

Forecast—Fair and mild tonight and Sunday.

Highest yesterday 91
Lowest this morning 52

MEDFORD, OREGON, SATURDAY, JUNE 29, 1929.

No. 99.

Today

By Arthur Brisbane

Imitating Birds.
How To Make Money.
To Honor Man O' War.
Steam From Mercury.

The Curtiss and Wright air-
plane companies unit, with
some others, in a \$70,000,
000 merger.

This air combination, next in
size to the National City Bank's
"United Aircraft," organized
by Charles Mitchell, seeks to
divide the field of flying with
the big bank's company.

There will, however, be
plenty of chance for the little
man.

The air line is not like a rail-
road line. The air is open.
Roadbed costs nothing. There
can be no monopoly on termi-
nals or of air rights without
the connivance of government,
which the people would not tol-
erate.

Above all, there can be no
monopoly of ideas.

The flying machine of today
is far from perfection. It is
merely an imitation of a bird.
Science does not imitate. It
originates.

The United States has or-
dered the construction of a
plane which is one great wing,
no body, all power in the wing
itself.

A bird requires a body, to
set, to think, to lay eggs, and
perpetuate its species.

But it is not necessary to
imitate the bird's body in a
flying machine, any more than
it was necessary to put "dash-
boards" on the first automo-
biles, as many manufacturers
did.

A little man, with a big idea,
might make more out of flying
than the two big companies
combined.

There are various ways of
making money.

For instance, Henry Ford
bought a little railroad, called
"a junk road" by railroad
men.

He paid \$1,000,000 for it and
made it earn \$1,000,000 a year.

How did he do it? By squeez-
ing down wages, economizing
on the road? He inaugurated
high wages among his men,
gave them a chance to buy cer-
tificates that have been paying
them 12 per cent annually. He
made other railroads hate him,
and fight him. But that didn't
worry him.

Ford is now selling his road
to the Pennsylvania. How much
he made is not known, but he
didn't lose anything. His profit
is probably in the neighbor-
hood of \$1,000,000.

(Continued on Page Four)

Abe Martin



I've noticed that folks who pay
as they go, don't get much gold
done. Another distinction in
feature about the school of expe-
rience is this: When you're
through you're through.

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SPANIARDS RESCUED NEAR AZORES

HMS EAGLE OVERSEER
FINDS MEN OF BANKING
ALL WELL

Major Franco and Three
Companions Taken On
Board British Airplane
Carrier—Plane Salvaged
Madrid Has Joyful Dem-
onstrations—Located
Southeast of Azores.

Message From Fliers
MADRID, June 29.—(AP)—
"We are all right. Kind re-
wards and embraces.
(Signed)
"RAMON FRANCO."
That was the message which
Commander Franco sent from
the British airplane carrier
Eagle to the commanding of-
ficer of the airport at Alcázar
today. The fliers used the
Alcázar airport as their base
on their hop for the Azores.

MADRID, June 29.—(AP)—All
but given up for dead, Major Ramon
Franco, famous Spanish aviator,
and three companions, who started
a trans-Atlantic flight to the United
States by way of the Azores more
than a week ago and have since
been missing, today were en route
to Gibraltar aboard the British
airplane-carrier Eagle.



Major Ramon Franco.

Even their plane, a huge
two-motored Dornier-Wal, was sal-
vaged, although slightly damaged.
First news of the rescue was
given out by the Spanish ministry
of state, which announced it had
received the word from the Span-
ish consul at Gibraltar. The consul's
message read:
"Franco and companions picked
up alive by Eagle near Azores.
Coming Gibraltar."
This news was confirmed by the
British admiralty in London, which
received a message from the Eagle
stating that the missing plane had
been found in latitude 36.25 north
and longitude 14.14 west.

Rescued at Night.
The time of the rescue was not
stated, but it was assumed that it
took place during the night or early
today, the assumption being that
the commander of the Eagle had
notified Gibraltar by wireless as
soon as possible.

The position reported by the
Eagle indicated that the Spanish
airmen had either flown or drifted
a considerable distance toward the
island of Santa Maria after they
were last definitely reported by
the British steamship Gledon,
which hoisted the sound of her sirens
about 17 1/2 miles southwest of
Santa Maria on Saturday morning,
12 hours after they had left Carta-
gena for the Azores on the first
lap of their flight to New York.

Street demonstrations of joy be-
gan spontaneously throughout Mad-
rid a few minutes after the gov-
ernment announcement of the mes-
sage saying that Major Franco and
his companions had been found
alive, floating near the Azores.
Thousands of enthusiasts began
marching through the street shout-
ing and cheering. There was a
drizzling rain falling but this did
not diminish their ardor and cries
of "Vive Franco" constantly re-
sounded.
The men, whose rescue had add-
ed a new chapter to the history of
fliers snatched from death after

MRS. COOLIDGE IS HONORED



Mrs. Grace Goodhue Coolidge, for seven years "first lady" of the nation, was given an honorary degree of doctor of laws by Smith college. On Mrs. Coolidge's right is Mrs. Dwight W. Morrow, wife of the ambassador to Mexico.

U.S. IS ON EVE
OF GREAT ERA
IN AIR TRAVEL

Commerce Department
Aeronautics Director Sees
Parallel of Plane With
Railroad and Auto in
Early Development.

WASHINGTON, June 29.—(AP)—
The time is near, in the belief of
Major Clarence M. Young, director
of aeronautics of the commerce
department, when over-night air-
plane trips will be taken gener-
ally as much unconcern as
now attends a night ride in a
railroad coach.

"People were afraid of trains
when they were first started," he
points out, "but their fear gradu-
ally wore away when this method
of transportation proved its effec-
tiveness."
"Likewise, they were afraid of
automobiles when they were first
getting a foothold, but the fear
was dispelled as motor transpor-
tation proved a success."

"The same thing will prove true
of airplanes. Many persons still
are afraid to take a flight, but
they will get over this as they
realize that air transportation is
safe and sane."

"It is only during the last three
years," he recalls, "that private
capital has given comprehensive
thought to aviation. It had been
previously a difficult job getting
money to expand aviation, but now
about \$250,000,000 has been made
available and the full development
of air transportation should re-
sult."

STAR'S CONDITION
CALLED CRITICAL

LOS ANGELES, June 29.—(AP)—
Glady Brookwell, motion pic-
ture actress, was clinging to life
by a narrow thread early today,
in the opinion of attendant physi-
cians, following an automobile ac-
cident near Calabasas, Calif., on
Thursday night in which she was
seriously injured.

Dr. Norman P. Sprague, who
performed a blood transfusion late
yesterday in an effort to save her
life, pronounced her condition "ex-
tremely critical."
Thomas Stanley Brennan, Los
Angeles advertising man, who was
also seriously injured when the
automobile in which he and Miss
Brookwell were riding left the
highway and turned over, was re-
ported to be recovering easily.

WALLA WALLA, Wash., June
29.—(AP)—Lloyd Penn of Kootenai,
Idaho, was elected president of the
Lewis and Clark highway associa-
tion.

ROUND TRIP
BY HAWKS
IS RECORD

Flier Makes Coast Visit and
Return in 36 Hours, 46
Minutes—Flying Time—
Plane Straddles Fence in
Landing—Pilot Thirsty,
Deaf and Haggard, But
Very Happy.

ROOSEVELT FIELD, N. Y.,
June 29.—(AP)—His weariness for-
gotten in the joy of success, Cap-
tain Frank M. Hawks completed
a non-stop flight from Los Angeles
at 1:16:03 a. m. daylight time to-
day, establishing a one-stop round
trip coast-to-coast record of 36
hours, 46 minutes, 48 seconds, flying
time.

A thousand or more persons
were at the field awaiting his ar-
rival when the plane appeared
overhead. He circled the field
twice and then dropped in slowly,
barely skimming the treetops. After
the wheels had touched the ground
he speeded up the motor and taxied
several hundred feet. Seeing
that he was too far down the field
and heading for a wire fence, he
speeded up in an attempt to jump,
but the plane came down straddling
the fence.

Hawks clambered out of the
plane smiling and appeared undistur-
bed by his narrow escape.
"It's just too bad," he said.
"—One of the first to reach his side
was his wife.

Hawks said he had excellent
weather and good visibility over
most of the trip. There was a lit-
tle fog over Pennsylvania, he said,
and east of Columbus he had to
fight headwinds. His radio func-
tioned perfectly throughout the
flight and he was able to get
weather reports regularly.

His first request on landing was
for a drink of water, and he could
not seem to drink enough to sat-
isfy his thirst. He brought with
him from Los Angeles a bundle of
newspapers and a letter from the
mayor of Los Angeles addressed to
Mayor James J. Walker of New
York.

He had taken off from Roose-
velt field on Thursday in an at-
tempt to establish three records,
and succeeded in each case.
He made the flight to the Pa-
cific coast in 19 hours, 10 minutes
and 32 seconds, breaking the re-
cord of 24 hours and 51 minutes,
established last year by the late
Captain C. B. D. Collyer and Harry
Tucker.

Repeats Detail.
Taking off from Los Angeles at
1:17:47 a. m. (Pacific time) yester-
day morning, he brought his
plane down again on Roosevelt
field 17 hours, 38 minutes and 14
seconds later, to break the record
of 18 hours, 21 minutes and 59
seconds he established last year.

He had hoped to make the round
trip in 36 hours of actual flying,
but was delayed on the west-
coast trip by headwinds. His elapsed
time for the round trip was 44
hours and 48 seconds.

He was completely deaf when he
emerged from the open cockpit of
his plane, and looked haggard. He
said he had suffered no ill effects
on the trip, but after landing a
reaction set in and he departed
immediately for his home in New
York to spend the rest of the night
in sleep.

In appearance, however, he was
immaculate. He made the round
trip flight in white trousers and a
blue coat, and even the trousers
appeared to have suffered no ill
effects from the arduous trip.

It was estimated that the route
he followed was 2,800 miles one
way, which would give him an
estimated speed for the round trip
of slightly more than 152 miles an
hour. The west-to-east trip has
always been made in less time than
the westward.

Captain Hawks is 32 years old
and a resident of New York. He
started his career in the army and
after learning to fly was an in-
structor in the army air service
for two years. He later became
an air-mail pilot and followed this
by six years of flying in Mexico,
where he transferred payroll by
air for an oil company.

Salesman Taken on Ride.
KANSAAS CITY, June 29.—(AP)—
Louis Halderman, traveling jewelry
salesman of Kansas City, revealed
today that he was "taken for a
ride" two weeks ago by five gan-
sters, who took his diamond ring
valued at \$2,000 and, after de-
manding \$25,000 on threat of
death, compromised on \$5,000,
which was paid.

To Visit Lake



DR. RAY LYMAN WILBUR

PALO ALTO, Cal., June 29.—(AP)—
Ray Lyman Wilbur, secretary of
the interior, began a leisurely
journey to Washington, D. C., by
way of aspen peak and Crater
Lake, Ore.

KLAMATH FALLS, Ore., June
29.—(AP)—Ray Lyman Wilbur,
secretary of the interior, will arrive
in Klamath Falls July 3 to in-
spect the Klamath irrigation dis-
trict and the Klamath Indian
reservation, both of which come
under his department jurisdic-
tion.

Secretary Wilbur, according to
word received today, probably will
be accompanied by Dr. Elwood
Mead, U. S. commissioner of rec-
lamation. Both men are now in
California.

JONES-ESPINOSA
WILL PLAY OFF
TIE IN TOURNEY

WINGED FOOT CLUB, Man-
anoneck, N. Y., June 29.—(AP)—
Badly off form, Bobby Jones, na-
tional amateur king, shot a 79 on
his final round and tied Al Espi-
nosa of Chicago for the lead in
the national open golf cham-
pionship. Each scored 294 for the 72
holes.

Denmore Shute, young Colum-
bus, Ohio, pro, tossed away a slim
chance to enter the Jones-Espi-
nosa tie on the home hole. There,
needing a three for a 74 that
would give him 284, he slashed a
350-yard drive, but his chip shot
over the green. He was too strong
coming back, took five for the
hole, a 76 for the round and a
total of 298.

Of the remaining possible con-
tenders, only Peter O'Hara of Ver-
ona, Pa., and George Von Elm,
the Detroit amateur, had even the
remotest chance of bettering the
tie between Jones and Espinosa.
Both needed to play sub-par golf
on the last few holes to get as
much as a tie with the leaders.

It appeared next to certain,
however, that Jones and Espinosa
would be forced to play off at 36
holes tomorrow. Jones has al-
ready participated in three open
championship play-offs.

WINGED FOOT CLUB, Man-
anoneck, N. Y., June 29.—(AP)—Sev-
enty-two hole score for the nation-
al open golf championship follow
with the 54-hole totals and the
total for the final round.

George F. Smith, Moorestown,
N. J., 251-72-308.
Willie MacFarlane, Tuckahoe, N.
Y., 238-73-312.
Tommy Armour, Detroit, 221-74-
297.

Bobby Cruickshank, Purchase,
N. Y., 228-78-317.
George Dawson, Chicago, 241-
77-329.
Harry Cooper, Buffalo, N. Y.,
227-83-326.

W. H. Cox, Brooklyn, N. Y., 230-
75-395.
Johnny Golden, Patterson, N. Y.,
228-78-311.
Gene Sarazen, Flushing, N. Y.,
218-75-306.
Henry Cecil Stratford, Conn.,
224-75-299.

J. H. Rogers, Denver, Colo., 211-
74-295.
Al Espinosa, Glenview, Ill., 223-
75-294.
Louis Chappetta, Hartford, 228-
79-298.
Robert T. Jones, Atlanta, 213-
79-294.
Al Watrous, Northville, Mich.,
247-77-314.
Larry Nabholz, Houston, Tex.,
231-84-317.
John Goodman, Omaha, Neb.,
223-85-318.
Roland McKenzie, Washington,
D. C., 241-74-319.
Denny Shute, Columbus, Ohio,
229-74-296.

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MID-WEST
APPOINTEE
IN DOUBT

Agricultural Leaders Specu-
late On Choice of Hoover
for Wheat Belt Repre-
sentative On Farm Board
—First Three Selections
From Border States —
Teague Declines.

By Raymond Z. Henle.
Associated Press Staff Writer.
WASHINGTON, June 29.—(AP)—
The designation by President
Hoover of three of the eight men
he will name for membership on
the federal farm board left agri-
cultural leaders speculating today
on the question who will be ap-
pointed from the great middle
western farming region to repre-
sent principally the wheat inter-
ests.

Announcement of the member,
or members, to represent this
commodity has been awaited with
the keenest interest, mainly be-
cause wheat is regarded as the
commodity in greatest need of im-
mediate stabilization.

The first three members an-
nounced come from the "border
states"—agriculturally speaking—
of Oklahoma, Kentucky and Mis-
souri. One of them, James C.
Stone of Lexington, represents the
tobacco growing industry; an-
other, C. B. Dunham of Farming-
ton, Missouri, is identified with
livestock, and the third, Carl Wil-
liams of Oklahoma City, has for
years been identified with the
American Cotton Growers' ex-
change.

It has been supposed in au-
thoritative quarters at the capitol
that rice would have a representa-
tive in the appointment of Ar-
thur P. Knapp of Lake Charles,
Louisiana, a banker who has had
experience in financing the ex-
portation of cotton.

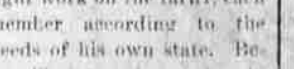
If Mr. Hoover should name both
Knapp and the Georgia cotton
man, this would leave only two
places to go to the middle west-
ern wheat, corn and dairy belt,
since it has been assumed that
the eighth place will go to Alex-
ander Leggo, president of the In-
ternational Harvester company,
whose appointment is intended
to satisfy requests that an "out-
standing businessman" be placed
on the board.

Charles C. Teague of the Cal-
ifornia Citrus league, whom the
president is understood to have
wanted on the board, has de-
clined to be considered.
Whatever the personnel of the
completed board proves to be—
and President Hoover expects it
to be organized by August—the
members will be subjected to the
closest scrutiny by the senate ag-
riculture committee when their
nominations are submitted to the
senate in August for confirmation.

Oregon Weather.
Generally fair and mild tonight
and Sunday; gentle variable winds.

Will Rogers Says:

BEVERLY HILLS, Cal.,
June 29.—I guess I was a
little too optimistic a few
days ago when I said we had
got rid of
congress for
the duration
of the heat
season. It
looks like
they are still
doing a little
light work on the tariff,
member according to
the needs of his own state. Be-
ing 48 states, that makes 48
versions of the tariff. In
fact 49, as the north and
south of California both
raise different stuff. The
tariff is an instrument in-
vented for the benefit of
those who make to be used
against those who buy, as
there is more buys than there
is makes. It is a document
of the minority, but what a
minority. Yours,



WILL ROGERS.

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