

BLAME ON BOTH FOR 4-CORNERS FATAL SMASHUP

Following the auto crash in the Midway highway yesterday afternoon, at the "Four Corners," which resulted in the death of Mrs. Nettie Robertson, 52, of Seattle, Wash., severe injuries to C. C. Moore, packing house superintendent, and lesser injuries to the three children of S. M. Tuttle of Table Rock, the state police took steps to have the point designated a "stop road." Similar action as been asked for other "four corner" accident hazards of the rural districts. The state highway department has promised cooperation, and will send an engineer here at once, to survey the situation.

State police investigated the tragic crash yesterday afternoon. Lieut. O. O. Nichols reported that one car skidded 25 feet, and the other 28 feet, and that "the blame was even." There seems to have been no actual eyewitnesses to the accident, though nearby residents and a storekeeper were on the spot immediately, as the din of the terrific impact aroused them. Both machines were pushed through the intersection, and badly wrecked. The auto in which Mrs. Robertson was riding was a Franklin. Moore was driving a Ford model. Both machines overturned.

District Attorney George A. Codding said today that he would confer with Councilman H. W. Conger on the future. He did not regard an inquest as necessary, owing to all the facts being well established. C. I. Robertson, the grief-stricken husband, also desires that no inquest be held.

According to the reports, both cars were proceeding at a fairly lively pace. Robertson was driving on the sun, and his view was partially obscured to the north by buildings.

Captain Lee M. Bown of the southern Oregon state police said that the investigation of traffic conditions had been under way for some time, and that the matter of designating three or more "four corners" of the county as complete stop roads was considered.

Following the fatality of yesterday, residents living near the scene filed complaints that trucks and autos made a regular practice of speeding on the Midway highway, and that near accidents were almost a daily occurrence.

The state police plan is to have one of the roads open at all times, and to compel a complete halt, to reduce the accident rate.

GLEEMEN REHEARSAL PROVIDES TREAT FOR NEIGHBORS OF NEFF

While a mellow August moon beamed approval, east side residents were serenaded by James Stevens and his male chorus of 40 voices at an open air concert last night.

Under a spotlight in the sloping gardens of the Mr. and Mrs. Porter, J. Neff home, the gleemen were called into rehearsal. But to the residents within a radius of one-half mile, the sequence of excellently rendered numbers represented the finished product.

With remarkable blending of tone and enunciation, the words of the songs could be heard distinctly a quarter of a mile away, and the melodies distinguished twice that distance.

Once during the program, the voice of James Stevens floated singly out on the breeze. The number was "Brown October Ale." No sooner had the first strains of the old favorite been sung than a shower of applause was echoed from the surrounding hillside homes and from cars parked along the roadside.

In such a setting, perhaps one of the most inspired numbers sung was Joyce Kilmer's beautiful "Trees." This won prolonged applause, as did "Danny Boy," "Sylvia" and others of the 20 or more selections heard.

The Medford Gleemen, under the direction of James Stevens, are in rehearsal for their first public appearance, the dedication of the courthouse, September 1. At that time they will present a program of five numbers, including: "Swing Along," "Home on the Range," "Keep on Hopin'," "Brown October Ale" and "Oregon."

Last night's rehearsal was their first in the open air.

'Another Traveling Slicker' Catches Medford Merchants

(Contributed.)

Medford merchants have been caught again by a traveling slicker, who sold them ads on a menu for a local restaurant, collecting cash in advance from many of them. This was months ago and the menus have not been delivered nor heard from, and probably never will be.

All of this work can be printed by home printers. Why get caught by slickers?

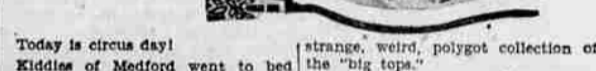
Prominent Mason Taken By Death

LOS ANGELES, Aug. 17. — (AP) — Perry W. Wetdner, 61, banker and international figure in Freemasonry, died last night in a local hospital. He was preparing to operate on him for an abdominal ailment. Wetdner was elected most eminent grand master of the Knights Templar in 1931 at the encampment in Minneapolis.

Salem Officials To Take Pay Cut

SALEM, Aug. 17. — (AP) — City officials of Salem will have their salaries cut from 5 to 10 per cent under an ordinance proposed by the city council. Final action will be taken September 6.

Kids and Grownups Get Thrills of Circus Today



Today is circus day! Kiddies of Medford went to bed last night dreaming of clowns with funny pointed faces, giraffes with necks that reach up into the clouds, elephants with flopping heads and wiggling trunks, pretty girls in pink lights and fluffy skirts, blowing kisses while coveting upon the backs of broad beamed horses, fat as butter, and goodness knows what else.

And today the dreams come true, for the circus—not one of your ordinary circuses—but the gigantic affair floating the magic gonfalon of Al G. Barnes, known to all urchins and oldsters as the "big show" is again in Medford and in addition to the performance this afternoon will serve up another exhibition tonight at the Timber Products Co. grounds. All for the delectation of pop-eyed youngsters and their elders who are secretly rejoicing that the circus has come to town that they may attend the performance this afternoon and "just to take the children."

The circus came from Grants Pass, where it exhibited yesterday, the first of the three long trains chugging into town early today. Other trains arrived at intervals and this morning the railroad yards were filled with long trains of yellow cars loaded to the last inch of space, with all the

strange, weird, polygot collection of the "big top."

Shortly after the arrival of the first train began the work of unloading and the transfer of the red wagons, tableaux, allegorical floats and dens to the show grounds. Urchins that ordinarily kick upon getting up at a reasonable hour to do their family chores slept last night with one eye open and cord attached to their big toe to be pulled through the window by a neighborhood chum, so as to be on hand with the arrival of the circus. And they were on hand—hundreds of lads—to welcome the red wagons, to lead the Shetland ponies and in general acting as a sort of reception committee.

With the circus in town Medford Kidland is agog and grandmothers of ruthless office boys are about due for such a devastation as comes only with the circus or the opening of the baseball season. Also there is considerable anticipation in the ranks of the grown-ups with many a dad getting ready to brush up the bromide of going to the circus because "the kiddies want to go."

And if one may believe half of what the circus man says, it is "some circus," answering even the dreams of a Nero and better than the most gorgeous dreams a kid ever had. No

need fustain' through the dictionary, says the circus man, to give vent to pent up enthusiasm, for Webster never made provision for such a bunch of thrills as the circus promises to uncock here today in the five rings, the steel arena and upon two stages, upon the hippodrome oval and giant aerial enclave. In addition to the time honored acts and features, without which no circus would be complete, there will be a whole flock of new acts.

From darkest Africa comes a whole tribe of monster-lipped Ubangi savages. It is the first time that these weird natives of the Congo equatorial district have been exhibited in America. They will be in tribal costume in the menagerie tent.

Bertha Matlock hails from the Winter Garden, Berlin, Germany, and will amaze and thrill with her exploits high up in the dome of the big top; the Belmont family of equestrians are newly imported from England, along with the Grizelle troupe of riders from the famous Dnieprians, and the petite and dainty elephant trainer from the Ural mountains of Continental Europe; the Jordan family, acrobats; the Escalante of acrobats are here. So, too, is Miss Mabel Stark and her 17 performing Royal Bengal tigers. Sixty clowns are on hand for the entertainment of the little folks.

A monster pageant with scores of story book characters beloved by the children, starts the circus performance proper. It is called "The Pageant of Gold," a gorgeous, professional fiesta, depicting the charm and romance of old Spain. It is participated in by upwards of 1000 men, women and horses. There are 100 dancing girls; golden choruses of trained singers; great choruses of trained dancers; and vast orchestras. Altogether it is the greatest circus prelude in the long and eventful history of Mr. Barnes. Reserved and admission tickets are on sale at Jarmin & Woods' Pharmacy. On the show grounds the white ticket wagon is continuous, accessible for the purchase of reserved seats. The general admission tickets will go on sale at the red ticket wagon simultaneously with the opening of the doors.

At midnight the last of the circus trains will be pouncing over the rails towards Redding, Calif. And circus day here will be but a memory.

This way for the big show!

CORVALLIS BRIDGE FALLS WITH AUTO

CORVALLIS, Ore., Aug. 17. — (AP) — The bridge over Mary's river at the Corvallis city limits collapsed last night, carrying down with it Bern Hafentfeld, assistant graduate manager at Oregon State college, and tying up traffic in the west side Pacific highway.

Hafentfeld, driving over the bridge in his car when the structure fell into the river, was rescued by firemen and rushed to a hospital here where his condition was reported not serious.

A truck loaded with six tons of groceries had all but crossed the bridge when it collapsed, but was thrown partly into the river and had to be towed out. The bridge was a 100-foot steel span.

MINER LEADER SHOT. BENEFON, Ill., Aug. 17. — (AP) — Joe Colbert, president of local Miners' Union No. 303 at Orient, was shot to death today by one of three men who drove up to his home, called him to their car and then fled after killing him with a shotgun.

ECONOMY PLANS FOR CITY TOTAL \$17,800 SAVING

(Continued from Page One.)

In the interests of local fruit and vegetable growers and presented an ordinance providing further protection for them in the licensing, sale and delivery of fresh fruits and vegetables. The ordinance amends the one already in existence, reducing from \$300 to \$250 the license fee for fresh fruit and vegetable peddlers. It is expected to give additional protection to local growers and to add ease to enforcement of the law. It applies to peddlers from California or other states who invade the local territory to sell produce at any price, destroying the local men's chance for a respectable profit.

The ordinance was accepted by the council, all city dads, with the exception of C. C. Furnas, casting affirmative votes. It was first presented at the previous meeting of the council and referred to City Attorney Frank Farrell, who conferred with Attorney Skyrman in preparation of the ordinance as it was presented last night.

MUSEUM PLANNED. Fred Brown of the American Automobile association appeared before the council to present plans for an establishment in Medford of a museum, featuring southern Oregon relics. Space in the city courthouse, following removal of the county officials to their new quarters, was asked. He was instructed to consult with Mr. Scheffel regarding the matter, which was favorably received by the council.

The advisability of allowing the horseshoe pitchers to continue with their games in the city park, at which location they very recently established their court, was questioned last night and led to a series of explanations of the matter by George Porter of the park and playground committee. C. A. Meeker was not present, but Councilman Porter and Mr. Scheffel assured the city dads that Mr. Meeker was anxious to get the horseshoe pitchers settled, and that they were more than anxious to resume their games, and at a location in the city park. The horseshoe court, previously used, neighboring the Hotel Medford, was turned into a wood lot by Emil Mohr when he took over management of the hotel this month.

Take No Action. Park guests, anticipating a quiet rest, now complain that the click of the horseshoes is not to their liking. The horseshoe pitchers, Mr. Porter pointed out, are substantial citizens and taxpayers, and the court is located where it will not interfere with church services on the one side and library guests on the other. No definite action was taken by the council.

While the subject of parks and playgrounds was before the council, C. C. Furnas reported several complaints regarding the open air training camp of boxers and wrestlers, maintained at the children's playground. Spectators, watching the fighters in training, he stated, prevent children entering the grounds for play. Permission has been granted the boxing commission to maintain the open air camp. It was pointed out and no further discussion resulted.

Pugsley Winner



J. Fred Essary, chief of the Balfour Sun's Washington bureau, was awarded the \$1,000 Pugsley prize for outstanding newspaper work last year. (Associated Press Photo)

ITALY REDUCING NAVY STRENGTH 130,000 TONS

(Continued from Page One)

formerly was in the Austrian navy. The navy department believes an extensive retiring program will save millions of dollars monthly. The crews of the retired vessels will be transferred to new cruisers gradually entering the service.

Simultaneously with the retirement schedule comes a reorganization of the fleet. This involves creation of two squadrons. The first will consist of seven 10,000-ton cruisers, none more than three years old, with headquarters at Spezia. The second squadron is of six 5,000-ton cruisers, more than two years old, some of which hold world speed records. Its headquarters will be at Taranto.

No More Battleships. There will also be an Adriatic squadron of destroyers.

Retirement sounds the death knell of the battleship so far as Italy is concerned. Although the navy is far below the total of 170,000 tons in battleships granted by the Washington treaty, Italy disregarded the right to build this type, turning attention instead to light cruisers. The Duilio and the Andrea are the last battleships of the fleet. The entire Italian navy recently completed the most extensive maneuvers ever held since the end of the world war. They were designed to test the practicability of bringing transports from the Mediterranean colonies through an enemy line. It was demonstrated that this could be done, but only at great cost.

HIGHWAY TRAVEL SHRINKAGE SHOWN IN SUNDAY COUNT

GRANTS PASS, Aug. 17. — (Sp.) — Returns received from 18 of the checking stations on the traffic count taken Sunday indicate that travel over the highways is about 45 per cent less than at the same time last year, according to James G. Bromley, state highway maintenance engineer, who compared the traffic counts of the months of August, 1931 and 1932, at his office today.

All checking stations returns have not as yet been received Bromley stated, and it is impossible to compare travel on all portions of the highways as checkers were stationed at a few different locations Sunday than were maintained last year.

Returns from the 18 stations received to date are as follows: Pacific highway, Summit Stage Road Pass—894 in 1932; 1237 in 1931. Pacific highway, north of the junction with Redwood highway—2236 in 1932; 3059 in 1931. Pacific highway, south of junction with Redwood highway—1878 in 1932; 2034 in 1931. Pacific highway, 1 mile south of

Medford—2911 in 1932; 3467 in 1931. Junction Pacific and Redwood highways—783 in 1932; 2790 in 1931. Crater Lake highway, north of junction with Central Point road—1184 in 1932; 989 in 1931. Pacific highway, north of the Green Springs junction—1147 in 1932; 1145 in 1931. Pacific highway, south of the Green Springs junction—858 in 1932; 922 in 1931. Green Springs highway, junction of the Pacific highway—440 in 1932; 510 in 1931. Redwood highway, east of the junction of the Pacific highway with the fairgrounds road—274. Redwood highway, on the fairgrounds road—1119. Redwood highway, west of the junction of the Pacific highway with the fairgrounds road—1346. Redwood highway, south of the junction of the Pacific highway with the fairgrounds road—2192. Redwood highway, north of the junction of the Pacific highway with the fairgrounds road—3317. Redwood highway, fairgrounds road, south of the junction of Pacific highway—1343 in 1932; 2034 in 1931. Redwood highway, south of junction of the Pacific highway—440 in 1932; 510 in 1931. Redwood highway, north of Oregon Caves junction—726 in 1932; 997 in 1931. Oregon Caves highway, from junction of Redwood highway—325 in 1932; 433 in 1931.



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