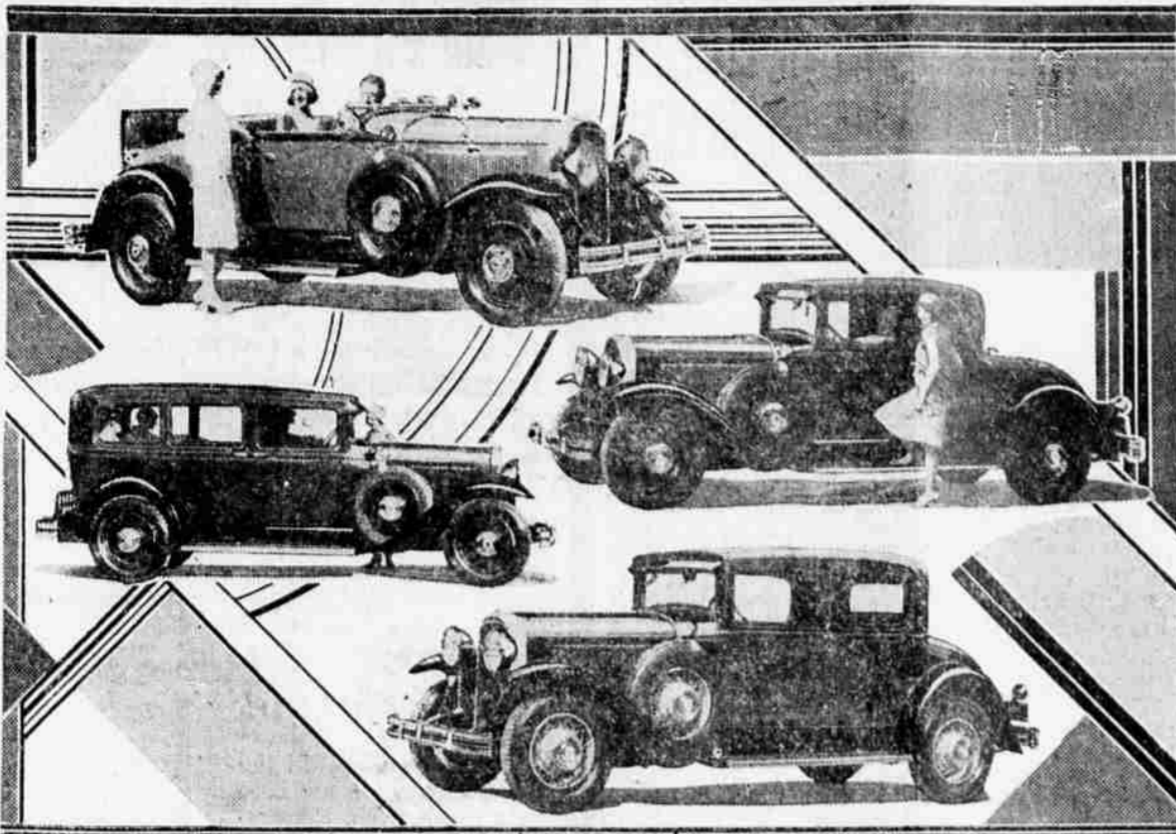


LADY CANDIDATE NEW YORK MAYOR EXPECTS TUSSLE

By Adelaide Kerr
(Associated Press Staff Writer)
NEW YORK—(P) If Mrs. Olive Johnson, socialist-labor party's nominee and the first woman candidate for mayor of New York is elected next fall, she means to tackle the duties of her office "hammer and tongs like a man."
"I don't expect any chivalry from politicians because I'm a woman," said Mrs. Johnson, who is only five feet three and wears her sandy grey hair in a close clipped bob.
"I've fought a man's fight ever since I was a girl in Sweden and I expect to go on. Politicians will oppose me because I'm a woman and a socialist—I expect it will be a battle, but I don't ask any quarter."
Mrs. Johnson is no feminist. She doesn't believe a woman would make any better mayor than a man. In her opinion it is a matter of "persons, not sex."
She hopes, however, to make a change in the educational system, so that "the younger generation will get a clearer idea of the principles of socialism," and she hopes "to give the transportation system a little jolt which will put more speed into it."
Every morning Mrs. Johnson, who is 54 in sailing of the socialist-labor paper, "The Weekly People," with her home in Brooklyn and her office in Manhattan, walks across Brooklyn Bridge to her work, after the fashion of the late Mayor Gaynor. And every morning she "beats the Manhattan transportation system" across the bridge.
Mrs. Johnson was reared in a socialist home in Sweden and at 15 determined that the place for her and her ambitions was in America.
"She came to the United States and made her way to Minneapolis. She operated a machine in a factory, washed dishes and waited table in a restaurant, worked as a housekeeper in private homes, and on the side managed to acquire a high school education.
After her marriage to Oscar Johnson and his subsequent death, she came to New York, entered Hunter college and gained the college degree she had always coveted.
Meanwhile she had plunged into the activities of the socialist-labor party. Eleven years ago she became editor of "The Weekly People."

The New 1930 Buicks Are Here



Upper left—The new smart roadster with cleverly designed body contour and very roomy. Center right—The new coupe. Center left—Four-door seven-passenger sedan with commodious seating arrangement. Lower left—Four-passenger coupe.

Offering sensational advancements that exceed every prediction made for it, the 1930 Buick line of 14 new motor cars is on display in the showrooms of Buick dealers everywhere today. Greater power, longer wheelbases, lower, longer and more beautifully attractive bodies and innumerable mechanical improvements are among the many surprises awaiting viewers in the showrooms of the Scherer Motor Company.
That Buick in its 1930 line has achieved its outstanding triumph, both in outward appearance and mechanical excellence is the enthusiastic opinion of everyone thus far privileged to view the new models. Sensationally smart in raking new body lines, all models are also equipped with by far the most powerful motors Buick has yet built.
The fourteen new models are divided into three series, known as the 40, 50 and 60 series. Series 40 embraces six models—five passen-

ger two-door sedan, four passenger sport roadster, five passenger phaeton, two passenger business coupe, five passenger four-door sedan and four passenger de luxe sedan. Series 50 is made up of a seven passenger four-door sedan, five passenger four-door sedan, five passenger coupe, four passenger coupe, seven passenger phaeton and a limousine.
Mr. Scherer says: "Additional power has been built into the new Buicks by increasing the bore one-eighth inch on all models, producing in the famous valve-in-head engine a power increase of eight per cent. Thus the motor in the series 40 develops 30 1/2 horsepower and the larger engine used in the 50 and 60 series attains 39 horsepower. All models have an actual speed well in excess of 70 miles an hour.
The wheelbase in the 40 series has been increased from 116 to 118 inches. On series 50 models it has been lengthened from 121 to 124 inches and on the 60 models from 129 to 132 inches.

"While retaining the Buick individuality of appearance, the lines and contours of the body have been refined to such an extent that the 1930 Buick is a distinctive creation. The radiator shape has been revised to give it a long, racy appearance. The car's beauty is further enhanced by an attractive molding. Smaller wheels, with stocky, wooden spokes have been adopted.
"Adoption of a new-type brake is an outstanding contribution. This is a mechanically operated expanding Servo type. The new Buick semi-elliptic spring suspension with double-acting hydraulic shock absorbers is another noteworthy feature of the new car.
"That cost has been no consideration in making the 1930 Buick the finest car in the history of the company is evidenced further in the incorporation of double brake-arm distributors on all cars in the 50 and 60 series to insure proper firing of the larger engine under all speeds and conditions.

The carburetion system in the new Buick embodies two major improvements—the gasoline pump has been redesigned and improved, and the low speed carburetor adjustment has been eliminated.
"A remarkable ease of steering has been obtained by the use of an accurately made and fully adjustable worm and roller type steering gear. All road shock through the steering wheel is eliminated by a special road shock eliminator.
"The chassis is entirely new. The frame is tapered and is extra wide at the rear. An improved multiple disc clutch is used on all models, being easily ample to absorb the increased engine power in a smooth and positive manner. The centralized lubricating system has been retained.
"Bodies on all models are larger. Doors are larger, giving better and easier access. All closed body interiors are unusually attractive and luxurious. Tandem blade electric windshield wipers remain standard equipment on all closed models."

of representatives of foreign governments. At the new Sports club, Albanians rub elbows with resident diplomats and the Albanian women now compete against the ladies of the legations on the tennis courts. The Tirana market place is one of the few spots in the city that has not been disturbed by the newcomers and here, among the vegetables and fruits piled on the cob-

blet room folk of the surrounding mountains and valleys, apparently unmoved by the changes taking place in their capital.
SALEM, Ore., July 27—(P) Major General Creed C. Hammond, until lately head of the militia bureau of the war department and recently appointed auditor of the Philippine islands, left Wash-

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IRON HORSE WILL CELEBRATE 100TH BIRTHDAY AUG. 8

WASHINGTON (P)—A century ago August 5, the first locomotive operated in the western hemisphere, the famous "Stourbridge Lion," chattered over hemlock rails protected by strip iron.
As the hundred-year anniversary passes in transportation history, the country sees a new epoch begin with the "iron horse" teamed with aircraft as an auxiliary.
Where today the continent is spanned in the slender space of 48 hours, the little engine chugged along at four miles an hour.
The epochal trip was made from Honesdale, Pa., with Horatio Allen, engineer of the Delaware and Hudson canal company, at the throttle.
The engine, with a gigantic lion's head painted on the front, coursed three miles into woods towards Carbondale, Pa., part of the time over a wooden trestle, and was reversed for the return journey.
The test run revealed that the tracks were too weak to support the seven-ton locomotive. Another run was made September 8, 1829, after which the "Lion" was discarded.
It had been originally intended that the engine would haul trains of coal from the company's mines in Carbondale, Pa., to the western terminus of a canal, a distance of 14 miles. The canal, completed in 1828, extended 108 miles from Honesdale to Rondout, N. Y., on the Hudson river, thus providing a water route from New York City to the valuable anthracite fields of northeastern Pennsylvania.
The locomotive was designed and built by Foster, Haskick and company of Stourbridge, England, and delivered in New York at a cost of \$2,314.50.
Three other locomotives were purchased at the same time, the "America," "Delaware" and "Hudson." Because of the weak track, designed for three-ton engines, all four were discarded.
At the time the "Stourbridge Lion" was run, not a single railroad steam locomotive ever had turned a wheel or run on any track in the United States, and even in England the superiority of engines to the horse was not generally recognized.
The "Lion," after its second run, was housed in a temporary shed where it rusted until parts were dismantled and used in company shops. Some were rescued and deposited in the Smithsonian Institution including the boiler, a cylinder, a "crash-hopper beam," and the wheel rims.
Oregon Weather
Fair tonight and Sunday, with not much change in temperature. Moderate northerly winds on the coast.

King Zog's Country Changes

WASHINGTON (P)—Changes have been breath-takingly swift in the capital of Europe's newest monarchy, Tirana, Albania.
Seventeen years ago Albania was a province of Turkey. For a brief interval before the World War it was an independent monarchy, ruled by a German prince.
The country was occupied by the entente in 1917 and then became a republic. In 1925 Ahmed Beg Zogu was made its president. Last September, President Zogu became King Zogu. And within the last few weeks the king has changed his name: He is now King Zog I. Albania was virtually an un-

known land before the World War, and Tirana was as little known as the rest of the country, the National Geographic society points out.
Durazzo, the chief city, and now the port for inland Tirana, was the capital in those days and the most visited spot in Albania. Tirana lay only 20 miles inland, but the road was almost impassable and the only mode of conveyance was by spindling ox-cart or by donkey-back.
Since Tirana was made the capital the situation has completely changed. An excellent highway connects the capital and its port.

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