

ROOKIE FLYER IN PULLMAN BERTH STILL UP IN AIR

NEW YORK (AP)—Officials of the Pullman Company probably would be surprised to learn that their sleepers on one division of the Santa Fe are going off nights, like witches, to fly through the blackness of the night.

At least, testimony that the cars are doing this could be obtained from some of the novices who have made the transcontinental air-rail journey on the line laid out by Col. Charles A. Lindbergh.

On that line a night on the Santa Fe, going either east or west, follows a full day in the air. A first flight of short duration may give thrills but a prolonged flight has the effect on the novice of making his mind think he is still flying after he is back on earth, just as a person long at sea walks with a rolling gait even after landing.

A recent passenger from California on the plane-train line, who had never flown before, completed his first day in the air, clovis, N. M., with such complete lack of discomfort that he complimented himself on the ease with which he adapted himself to the new mode of travel. But that was before he rolled into his train sleeper for the night jump to Waynoka, Okla.

"I was flying all night in my sleep," he told fellow passengers the next morning. Every time the train jerked I fell about 1,000 feet and when I leaped on a grade I executed a vertical bank that would have won me a pilot's license from any Department of Commerce Inspector. I liked flying in a plane all right, but flying in a train was not so good."

This passenger took to the air again in the morning, however, for another full day of actual flying and by nightfall he had in fact adapted himself to flying and his second flight on the rails was passed with all due regard to the law of gravitation.

Aviation officials believe that these long flights on the transcontinental lines will do far more toward making accustomed fliers out of novices than any number of short hops, even though they may temporarily have such tricks as making the passengers feel as if they were still flying after they come down.

FORD'S STORY OF MEDFORD AIRPORT IN SEVEN MAGAZINES

The Mail Tribune is in receipt of a letter from Geo. H. Thornley of the N. W. Ayer & Co. Advertising Agency of Philadelphia, acknowledging receipt of clippings of the story and editorial from recent issues of this paper regarding the full page ad of the Ford Motor Company, prepared by that agency, regarding the air-minded people of Medford and their vision of the future of aviation.

Mr. Thornley stated in addition to the ads in the Literary Digest last month, the Geographic magazine for August and the Saturday Evening Post, August 3rd, ads would appear in the September issues of American Boy, World's Work, Town and Country, Vanity Fair, Review of Reviews, Sportsman and Spur.

The circulation of these magazines is 6,000,000, and the advertising that will be received by this community from these magazines is worth vastly more than the entire bond issue of \$129,000 voted by this city.

Cut Two Hours Off Air Schedule Coast to Coast

Flying time of the transcontinental air mail planes, which has recently been cut to 31 hours between the coasts, will be further reduced by the use of auxiliary amphibian planes at both the Chicago and New York terminals. Test flights have already been started at the former city with planes, which meet the inbound land craft at Chicago's municipal airport and fly up town, landing the mail sacks in Lake Michigan within ten minutes of the post office. Fifty minutes has previously been required to move the west and east coast air mail from the landing field to the post office by motor truck. The amphibian planes fly the distance in nine minutes.

New York City air mail is handled at either Newark or Hatfield Field, respectively by truck from the Manhattan post office. By ferrying the mail from either of these airports in planes which can land in the North River, within six or seven minutes of the central post office, from one of two hours will be saved in the dispatching of letters over the 2,680 miles transcontinental airway. Air passenger service have also started a similar service at Chicago.

TARNOW, Poland (AP)—The ashes of General Joseph Bem, who was born here in 1795 and participated in Napoleon's 1812 campaign against Moscow, have been brought from Aleppo, where he died, and placed in a mausoleum erected in a public park. He helped organize the Polish uprising of 1821 and also fought in an insurgent movement in Hungary, finally taking service with the Sultan of Turkey.

Manchuria--Prize of the Orient

WASHINGTON, D. C., Aug. 3.—Manchuria: Chinese keep out. But 25,000,000 Chinese haunted the command. They push into Manchuria at the rate of more than a million per year.

Chinese gatherers of ginseng root and falcon feathers were expected from the Manchurian emperor's immigration tabu. That was years ago when Manchuria produced only ginseng roots, falcon feathers and Manchurian soldiers.

"China's land of promise," says a bulletin from the Washington, D. C., headquarters of the National Geographic society, on the scene of Far East struggle.

"Today Manchuria rolls up more than one-third of China's exports. Ginseng and falcon feathers have been urged under an annual mountain of 5,300,000 tons of soy beans. More than half the railway mileage of China is in Manchuria. It is the chief port, has risen from thirteenth to third among Chinese ports. In 1928 Dairen handled 3,975,000 long tons of exports and imports, a total shipping greater in tonnage than that of any American port except New York."

"Observers compare the Manchurian migration to the western march of Americans in the '70's and '80's. Manchuria is as big as Montana, North Dakota, Minnesota and Wisconsin and has much the same kind of country. Here are the treeless plains of the Dakotas; here are Wisconsin's birch and pine forests; here are mountains to stand in place of the Rockies. And the Black Hills; here are the red huts of homesteaders trailing new railway lines.

Chinese Immigrants Walk Along Railroad

"Box cars drawn by Philadelphia engines over Pittsburgh steel rails are the covered wagons of the immigrants. But thousands cannot pay \$7 (Mexican) for a railroad ticket. Father, mother and children walk the desolate north and it is 600 miles to Harbin where China's 'west' begins.

"Manchuria in terms of people is not so pleasant to look upon as Manchuria in terms of figures. The immigrant arrives at Dairen with his family on a steamer packed tighter than an African slave ship. He has left behind the home and farm of his ancestors, and what is more painful to a Chinese, the graves of his ancestors. In his old home he was ordered by the government to grow poppies for opium. When the crop was ripe the bandit-governments seized the crop as illegal and confiscated his land for violation of law. His son was forced into the governor's army. Famine threatened slow death. There was one hope—Manchuria.

Sell Children for Traveling Fund

"He sold his eldest daughter to pay for passage \$1 per person, on a Japanese steamer. With his wretched old father mounted on his shoulders, he fought his way on board. They stood or squatted throughout the voyage. There was

no room to lie down.

"A happy settler lives 20 miles from Taonan which the railroad reaches this last year. His one-room house, half sunk in the ground, has ginseng (ginseng stalks) sides covered with mud and sod. Sometimes he cannot see the sun because of dust storms blowing out of Mongolia. He has to sell his bean crop for depreciated currency. But he and his family have beans to eat. He was able to pay the railroad a little on the hand he took from them. The summer is short and he dreads the winter. In January it often goes 50 below zero. Still Manchuria is paradise compared with famine-ridden, tax-ridden, bandit-scurged Shantung.

The next Manchurian encountered is a girl whose flaxen hair is bound by a scarf. On a back street of Harbin she cleans the windows of a Chinese house. This girl is the Russian wife of a black-haired Chinese. With the wife of her cloth she has created a greater revolution in the Orient than all the Chinese armies of the last twenty years. White men never worked with their hands in China until the horde of penniless Russian fugitives from Soviet Russia descended on China. When the first Russian cleaned windows in a Chinese house all white men lost caste in China. Harbin, with 140,000 Russian residents, is the first white city in the world to be run by yellow men.

The last actor in the Manchurian drama is a trim Japanese minor official of the South Manchurian railroad. He and his countrymen have made the South Manchurian one of the best railroads in Asia. This efficient Japanese has moved the Chinese millions to the land, converted Dairen to a modern, Western-style, asphalted city, built steel mills, worked mines and forests. He helped to plant Japanese colonists but they could not compete with the Chinese scale of living. Japanese railroad operators are now content to pour Manchurian products and dividends, which Japan must have, across China Strait, but they cannot help but wonder if the Chinese flood they have let in will not submerge them as it has in turn the hardy Manchus, the sheep-herding Mongols, and the Russians."

New 1400-Mile Beacon

Reaching out 1400 miles, a new radio beacon at Mitchell Field, N. Y., guides pilots who are flying "blind" in fog or darkness safely to the army airport. During daylight, the beacon has a radius of 400 miles.

The pilot who approaches the beacon in thick weather is led by a band of wireless signals. As long as he stays in the center of this band the signals are strong, but if he wanders from his course and flies to one side or the other they become dim. By keeping in the center of this invisible beam he is guided straight to the landing field.

Portland Girl Wins Audition Atwater Kent

Rose Colombi, this year's crown princess of the Rose Carnival of Portland, Oregon, celebrated her coming into the title by annexing another honor, winning the local audition and becoming the Portland representative in the National Italian Audition of 1929. Miss Colombi displayed a soprano voice of unusual quality—and a capacity to use it that amazed the judges and brought her the decision against thirty-nine competitors.



ROSE COLOMBI

Miss Colombi will be heard at the state competition which will be held in Portland in the early fall and broadcast from KGW. Then will come the direct finals in San Francisco and finally the national competition in New York. This year the Atwater Kent Foundation is offering audition winners \$25,000 in cash awards and ten music scholarships in recognized schools of music or with famous teachers.

WELL KNOWN AVIATOR CHOOSING A MARMON

Capt. Frank M. Hawks of transcontinental flight fame is the owner of a New Series Marmion 68 coupe which he purchased in New York shortly after his recent record round-trip flight between New York and Los Angeles.

The well-known aviator, who also is superintendent of aviation of the Texas Company, took delivery of his new car a short time ago. It is rust brown in color and has cream striping and cream wire wheels.

After driving the car and having an opportunity to judge its performance, Capt. Hawks addressed a letter to the Marmion

Automobile Company of New York in which he wrote:

"In selecting a Marmion automobile for my personal use, I made observations such as I do in planning my transcontinental flights. I studied all the qualifications of your car and found they answered what in my opinion were the needs for the best in motor car operation.

"Power, flexibility, ease of control, simplicity of operation, sturdiness and beauty of design were the answers that I was looking for, and they all are embodied magnificently in the Model 68 coupe which I purchased. I thoroughly enjoy the car and am proud of it."

Last February, Capt. Hawks established a record of 18 hours and 18 minutes from Los Angeles to New York. Late in June he flew from Roosevelt field, New York, to Los Angeles in 19 hours and 10 minutes, beating all previous records by more than five hours, and then bettered his own mark in return trip by flying back to his starting point in 17 hours and 38 minutes. The entire trip was made in 13 hours and 48 minutes.

Farm Notes

(By U. S. Department of Agriculture.)

One of the big hitches now used in the corn belt is the eight-horse hookup. With this one man can plow about eight and a half acres, disk 40 acres, or harrow 50 acres in a day. In the eight-horse hitch, the animals usually are hitched in tandem in two four-horse units. Other big team hitches adapted to general use are the six and 12-horse hookups.

The average cow in milk needs at least one ounce of salt a day, and a heavy producer should get more. Some dairymen mix salt with the grain mixture, using one or two pounds of salt to 100 pounds of concentrate.

Marketing cabbage while the heads are still soft in order to obtain higher prices at the beginning of the season usually results in loss of tonnage. With the exception of very early, pointed, cabbage, which is to be marketed promptly, any lack of firmness is considered a mark of inferior quality.

Through membership in a dairy herd improvement association, the dairymen may have a herd of 20 cows tested for about \$1 a year per cow. He will learn how much the cow eats, what her feed costs, how much milk she produces, how much butterfat it contains, and how much she returns in income over the cost of feed. An increased production of only one pound of butterfat a month more than

pays for the cost of all this information.

When planting a legume crop

for green manuring or as a cover crop which will add nitrogen or without a nitrogen fertilizer, but humus to run-down soil, it often it benefits from application of phosphorus and potash.

320

After all = = = everybody is watching CHRYSLER

Rumors about Chrysler's plans are flying thick and fast. The man in the street is saying,

"Chrysler has something up its sleeve" = = = Widespread gossip insists that Chrysler will

soon make an announcement fully as sensational as its dramatic debut of five years ago.

Everywhere you hear that Chrysler is going to write another thrilling page of automotive

history. The public, which has long expected the unexpected from Chrysler, is waiting

in anticipation = = = Chrysler greatly appreciates the splendid compliment expressed in

this nation-wide belief that something important impends—that whatever Chrysler does is

of vital interest and tangible value to the motoring public. It is particularly gratifying

right now, in the face of the announcements recently made or promised by other

manufacturers, to have American motorists thus reiterate their implicit confidence in

Chrysler's ability to stay ahead—and go even farther ahead = = = The highest possible

tribute to Chrysler prestige is this fact that, after all, everybody is watching Chrysler.

WAIT UNTIL NEXT WEEK

Medford Motors

128 South Riverside

Phone 762

Every Record Smashed—
81,065 De Soto Sixes
Sold the First Year!

The Greatest Climb in motor car history

Only a year has passed since the advent of the Chrysler-built De Soto Six. In that twelvemonth, the De Soto Six has broken all previous sales records for any first-year car at any price with the smashing total of 81,065 cars.

Firmly entrenched in popular favor, becoming better and better known with every day, winning new friendships with new owners, De Soto Six is so far ahead of rivals that a continuously triumphant future can be predicted. For the wise will continue to buy where the value is; and there is no other value like the De Soto Six!

PRICES AS LOW AS
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AT THE FACTORY

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CHRYSLER MOTORS PRODUCT

MEAD-FURCH MOTOR CO.

114 South Riverside

Medford

Phone 1109

49%

GAIN IN OREGON

WESTERN motorists continue to purchase increasingly large numbers of Durant Sixes and Fours. Durant broke all sales records during the first six months of last year. This year Durant sales are 49 per cent greater than those of last year in the state of OREGON!

During this same period, Durant gained 54 per cent in California, gained 28 per cent in Washington, gained 28 per cent in Arizona, gained 21 per cent in Utah, and gained 3 per cent in Idaho.

DURANT

SABIN & RINDT
32 North Riverside Phone 366
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