REIGHT, TAX TO BE AIRED AT MEETINGS

presentatives All Counties Called for Wednesday Meet at Salem — Shippers to Gather Thursday

ALEM, July 6.—(AP)—Two imtant meetings are scheduled the state capitol this week, to deal with county and local problems and the other on ppers' protest of the proposed per cent increase in freight es on railroads. Other sessions, luding the regular monthly rd meeting, and a meeting ncerning Champoeg park polis are on the calendar for the k.

The big tax meeting will be d in the senate chamber Wedday at 11 a.m., when 70 repentatives from all 36 counties the state will assemble at the l of Governor Julius L. Meier. representatives were appointed the governor last week, to conr tax reduction in counties and es.

Thursday afternoon shippers m over the state will meet to n a definite campaign of proagainst the freight rate inase as requested in a petition ore the interstate commerce mission. The state has already mally protested the rate inase. Commissioner Charles M. mas called the meeting.

DURT TO DEVOTE ACATION SPAN TO WRITING OPINIONS

ircuit Judge H. D. Norton heard orce and equity cases this rning and intends to devote this rnoon and tomorrow to workon a number of opinions pend- It is the intention of the rt to use the major part of his ation period in writing opinions order that the judicial work be red before the fall term of rt starts.

he petit jury will assemble nesday morning and a number civil actions are scheduled to heard by them.

here will be no session of the nd jury, according to the dist attorney's office. Most of criminal cases pending have n cleared away by the defendwaiving grand jury hearings. he only grand jury case pendis that of Elan Huls and wife, rged with shooting John Warika, Evans creek miner, in the during a neighborhood dise a month ago. The Huls' are on $2500 bonds, and Wawiorika returned to his mining.

RK CONTRACTOR URRIES WORK ON AKE RIM ROUTE

RATER LAKE—(Special)—An rage of 50,000 cubic yards of e and material per mile is to emoved in the construction of six mile unit of new rim road he Crater Lake National Park, duled for completion this seawith the exception of surfacand oiling to be done next year, rding to figures from the P. Crooks Construction company, ch began activities three weeks

spite the comparatively short since the company began conction, 25 per cent of the work been completed and several sized cuts through heavy rock s are underway. An average ,000 cubic yards of material ing moved daily, but is to be ased to 3,560 in another week. steam shovels of a yard and uarter capacity each and two one yard each are kept busy shifts daily. A fleet of 11 yard trucks work with the els. The company has five air pressors and 14 air hammers he ground for the use of the der men in blasting. Over 150,pounds of powder will be used on the average of 1500 galof gasoline will be consumed

e force of 90 men now emed and additional men, already ged, will increase the crew to in another week.

e new road involves some engineering problems and will t in less curves than the old , but will follow it to a certain nt.

S. Glavin, vice-president of company, is in charge of active truction.

Planes Saved 20 Lives

DEN, Sweden.—(UP)—Ambue planes of the Swedish Red s last year saved 20 lives in sparsely settled communities pland. This was brought out r. Axel Odelberg, head physiof the garrison hospital at n, located in northernmost den. Prince Karl, brother of Gustaf, is head of the Swedred Cross.

by Harold Bell Wright EXIT

SYNOPSIS: The childhood affection of Harriet Noel and Antonio Latour ripens into love. But staid Orchard Hill villagers, viewing her marked talent for the stage as something sinful, frown on the prospect of a marriage which would interfere with Tony's entering the ministry. When Harriet, sensing this conflict in their life patterns, rejects Tony's marriage proposal, in desperation he flees with the proceeds of the benefit play in which they had appeared. After he gains a foothold on the New York stage, Tony meets Harriet, whose father's death has left her free to study dramatics there. Restrained by her devotion to the stage from pleading his love, Tony later is jubilant on learning that they are to appear together under Roy Donovan's management.

Chapter 6

TONY LOSES A STAR

AGAIN he, Antonio Latour, and Harriet Noel were to play opposite each other as they had played in their school days in the Orchard Hill Dramatic Club.

Antonio, considering his Cincinnati engagement, thought of the rehearsals, the intimacies necessary to the plays and the inevitable intimacies outside their roles. He thought of the memories which their professional relationship would arouse—of their theater at the foot of the hill—of their experiences in the Orchard Hill Dramatic Club productions—of a thousand incidents in their young lives which they had experienced together.

Tony attempted to kill the manager

At last in the Cincinnati Playhouse, Antonio and Bob Marshal, another member of the company, were chatting before the first rehearsal.

"You have met Miss Noel, our leading lady, I suppose?" said Bob casually.

"Oh, yes." Antonio tried to make his reply as casual as Bob's inquiry, but something in his voice caused his fellow-actor to glance at him curiously.

"Hum-m—and do you know this fellow Donovan?"

"I knew Roy Donovan several years ago," Antonio returned quietly.

But again Antonio's companion looked at him curiously and seemed to be searching his memory for something half-forgotten. He spoke with an indifferent air. "I hear that Miss Noel is very charming and that everybody predicts great things for her."

"Everybody is right," Antonio returned. "Have you not met her?"

"No. You see, she only arrived in town last night—came on from New York with that boy of Donovan's. She'll be showing up here at the theater some time this forenoon, I suppose. Donovan probably met her train and will bring her to rehearsal." He smiled knowingly and asked, with another curious glance, "When did you get in?"

Antonio answered shortly: "Six twenty-eight this morning from New York." He was thinking bitterly: "So Harriet had been in New York and had not let him know. She had not answered his last letter. She had come to New York and had not even telephoned him. They could so easily have come on to Cincinnati by the same train. Why was she traveling with the boy, Bruce Carey—Donovan's boy? And Donovan, it was assumed, had met her at the train and would bring her to rehearsal."

The expression on Bob Marshal's handsome features seemed to indicate that he had found that half-forgotten thing for which he had been searching. With his eyes still on Antonio's troubled countenance he said, "Seems to me I heard that you and Miss Noel grew up together."

"We did," returned Tony.

"Hum-m," mused young Marshal. "I suppose you have heard the rumors about our manager and our leading lady?"

Poor Tony did not answer. He felt smothered under a terrible weight which had suddenly fallen upon him. He wanted to cry out, but something kept him silent. Then he heard a voice which sounded faint and muffled. It was Bob Marshall saying: "I have it straight that Miss Noel and Donovan are engaged to be married, so I suppose we will have a pair of newlyweds along with our other troubles this summer."

Better than any one else in all the world Antonio Latour knew the purity and nobility of Harriet Noel's character. That such a woman should give herself to a creature such as he knew Roy Donovan to be was a thing too monstrous to be believed.

But even as he was torn by that emotional turmoil the revelation had raised, Antonio understood how it had happened. He remembered how Donovan used to say that all a man needed to make a fortune in the theatrical business was a star and an angel and that if he could find the star she would eventually find the angel.

In Harriet Noel the manager had found his star, by craftily appealing to those very elements of her nature which should have been her protection. The nobility of her own mind and her almost fanatical devotion to her art and career had betrayed her.

With ostentatious affection for his motherless stepson, Bruce, the man had quieted the instinctive fears and won the confidence of the woman, while with praise of her art and promises to give her that place on the stage which was her only goal in life the manager had won the actress.

When we consider Antonio Latour's ardent nature and his unfaltering devotion to Harriet Noel since that day when the boy first became conscious of his girl playmate; when we realize that his whole life-course had been determined by his love for this girl and the hope of making her his wife and that his belief in her love for him had never before been shaken, it is not difficult to appreciate that by the shock he was carried to the perilous verge of insanity.

As to the details of what happened next, Tony remembers nothing. What was said between him, Harriet and Donovan is lost in the fury of the emotional storm which had so suddenly burst upon him.

The old actor remembers, as in a dream, that he forced his way into Harriet's dressing room and confronted her with what he had heard; that she confirmed the report that she and Donovan were to be married; that there was a terrible scene upon which Donovan entered and that he attempted to kill the manager, but was prevented by stage hands who came to the rescue in answer to Harriet's screams.

Old Tony recalls nothing o' the following days until one morning when he found himself back in the little retreat, with its flowers and grass, which he and Harriet had called their theater. He must have arrived in Orchard Hill during the night and made his way there with the instinct of a wounded animal.

(Copyright, 1930, by D. Appleton and Co.)

On the rocks. So Monday does a marriage no, and Tony rushes to salvage his dreams.

WILL REQUEST INCARCERATION OF ALBERT FALL

Army Physicians Feel Former Secretary Able to Appear for Jail Term — Personal Doctors Differ

WASHINGTON, July 6.—(AP)—Government counsel will appear before Justice Bailey in the District of Columbia supreme court tomorrow morning and ask that Albert B. Fall, former secretary of the interior, be brought here at once to begin his jail sentence.

District Attorney Rover said that on the basis of a report on Fall's physical condition made by army physicians in Texas the government felt the former cabinet officer was able to come here from El Paso to begin serving his sentence of a year.

Rover said the report would be presented to Justice Bailey tomorrow morning.

The report by the army physicians at William Beaumont hospital in Texas made no recommendation but simply summed up the results of their examination.

Fall's physicians have said that he could not stanc the trip to Washington.

Atlee Pomerene, special prosecutor in the oil scandals, conferred today with Rover and will probably ask that Fall begin his sentence as soon as possible.

MARRIANNA LULL OF SCENIC DRIVE TAKEN BY DEATH

Marianna R. Lull died at her home on the Scenic Drive highway, West Medford, July 4 from heart trouble. Her illness dated from last February. She was born at Andover, Vt., November 5, 1858.

The family has resided in Central Point district for the past 12 years. She was a member of the Women of Woodcraft of Lents, Ore.

Mrs. Hull leaves her husband, Wilburt L., and five children, four sons and one daughter: A. L., Belden, Cal.; E. R. and C. H., Medford; L. L. Lull, Central Point; one daughter, Mrs. W. O. Smyth of Hilderbrant, Ore., and 13 grandchildren.

Remains at the Perl Funeral Home, where funeral arrangements will be announced later.

PLAN REBUILDING OF BURNED MILL

Word was received from Rogue River this morning that R. M. Train, Marion Train and W. D. Zentner, owners of the sawmill which burned at Rogue River about 2 o'clock Saturday afternoon, plan to rebuild. Machinery, which belonged to the Portland Machine company, was covered by insurance although the building and 15,000 feet of cedar were total losses.

The mill and lumber value was estimated at $7000. A pile of 75,000 feet was saved from the flames, as was a part of a grain field owned by Dick Richmond which caught fire from the mill. Between 35 and 40 men were employed by the company.

Brisbane's Today

(Continued from Page One)

ing at the college from which the two young men were returning home when shot dead, has ordered his sons to leave the United States and take up their studies in Canada, which shows intelligence. You would hardly want your sons to study in a country where they might be killed because someone did not like their complexion.

Mexico, it is said, will bring suit against Oklahoma for one million dollars for the double killing, alleging that justice was lacking at the trial of the deputy sheriff. If Oklahoma does not pay the national government ought to pay. It may be impossible for us to give up our national crime habits. But we should be willing to pay for our pleasure, when innocent foreigners are victims.

Striking news of the week end is the pope's strong attack on Mussolini. He is not mentioned, by name, but there is no mistaking the meaning of the encyclical. Mussolini is referred to by the pope as "the one who not only represents all, but who can do all and who confirms it in official or quasi-official publications dedicated to the young."

New Way to Hold False Teeth in Place

Do false teeth annoy you by dropping or slipping? Just sprinkle a little Fasteeth on your plates. This new fine powder holds teeth firm and comfortable. No gummy, pasty taste or feeling. Sweetens breath. Get Fasteeth from Jarmin & Woods or your druggist.

Globe Galloper Driven Onward By Ambition For Real Air Accomplishment

By Leon H. Durst.

(Copyright, 1931, by the Associated Press.)

PART IV.

"He always wanted to do big things."

Perhaps this short sentence sums up well as any other the motive, the driving power, which urged Wiley Post, farm boy-mechanic, toward realizing his boyhood dreams.

Once Wiley had acquired his own plane, he set out to learn all he could about flying. He never missed an opportunity to get into the air. He tried everything he heard of for a plane to do, and apparently when he was sailing through the clouds he thought out the half-formed ideas which had taken root back in the days when he first read of the Wright brothers' experiments at Kitty Hawk.

Wiley never kept a log book until about six months ago. He can only estimate the hours of flying he has to his credit, but on long summer days when he was barnstorming he recalls that many a time he flew from shortly after sunup to sundown, carrying passengers off improvised landing fields in southwestern pastures.

When Wiley had been flying a few years he heard that E. C. Hall, an oil man and an associate of Powell Briscoe, whom he had known in Chickasha, was interested in flying. He went to Hall and asked for a job as pilot.

"I gave him a job," Hall said. "I even helped him with his license. Before he went to work for me he never flew a real good ship. But the Winnie Macs—all my planes have been Winnie Macs—were just to his liking."

Wiley had an added incentive to go after the job with Mr. Hall. On June 27, 1927, he had eloped in his airplane with Mae Laine, pretty 17-year-old daughter of Mr. and Mrs. Dave Laine of Sweetwater, Tex. They had grown up together near Grand Saline, Tex. For a while his wife barnstormed around the southwest with Wiley, but a steady job with a steady salary was much more preferable to a married man.

Wiley served as personal pilot for Mr. Hall for some time. Once, down in Texas in 1929, near Lubbock, their plane nosed over and was badly damaged. "I was kind of scared," Hall said, "but nobody was badly hurt."

The oil man sold his plane, however, and Wiley was without a job. There was another place waiting for him on the Pacific coast.

Wiley had taken a plane to Burbank, where the Lockheed aircraft factory is located. He flew the ship around California until he sold it for the company. The aircraft company officials like the quiet, competent pilot, and told him if he ever needed a job, one would be waiting for him at Burbank.

For a little more than a year Wiley was chief test pilot at the Lockheed factory, all the time carrying on the training that has made him not only one of the best pilots but a skilled mechanic, thoroughly versed in the type of plane used in the 'round-the-world flight.

A friend in Washington, D. C., said that Wiley knows more about that type of plane than any other individual now.

A test pilot's job calls for competence in many phases of flying. It is admittedly one of the most difficult jobs in aviation, but Wiley took it in his stride as he took the other steps in his career. It was his job and he did it.

Russell Pecht, superintendent of the aircraft factory at Burbank, credits the preparations and ability to foresee circumstances of the world fliers with the success of the project.

Pecht said Post was as silent on the coast as he is credited with being in Oklahoma. Once when the pilot made a record flight from Seattle to Los Angeles, with four passengers aboard, Pecht recalled that while the passengers were elated over the trip, Post "didn't seem to think much about it, and only said, 'It was a nice trip'."

Evidently Post had much the same feeling about his world jaunt. He wanted to go from New York back to New York via Berlin, Moscow and certain other points. He knew he must make careful preparations. He realized he would need gasoline, oil, maps and weather information. Once he had these and the other necessary equipment, all he had to do was fly around. It was just a job, and he did it.

"That fellow Post was the most unworried man that ever flew across the Atlantic," is the way Al Bird, superintendent of the service department at Roosevelt field, sizes up the Oklahoma farm boy who streaked around the world to a place in future school books.

(Tomorrow: There is more than gasoline and oil in a world encircling record flight. Wiley Post lays some groundwork.)

Oldest Agent in Service

SALEM, Mass.—(UP)—J. Foster Smith, 80, agent for the Pequot Mills of the Naumkeag Steam Cotton Co., is believed to be the oldest agent in point of service in the American textile industry. Starting as a bobbin boy, he worked his way up to his present position and recently completd his 52nd year with the company.

Ferries Free to Stranded

HENDERSON, Ky.—(AP)—Laws regulating operation of ferries require that stranded motorists be carried free of charge when they can show that they are without money.

Average costs for educating a student at the University of Idaho are $535 a year.

DON'T SUFFER WITH SUNBURN ...here's instant relief!

Beach First-Aid Stations Find NOXZEMA Best Remedy

...greaseless, too, doesn't stain clothes!

"WE'VE tried just about every known remedy for sunburn at Coney Island First-Aid Stations—and we've found that the only sure way to relieve sunburn is to use Noxzema Cream," says John McMonigle, Chief of Coney Island Life-Guards.

Mr. McMonigle *knows* what is best for sunburn—he and his staff have tried all the well known remedies—treating thousands of cases every year. Noxzema was carefully tested—it has been used for five years steadily as the *only sunburn remedy* at Coney Island First-Aid Stations. It is also used at most other big beaches.

Don't take chances with a painful sunburn—get an inexpensive jar of Noxzema. It is not greasy. It's a snow-white stainless vanishing cream which sinks deep into your burned skin. Notice how soft, cool and soothing it feels on your hot, aching shoulders—how it takes out the "fire"—ends all pain instantly.

There's only one thoroughly tested sunburn remedy—that's Noxzema. Get a jar now at any drug or department store.

JOHN McMONIGLE
In Charge of Lifeguards and First-Aid Stations at Coney Island.

Noxzema has also been used for years at First-Aid Stations at Atlantic City, Asbury Park, Long Beach and other Atlantic and Pacific Coast Beaches

NOXZEMA CREAM

8,000,000 Jars Sold Last Year

THE SMOOTHNESS OF AN EIGHT

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Sedan (4-door 3-window), $635

WALTER P. CHRYSLER ANNOUNCES $535 AND UP · F.O.B. FACTORY

NEW PLYMOUTH FLOATING POWER

• • *and* FREE WHEELING

TO produce in 1931 an achievement in motor car design, engineering and pricing so revolutionary that it transcends every previous standard of quality, performance and value in the field of lowest price is to challenge the world.

That is precisely what the New Plymouth does.

For years, while designing fine Sixes and Eights for Chrysler, Dodge and De Soto, Chrysler Motors engineers have worked unceasingly for the perfected Four.

Now they give you the results of their labors and discoveries—

The New Plymouth, a quality car of lowest price with the Smoothness of an Eight and the Economy of a Four—due to Plymouth's exclusive Floating Power.

Here is power unshackled, yet power as smooth as satin, as soft as velvet. Here is power without vibration—literally floating; power so silken that even experts could not name the number of cylinders under the Plymouth hood, and many guessed the New Plymouth to be an Eight.

Plymouth now also gives you Free Wheeling which makes it possible to shift gears between all forward speeds without declutching.

Besides Free Wheeling Plymouth offers a new Easy-Shift transmission which makes it possible to shift not only from second to high at speeds of 35 or 45 miles an hour but back into second at these speeds, when you need sudden acceleration, without clashing or grinding.

The new Plymouth engine develops 56 brake-test horsepower — with actual stop-watch speed of 65 to 70 miles per hour; pick-up from 0 to 40 miles in 9.7 seconds.

Among all cars in the lowest-price field, only Plymouth has weatherproof hydraulic brakes—simplest and unexcelled for safety and smoothness.

Chrysler Motors engineers have given Plymouth a double-drop frame. Plymouth has a still lower center of gravity, still greater safety, still greater riding ease, still finer style.

We believe the new Plymouth establishes in the field of lowest price a new degree of artistic advancement with new eye-compelling beauty of line and color.

Plymouth challenges with full-size Safety-Steel body, with wire wheels standard, with hydraulic shock absorbers. No feature of comfort, of reliability, of economy has been left out of the New Plymouth.

I am happy to extend to the entire motoring world a cordial welcome to see, to drive and to ride in the New Plymouth, and to invite comparison between this exceptional product of Chrysler Motors engineering and any car in the world at or near its price.

W. P. Chrysler

NEW LOW PRICES — Roadster $535, Sport Roadster $595, Sport Phaeton $595, Coupe $565, Coupe (with rumble seat) $610, Convertible Coupe $545, Sedan (2-door) $575, Sedan (4-door 3-window) $635, f.o.b. factory. Wire wheels standard at no extra cost. Low delivered prices. Convenient time-payments. Non-shatterable plate glass is available on all models at small extra cost. 219

NOW — SPECIAL DISPLAY — NEW PLYMOUTH AT ALL CHRYSLER, DODGE & DE SOTO SHOWROOMS

• • WATCH FOR THE NEW PLYMOUTH FLAME CARS ON THE STREETS • •

MELISSA TAYLOR FUNERAL TUESDAY

The remains of Melissa C. Taylor will arrive in Medford Tuesday morning from Oakland, Cal., where she passed away at the home of her son and daughter, where she had made her home for the past few years.

She was the wife of Samuel Taylor, old-time pioneer of Jacksonville.

Services will be held at the grave in Jacksonville cemetery, on Tuesday at 2 p. m.

A 56-pound beaver was trapped by Arthur Lacey, Parker, Ore.

COAST HURLERS GOOD IN LIGHTS

SAN FRANCISCO —(AP)— Night baseball may or may not be responsible, but three of the outstanding pitching performances in the Pacific oast league this season have been made under the arc lights. All three were turned in within the space of a week.

Willie Ludolph of Oakland twirled a no-hit, no-run game; Elmer Jacobs of San Francisco turned in a no-run, one-hit contest, and Malcolm Moss of Los Angeles allowed no hits and one run.

Classified advertising gets results.