

FRUIT LEAGUE HOLDS ANNUAL MEET ON WED.

Valley Fruitmen Wage Constant War On 19 Different Diseases and Pests, At Cost of \$150,000

Codling Moth Most Destructive — 3000 Office Conferences With Orchardists.

The annual meeting and election of the Fruitgrowers' League, Albert C. Burch, presiding will be held at the Hotel Medford next Wednesday afternoon at two o'clock. It will be the first meeting of the organization since the beginning of the fruit season last June. It is expected that a large percentage of the 300 paid-up members of the organization will be in attendance.

David R. Wood, chairman of the winter pear committee, will make a report on the Bosc campaign in Detroit this year. The report will embody a financial statement of the campaign.

The campaign, an unqualified success, as recognized by growers and shippers, with one or two exceptions, has closed all details and practically all the growers who subscribed have paid in full.

Other matters of interest and importance to valley fruitgrowers will be discussed, and plans for the coming year outlined. Conducting of a Bosc campaign next season in a new city, and development of Atlantic Coast markets where the Bosc is now but little known, will be discussed.

It is also expected that a progress report will be read from Prof. Henry Hartman of the Oregon State college, now in New York City, studying marketing and storage conditions will be read.

A plain and frank statement of the aims and purposes of the recently formed Pacific Growers Council, will be made by H. Van Hoesenber.

Another meeting is planned for February, when spring and summer plans will be discussed, frost protection service, being the main item.

MODEL T FITTED UP FOR JAUNTS, LAKE O' WOODS

How to turn a Model T Ford into a snow sled and slide across vast white blanketed areas, is practically demonstrated this week by George Gates of the local Ford agency, who is thus outfitted for the winter. The ancient Lizzie at the Gates Auto company holds the place of honor in the window on Riverside today, waiting for a trip into the Lake of the Woods as soon as the weather becomes "vile" enough to permit it.

The sled attachment, which has been purchased by Mr. Gates from the Snowbird company of Wisconsin, provides two runners to be attached to the front axle of the car; a middle axle, onto which the front wheels are attached, and a track which surrounds the four pair of wheels, and makes it possible to traverse the heavy snow-covered spaces which forbid the intrusion of the ordinary car equipment.

This provision is now in general use in a number of eastern sections of the United States, according to Mr. Gates, and has been found invaluable on rural mail routes, school bus routes, and by fire departments as well as individual car operators.

Mr. Gates, who, with a number of local masculine friends has enjoyed winter sports, including skiing and sleighing in the Lake of the Woods section for a number of years says that this is the first time the party will be able to take the women folks along.

The car may be driven to the snow line, where the sled attachments will be put on, and thus enabled to make the rest of the otherwise impossible journey to the scene of ideal winter skiing.

Daily Meteorological Report

Sunday, Dec. 15, 1929
Medford and vicinity: Sunday, rain; moderate temperature.
Oregon: Sunday, rain; moderate temperature.

Local Data.	5 A. M.	8 P. M.
Temperature (degs.)	51	57
Highest (last 12 hrs.)	64	61
Lowest (last 12 hrs.)	51	53
Rel. humidity (per.)	99	89
Precipitation (inches)	62	44
State of weather	LT. Rain	Cl'd
Total precipitation since September 1, 1929.	5.43 inches.	
Sunrise today.	7:32 a. m.	
Sunset today.	4:41 p. m.	
Sunrise Monday.	7:33 a. m.	

W. J. HUTCHISON,
Meteorologist.

A. C. Allen Writes Impressions of Greeley—A Hero of Disaster

The interesting and excellent editorial in last Monday's Mail Tribune, on the Greeley expedition to the Arctic in the early '80s, was the first information that I had had of the publication of Brainerd's diary. It awakened old memories and fired anew my interest in this expedition. Perhaps the reason for my personal interest in this ill-fated expedition, was that I had heard my father speak of it so often and he had taken the aboard the Thetis where it lay in the Brooklyn Navy Yard a year after the rescue.

At the time, my father was a lieutenant in the army. He applied to go with the expedition, but was refused because he had a family. With the expedition was Lieutenant Lockwood, a very dear friend of my father's and, I believe, a classmate at West Point; and one of the last letters that Lockwood wrote was one to my father. It was sent on the Proteus—the ship which carried the expedition to Lady Franklin Bay—and accompanied some fine Arctic furs which Lockwood had sent my father.

From my father and other officers in the army I had heard reports and comments regarding the Greeley expedition. And now, after a lapse of nearly half a century Brainerd's diary is published. It confirms many of the stories I had heard and seems to bear out the contention that Greeley was unduly lauded.

Hero of Disaster

Greeley was the hero of a disaster, the commander of an expedition which for colossal blunders and useless sacrifices has never been equalled in the annals of Arctic exploration. From its very inception this expedition was marked by ignorance, blunders, and a lack of preparation. The motive for the expedition was to subordinate geographical discoveries to physical observations. Several nations were to locate stations at different points in the Arctic so all could make correlated observations. The United States sent Greeley to Lady Franklin Bay.

Among the first serious blunders was sending a group of inexperienced men into the Arctic under the command of a young lieutenant who knew nothing of boats nor of Arctic conditions. The most fatal of all was the order given to

Greeley covering his procedure in case the relief vessel could not reach him. Greeley was almost as comfortably quartered at Fort Conger as is Byrd in Little America. Greeley spent two years there in comparative comfort and probably none of his work was more dangerous than Byrd's.

But when the time came for relief "Mr. Ebbels," secretary of General Hazen, was sent in command of the ship. He was not a sailor and he failed to reach Greeley and he very carefully carried back practically all the food and supplies he had taken up there.

Squabbling and Jealousy

The following summer Greeley was to have been taken away. There was a lot of squabbling about this relief expedition and petty jealousies cropped out. Some one suggested that a ship were to be used the command of the expedition should be turned over to the navy. But the army would not hear to this so they sent another young lieutenant, Lieutenant Garlington, in charge of a chartered boat. This was the Proteus again. Carlington went on a trip under orders which he followed blindly, to say the least. He found ice conditions very bad and he feared he could not make Fort Conger. He knew that if he did not reach the fort that Greeley would start south in August and would expect to find the relief ship or a relief party with ample stores. Yet Garlington, through absolute ignorance and because his orders did not specifically tell him to do so, never made any provision for a possible disaster to his own vessel. He did not lay down a cache at the points he should have as he went north. Then the Proteus was overwhelmed and went to the bottom. With a few stores Garlington and his party retreated southward and were picked up.

Ignorant of Arctic

In the mean time Greeley and his party had remained at Fort Conger for two years. From the very start there had been bickerings and misunderstandings and each winter night was marked by unpleasant quarrels and dissatisfaction. These were due to ignorance on the part of Greeley. Had he known the Arctic he would have had his plans laid for lots of work to keep the men occupied and contented. But he did not know, and

all during the months of cold and darkness the men grew soft and discontented. All their amusements pulled and, at one time, there were mutterings and suggestions to overthrow Greeley and place another in command.

The instructions, given through absolute ignorance of Arctic conditions, ordered him to leave Fort Conger "not later than September 1st, 1883, and retreat southward by boat."

September came, Greeley saw that ice conditions were bad and he must have learned that September was far too late to make such a trip. Winter was upon them. They should have remained another winter and retreated in the spring when weather conditions were better and game easily obtained. But he obeyed instructions and drove his boats into the pack. He abandoned his dogs and left them to die at Conger.

Finds the Worst Spot

Drifting with the ice he finally made a landing, reached Cape Sabine and there, in "the most God-forsaken place in the Arctic" made their winter quarters. Explorers who have visited Cape Clay have said that it would have been almost impossible to have found a more bleak, desolate and exposed position than was selected for winter quarters. And this after two years experience in the Arctic! Their provisions ran short, sickness, starvation and cold took their toll. They lived in abject misery and most of them died. They resorted to cannibalism. There were the inevitable quarrels, suspicions and dissatisfaction with Greeley's administration. One man was executed for stealing, others reduced in rank. Brainerd and Long were foremost as workers and the real leaders. But none of them knew the country or how to combat the conditions properly. Harry Whitney, a rich sportsman, spent a season hunting for pleasure in that section. He killed muskoxen in Ellsberg land near Cape Sabine and visited Littleton Island and Cape Callie. He went over the ice by sledge and did it merely for sport.

Brainerd and Long Real Leaders

The terrific fight which the Greeley expedition made for life was a fine one, but was it more than any group of men would do to save their own lives? Greeley's leadership did nothing to save them. He was merely in command. If initiative and work should have been rewarded then it was Brainerd and Long who deserved it; if it was patient suffering then Elson deserved the most praise. For nearly eight

months Elson did not leave his sleeping bag. He had been frozen so badly that his feet and hands had dropped off and his limbs were gradually sloughing away.

Commander Schley (afterward admiral) made the rescue with the Thetis, Bear and Alert. The rescue was no accident. Schley went to get the Greeley party and he did so. While no blame could be attached to Greeley or his party, yet the whole affair was marked with fatal blunders. Greeley, to repeat, was the hero of a disaster.

SHOW STRENGTH DODGE FENDERS

Wide interest is being attracted by the unusual display in the show windows of Eakin Motor company, Medford Dodge Brothers dealer. This display convincingly shows the strength of the fenders on the Dodge six, the entire front of the car being supported directly by the fenders. Two substantial pipe uprights hold the front of the car by the tips of the front fenders, emphasizing one of the outstanding features of the Dodge six, the strong body and fender construction.

Clyde Eakin, head of Eakin Motor company, estimates the weight being supported by the tips of the front fenders at not less than 1500 pounds.



WEDDING

Announcements and Invitations, "socially correct," made without the expense of a copper plate.

SWEM'S

Kodak, Book & Gift Shop

Brisbane's Today

(Continued from Page One)

Baltimore decides that women may now be ordained as pastors and ruling elders.

One clergyman reminded his fellows that Christ had only men among his 12 apostles. Somebody might have replied, but didn't, that if 12 women had been chosen there would probably have been no Judas.

There is a good deal of money left and C. E. Mitchell, head of New York's National City Bank, left some of it. Yesterday he bought his bank and syndicate \$65,000,000 of the New York City 4 1/2 per cent corporate stock and bonds.

He paid a premium of \$1,526,657 above par, a good price for securities that pay only 4 1/2. However they are free of income tax, which makes a difference.

Heavy floods in parts of England, the Thames 3 miles wide in places, swollen rivers and dangerous flood conditions in France. The storm that has wrought such havoc continues roaring along Europe's west coast.

Italy's steamship Leonardo da Vinci, has safely reached Gravesend with a precious cargo of art treasures. The field of Runnymede where Magna Carta was signed is a lake.

In China the storm is worse than in Europe, for it is a storm of hatred, bloodshed and civil war.

Shanghai residents of the Chinese quarter, fearing for their lives seeking to force their way into the international settlement, were repulsed by force.

The grateful that we live in a country so peaceful, so free of bootlegging, crime, and Wall Street earthquakes.

Twenty-eight years ago the great Italian, Guglielmo Marconi, listening on the Grand Banks of Newfoundland, picked up the single letter "S" sent by wireless transmitter from the southwest end of England.

Today Marconi, in a London studio, will talk to his friends in the United States, his voice coming perfectly distinct over a 25-meter wave length.

Marconi himself could hardly have believed, twenty-eight years ago, that the thing would ever be done.

Anyway, the tariff bill got far enough along to take the blame for the wreck of the stock bubble.

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Gift Things to please Her

If you want to be very much appreciated, come to The Bootery and get her gifts like the ones suggested herein. There are remembrances definitely planned to cause her to say "How thoughtful of you! It's just what I wanted."

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\$1.75 and \$1.95
Special Discount by the Box

Boudoir slippers! The pajama vogue makes this one of the most welcome gifts for Christmas, 1929.

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Large Assortment

Footwear heads the list of useful gifts. If you miss the size they're as easy to exchange as other gifts.

linestone and cut steel buckles. A gift that is at once beautiful and unusual.

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Just Arrived!
New Woolly
ANKLETS
All Colors
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Just Arrived!
New Woolly
ANKLETS
All Colors
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Gifts wrapped in beautiful Christmas Boxes

In Your Dilemma of What to Give Him

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Men are practical fellows and like things that can be worn as Christmas gifts. It is easy to buy shirts that will please even the most fastidious man. Find out what his color preferences are, does he like stripe patterns or figured designs and does he wear his shirts with collars attached or with separate collars. You'll find all these and many other features in this selection of shirts.

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Frank Boyer, a farmer of Plains, Mont., shot a deer from the kitchen door of his home.