

Clyde Higgins, Formerly With Copco, Writes of South American Life and Sights

Clyde Higgins, former California Oregon Power company aide, writes to Mr. and Mrs. Lyle C. Fisher of Sams Valley, of his life and experiences in South America, as follows:

Santa Fe, Aug. 25, 1929. Dear Lyle and Mrs. Fisher:

Did you think by this time that I had completely forgotten my old haven't by a long ways, but have been on the go so much, and so unsettled since arriving in Argentina that it has been difficult to write to anyone. I have been traveling around from one place to another, and back and forth, ever since landing and have not yet found a permanent place to live. It is just one hotel after another—living out of a suitcase and handbag—packing up, going some other place, unpacking, and staying a while, and then repeating the process. I have been here in Santa Fe now for a little over two weeks which is the longest in any one place yet. Santa Fe is a town or city of about 120,000 population and is some 300 miles north of Buenos Aires, which is my headquarters. This hotel is a nice one, the city is big, and plenty of work to be done up here, so don't mind staying. I'll be here a few days longer I guess, and then will go back to Buenos Aires.

Perhaps you will be interested in some of the high spots of my trip. The folks are living in Temple Row, near Los Angeles, and went down a few days ahead of me. I stopped over in San Francisco, a day to get my passport and clean up some other matters but did not have time to get in touch with Bill. I went on down to Los Angeles and stayed a day for a final farewell with the folks and Blanche and then left for New York. I was in New York a week before sailing and since everything was so new to me there I enjoyed the stay. Over the Memorial day holiday, I went up to Boston to visit with relatives up there whom I had heard much about but had never seen. I also discovered I had a married cousin right in New York, so went to see him and his wife also. A good bit of my time in New York was spent at the office but I managed to see some of the sights and to do some shopping.

We sailed from New York on June 1 on the Munson Line steamer Western World. It's a good sized boat and rides very steadily and as we didn't have any very rough weather I was not the least bit seasick at any time. I enjoyed the trip quite a lot, playing games, deck tennis, shuffleboard, etc., during the day and dancing and playing cards in the evening. I had lots of things to read but couldn't find any time for reading—although Mr. Shepard and I did study some Spanish. It seemed most of our time was taken up with eating and sleeping. We would sleep late in the morning, have some breakfast, and then before we knew it, it was time for lunch. This meal usually took an hour or so, making it two o'clock or later before it was over. Then a turn around the deck, a game or two, and maybe a nap and it seemed it was time to get ready for dinner at 7 o'clock. A little dancing and cards after dinner and it was time for honest bleks from Oregon to be in bed. So that was about the daily program—rather a lazy life.

When we crossed the equator they put on quite an elaborate King Neptune's Court ceremony and all the passengers who had not been across before were initiated into the mysteries of Neptune's kingdom under the waves. We were plastered with soap, and flour and water paste, made to eat "worms" and all the tricks and devices of initiations, and finally thrown into the swimming pool to get washed off. King Neptune with his court had boarded the ship as we crossed the line, looked on and gave the orders. A raw egg shampoo was also a favorite order. The ladies were treated a little more gently—they had to sing a song, do a dance or something similar. It was good fun and then all this nephews were given a beautiful printed certificate of membership as the next time we cross the line we can be among the ones putting on the show.

After 12 days of continuous, unbroken steaming we arrived at Rio de Janeiro. Paul McKee, former Copco general manager, whom you remember is now in Rio, met us at the dock with his car and showed us the town. He had a luncheon for us at the Gloria hotel with about 30 members of his organization present, for us to meet them, and then in the evening had us to dinner at his house. With his car we saw a lot of the sights which we otherwise might not have seen. It certainly made it fine to have a friend in a strange city. The pictures and reports of the beauties of the city of Rio and the harbor are not exaggerated. It is as fully beautiful as they all say it is. The semi-tropical vegetation, the parks, the hills and the mountains of sheer rock sticking up out of the water in the harbor make a scene that can't be adequately described. The main avenue with its trees and parking in the center, and its island mosaic sidewalks is certainly a beautiful sight. We stayed in Rio the entire day, leaving there about 8 in the evening.

The next morning we arrived at Santos, which is a big world port from which 60 to seventy per cent of the world's supply of coffee is shipped. The city itself is not much of a place—it is low and hot and full of disease. About 20 miles back from the coast, though, and upon a plateau about 1500 to 2000 feet high is the real city for which Santos is the port. This city is Sao Paulo and is a good sized, modern and progressive city which is growing rapidly. We went up to Sao Paulo and stayed over night there, returning to Santos late in the afternoon of the next day. The grades up to this plateau which I mentioned are so steep that the railway train is divided in sections and these sections are pulled up by cables. When the top is reached these sections are joined again and the train runs on into Sao Paulo. Here, just outside the city we saw the world famous snake farm where they keep poisonous snakes and extract the poison from them to make anti-snake bite serum. We returned to Santos by automobile, as no way different scenery from that going up on the train. The trip was very much worth while.

Our next port was Montevideo, Uruguay, but due to quarantine restrictions against yellow fever in Brazil we couldn't go ashore. From here it is only an overnight trip to Buenos Aires but due to these same quarantine regulations, we couldn't go ashore at B. A. until we had lain out in the harbor for three days. It was a long wait and everyone was getting tired of the boat by this time. Finally we went ashore the night of June 21, three weeks from the time we left New York. It was rather a lengthy voyage.

Buenos Aires is quite a city but entirely different from Rio. It is not nearly as beautiful, it is absolutely flat and level and has none of the vegetation or harbor scenery that Rio has. However, I think the people here are of a better class—there are only a few negroes and Indians, and these latter are thick in Rio. Practically everyone wears shoes and stockings here which is not the case in Rio.

Buenos Aires has some beautiful parks and lots of them too, and pretty streets and drives, but they are all man-made while Rio's beauty is largely natural. There are some fine stores and buildings here too. The streets and sidewalks are narrow and it is quite a job to walk from place to place—you are always bumping into someone or dodging traffic—half the time you walk out in the street, there is no room on the sidewalk. In fact one street, Florida, on which the nice stores are located, is closed from 4 to 8 every day to traffic and given over to pedestrians only. About 6:30 in the evening this whole street is jammed from wall to wall with people.

I stayed in B. A. about a week and then started traveling and as I mentioned before, have been on the go ever since it seems. I have been back to B. A. a couple of times but it doesn't seem as though I have spent much time there. I don't mind seeing some of these outside towns though as it gives me a chance to see what Argentina is like outside of B. A. I suppose right now as I write this is your busy time, picking the pears and apples. How is the crop this year? And also the market? Will you do as well this year as last? I hope so and even better, too.

How does the old town look on Saturdays? As busy as ever and with the Groceries crowded and fat Bill Gates sitting in his office? As I travel around I don't lose any of my belief that the Rogue River valley is a great place to live and I hope to return some day. You can give this to the Mail-Tribune if you want to and then send me Art Perry's caustic comment in Smudge Pot! There's nothing like it down here.

I hope you both are in excellent health and spirits, and not working in the orchard too hard, and enjoying life as you always have. Send my best regards to Bill. If you get a chance drop me a line—my address, care H. S. Reynolds, Cia Anglo Argentina de Electricidad, 5 Piso, Avenida Rogue Saenz Peña 680, Buenos Aires, Argentina.

Your friend, CLYDE.

DE SOTO PRODUCTION PASSES 100,000

With the production this week of the one hundred thousandth De Soto Six at the Highland Park plant of the De Soto Motor Corporation, factory officials are jubilant over the fact that this car rolled off the assembly line just fourteen months after the first car was produced. This, they believe, sets a record for production of an entirely new car in such a comparatively short period of time.

"This record is all the more remarkable," according to L. G. Ford, general sales manager of the De Soto Motor Corporation, "when it is considered that during these fourteen months the entire sales organization which sold these cars was in the process of formation.

"When the De Soto Six was first announced on August 4, 1928," he says, "it was necessary that we build up an entirely new dealer organization. Automobile dealers, attracted to the De Soto in record breaking numbers until today, only fourteen months after the car's introduction, the number of De Soto dealers in this country alone approached 2,500, and more are being added at the rate of 250 per month.

"The success that the De Soto Six has achieved thus far," Mr. Ford continued, "is due to the fact that it is filling a definite need, that existed prior to its introduction, for a car of real quality and outstanding style at a price within the reach of the average family.

"Some idea of the way in which the De Soto Six is being received by the motor-buying public may

At Isis Sunday and Monday



THE WOMAN TAKEN IN ADULTERY WHOM JESUS RESCUED FROM STONING In DeMille's "King of Kings"

be gained from the production figures for September which show that 6,092 cars were produced and shipped, 36 per cent greater than in the same month last year."

Coming Attractions

Comedy Film That Is Different, Rialto Today

Unique in story, rocking with laughs, in talking pictures, "One Hysterical Night," comedy, starring Reginald Denny, will open today at the Rialto theatre.

It is a comedy film that is different, one that is built around an entirely new situation and one in which the dialogue and plot twists naturally produce howls of laughter.

It is a perfect Universal-Denny picture in as much as Denny wrote the story and the dialogue, with James Craft, director of several of his recent successes, directing. Nora Lane, refreshingly charming, plays opposite Denny.

"Fall of Eve" at Craterian Today

"The Fall of Eve," an all-talking special at the Craterian today. It is a veritable comedy cyclone which relates in an extremely clever and novel fashion the exploits of two married and harried couples. When the husbands attempt to steal away from their wives for a little play and get caught in the act, they lie out of it in a manner that will keep you rocking with laughter.

The players are ideally cast, Patsy Ruth Miller, Ford Sterling, Gertrude Astor, Arthur Rankin, Jed Prouty, Betty Farrington, Fred Kelsey and Hank Mann, all well-known comedians, give splendid performances. The voice reproduction is well done, revealing to us several new talking personalities.

Mail Tribune ads are read by 20,000 people every day.

To the Craterian

Arthur Train's famous novel, "Illusion," will be seen and heard in its film form at the Craterian theatre tomorrow. The story deals with the fortunes of a young magician who becomes the lion of the society circles in which he practices his art as a professional entertainer. He finds himself drawn by two worlds—the world of bedazzled dowagers and haughty sophisticates—and the world of courtesans, show-people, his own kind.

Charles (Buddy) Rogers plays the role of the young magician. Nancy Carroll is co-featured in the role of the dancing-singing vodvil performer with whom he falls in love.

There are a number of thrilling sequences in the picture induced by the natural plot suspense and by the dangers of the life of necromancy which Rogers practices.

Farm Chief Topic Coming Science Meet

DES MOINES—(AP) In the heart of the agricultural middle-west, science will turn its microscope on the problems of the farm, at the annual meeting of the American Association for the Advancement of Science here December 27-January 2.

Agriculture always receives attention at the meetings of the association, the greatest scientific body in the United States, but as the program takes form, indications are that it will be the outstanding subject for discussion at the 1929 meeting.

Leading authorities of national and international fame will talk on the problems having a direct bearing on farming and allied activities.

For the first time, the association will extend its activity beyond the host city. Arrangements are being made for special addresses to be given by leading scientists in Davenport, Burlington, Sioux City, Ames and Omaha.

A MOTOR BUS FOR EVERY SIX MILES PAVEMENT

With motor bus operations developed to the extent that there is one bus to every six miles of paved highway in the United States operators are preparing to consider a rigid code of ethics in an effort to promote added safety in this field of transportation, says the National Association of Motor Bus Operators, affiliated with the American Automobile association.

The estimate of the national motoring body as to the number of buses in proportion to the mileage of paved highways is based on the fact that there are more than 100,000 motor buses in operation today and around 650,000 miles of paved roads.

With the national loss from congestion, traffic delays now estimated at considerably over \$2,000,000,000 a year, it can easily be seen that it is a serious problem confronting motor bus operators. Even a few minutes' delay has an important effect in tearing up schedules, which are vital to successful transportation agencies.

At the approaching meeting, the directors of the national association will take steps toward securing legislation for control of interstate bus operations. Motor bus operators are advocating control by state commissions with right of appeal to the interstate commerce commission.

It is believed that congress will act on the needs for federal regulation of motor buses at the regular session in December and operators are prepared to have definite recommendations to make to committees of the house and senate.

GOING NOWHERE YET ON IMPORTANT MISSION

A snorting black mass hurtles through the night alongside a national highway—the locomotive of a crack Florida-bound express. The engineer beckons to the fireman who joins him at the right side of the engine cab.

A small black spot, preceded by two silvers of light, is gaining on the train. Slowly, from 50 to 55, then 60; 65 and 70 miles per hour. It is abreast of the engine, despite the rain drops that dampen dangerous curves.

They are going nowhere, yet their mission is important. They are two of the expert drivers who are testing out a new car, a new 1930 Hupmobile Six Sedan.

The above word picture, according to Bert Roberts, Pacific coast Hupp factory representative, is but a single instance of some of the unusually severe and wracking tests which this new car, was subjected to months in advance of its announcement.

"Here is a report giving just a glimpse of some of the fascinating and even dangerous experiences of

which these test drivers so laconically tell," Roberts said. "Monday—left the factory headed south with number 12. Arrived Cincinnati averaging 45 miles, roads concrete, macadam and one gravel detour, traffic pick-up noted in Detroit, Toledo, Columbus and Louisville, overnight at Louisville.

"Tuesday—Rainy, concrete roads, slippery and winding, very hilly, averaged 45 miles an hour, tests showed east of handling and perfect control under all conditions, through Cumberland mountains raced express train, smooth handling, constant braking and hill climbing noted."

"In other sections of the country—in the colder north, in the Rockies, on the stifling great American desert, other equally ruthless drivers were getting everything possible out of other new Hupmobile cars. In short, Hupmobile was again demonstrating that its proving grounds are 'wherever cars may be driven'."

Front Seat Advice

If you have to back any considerable distance, you may find it easier to accelerate in reverse and coast freely, meanwhile keeping your foot ready for the brake.

While it is possible to start a car in second gear, or even in high, low gear should be used except when you are starting downhill. The use of one of the higher gears puts a strain on the engine that

will show in time. Even some experienced drivers keep the foot on the clutch pedal when running, especially in traffic. This is unnecessary and causes needless wear on the various parts of the affected mechanism.

In an actual test, a tire was run 30,000 miles at the proper pressure and another of the same make and quality was run 1500 in an under-inflated condition. The tread of the first tire was worn smooth, but its sidewalls were unbroken and it was still good for many miles. The tread of the second tire was scarcely worn at all, but its sidewalls were so cracked and broken that it was useless. Underinflation will ruin a tire much quicker than normal wear.

Classified advertising gets results.

EASY to handle and control

The more time you spend behind the wheel of a Dodge Six—driving on crowded streets and busy highways—the more enthusiastic you will be over its easy handling. The roller-bearing steering guides with minimum effort. The clutch is easy-acting; so is the gear shift. Weather-proof, internal-expanding 4-wheel hydraulic brakes afford easy operation and are positively equalized. The lively motor with its 7-bearing crankshaft, Invar Strut aluminum alloy pistons and other refinements, responds instantly with a quick surge of power. In every way, the Dodge Six is easy to handle and control. That is why it is particularly prized by people who do a lot of driving.

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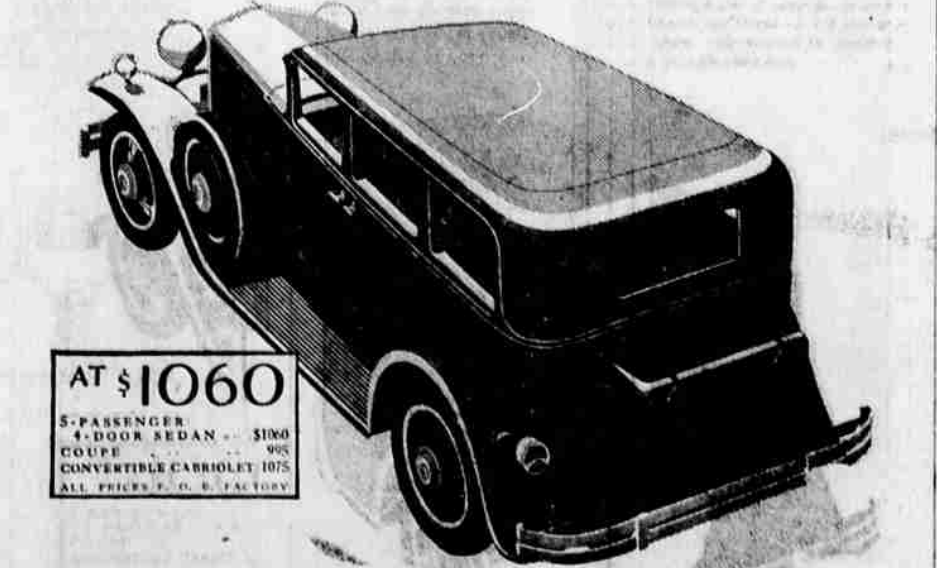
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