

NAVY DIRIGIBLE COMPLETED IN JUNE IS BELIEF

New Queen of Air Ahead of Schedule—German Motors to Drive Ship—Base Uncertain.

By Oscar Leiding. (Associated Press Aviation Editor) AKRON—(AP)—The skeleton of a man-made mastodon of the air, the navy airship Akron, is being shaped ahead of schedule.

By the beginning of next year, its constructors expect, the new queen of the skies will be ready for her fabric dress and in June ready for flight.

More than two-thirds of the girder work forming the body have been assembled while separately workmen are fashioning the tapered nose and tail sections which will complete the cigar-shaped structure.

Eight German motors to drive the 6,500,000 cubic inch ship have been tested for the new role of powering swivelled propellers which will enable pilots to move the dirigible forward or backward, up or down.

The Oil Engines. Meanwhile the navy is working on heavy-oil engines which may be developed in time for installation in the ZRIS-5, scheduled to be built as the Akron's sister-ship.

Twelve huge gas cells to contain the non-inflammable lifting gas, helium, are being installed in the skeleton body after its strength has been tested.

The cells, forming the equivalent of bulkheads in water craft, are designed to buoy the dirigible safely even with the loss of gas from two compartments.

Within the last dress of water-proofed, metalized skin to cover the rigid skeleton will be the engine rooms with nothing exposed but the propellers.

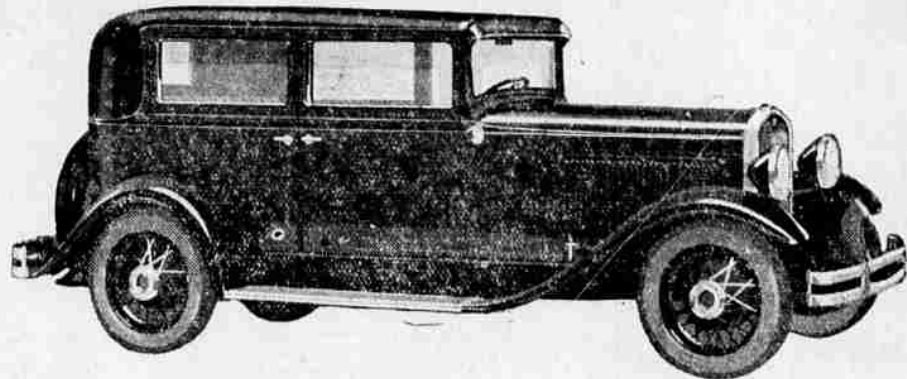
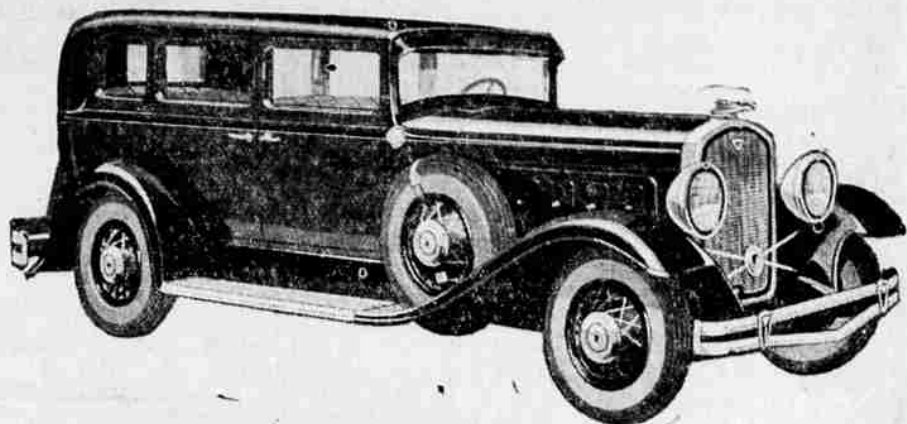
Improvements on the airplane hook-on gear which has been used successfully with the Los Angeles will be included in the design of the trapeze equipment for handling five complete planes with the Akron.

The new gear, instead of being a rigid projection as it is on the Los Angeles, will be hinged at one end, so it may be dropped for airplane contacts and then swung upward, carrying the plane within the airship.

With the expected completion of the Akron in June, the navy has yet to decide where the ship will be based. The Lakehurst hangar, home of the Los Angeles, can accommodate but one ship. Congressional bills for building a base on the Pacific coast still remain in committee hands with an unsettled controversy over which of two sites, Camp Kearney and Sunnyvale, Calif., is the better.

More Eggs From Wet Mash. SEMINOLE, Texas. (AP)—In one flock of White Leghorn hens where production had dropped to 45 eggs daily from 138, the egg basket was filled with 86 eggs per day within 10 days of the time the owner, J. J. Green, started feeding a wet mash at noon.

New Hudson Essex Models



Above: New Greater Hudson Touring Sedan. This three-window five-passenger Touring Sedan is a splendid example of the new beauty in Hudson's 1931 offerings. The New Essex Super-Six Standard Sedan, below: The beauty of line and increased roominess of the New Essex are immediately apparent in this stylish Standard Sedan.

New Hudson and Essex models, at the lowest prices in the 22-year successful history of their makers, the Hudson Motor Car company, went on exhibition today at the Armstrong Motor Co., Hudson-Essex dealer for Medford. Both the popular cars are greatly improved in appearance, both being striking examples of the 1931 increased quality at reduced prices.

The coach, the coupe, a passenger and rumble seat, standard sedan, the town sedan, four-door, two window, close coupled, sport roadster, with boat type rear deck, and 5-passenger phaeton—on the 119-inch chassis. The touring sedan, seven passenger family sedan, club sedan, brougham, with landau rear quarters, and seven-passenger phaeton come on the 126-inch chassis.

standard sedan, with two windows, town sedan, two-passenger coupe and coupe with rumble seat for four passengers, and sport roadster. U. S. Armstrong, president of Armstrong Motors, believes that the manufacturers have gone up to and beyond the 1931 standard of values at lower prices. "We knew that the factory was concentrating its entire huge resources in building two cars to meet the changed conditions. This meant that they were to provide the greatest quality at the lowest possible prices, and give the public a car that would give the maximum value for the money on every count, and, at the same time, a car that went beyond simply providing economical transportation, but gave the owners a product of which they could be proud. These cars are certainly the greatest buys I have ever seen. Our salesmen are enthusiastic, business conditions are improving—and the public is ready to invest in cars of this type."

ADVERTISING PLANS OF KELLOGG COMPANY LARGEST IN HISTORY

BATTLE CREEK, Mich., Dec. 9.—Declaring he is confident that business generally soon will show signs of gradual but certain improvement, W. K. Kellogg, chairman of the board of the Kellogg company, leading manufacturers of cereal foods, today announced that advertising plans for 1931 call for the largest expenditures in the company's history.

At the same time Mr. Kellogg disclosed that the company will end the current year with the greatest volume of sales it ever has enjoyed. "The Kellogg company, which has been built largely upon advertising, for many years has been one of the most consistent users of newspaper and magazine space. Our appropriation for the coming year provides for a material increase over the present record year," said Mr. Kellogg. "At the beginning of 1930 we announced the most ambitious manufacturing, advertising and sales programs we had undertaken up to that time, asserting at the time our confidence in the basic soundness of industry generally and in the country's capacity to respond to aggressive tactics. We have held steadily to our course and have done the largest volume of business in our history. "To meet demands, it has been necessary during the year to build a million-dollar addition to our home plants in Battle Creek, as well as provide an important addition to our branch at London, Ontario. "Aside from our individual experience, however, do not believe any close observer of the undercurrents of business trends can deny that business generally soon will enter upon a gradual, but certain improvement."

The Mail Tribune will carry the Kellogg advertising for this trading area, as it has for many years past.



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The sun sinks low on the horizon—shadows fall, and mankind needs LIGHT. It is on this basic daily need that our securities are grounded. And the demand for electric service is growing from day to day—for more Light—for more Power. An investment in our securities has a 24-hour earning capacity, year around. This essential service is a permanent guarantee of steady, substantial income through the years ahead.

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THE CALIFORNIA OREGON POWER COMPANY MEDFORD, OREGON

BADEN-POWELL TO DROP REINS OF BOY SCOUTS

Resignation Leaves Problem of Successor—Individual Not Commission, Held Best Ruler.

LONDON, Eng.—(AP)—Lord Baden-Powell, 73-year-old head of the Boy Scout movement, is seeking a successor to lead his 3,000,000 boys in all parts of the world. The question may be decided at the January meeting of the commissioners.

The chief of international scouting has ruled out his own son and declined to nominate anyone himself. "I shall leave it to the movement itself," he explained.

Other leaders declare this question is the most important that has ever been raised in the twenty-two years' history of the Boy Scout movement.

Lord Baden-Powell will be 74 next February. There is no question of "B.P." retiring, but he wishes the leadership problem solved. The points under consideration are these:

Is there any one man in the movement who would be a suitable successor?

Should he be called "Chief Scout" or should some other title be substituted?

Lord Baden-Powell favors an individual rather than a governing body to lead the movement.

"One head would be better than a commission, if we can find the right man," he said. "That is what headquarters is considering. A man who by his personality can inspire the whole movement is what is needed. He must be something more than a ceremonial head."

"If any one takes it it will not be because he particularly wants to, but because his fellows want him to, and the man chosen may come from any rank."

About the title of the possible new chief, Lord Baden-Powell said: "That, too, I shall leave the movement to decide. I shall not care when I am dead whether he is called Chief Scout or something else."

Air Bomber Can Fight Back. By carrying a machine gunner behind the rudder, the newest British bombing plane can defend itself effectively. The innovation eliminates the one vulnerable spot of a military airplane.

Meteorological Report

December 9, 1930
Forecasts
Medford and vicinity: Tonight and Wednesday cloudy; normal temperature.
Oregon: Cloudy tonight and Wednesday. Probably rain northwest portion and local rain and snow northeast.

Local Data

Temperature (Dees.)	44	35
Highest (Last 12 hrs.)	47	44
Lowest (Last 12 hrs.)	31	35
Rel. humidity (Per.)	66	91
Precipitation (Ins.)	.00	.00
State of weather	Pedy. Cloudy	Clear
Lowest temperature this morning	34 degrees.	
Total precipitation since Sept. 1, 1930	4.15 inches.	
Temperatures a year ago today:		
Highest, 52; lowest, 41.		
Sunset today, 4:46 p. m.		
Sunrise Wednesday, 7:28 a. m.		
Sunset Wednesday, 4:40 p. m.		

Observations Taken at 5 A. M. 120th Meridian Time

CITY	High Temp.		Weather
	Par. 24 Hrs.	Last Night	
Baker City	32	16	Cloudy
Bismarck	46	22	Clear
Biose	28	16	Cloudy
Denver	60	34	Cloudy
Des Moines	50	36	Clear
Fresno	56	34	Foggy
Helena	39	29	Clear
Los Angeles	80	52	Clear
Marshfield	42	22	Cloudy
Phoenix	72	56	Cloudy
Portland	44	36	Cloudy
Red Bluff	60	38	Cloudy
Roseburg	44	36	Rain
Salt Lake City	26	20	Cloudy
San Francisco	60	50	Cloudy
Santa Fe	50	28	Cloudy
Seattle	52	44	Rain
Spokane	39	24	Cloudy
Walla Walla	39	28	Cloudy
Winnipeg	38		

W. J. Hutchison, Meteorologist.

SCHOLARSHIPS FOR 4-H STARS FROM McCORMICK

CHICAGO—(AP)—One hundred scholarships of \$500 each, good in any college of agriculture in the United States, will be presented to outstanding 4-H club members next year by the International Harvester company. Vice-President Cyrus McCormick, Jr., announces.

ITALY MAY USE SEAPLANES TO SPEED TRAVEL

Big Flying Boats Similar to DO-X Considered in Competition With Alien Liners

ROME—(AP)—Huge flying boats, similar to the Do-X, may supplement Italian steamship service. Under present conditions Italian passenger steamers have to compete for North and South American traffic with ships from Southampton and Cherbourg or other Atlantic ports, and thus operate under a two-day handicap.

Italian shipping and banking interests are convinced that if a ship's first-class passenger and mail could be flown to Gibraltar, there to embark for the ocean voyage, liners would be competing on something like equal terms for the New York run.

Considering the passenger and mail services to the Atlantic would be worth at least an experiment, Italy has ordered two sisterhips of the Do-X, which are now being assembled at Altenrhein.

Major Corrado Gustoni, who is supervising the construction of the ships for Italy, has been an observer at the Altenrhein plant for three years. He is confident that such ships will be capable of supplementing Italian steamship service in the manner outlined.

The only doubtful factor, he believes, is the traveling public. Will the public be air-minded enough to support the service at this time?

"We'll fly them straight over the Alps," he said. "You have no idea of the climbing power of this ship."

LARUE, O.—(AP) C. T. Guthery, a farmer of Larue, says the price of corn is of little concern to him. He has learned to produce it at a total cost of only 21 cents a bushel.

He does it on a mass production basis—plowing, planting and har-

vesting by machinery. It costs him 62 cents an acre to plow, he says, pulling three 18-inch plows at the rate of 1 1/4 acres an hour. Preparation of the seed bed, done by a combination of tools which cover 2 1/2 to 3 acres an hour, costs 48 cents an acre. Planting costs 22 cents an acre and harvesting, including cribbing, costs \$1.14 an acre.

The costs enumerated, Guthery says, are actual expenditures for labor, gas oil, and repair on the implements. In figuring his total cost of 21 cents a bushel he includes cultivation, interest and tax on the land; interest, taxes, depreciation and upkeep on the machinery, as well as cost of seed and fertilizer.

"It requires only four and a half man hours for us to raise an acre of corn," he says, "and our average yield is 66 bushels to the acre."

"Don't worry about the market," he advises. "That's no longer a source of complaint with me in corn growing."

Guthery uses three planters in a single unit, covers five rows at a time at the rate of seven acres an hour with the rotary hoe and pulls a wagon along with his one-row picker to gather the corn without extra labor and power.

Owners of private planes in Poland are obliged to furnish air transportation for military use at the call of the government.

for XMAS



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Amazing qualities . . . Astounding prices

The NEW ESSEX SUPER SIX COACH OR 2-PASSENGER COUPE \$595 OTHER BODY MODELS AS ATTRACTIVELY PRICED. SPECIAL EQUIPMENT EXTRA. ALL PRICES F. O. B. DETROIT

"We invade a new field with vastly improved cars at the lowest prices in our history"

BY WILLIAM J. McANEY, President, Hudson Motor Car Company

WE have built these models up to and beyond the 1931 standards of performance and quality in every way, and have never in our history offered so many improvements. Quality is greater down to the last detail. Every phase of performance has been greatly improved, and the luxury we have built into the cars is substantially greater than ever before. Motors are larger and more powerful. An efficient system of oil cooling is introduced. A marked improvement in carburetion increases flexibility and economy. Bodies are longer and wider. These cars possess the finest, easiest riding qualities. For the first time, such comfort is available at these low prices. Only great manufacturing economies and the fact that our large resources permit us to take the fullest possible advantage of reduced commodity prices have enabled us to offer the public the greatest combination of quality and low prices in our entire history.

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