The Weather
Forecast—Fair tonight and Friday. Not much change in temperature.

MEDFORD MAIL TRIBUNE

Temperatures
Highest yesterday 85
Lowest this morning 49

Daily—Twenty-fourth Year.
Weekly—Fifty-seventh Year.

MEDFORD, OREGON, THURSDAY, JULY 11, 1929.

No. 110.

Today

By Arthur Brisbane

NO Automobile Free List.
Mr. Rockefeller for Mayor
A Corner Preacher.
The Biggest Big Bank.

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Foreign automobiles should not be on the free list. If they are to be sold in the United States they should be made in the United States. Mr. Ford and Mr. Sloan, of General Motors, established their plants abroad, contributing work and wages to men there.

Some Americans who believe that a foreign car, "price of chassis alone $15,000," adds to their importance should be willing to pay for that importance.

You can't help the farmer by putting automobiles on the free list; he doesn't buy foreign cars.

Putting automobiles on the free list might eventually encourage competition even with our low priced cars because of lower wages for mechanics in Europe. This country doesn't need that competition.

Our annual income is $90,000,000,000. Those ninety billions should be spent here, where they are earned. That is not Europe's idea, but this is not Europe.

Albert Ottinger, for the Republican party, says John D. Rockefeller, Jr., should and could be elected mayor of New York.

That thought brings a glad light into the eyes of professional politicians that do NOT know Mr. Rockefeller. What they would get from him in a campaign would be, as Frank Munsey used to say, "not enough to grease a fly's ear."

Mr. Rockefeller would make an excellent mayor, but that office needs all of one man's attention. The head of the Rockefeller enterprises, having taken them all over from his father several years ago, has a job of his own.

At noon Tuesday, in front of a stone church on the northeast corner of Twenty-first street and Madison avenue, New York, a clergyman in church vestments addressed a small crowd on the sidewalk, at the same time talking through a broadcasting microphone, close to his face.

Suppose you had seen that 25 years ago, and someone had said: "The voice of that man can be heard by millions for thousands of miles in every direction." You might have said

(Continued on Page Four)

The average foreign prince hain't got nothin' to trade but good will. I wonder if the Mediterranean fly would be interested in spinach?

ENGINE OF ANGENELO BIT NOISY

First Hint of Curtailment Endurance Flight Comes in Note Indicating Power Plant Reaching Limit—Oil Pump Gave Trouble in Night — Continue Refueling.

CULVER CITY, Cal., July 11.—(AP) In a message dropped as the Angeleno passed the 223rd hour in the air, L. W. Mendell, chief pilot, said:

"Motor running fine. Send us 100 gallons gasoline. 3 p. m. Send up some window shades so we can have some privacy. Tried take bath, but four airplanes flew by and had to quit. See you next week.—Mendell."

CULVER CITY, Cal., July 11.—(AP)—The race with other endurance records a fading memory of the past, two hardy adventurers in a sturdy biplane shuttled onward today in their last struggle, a supreme test between flesh and metal.

As the fliers, L. W. Mendell and R. B. Reinhart, in the Angeleno checked out 221 hours in the air at 12:29 p. m., a crowd of speculative observers on the airport field below the sailing plane glimpsed the tiniest crack in the machinery while the spirit of the aviators remained unblemished.

That crack was a curt note dropped earlier in the day and provided the first intimation of trouble—a noisy motor.

"Think the motor a trifle too noisy," the fliers wrote. "But not bad. Had trouble with the oil pump last night."

As the hours passed without further mention of it pump, it was presumed the difficulty had been remedied.

This warning signal, however, was the only ripple to break the smooth monotny of the flight as the tenth day in the air began and its importance was dissipated partially by motor experts who admitted it might be the forebodying of trouble but felt it must be much more pronounced before becoming serious.

The 221-hour mark had put 71 hours between the fliers and the first major endurance record of 150 hours set by the Question Mark at a nearby airport last January. It was 48 hours better than the marks of Robbins and Kelly at Fort Worth and 46 hours ahead of the last record made at Cleveland by Newcomb and Mitchell, which was approximately 174 hours.

Refuelings went on with strict regularity and the crowd of spectators grew hourly despite the challenge of the pilots that they would not land for another 100 hours. Control of the airport had been delegated to Culver City police to prevent a mob scene when the fliers quit the skies where they started their flight on July 2.

Baseball Scores

NEW YORK, July 11.—(AP) Melvin Ott, hit his twenty-fifth home run in the second inning of the second Cub-Giant game here today increasing the margin by which he leads both major leagues. One Giant was on base and Berlyn Horne, successor to Fred Blake, was in the box.

National

	R.	H.	E.
Pittsburgh	6	11	1
Philadelphia	2	5	0

Brame and Hargreaves; Roy, McGraw and Davis.

	R.	H.	E.
Cincinnati	6	12	0
Boston	0	4	2

Lucas and Gouch; Seibold, Cooney and Leggett, Spohrer.

First game:	R.	H.	E.
Chicago	x	11	1
New York	3	7	3

Malone and Taylor; Fitzsimmons, Mays and Hogan.

	R.	H.	E.
St. Louis	6	11	1
Brooklyn	3	12	2

Sherdel and Wilson; Moss, A. Moore, Koupal, Ballou and Picinich.

American

New York at Chicago; Philadelphia-St. Louis postponed; rain.

	R.	H.	E.
Washington	9	18	2
Cleveland	2	8	1

Marberry and Ruel; Zinn and Myatt, Lapp, Sewell.

	R.	H.	E.
Boston	15	16	0
Detroit	8	12	5

Russell, Bayne and Heving; Prudhomme, Stoner, Billings and Hargrave.

ASK POLICE PATROL FOR FRUIT DIST.

Vagrants Cause Fire Menace Is Claim at Traffic Assn. Meeting—'Canned Heat' Rendered in Lard Pail Near C. and E. Plant—Foreign Fruit Expert Here Thursday.

The Rogue River Traffic association, at its regular meeting this noon, instructed its city council committee to ask that body for additional police protection during the fruit shipping season, to reduce the danger of fire in the packing districts.

J. E. Edmiston of the C. & E. Co. said that this week, when he went into his office, he discovered "a couple of bums brewing some canned heat over a fire in a lard pail and saw three bums crawl out from under the Hearty plant smoking cigarettes." He said this condition was flirting with disaster and "if one of the plants caught fire no telling where it would end and there would be the deuce to pay."

Other packers said that every time the fire whistle blew cold chills swept over them and that a policeman on the job would add to the peacefulness of their sleep.

The council committee was urged to leave no stone unturned, got results, and not take as long as they did in getting the North Fir street bump fixed, which is still unfixed. The cost of fixing the bump, over which 75 per cent of the valley pear crop passes, is estimated by the city engineer at $800.

Edwin Smith, foreign fruit export specialist, connected with the American embassy at London, England, will address the growers of this section in the basement of the Hotel Medford next Tuesday afternoon. Mr. Smith at another meeting will address the traffic association and the directors of the Fruit growers' league.

Attorney Rawles Moore was instructed to take steps to look after the interests of this section in the I. C. C. hearing on the refrigerator car rate, instituted by northwest districts. Attorney Moore said that a decision in favor of the growers would mean a saving of $10 per car.

The Southern Pacific Railway company informed the session that the emergency pear rate tariff would be published in a fruit tariff. It was stressed that the rate terminated December 31, 1929, and packers were urged to govern themselves accordingly relative to storage.

The traffic committee was instructed to take up with the Southern Pacific the matter of a lower export rate between this city and Portland applicable, if possible, to the coming season.

It was mentioned that the spring promises of the Southern Pacific and the Pacific Fruit Express for the establishment of more yard and icing facilities, diversion clerk office and two fruit trains daily were fading fast, as no sign of said improvements wre visible, and it would soon be, if not now, too late for any results this year.

J. E. Edmiston said that the valley fruit would be routed via Alturas this season, but did not give the source of his information. Loe Gram, assistant superintendent of the Southern Pacific, last spring told the packers this service would be inaugurated, if the Alturas cutoff was completed.

President David Rosenberg exhibited some packers' and sorters' gloves. The packers inspected them and then decided not to furnish them to their employes, who can obtain the same gloves just as cheap at Medford stores.

O-C REFUND FIGHT EARNS 17,500 FOR CARSON, CORDON

ROSEBURG, Ore., July 11.—(AP)—Payment of $17,500 jointly to Attorneys John Carson of Salem and Guy Cordon of Roseburg, who represented 18 land grant counties in successfully resisting the action brought by the state to secure a portion of the funds paid by the government as an O. and C. tax refund, was authorized by the executive committee of the Oregon Grant Land Counties association last night.

The directors requested three circuit judges to fix the fees to be paid attorneys.

Oregon Weather.

Fair tonight and Friday; not much change in temperature. Moderate northwesterly winds.

CULVER CITY FLIERS STAY IN AIR

Associated Press Photo

R. B. Reinhart (left) and L. W. Mendell, having broken all existing records for duration of flight, have determined to stay aloft as long as their plane will continue to function.

ROAD PROJECTS ARE IMPORTANT SOUTHERN AREA

State Commission and Federal Bureau to Consider Improvement of Diamond Lake Road and Tiller to Trail Short Cut.

Road projects of high significance to this city and Jackson county and the southern Oregon area, are listed for consideration by the state highway commission and the Federal road bureau the coming year. They are the improvement of the Diamond lake road, designated last spring as a forest highway, and the Tiller-Trail road, which would shorten the distance between this city and Portland and Willamette valley points by 40 miles, and an hour in time.

The Tiller-Trail road was the original road surveyed, and was once considered as the most practical route for the present Pacific highway. It is on an easy grade, and would meet the Crater Lake highway near Trail. The Tiller road would also shorten the distance to Crater Lake and Diamond lake from Washington, Idaho and other northwest points. The route would also give tourists a change of scenery, and open up a new country.

No action upon either of the projects will be forthcoming until next winter.

A number of Willamette valley communities, Portland commercial interests and stage concerns are backing the Tiller-Trail road movement.

HARTMAN WILL LEAVE SOON FOR STUDY OF FRUIT

At a meeting of the Winter Pear committee, David R. Wood, chairman, this morning, definite and final arrangements for the sending of Prof. E. L. Hartman, of the Oregon State college, to New York City to study marketing and storage conditions, were made. Prof. Hartman will assume his new duties in a few weeks.

Arrangements have been made for storage facilities and ripening rooms, for the research work of Prof. Hartman, and New York distributors have promised whatever assistance they can give. Prof. Hartman will collect data on ripening temperatures, sales, storage conditions, and when the various varieties are at the best stage for marketing.

A sub-committee was named to investigate all details of the securing of 20 cars of Bosc, and the price to be paid. The fruit will be used in the development of the Detroit market. Selection of a broker for the Detroit market will be announced shortly.

The committee has selected a label for the Bosc pear. Following the suggestion of eastern distributors, the word "Medford" is stressed. The keynote of the label is simplicity.

W. P. Biddle has been added to the Winter Pear committee, its membership being composed of David R. Wood, Leonard Carpenter, H. Van Hoevenberg, George B. Dean, Harry H. Rosenberg and J. C. Barnes.

Calvin Is Lucky

NEW BEDFORD, mass., July 11.—(AP)—Calvin Coolidge, fisherman, had a successful morning today on the mill pond in the Cape Cod village of Focusset. He caught nine trout.

ETERNAL CITY HONORS PILOTS FOR LONG HOP

Williams and Yancey Recover From Fatigue of Flight—Official and Social Engagements Begin—Plane Needs Repair.

ROME, July 11.—(AP)—Roger Q. Williams and Captain Lewis A. Yancey, recovered from their fatigue after their long flight yesterday from Santander, Spain, to Rome, today began a series of official and social engagements in honor of the completion of their trip from Old Orchard, Maine, to the eternal city.

Accompanied by the American air attaches, they first visited a tailor and had measurements taken for several business suits. Then they had lunch at the home of Alexander Kirk, charge d'affaires at the American embassy, during which plans for their stay in Rome were discussed.

After the wild reception on the Littorio air field last night when the crowd broke through the gendarmes, the authorities have taken closer hold and the greetings to the fliers have been more orderly.

The airmen this morning went out to the Littorio air field where they inspected their plane. The fuselage will need a long strip of fabric to replace that torn off by the wind. The motor was in good condition.

The American colony will be given its first opportunity of seeing the fliers at close hand at a public reception to be given this evening at the Villa Sparta by Mr. Kirk.

CHICAGO, July 11.—(AP) Mrs. Margaret Yancey forgot her own illness temporarily last night to rejoice with relatives and friends over the successful flight of her son, Capt. Lewis A. Yancey, to Rome, in the Pathfinder.

"He's a crackerjack! I knew he'd made it!" she cried.

Surrounded by Mrs. Ruby Pierson, her daughter, Rybyroge Pierson, 14, her niece, and neighborhood friends, Mrs. Yancey, despite the heart trouble which has kept her confined for some time, chatted and laughed gaily over her son's feat.

"Neither Lewis nor his wife told me he was going," she said. "They thought I'd worry. But I followed the newspapers. A great boy, my son. I'm mighty proud of him."

DON MOE ENTERS GOLF SEMI-FINAL

MISSIONS HILLS, Kansas City, Mo., July 11.—(AP)—Starting his afternoon round 4 down to Carey L. Ballew of Kansas City Don Moe of Portland, Ore., shot sub par golf to win the match, 4 and 3 and enter the semi-final round of the western amateur golf tournament.

Art Sweet of Chicago won his way into the semi-finals defeating H. J. Kaiser of Racine, Wis., 8 and 7.

Shooting even par on the first nine holes of the afternoon bound to square the match on the 27th, Moe ended the battle on the 33rd green when he laid his second shot on the green inside of Ballew's third and sank a long putt for a four to Ballew's five.

The cards:

Moe—In	3	6	4	1	2	4	
Ballew—In	4	4	5	5	3	5	

In the upper bracket semi-final round tomorrow, Moe will meet John Lehman of Gary, Ind. The match, in a sense, will be a battle between the universities of Purdue and Oregon. Lehman won the Big Ten golf title in 1928 while at Purdue, while Moe was a sophomore last year at the University of Oregon.

WHICH WILL CRACK, MAN OR MOTOR?

Mendell and Reinhart Flight to See If Man Can Outlast Engine—Far From Through at 200-Hour Mark — Second Hand Plane Donated By W. G. McAdoo.

CULVER CITY, Cal., July 11.—(AP)—L. W. Mendell and R. B. Reinhart, now champion endurance fliers of the world, launched their stub-winged biplane into the air on July 2 in a deliberate attempt to see if man could outlast motor.

The flight was conceived and executed almost purely for the personal satisfaction of the doing. They had nothing to advertise but themselves. A pair of almost unknown aviators, they invested all their own funds they could scrape together into the enterprise, and drew other financial backing by their sheer determination to prove themselves "a couple of tough hombres"—tougher than any nerveless, man-constructed mechanism of steel and aluminum, fabric and wood.

When all records for all types of aircraft had been surpassed, and the 200-hour mark, of which more famous pilots than themselves had dreamed in vain, was passed, they were far from through. They took another hitch in their belts, called for more sugar in their coffee, and announced anew their determination to "stick it out" aloft as long as their motor could keep them there.

Their plane was a second-hand affair, placed at their disposal by W. G. McAdoo, former secretary of the treasury, through his son, W. G. McAdoo, Jr. McAdoo was attracted to the young fliers after their determination had won the support of Paul Whittier owner of a "carrier pigeon" type former mail service plane, in which he volunteered to handle the refueling with the help of Slade Hulbert.

The McAdoo biplane, christened "Angeleno," was worked over by Mendell and Reinhart themselves to conform with the peculiar requirements of endurance flying. The engine it already had seen 450 hours of service before the endurance attempt started. The third backer of the attempt, A. E. McManus, Jr., entered the picture as partner of W. G. McAdoo, Jr. in the ownership of the Culver City airport from which the epoch-making flight was started and controlled.

Day after day the heretofore unheralded young men sat doggedly at the controls, driving their second-hand plane, with its second-hand motor, through the skies. Neither had had any outstanding previous flying experience. Mendell, the older of the two, was a balloon pilot during the war, but did not take up heavier-than-air flying until 1921. He had logged 3500 hours in the air when the endurance flight started. Reinhart was so new to the flying game that he had just acquired his private pilot's license, after training at a Vancouver, Wash., air school.

When the endurance record was broken, a public becoming a trifle weary of a growing series of records established apparently only for the purpose of being broken again, read, and passed on and would have forgotten—but the "couple of tough hombres" would not quit. Gradually it became apparent that there was something new—the mere breaking of a new record and setting of a new mark was not the goal. Mendell and Reinhart furnished the world an innovation—two yong fliers, who, having won all possible honors, kept on just for the fun of it. They want to see which will last longest, man or motor.

WEATHER HOLDS 'UNTIN' BOWLER

CHICAGO, July 11.—(AP) With 500 gallons of fuel in its tanks, the "Untin" bowler awaited favorable weather early today at Port Burwell, Labrador, to dash across Hudson and Davis Straits to Mt. Evans, Greenland. The next scheduled stop on its flight from Chicago to Berlin.

The Chicago Tribune, which is backing the flight, was told by Robert Wood, aviation editor and passenger on the "Untin" Bowler, that thick fog and unfavorable winds kept the amphibian out of the air yesterday. The day was spent, Wood said, in fighting to keep the plane from being crushed by huge ice cakes blown into the fjord where it was anchored.

Seaside, — Union Oil company purchased property for establishment of service station.

Barr... v Britain

Leon Trotzky.

LONDON, July 11.—(AP)—Home Secretary Clynes announced in the house of commons this afternoon that he had decided against allowing Leon Trotzky, exiled communist leader, to visit Great Britain.

STATE LACKED ORGANIZATION SAYS STEIWER

Place On Farm Relief Board Lost Through Oregon's Limited Marketing Interest Politics Not Considered By Hoover.

PORTLAND, Ore., July 11.—(AP) Frederick Steiwer, United States senator from Oregon, in Portland today for a visit, said Oregon did not get a berth on the federal farm relief commission because it did not have a powerful marketing organization to back any candidate it might select for the job.

The senator declared there was neither geography nor politics considered by President Hoover when he selected members of the board to constitute a group created when he signed the farm relief measure.

"Oregon has taken only a limited part in marketing," Senator Steiwer said, "and the president in making the appointments took into consideration the large co-operative associations.

"President Hoover permitted those who have been engaged in marketing to select their own board. When I went to the White House to bid President Hoover goodbye just before leaving Washington, he gave me lists of organizations that had recommended certain men he has named to the commission. These men had the backing of power organizations, granges, agricultural societies and colleges."

Senator Steiwer said he thought naval reduction and world peace are the most important subjects which confront us. He said, "The reduction of armaments represents the greatest element of cost in government."

Senator Steiwer did not comment on the Hawley tariff bill because of the senate hearings still being underway.

While in Oregon he said he would visit Klamath Falls, Roseburg, Bend and Pendleton to investigate the needs of those districts.

NEW YORKER IS CONSIDERED AS BOARD MEMBER

WASHINGTON, July 11.—(AP)—Charles S. Wilson, former commissioner of agriculture of the state of New York, is being seriously considered by President Hoover for a place on the federal farm board.

Wilson has been recommended by numerous individuals and organizations for membership. He operates a farm near Rochester, N. Y.

Alexander H. Legge, chairman of the board, and Carl Williams, appointed to represent the cotton growers, are to arrive in Washington tomorrow and will spend the week end with President Hoover at his Virginia fishing preserve, and on Monday they will attend the first meeting of the board. James C. Stone of Kentucky, also an appointee, was originally expected to make the week-end trip, but may not arrive in time.

Four thousand of Michigan's 1663 prison inmates are single and only 232 are divorced.

BRAIN FAG CAUSED BY BAD LIQUOR

After-Effect of Flu, World War, Auto Exhaust and Bad Alcohol Causing Lack of Pep in America—Insulin Seen As Great Relief in Diabetes — Coma Unnecessary.

PORTLAND, Ore., July 11.—(AP)—Dr. William G. Morgan, Washington, D. C., and Dr. John D. Deaver, Philadelphia, late today were the main contenders for the presidency of the American Medical association, the election to be held tonight.

Choosing of the next convention city will conclude the convention officially, although sectional meetings will continue through tomorrow.

PORTLAND, Ore., July 11.—(AP) Persistent after-effects of the influenza epidemic, the mental effect of the World war on people, bad alcohol and an atmosphere saturated with carbon monoxide due to increasing automobiles were blamed today by Dr. C. W. Dowden, Louisville, Ky., for the constant complaint of American people of exhaustion or "lack of pep."

Dr. Dowden, who with other prominent doctors, held the spotlight of the American Medical association convention here until the house of delegates, governing body, went into session, said that only about one in five persons complaining of exhaustion had a specific underlying disease.

Although the doctor said "lack of pep" could be caused by any number of diseases, he was convinced that the greater part of exhaustion was caused by mental depression as a result of emotional, financial or business worries. He dwelt at length on the alcohol phase.

"Men and women both," he said, "are consuming more bad alcohol at present than at any other time in history. And bad alcohol is very conducive to brain fag and lack of energy."

Insulin Praised

Dr. Russell M. Wilder, Chicago, and Dr. Frank N. Allan, Rochester Minn., in papers read in a sectional meeting, showed that the remarkable effects of insulin in the control of diabetes and the disastrous results of failing to use it properly are widespread.

"Now that insulin is available," the paper stated, "deaths from diabetic coma should not occur."

Dr. Clare Shepardson, San Francisco, continuing the debate on the use of insulin, said that treatment has not only lengthened the lives of sufferers from the disease, but has greatly reduced the possibility of developing hardening of the arteries.

Continuing the discussion in the mental hygiene section, Dr. George S. Stevenson, New York, director of community clinics for the national committee for mental hygiene, said that fear of disease, especially cancer, causes many persons to magnify symptoms and drives them to a doctor.

(Continued on Page Six)

Will Rogers Says:

BEVERLY HILLS, Cal., July 11.—I just come from the Culver City flying field, where those two fliers have been up in the air longer than a tariff commission. They are on their ninth day. They would have gone some place but there wasn't no place far enough to go to.

Lindy and Annie landed here Tuesday with a stage coach full of New Yorkers.

Why don't some of these trans-Atlantic fliers announce they are headed for Spain? They all land there and that would make their trip look like a success.

Germany launches an aeroplane today (not a dirigible) that seats 100, so we still got a long way to go to catch Europe in aviation.

Yours,
WILL ROGERS.