself against dog racing and lawlessness in St. Petersburg, today was recovering from a beating given him yesterday by five men who kidnaped him from his home. Bickers said he would keep their warning to leave St. Petersburg not later than tonight.

Some mystery surrounded the affair. Bickers had just returned to his home from church services, when he was accosted by the men, who apparently had awaited his return near his house. At the point of pistols, he was forced into an automobile, handcuffed, gagged and bound.

The men drove some distance from St. Petersburg, Bickers said, took him from the car, removed his clothing, robbed him of \$2000 and whipped him. Then, warning him to leave town immediately they drove away. Bickers said he made his way to a nearby highway, where a motorist picked him up and brought him to a hospital here.

His arrival at the hospital ended a wild search by fifty special police officers and two airplanes ordered out in search of the attorney after his wife, who was ill in her bed, had notified police of the abduction.

Coming here several years ago from Memphis, Tenn., Bickers represented local church interests in a fight on dog racing tracks which had been operated during the winter season. Only recently he sought the removal of Sheriff Gladstone Beattie on charges that the officer had accepted protection money from bootleggers.

Beattie visited Bickers last night and told the attorney he would "do anything in his power" to run down the kidnapers.

Body of Young Woman Discovered in Clump of Woods—Dental Work Only Clue to Identity—List of Missing Scanned.

NEW YORK, April 29.—The victim of the "torch killing" near Scarsdale Saturday was identified today as Mrs. Dorothy Heinselman Peacox, 20, of New York. The identification was made by the girl's mother who lives in Bronxville, and who said the girl had been separated from her husband.

The mother said Mrs. Peacox's family had not seen her since February.

NEW YORK, April 29.—(AP) Police sought today to identify the badly charred body of a young woman as the first step in efforts to solve the third "torch slaying" in the Metropolitan area within 14 months.

The body was found Saturday in a clump of woods on the 22nd ward estate, between Scarsdale and Ardsley in Westchester county by Joseph Selvey, a steam fitter's helper of White Plains, New York. He did not report it until six hours later.

The victim was apparently about 20 years old, five feet, four inches tall and weighed 119 pounds. An autopsy indicated she had been strangled before being set afire.

A quart milk bottle with a few drops of kerosene in it was found near the body. A towel, which had been saturated in the liquid was wrapped about the head. A man's handkerchief also having an odor of kerosene, was found nearby.

A square of acetone, evidently part of a house dress, was under the body. This and a pair of stockings were the only articles of clothing. A bundle of women's clothing was found in a ditch two miles from where the body was discovered, but police have not determined whether the garments had belonged to the torch victim.

Dental bridge work in front of the upper jaw was considered by police the best lead to identification of body and dental records in Westchester communities and here were being checked. The list of missing girls also was being scrutinized for descriptions which might fit the body.

Relatives of Gladys Moriz, a carpet factory worker who was reported missing since last Wednesday, viewed the body, but could not identify it.

Selvey found the body when he left his brother's automobile and approached an apple tree that was in bloom among a tangle of underbrush.

Later he explained that the sight frightened him so that he did not notice his brother to see it, so said nothing when he returned to the car. In the evening, he told Patrolman Roy Turner, son of his landlady, who notified authorities.

Glides Nine Minutes.
LOS ANGELES, April 29.—(AP) Jack Reid ex-navy aviator, shut off the motor of his plane and glided for nine minutes and 29 seconds, believed a new record.

AIRMEN TO TRY EARTH CIRCLE HOP

Washington Post Announces Plan of Six Aviators—Five 420 H. P. Motors Will Power Plane—Captain Lyon Denies Flight to Be Non-Stop—Will Start Early in September.

WASHINGTON, April 29.—(AP)—The Washington Post says today that six internationally known aviators are preparing to begin a non-stop flight around the world from New York on the first clear day in September.

The names of only three of the aviators are given—Lieutenant Albert D. Hulse, former army and air mail pilot; Captain Harry W. Lyon, Jr., navigator on the trans-Pacific flight of the Southern Cross, and Lieutenant L. T. O'Connell, radio officer at Lakehurst. The commander, the newspaper said, will be a world war aviator with more than 5000 flying hours to his credit.

The make of the plane in which they intend to attempt the most ambitious flight ever undertaken was not learned, but it was described as being constructed partly of metal and partly of linen fabric, powered with five 420-horsepower Pratt and Whitney engines, equipped to take on fuel in flight, and capable of a maximum speed of 150 miles an hour and a cruising speed of 120 miles.

Twenty-two stations are to be established along the 13,000 mile route, of which ten will be used only in case of emergency, the Post says, and two of the five engines are to be held in reserve. They will be sufficient to bring the plane through the greatest distress if all three of the other engines break up under the five or six day strain.

ROOSEVELT FIELD, N. Y., April 29.—(AP) Harry Lyon, navigator of the trans-Pacific airplane Southern Cross, said today that a report in the Washington Post that he was planning a round the world flight was correct but that the flight would not be non-stop.

He said his only companions would be Capt. Charles Kingsford-Smith, leader of the Southern Cross expedition, and Capt. William Lancaster, with whom Lyon recently planned to fly to Bermuda, a plan that fell through.

Lyon said the round the world plane was now under construction at the Hall Aircraft Corporation plant in Pasadena, Calif., and would be ready for delivery July 1.

SURRENDER OF SONORA REBELS ENDS HOSTILITY

Calles Notifies President of Surrender 1000 Men—Yaqui Indians Aid in Pursuit of Fleeing Rebel Remnants.

MEXICO CITY, April 29.—(AP) General Lutarco Elias Calles, Mexican minister of war, today considered the revolt in Sonora at an end, and the last Mexican state cleared of organized resistance to the central government.

In a message to President Ponce de Leon he said: "It is my honor to report with satisfaction that in my opinion the rebellion in Sonora has terminated, as the principal traitors continue their flight northward, unaccompanied by material support."

His message detailed unconditional surrender of two groups of rebel soldiers, totalling 1000 men yesterday, and described integration of the rebel troops as they found retreat at almost every point blocked by federal soldiers.

Continued desertory guerrilla warfare seems the prospect in Sonora for some little while, as federal contingents pursue remnants of the rebel army into mountain districts. Aiding in this pursuit, General Calles said, were to be large Yaqui Indian contingents who had vowed their allegiance to the central government and had always remained passive to the rebel cause.

McMinnville. — Plans discussed for consolidation of seven school districts in this town and vicinity.

Dean Patriarch



JOHN JOHNSON

LOGAN, Utah.—(AP)—With six of his nine members over 70 years of age, the Silver Grey band of this city has maintained unbroken its existence for 59 years.

It was organized in 1870 as the Hyrum Martial band, and it lays claim to being the oldest organization of its kind in the United States.

John Johnson of Millville, one of the charter members, is the patriarch of the band, being 77 years of age. The members are: Officers—H. F. Tjensquist, director, aged 72; Michael Johnson, 74; Julius Sorenson, 74; W. I. Sorenson, 58; bass drummer, Thomas Plain Smith, 73; snare drummer, John Johnson, 77; Albert Savage, 76; A. J. Hancey, 58; flag bearer, Ulah Benson, 62.

PLANE JOYRIDE ENDS IN DEATH THREE YOUTHS

Hollywood Trio Killed and Cremated in Crash Sunday—Japanese Gardeners Witness Tragedy in Fog—Wife Had Warning.

LOS ANGELES, April 29.—(AP)—Three young men who said they were going out for an early Sunday morning aerial joy-ride were dead today. They were killed and cremated when the biplane in which they were taking the pleasure flight, crashed and burned in an old field near Culver City.

William H. Oviatt, Jr., 22, owner and unlicensed pilot of the plane, Ray Scott, 25-year-old scenic writer and Mack Plaker, 25, motion picture actor, were the dead.

Oviatt was the son of a Fallmouth, Mass., theatrical producer and nephew of Charlie Murray, motion picture actor. All had been living in Hollywood.

The three young men took off from Rogers airport, where Oviatt kept his plane at six o'clock "to take a spin," according to Thomas Loftus, the watchman.

"I didn't want to let them have the plane, but Oviatt insisted," said Loftus. "They borrowed goggles, wheeled the plane out onto the runway and flew away into the fog."

About an hour later a group of Japanese gardeners heard a plane in the fog overhead. Then they said the plane suddenly veered out of the fog, its motor sputtering and the three men shouting and laughing. They believed the plane had come down in a spin with the motor off. At a low altitude Oviatt leveled it and gave it full throttle.

"One man he leant out and waved," a Japanese gardener told Loftus. "Then she hit."

Flames immediately enveloped the wreckage, and it was several hours before the charred bodies of the three men could be removed.

Scott, who leaves his parents, Dr. and Mrs. E. W. Scott, his widow, Mrs. Simmons Scott, and a three-year-old daughter, was warned by his widow two weeks ago not to fly in Oviatt's plane, his mother said.

Simmons went to a clairvoyant two weeks ago and was told that Ray would meet his death in Oviatt's plane," Mrs. Scott said. "We warned Ray, but he just laughed and told us it was as safe as walking."

Hanged By Shirt.
LOS ANGELES, April 29.—(AP)—Frank J. Freska hanged himself accidentally when he rolled out of bed. His shirt caught on a bed post and he was strangled by the neck band.

SEEK BIDS ON AIR LINE TO SPOKANE

Postal Department Completes Plans for Portland, Spokane, Pasco, Seattle Route—Three Concerns Want Contract—Varney to Open Passenger Route to Salt Lake.

WASHINGTON, April 29.—(AP)—The postoffice department today completed plans for a new air mail route from Spokane to Portland, Ore., with a leg extending from Wason, Wash., to Seattle.

The new route will connect with the Salt Lake City route to Pasco at Pasco. It also will connect with the Pacific coast route which runs from Los Angeles to Seattle at both Seattle and Portland. It also is planned to make connections with the Seattle-Vancouver route at Seattle.

Second Assistant Postmaster General Glover said that bids would be asked on the route in the near future. Operation will begin as soon after that time as possible.

PORTLAND, Ore., April 29.—(AP) At least three air transport companies were seen today as prospective bidders for the new airmail route connecting Portland and Seattle independently with Pasco, Wash., western terminus of the northern branch of the transcontinental airway. The post office department in Washington today completed plans for the new service.

Varney Air Lines, the Mamer Air Transport and the Bruning Eagle-Rock organization of Spokane and Portland were expected to enter bids. Bruning recently announced tentative plans for a Portland-Spokane line. The Mamer company only a few days ago inaugurated a Portland-Spokane passenger service by way of Yakima, Wash.

Varney is expected to make a strong bid for the contract. A passenger line from Portland to Salt Lake City is already planned by the company, to start about August 1. Three tri-motored Pokeslee planes have been ordered for the run. The company plans to carry the mail in separate small planes.

John M. Jones, Portland postmaster, said air mail, taking off from the port of Portland airport and flying at night through the fog, would arrive in New York City in 31 hours. Present time on mail going to Pasco by train is 42 hours. Night flying will be inaugurated May 1 on the transcontinental air line.

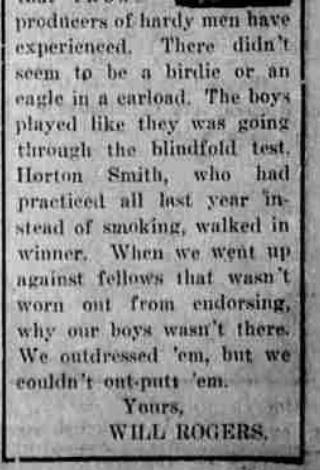
P. A. T. CELEBRATES FLIGHT MILESTONE

PORTLAND, Ore., April 29.—(AP) Pacific Air Transport, coast subsidiary of the Boeing system, today celebrated the completion of 5,000,000 miles of flying. John M. Jones, postmaster, assisted in the celebration by personally transferring the San Francisco mail, brought in by Pilot Grover Tyler, to the Seattle plane, piloted by Ross Cunningham.

Major Baker, other city officials, and a throng of spectators were on the air field for the event.

Will Rogers Says: GUESS YOU READ WHAT HAPPENED TO OUR GOLF TEAM OVER IN ENGLAND.

It was one of the biggest defeats for L u c k y Strikes and Old Gold that those producers of hardy men have experienced. There didn't seem to be a birdie or an eagle in a carload. The boys played like they was going through the blindfold test. Horton Smith, who had practiced all last year instead of smoking, walked in winner. When we went up against fellows that wasn't worn out from endorsing, why our boys wasn't there. We outdressed 'em, but we couldn't out-putt 'em.



Yours, WILL ROGERS.