

# SCOUT JAMBOREE GIVES PHASES OF BOY ORGANIZATION

The interesting life of a scout in camp and out, was reflected in face between two and three hundred fascinated people, gathered from Medford, Grants Pass, Ashland and Phoenix, in the local Army camp last night. The occasion was the second annual Boy Scout Jamboree, in which troops from these cities participated, under the direction of Scout Executive W. L. H. Kiser.

The program opened with a grand march of Camp Lake council, and the introduction of troops and scout masters. Troop 1, under Robert Duff, Troop 2, under J. P. Valencia, Troop 3, under C. C. Gray, Troop 4, under James W. Gundry, Troop 5, under G. T. Kinnaman, Troop 12, of Ashland, under Scoutmaster Goffie, Troop 20, of Grants Pass, under James J. McFadden, Troop 21, of Grants Pass, under William Chapman, Troop 23, under Rev. Brown, of Talent, and Troop 15, of Phoenix, under Dr. Stoddard, were those that participated in the event.

The judges in the various contests, were Larry Richards, Holmer Marx and Walter A. Jones. Following the grand march was the drama of "A Boy in Camp," presented by Troop 3. This took in the arrival of the troop, setting up camp, camp life, breakfast, and after this came the fire contest, the first being fire by friction, won by Bob Colby of Troop 1. This fire by friction contest was won by Albert Gaskill of Troop 2. The chariot race, an exciting stunt presented by Troop 1, was won by Bob Smith and Leavelle Dreyfus. After this came the skit, "The Boy Scout," presented by Troop 2, which entertained the audience while the judges were holding in their decisions on the previous contest.

Then the Army floor became a temporary landing field and all types of planes swooped down before the eyes of the audience and judges for appraisal. The workmanship of Maxwell Robinson, 13-year-old Grants Pass scout, won first and second place, while that of Marion Littlefield of Medford was third choice.

Troop 1 received first honors in the first air contest, which consisted in landing a "Fifteen bers" head, putting a spiral on his face, placing him on a stretcher and carrying him to a doctor. This contest was based upon quality of work, rather than upon speed. Troop 2 came second and Troop 23 third.

Bob Colby of Troop 1 proved himself the cleverest of three woodmen in the next contest, falling a tree in two minutes and 17 seconds.

Then came what was probably the most exciting match of them all—the small sailing contest, in which Troop 3 accomplished the unusually difficult feat in 34 1/2 seconds, surpassing their own former record by three seconds.

Troop 2 of Medford was presented the silver cup for averaging the greatest number of points in last night's and previous events over a limited period of time, totaling 10,673 1/2. Lucian Clement of Troop 3, for his six months' service, will receive a free trip to San Francisco and return. This eight boys in this patrol will make the trip down the Pacific highway, visiting all scout councils on the way, and return by way of the Redwood highway.

Second place in the contest was won by Floyd Loomis' patrol of Troop 5, with 6,295 points; third by Roger Heald's patrol of Troop 2, with 4,857 1/2 points; and fourth by Martin Webb's patrol of Troop 3, with 4,487 1/2 points. This announcement was made at the conclusion of the meet.

**Palooka to Wed.**  
CLEVELAND, Aug. 31.—(AP)—Charlie Maddick, sprinter, and Miss Madeline Luberty of New York, today announced their intentions to marry "some time soon." They met in Honolulu in 1922 when Maddick was running in an athletic meet, she is 21 and lives with her parents in New York.

## Mexican Air Line Planning to Link Canal Zone With Texas By 2-Day All-Land Flights

**By C. Nutter,**  
Associated Press Staff Writer.  
MEXICO CITY, Aug. 31.—The Mexican Aviation company, which now operates in Mexico approximately 2,500 miles of air-mail, express and passenger lines, and which plans within a few months to have a two-day all-land passenger line operating from Brownsville, Tex., to the Panama Canal Zone, has appropriated \$24,500,000 for the purchase and improvement of landing fields.

This amount, approximately \$412,250 American, must be spent within 120 days from July 15, and the company announced that it expected to use upwards of \$500,000 in this work before the end of the year.

The appropriation is so divided that when spent the company will own eight of the eleven landing fields which its planes now use. These fields all will have hangar facilities, excepting those used only for emergency landings or short stops. The company will own fields at Vera Cruz, Tapachula, Tampico, San Geronimo, Villahermosa, Campeche, San Antonio and Tuxpan.

Only the Central Civil airport at Mexico City, and the landing fields at Minatitlan and Cuidad del Carmen will then be owned by the company. The Central Civil airport, an immense perfectly flat landing field, sprang into existence only a year ago when the government hastily selected out a runway in an old lake bed for Captain Emilio Carranza's takeoff in Washington. Now runways extend in all directions on the field, and some of them are well over a mile and a half in length.

The landing field at Cuidad del Carmen, state of Campeche, is far southeastern Mexico, is a federal project lying along the beach of the Gulf of Mexico, and is almost unlimited in its length.

The field at Minatitlan, state of Vera Cruz, is owned, like practically everything else in that town, by the Agulita Oil company, a British concern, and is held in control by that company for future development.

A large part of the company's appropriation for improvements will go toward construction of all-weather runways, hangars and a passenger station at the Central Civil airport. Together with appropriations made by the federal government, the cost will total upwards of \$250,000 for this port alone.

Looking to the future, the company also will spend considerable money in improving the airports at Tuxpan, below Tampico; at Vera Cruz; San Geronimo, state of Oaxaca; at San Antonio, Chiapas, and at Tapachula, Chiapas, which is on the boundary of Mexico and Guatemala.

It is along this route that the company expects to have its three- and four-engine passenger and mail planes flying next year to Panama. The company already operates a mail line to Panchoala, and expects to extend this to Guatemala City soon.

The present plan is for planes to fly from Brownsville to Guatemala City in one day and to the Canal Zone the following day, thus affording the quickest route to the Canal and to connections with South America and over an all-land route. With connections already established the inaugural of this line will bring New York within three days and nights of the Canal Zone. Two nights will be spent on trains, and the third will be spent at Guatemala City.

Just what all this will mean for Mexico can be illustrated by one of the domestic air lines. Travelers now can go from Durango to Mazatlan, important Pacific port, in one hour and at a cost of \$45. Previously a rail trip of 549 miles, requiring nearly three days of travel, and costing \$75 was necessary.

The air-line distance is only 100 miles, but it crosses the Sierra Madre mountains, and direct land travel is only possible about, not even across successful cross direct between the two points. For this reason the railroad must circle hundreds of miles southward through Guadalupe and then turn back up toward along the Pacific coast.

The trip by air was made possible by the recent inauguration of the Brownsville to Mazatlan mail and passenger line, which makes that trip in one day. By rail the trip can hardly be made under a week. Monterey, Saltillo, Tijuana and Durango are the points touched en route.

## NO PROBLEM FOR UNITED STATES IN RHINE OCCUPATION

**By Kirke Simpson,**  
Associated Press Staff Writer.  
WASHINGTON, Aug. 31.—As allied German conditions have been struggling along in the Yonah plan discussion at the Hague, American could well sigh with relief at one of the party's aspects—final evacuation of the Rhineland.

Departure of the last United States troops from occupied sections of Germany six years ago marked the birth of a burden from Washington which has not returned to trouble it.

Recent developments in the negotiations with England willing to take her remaining 6000 Tommies out and France standing pat on keeping her 51,000 there, recalls the sudden withdrawal of the residue of American troops from Coblenz in 1922.

A year before the war department sought permission to bring home Major General Allen's command from Coblenz, the Yankee contingent had dwindled to a third the size of a wartime infantry regiment. The smallest force at present in the region is Belgium's—2800 men which also, in sympathy with England, has agreed to reduce by evacuating the 10-year zone.

Not since the transport St. Michel landed the last thousand regulars from the Rhineland at Savannah, Charleston and New York has Washington had any connection with military sanctions for enforcement of peace treaty terms.

The whittling down of Allen's force was in line with the policy of President Harding and Secretary Hughes to decrease Germany's economic burdens to facilitate a reparations settlement. France, however, pressed for military occupation of the Ruhr to compel payments which Germany declared were outside her capacity.

Into this situation Secretary Hughes threw himself. In his famous New York speech he pointed out the road ultimately toward the League's reparations plan.

January 19, 1923, word came officially to Washington that negotiations would be carried through by France. A year earlier the state department had successfully opposed the war department's decision to withdraw Allen's troops on the ground the action might have an adverse influence on the reparations problem in Europe, from which Washington stood right aloof.

French determination to proceed with the occupying changed the whole affair. After a conference with Hughes and War Secretary Weeks, President Harding announced that orders had gone to Allen for immediate and final evacuation.

Only a handful of American soldiers connected with the grave registration service were to remain.

American withdrawal created regret in Paris. French officials felt it would be construed in Berlin as a rebuke to France and stiffen German resistance to French and other allied reparations demands.

The Washington government was unmoved. It was not to be doubted that the order calculated as a direct expression of American lack of sympathy with French policy.

In England opinion was divided. Some leaders urged that British troops also be recalled; others that they remain, while taking no part in further occupation. The latter counsel prevailed.

For the United States, however, withdrawal of the last men cleared the air. It left American policy free to deal with economic and other non-military aspects of the reparations problem and to press the offer of unofficial American aid in solution of that difficulty.

The Belgian government has organized flying clubs and pays half the cost of members' planes.

Missouri is said to have the lowest state property tax levy of any state.

## BOMBING PLANES WILL BE SOUGHT FOR WEST COAST

PORTLAND, Ore., Aug. 31.—(AP)—Evacuation of the \$120,000,000 five-year aircraft building program to include the establishment of a unit of bombing planes in the Pacific northwest and another at San Francisco will be asked by W. Frank James, Michigan, representative and chairman of the military affairs committee of the lower house.

James and Captain H. A. Dinger arrived in Portland by air from the south and today proceeded to Seattle.

The representative declared the present military defense of the Pacific northwest are no protection from an aerial attack.

## NUDE PARADERS GIVEN CELLS IN DOMINION JAILS

NEWTON, N. C., Aug. 31.—(AP)—The provincial and city jails here were backed to overflowing today with 150 Donkubbers, members of a Kussian religious sect, who started a nude parade on the highway 15 miles south of the city yesterday only to be rounded up by provincial police and special officers.

A march on Nelson was begun several days ago in protest against the imprisonment of Peter Whoroff, a Donkubber, in connection with the burning of Donkubber schools.

When provincial police appeared yesterday to arrest four members who had deserted, over 100 of the parading men, women and children took off their clothes. They were given half an hour to put on their clothing. Refusing, they were loaded into trucks, automobiles and buses and brought here today. Special officers were sworn in to aid the police.

A special truck carrying discarded clothing, dumped the garments in the prison yard but the protestants still declined to resume the humbleness of civilization.

Belgium, herself a great Donkubber, imported 17,000 valued at \$2,000,000 last year.

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