

MEDFORD MAIL TRIBUNE

Daily and Sunday
Published by
MEDFORD PRINTING CO.
25-27-29 N. 5th St. Phone 175

ROBERT W. DEWILL, Editor
S. HUMPHREY SMITH, Manager

An Independent Newspaper

Entered as second class matter at Medford, Oregon, under Act of March 3, 1879.

SUBSCRIPTION RATES

By Mail—In Advance:
Daily, with Sunday, year, \$7.50
Daily, with Sunday, month, 75c
Daily, without Sunday, year, 6.00
Daily, without Sunday, month, 52c
Sunday, one year, 2.00
By Carrier, In Advance—In Medford, Ashland, Jacksonville, Central Point, Phoenix, Talent, Gold Hill and on Highways:
Daily, with Sunday, month, \$1.75
Daily, without Sunday, month, 1.45
Daily, without Sunday, year, 17.00
Daily, with Sunday, one year, 18.00
All terms, cash in advance.

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Official paper of the City of Medford.
Official paper of Jackson County.

A. B. C. average circulation for six months ending March 31, 1930, 13,222.
Daily average distribution for six months in March, 11, 1930, 14,772.

Printed and sold at A. B. C. 4159.
Printed news room, 4965.

MEMBER OF AUDIT BUREAU OF CIRCULATION

Advertising Representatives
M. C. MCGINNIS & COMPANY
Office in New York, Chicago, Detroit, San Francisco, Los Angeles, Seattle, Portland.

SMUDGE SMOKE

Another Southern Oregon gent has completed plans to get into the public eye—likewise the public's ear and nose.

Right-smart of a breeze flitted over the valley Thurs. evening. The lightning also played.

D. Antle was on the street Fri. and directed some scurrilous remarks at the orchard run of golf pants.

Atty. G. Moses Roberts ranks with C. Furnas as a noiseless lightning, but C. still makes the most painful job of it. Laughter catches G. Moses in the short ribs, and causes him to double up, in the manner of a man who has bit off more cucumbers than are good for him.

Only nine weeks until school resumes.
Gitzo Shimoda, 7 is under the impression that he is a locomotive, with a broom handle for a piston-rod.

A busy salesman invited your corr. to look at a \$3000 auto, which we did accommodate him, last week. This machine will do everything but talk.

Some of the Older Girls are shedding their socks, and wearing milk hides over their shoulder blades.

James Eaton was divorced from a molar last week. It being quite an event.

A party of citizens were over from Crescent City recently, and tore up a few 5-year-old pear trees to take home. This is thought to be an act of reprisal for valley residents running over to Crescent City and pulling up giant redwoods.

In about 10 days, the papers will say that the backbone of the heated period is thought to have been broken.

Roy Bennett has the neatest kept vacant lot in town. He keeps the weeds well trimmed and symmetrical, and others should do the same, as it improves the appearance of the terrain.

P. Preston of the Applegate towed Fri. an old Herman Offenbacher front farther down the creek.

The Republican party is doing some heavy thinking, to pick a candidate for gov. Hon. Verne (Shotgun) Canon has volunteered to help them make a selection.

The social whirl is not whirling as violently as it was early in the spring, the social lions settling down to the business of earning a living. Several are full of philosophy, and very serious, and this is a step they will look to a preacher in the eye in mid-September, and get a load of wood from Hobbs Deuel, as a nuptial gift.

A batch of Eagle Pointers were in town Sat. and threatened this col with nothing worse than lynching for some untimely remarks some time ago.

Len Carpenter, who was over-seas last winter, is himself again, and gave the writer a hammer Wed. for no reason at all.

Sam Richardson has stretched out into a fat-sized quarterback, if he don't decide football is too rough, and becomes addicted to a motorcycle.

People are beginning to suspect that Bishop Cannon's favorite Biblical passage is that admonition which cautions you against permitting your right hand having any knowledge of the achievements of its mate.—(The New London Day.)

This is supposed to be national truck week, during which the ordinary motorist, after yielding the right-of-way as usual, will withhold that dirty look.—(The Indianapolis Star.)

Descendants of Wolferf Gerretse Van Cooze have lately celebrated the three hundredth anniversary of his arrival in America. You see, he made a name for himself.—(The San Antonio Evening News.)

Many an editor could dispute Professor Einstein's claim to priority of the discovery that the more the he of matter the less there is of space.—(The Boston Evening Transcript.)

With a slight manipulation of the light switch, it should be no trouble to steal second in one of the new night ball games.—(The Detroit News.)

GOOD NEWS FOR SOUTHERN OREGON

MEDFORD and Southern Oregon can well rejoice over the victory of the Great Northern, in its fight to give this state another trunk line railroad.

The chief, and immediate, benefit will be for Klamath Falls. For this decision places Klamath Falls upon two transcontinental railroads, and from the nature of the country through which the new line will be built, Klamath will be one of the chief distributing points for the new construction. The circulation of approximately \$15,000,000 of outside money in the vicinity of Klamath Falls, in the next few years, certainly will start a terrific boom to that rapidly growing community.

But, as we have so frequently pointed out, whatever directly helps Klamath Falls indirectly helps Medford, for whatever makes Klamath larger and more prosperous, gives Medford a larger and more prosperous customer.

But subsequent, rather than immediate, benefits are what Medford is principally interested in—and rightly so! For, listen to what L. C. Gilman, executive vice-president of the Great Northern, said in Portland yesterday:

In addition to these advantages, Oregon will gain a main trunk railroad of which the purpose will be to expand and construct feeder lines wherever practical.

Now take the map of Oregon, and figure out to what feeder lines in this state Mr. Gilman refers. Certainly not to Portland or Eugene, where Hill lines are already constructed, or where construction has been announced. Hardly to Roseburg, where tonnage is comparatively small, and no railroad construction east and west, has ever been started or contemplated.

OBVIOUSLY TO MEDFORD. For here is not only the heaviest tonnage in Southern Oregon, but a railroad has already been constructed, as far as Butte Falls, and an easy grade extension to the east has already been surveyed.

In other words, this announcement means, not only that Southern Oregon is to have two transcontinental lines, two lines to Portland and San Francisco—but that eventually, perhaps sooner than anyone suspects, the Hill lines will be in Medford.

We may be over-sanguine, but in the face of Mr. Gilmore's announcement, we see no other conclusion to be reached. He is talking of Oregon, NOT California. And he definitely states that the purpose of this Oregon construction will be to expand and construct feeder lines wherever practical.

If anyone can point out a more practical, or more obvious, feeder line than to the "Ten million-dollar market" of Medford, we would be grateful for the information. And if anyone can show us why, once in Medford, the Hill lines would not extend to the coast—that information also would be acceptable.

In our opinion, this decision by the Interstate Commerce Commission is the best news for Medford and Southern Oregon since the discovery of Crater Lake. But we have no desire to raise hopes locally which will never be fulfilled. If we are mistaken, we would welcome the facts that would prove it.

But where are they?

MORE GOOD NEWS

HERE is another bit of good news for this part of the world. Lumber is one of our most important industries. And at the present moment here and throughout the country it's in a bad way.

But we have the word of Dr. Wilson Compton, manager of the National Lumber Manufacturers Association, that better times are ahead.

In a speech at Eugene a few nights ago, Dr. Compton maintained that the lumber industry itself was partly to blame for the present condition. He declared that when the old carriage factories found making carriages didn't pay, they turned to making automobiles; and that when certain wooden refrigerator companies didn't pay, they turned to making radios.

Well, he suggested that the lumber industry do the same thing—instead of complaining about lumber substitutes, turn to making them. Calling attention to the modern uses of cellulose and lignin, he maintained that wood could be made the most universally useful material in all industry.

Listen to the doctor further:

Trees are nature's greatest manufacturers. In quantity of cellulose they excel all, and in quality, most of the annual crops. During the past ten years the average annual yield per acre of cotton, the purest natural form of cellulose, has been less than 160 pounds. The same acre will produce five times as much cellulose in the form of a yellow pine tree as it will in the form of cotton and at much less cost per acre. Well-managed wood lands will readily produce 2,000 pounds annually of cellulose per acre. The exact information for the principal western species is not available, but the yield per acre undoubtedly ranges among the highest of American woods.

Consider, for example, rayon, the most spectacular infant industry in the textile world. Nearly 120,000,000 pounds of rayon, which is chemically treated cellulose, were produced last year in the United States alone. Seventy per cent was made from wood pulp. In finished form, it represented an enhancement in value of the constituent raw material of over 1,000 per cent.

Another notable opportunity in wood utilization: Plastics. Its favored and most widely used material is wood. Its future possibilities may not yet be gauged. But economic prophets predict that within two decades the plastic industry will rival steel. Its products may be made into a thing as small as a button or as large as a Corinthian column. Already its products equal in aggregate value more than one-tenth of the products of the lumber and wood-using industries combined. Fifteen years ago, less than \$15,000,000; today a quarter of a billion dollars.

Similarly, other amazing derivatives of wood cellulose—"Cotton" that is more cottony almost than cotton itself; artificial "leather," scarcely distinguishable from the genuine hide product; a hard "rubber" and an unbreakable "glass." These recent spectacular developments signify a great future field for progress in wood industrial chemistry; add plausibility to the high claims of its enthusiastic exponents; and constitute a further assurance of the permanent economic value of timber and wood as a source of materials for industry.

Here is certainly some cheering news. And, Heaven knows, in the land of the free and home of the brave, at the present moment, WE NEED IT!

No, Ethel, the national song of Sweden is not "Swede Adeline."

The man who tries to dodge his duties usually finds the debt much rougher than the road.

When the office boy says the boss is in conference it usually means he's conferring with his caddie as to the present location of his ball.

Don't worry about fishing spots on Rogue River. The Rogue below Trail Creek is a meandering stream, and no property owner can keep you off it.

The business depression is ended, we suppose. The June grads arrived in the nick of time and have the situation well in hand.

Fifteen Years Ago This Week

(From the files of The Mail Tribune)

Monday
"The fate of France" hinges on fierce fighting around Arras. William Howard Taft, former president, will pass through the city in August en route to San Francisco.

Fred DeKor, birdman, wrecks airplane at fairground flight. Will get a new one and try again.

Dr. Pickel goes to San Francisco to attend National Medical meet.

The Grizzlies, headed by Treve Lumsden and Cole Holmes will hike to Squaw Lake next Sunday.

Tuesday
"Motorcycle cop to curb speeding." After the sun goes down the reckless driving begins, and owners of horse-drawn vehicles complain that they have to go in the ditch, or be ruined.

"All men who have religious or social tendencies are urged to attend a meeting at St. Mark's hall tonight."

A breeze from the north moderated the heat which registered 92 degrees.

Undressed stone delays work on new federal building.

Wednesday
Five tons Royal Ann cherries shipped to California canneries.

Portland auto club boosts Pacific Highway.

Better pack of fruit wanted for San Francisco fair exhibit from this county.

Jacksonville railroad sold to S. S. Bullis for \$60,000.

A carload of Imperial valley watermelons reach city, and enjoy brisk demand.

Thursday
Harry L. Walther is elected president of the newly organized Medford Auto club.

Boys start a grass fire near Jackson school which frightens the women folks of the neighborhood.

Autoists are ignoring the signman at the Main Street crossing, and some are even ignoring the trains.

Boudinot Connor was fined \$2 in police court for turning his car around in the middle of the street, and Glenn Fabrick was fined \$2.50 for allowing chickens to run at large.

Seely Hall returned this morning from a trip to Crater Lake, and nearly reached the rim.

Friday
William Aitken given contract for installing water system at Crater Lake.

A special train bearing 100 prominent Mid-west Swedish-Americans passes through city.

Mayor Emerick leaves on annual trip to Idaho, and Councilman Medyniski is acting mayor.

Water Superintendent Olen Arnsperger left this morning for the city intake to inspect conditions there.

Saturday
Joyriders made the welkin ring on South Riverside with loud yelling, and unbecoming conduct.

14 citizens fined by Police Judge Gay for violation of the water regulations.

The trio of gypsies who have been camping along Bear Creek were told to vamoose by Chief of Police Hillson.

Carpenters and plumbers to start work on federal building August 15, according to present plans.

The police have declared war on the practice of autoists, particularly boys, from making wide sweeping curves at intersections for the purpose of scaring pedestrians.

Press Comment

MR. HOOVER AND THE TARIFF
President Hoover's announcement that he would sign the tariff bill is no surprise. It is a serious matter for a president to veto a tariff bill. From a party standpoint such a veto is disastrous politically, in that it tends to tear the party to pieces. From an economic standpoint it is bad because of prolonging business uncertainty. In the history of American government there have been only nine vetoes of major tariff measures.

In the case of the present bill, the president's reasons for signing are valid. As is natural, he fails to emphasize the extent of the unwarranted increases in industrial duties. But in spite of its unsatisfactory character in this respect—which Mr. Hoover does admit—the advantages of the agricultural schedules and of ending the business uncertainty, combined with the possibilities of adjustment through the tariff commission, warrant his approval of the measure.

The important next step is the reorganization of the tariff commission on a basis to give confidence in its fairness and its readiness to make the necessary adjustments of rates that are evidently out of line.—(Kansas City Star.)

There should be no unemployment in factories that manufacture slot machines. They degenerate rapidly under sledge hammer blows.—(The Toledo Blade.)

The Democrats of North Carolina didn't retire Senator Simmons with whispered suggestions. They thundered at him.—(The Asheville Times.)

What we should like to hear would be a joint debate between a team of traffic cops and a team of truck drivers.—(The San Bernardino Sun.)

BELGRADE, June 21 (AP)—State monopolies furnish the greater part of the revenues of Jugoslavia. Last year the administration of monopolies handled 10,000 of tobacco, 130,000 of salt, 40,000 of oil, 700,000,000 boxes of matches and 120,000,000 packets of cigarette papers.

New Studebaker Six Smashes Mount Diablo Record



Breaking all previous records, a strictly stock Studebaker Six sedan raced 11.6 miles to the summit of Mt. Diablo, near Danville, Calif., in 21 minutes 39 and 3-5 seconds with the gear box sealed in high.

The significance of this feat is emphasized by the illustration of the famous scenic mountain route (above), with its sharp twists and turns and steep grades. Inset is the Studebaker Six negotiating a turn at break-neck speed.

A Cause for Prayer

In the death of the nominee for governor of his major political party and in the resultant complications developing Oregon is getting a practical glimpse into the absurdity of a political system which attempts to perpetuate the party system as an adjunct to an unlimited primary nominating plan.

In a state where candidates for public offices are theoretically supposed to be chosen in accordance to the will of the majority, thirty-six men are within the next few weeks to select a nominee for something over 250,000 registered members of the republican party, operating under a scheme of organization which designates them as representatives of the sentiments of their constituents.

The theory, however, is sadly perverted in practice. Actually the state central committee is representative of nothing more than a small group of professional politicians who make it their business to keep the party organization alive and functioning in the interests of their own political cliques.

So impotent have the party organizations become under the primary system that popular interests in the posts of precinct committeemen, upon which the whole party system is founded, has degenerated almost to the vanishing point. It is only through the efforts of interested political leaders in the various counties, who in turn are inspired to activity by the selfish promotion of small groups functioning on a state-wide scale, that candidates can be secured for precinct committees.

Most of them are drafted, a large proportion "written in" for selection without ever being nominated, and in many instances where precincts neglect to name committeemen are appointed by the hand-picked county committees.

Hand-picked, likewise, are the state committeemen which the county organizations designate. The saving feature of the whole system is that seldom there develops a situation of sufficient importance to weld the various

AIR TRAVEL EASIER ON FISK TIRES

It may sound like a pretty story to cry from soaring through the air to driving an automobile on terra firma. Even in these days of improved highways, there are not enough roads on which the going is so much easier, and the only "soaring through the air" seems to be bouncing from one bump to another.

"Basically, however," says Sam Jannans, manager of Jannans Tire Co., "the automobile rides on the same as an airplane—in the instance of air contained within a chamber, and in the other the forward velocity creates a suction, lack of pressure on the upper side of the wings, causing it to be sustained by the full pressure on the under side."

"This principle of airplane effort has been incorporated in the new Fisk Air-Flight Principle tires. Briefly, this principle means that the car rides less on the rubber and more on the air. A larger air chamber and longer flex area offer greater cushioning against the jolts and jounces of rough roads and serve to distribute shocks more evenly. These tires are so constructed that they may be operated at pressures from 10 per cent to 15 per cent below recommended standards without diminished service or mileage. These are just a few of the reasons why this principle of tire construction has been called Air-Flight—that's the only thing their performance can be compared to."

NEW BACTERIA MAY HELP IN WAR AGAINST SNAKES
AMES, Iowa, June 21.—(AP)—A strange bacteria type, which seems deadly to poisonous snakes, is being studied by bacteriologists at Iowa state college.

Some time ago all the poisonous snakes used in experimental work at the University of Minnesota died mysteriously. Roger Patrick, a graduate student in bacteriology, has been endeavoring to discover and grow cultures of the bacteria which caused the disease.

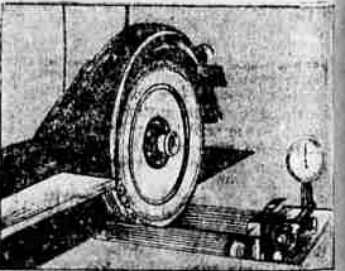
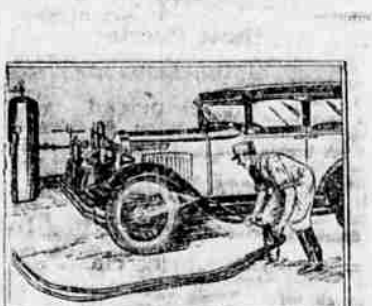
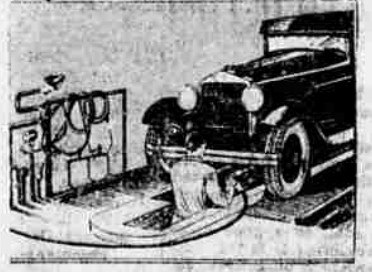
HAVANA, June 21.—(AP)—More than \$2,000,000 has been spent by Cuba on public improvement within three years says Dr. Carlos Miguel de Céspedes, secretary of public works. Projects costing \$59,168,029 have been completed.

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