

SEA HERO STAYS WITH PLANE WHEN DISASTER LOOMS

NEW YORK, Dec. 27.—(AP)—A whirling propeller blade that cracked in midair put Capt. Harry Manning, sea hero, decidedly on the spot in an airplane fight over Roosevelt Field, L. I., but by skilful maneuvering he managed to save himself and the plane.

Capt. Manning, an experienced flier with more than 200 hours to his credit, had borrowed an open cockpit plane for a short flight yesterday and was 3000 feet in the air when the propeller cracked. He tried to shut off the engine, but the ground wire to the magneto had been shaken off and the motor kept droning away.

The maritime hero, equipped with a parachute, said after the flight he had been tempted to "ball out," but he feared the plane would crash on houses below so he continued in flight with it rapidly going to pieces. The cowling began to rip and the gas line broke, showering Capt. Manning with gasoline.

He stuck to the plane and made an excellent three-point landing a half hour later. Aviation authorities at Roosevelt field said that in two more minutes the engine would have dropped from the plane, so loose had the motor been shaken.

Capt. Manning told friends to "forget it" when they congratulated him on his feat.

Manning won fame after he directed the rescue of 32 members of the crew of the freighter Florida 700 miles off the Virginia Capes in January, 1928, when he was chief officer of the liner America under Capt. George Fied.

An aviation enthusiast since 1931 when he was awarded a private pilot's license, Manning is now chief officer of the Manhattan of the United States lines.

ONA G. GILLASPEY PASSES, AGED 22

Ona Gladys Gillaspey passed away at a local hospital early Thursday morning after an illness of the past 10 days. Mrs. Gillaspey was born at Medford, Ore., August 8, 1912, the daughter of Mr. and Mrs. Frank Minkler, well known residents of Medford.

She attended the schools of Medford and was united in marriage to Guy Gillaspey in April, 1931. They had been making their home at Central Point, Ore., since their marriage. She leaves her husband, Guy Gillaspey, and a little son, Wayne, aged two weeks; also one sister, Mrs. Beale Powell, and one brother, Eddie Minkler, and her parents, Mr. and Mrs. Frank Minkler; her grandparents, Mr. and Mrs. J. R. Buckmaster, and an aunt, Mrs. Gladys Dekorte, of Portland.

Funeral services will be conducted from the Per Funeral Home Sunday at 2 p. m. Rev. D. E. Millard officiating. Interment will take place in the Medford I. O. O. F. cemetery.

Rogue River

ROGUE RIVER, Dec. 27.—(Sp.)—Rogue River school presented their Christmas program Thursday afternoon, December 20. A play was given by 34 grade school children from all four rooms. "The Wish That Will Never Grow Old," was the name of the play. The public speaking class, with the help of the girls' music class, presented a short pageant. "When the Chinese Hang" Both programs were greatly enjoyed by the parents and friends of the children.

Henry Henderson was a business visitor at Ashland Friday, accompanied by his wife and daughter. The executive committee of the Girl Scouts met at the Scout home Wednesday night and held a short business meeting. Mrs. Myrtle Whipple was chosen as treasurer of the committee and arrangements were made to start a drive to solicit funds to finish the building. It is hoped everyone who can will try to help the good cause along.

On Friday morning, December 21, the Rogue River basketball team left for Eugene for a three-day trip. They expect to play five games while away. On December 14 they played Talent. The first game of the conference, and won, 35 to 12.

Live Oak Grange met December 17 and after the usual business the meeting was turned over to the worthy lecture. All members gathered around the stove and enjoyed the Christmas program. After Grange games were played and a jolly time enjoyed by all present, who numbered about 20.

School closed Friday, December 21, for 11 days' vacation, and the teachers will spend the time at various places. Miss Simonson will go to McMinnville and Portland; Miss Platt, Corvallis; Miss Willis, Philomath; Mr. Roberts, Cottage Grove; Mr. Binko, Portland; while Miss Laws, Mr. Hartman and Principal Johnson will remain in Rogue River. J. M. Whipple returned Saturday from Medford, where he has spent the week on his trip.

Word of the death of Hugh Stevens who passed away at his home in Santa Cruz, Calif., from pneumonia, December 7, was received by his brother, Raymond Hugh, in well known here and has many friends who will regret to hear of his death. Mrs. Raymond Stevens and Albert Mattes received word from Salem last week that their mother, Mrs. Mattie, had passed away. Mr. and Mrs. Raymond Stevens went to Salem to the funeral.

On December 26 the boys basketball team went to Oakridge to play the Oakridge high school team. On the return trip they will play The Dalles high school team.

Gates Auto Company to Show 1935 Fords Saturday



Top photo shows the new Ford V-8 de luxe Tudor sedan for 1935, which has just been announced. The body departs from previous Ford standards. The cars feature many engineering improvements providing greater riding comfort and increased ease of control. The engine has been moved forward. Passengers ride closer to the center of the car. The Ford V-8 engine now has a new system of crankcase ventilation. Below is the new Ford V-8 de luxe three-window coupe, which has just been announced. The new Ford V-8 cars have new body lines with graceful sloping rear quarter treatment.

The C. E. Gates Auto company will show the smart new 1935 Ford Saturday in this city at the Gates show-rooms at Sixth and Pacific highway. Most striking feature of the new car is body lines, which are distinctively modern and a definite departure from any previous Ford design. The new car also embodies a combination of major engineering developments aimed at increased riding comfort—which has been called the "center-pole" ride.

Numerous improvements in chassis design to provide increased ease of control also are included.

Two important improvements have been made in the Ford V-8 engine, of which more than 1,000,000 are now on the road.

In addition Ford has developed a new type of body—the touring sedan, with unusually sleek lines and embodying a fitted rear trunk compartment integral with the body.

Safety glass is standard equipment not only in windshields, but also in all doors and windows in all body types.

The new car marks the present culmination of developments begun by Ford three years ago at the time of the announcement of the V-8 engine. In the three years intervening, Ford has been engaged in the development of a combination of engineering improvements aimed at providing a degree of riding comfort and ease of control comparable with the performance of the engine itself. The new body designs are a further evidence of the progress of Ford engineering.

In appearance, the new cars are characterized by a freshness of conception utilizing flowing curves to carry out the modern motif, plus a new treatment of interior and appointments which sound an entirely new note in Ford body styling.

The engineering advances in engine and chassis are comparable in importance. Principal among these is the new "ride" effected by the new spring suspension system, proper car weight balance and passenger weight distribution and the location of the passenger closer to the center of the car—so that they ride between the wheels.

To accomplish this, the front spring, which has been lengthened, is located more than four inches in front of the front axle and the engine is moved forward more than eight inches so that its weight rests over the front axle. Front and rear springs have been made more flexible. Added chassis room available as a result of the front end improvements permits redistribution of the passenger weight—now concentrated between the wheels—so that the weight on two axles is approximately equalized, giving rear seat passengers the comfort of a "front seat" ride.

Key to the changes made in outward design is found in the relocation of the front spring and engine. This has permitted moving the body forward so that passengers ride between the axles, and the development of rear quarter panel treatment along flowing lines. The car is approximately eight inches longer from bumper to bumper.

The modern design note is carried without break through the new slanting vertical grille with horizontal beading, the sweeping line of the low hood and more sharply slanting windshield, the beautifully molded body and the flowing rear quarter panel. Fenders are deeper and more highly crowned, with sweeping skirts.

Occasional rain wet and light local snows or rains east portion tonight and Friday; continued cold; fresh southerly wind off the coast.

Be correctly surmised in an Artist Model by Emelwyn B. Hoffmann.

Intent to Injure the Insurer." The trial has been set for Monday, January 7.

The Highs are charged with setting fire to a large barn on the Balfour, Guthrie tract near Ashland, in January, 1932. The barn was insured for \$15,000.

Incendiary witness return authorized.

The circuit court yesterday granted an order directing that the district attorney's office be allowed the sum of \$40 for the bringing here of a witness from Berkeley, Calif., to testify in the case of George High and his brother, Robert High, of Ashland, indicted on a charge of "burning with

intent to injure the insurer."

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FOREIGN WAR VET CHIEF SAYS EX-SOLDIERS NEED CASH BONUS PAYMENTS

Charging as false statements attributed to the administration at Washington that "war veterans as a class are better off than many other groups of citizens," Commander E. W. Wall, of Crater Lake Post No. 1833, Veterans of Foreign Wars, states that the need for cash payment of adjusted service certificates is greater today than ever before.

"President Roosevelt and other opponents of immediate payment of the so-called bonus are quoted as saying that the two billion dollars required for this purpose are more greatly needed for government relief projects," Wall said.

"No one intimately acquainted with the present status of veteran affairs in the United States can remain for a moment in doubt of the fact that the three and one-half million service men to whom the government owes this money need it now and need it badly. In proof of my statement, I need only to remind you that the same sort of arguments were used in 1931 when congress passed the act enabling bonus holders to borrow 50 per cent of the face value of their certificates."

"In anguished tones, opponents of the act wailed that the veterans wanted the money only for wasteful spending. The money, they said, would be dissipated in needless purchases and extravagances. No real benefit would be derived either by the veterans themselves or anyone else.

"But the veterans' administration at Washington made a survey and compiled statistics showing the worthy manner in which the veteran made use of the money so obtained. Approximately 85 per cent of the veterans obtained these loans—loans, mind you, on their own money and on which they now are being charged compound interest.

"Investment purposes, including mortgage payments, the purchase of home and business requirements took 20 per cent of the money obtained by the loans. Approximately 65 per cent was used for personal and family needs—including food, clothing, medical treatment and such necessities of life. Another 8 per cent went for the purchase of motor cars, purpose undetermined. Only 7 per cent of that money went for purposes that had no known practical benefit.

"In other words, of the money loaned by the government in 1931 on soldiers' adjusted service certificates, 93 per cent was used for worthy and practical purposes, definitely in line with present day economic standards which demand the continued circulation of currency, and the placing of increased purchasing power in the hands of large masses of people."

Mr. and Mrs. H. E. Foster of 912 North Bartlett street are the parents of a baby boy weighing eight pounds, 12 1/2 ounces, born Christmas day at the Sacred Heart hospital. The baby has been named Robert Eugene.

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Laura J. Hearing of Talent, Dies

Mrs. Laura Jane Hearing, resident of Talent for the past 28 years, passed away at her home Wednesday morning at the age of 74 years. And one month. Mrs. Hearing was beloved by many in southern Oregon, where she leaves several relatives and many friends.

Mrs. Hearing, born in Linn county, Ore., in 1860, is survived by her husband, John Hearing, and by seven children, five daughters and two sons. They are Mrs. Lula Hearing Williams of Los Angeles, Mrs. Maude Hearing Porter of Klamath Falls, Mrs. Opal Hearing Demmer of Talent, Mrs. Desale Hearing Conrath of Yuba City, Cal., Mrs. Chula Hearing Woodin of Alameda, Cal., J. W. Hearing of

Scott's Bar, Cal., and C. B. Hearing of Wasco, Ore.

Two other children, now deceased, were Mrs. Nettie Hearing Baker of Phoenix, Ariz., and Mrs. Ollie Hearing Beeson of Talent. Mrs. Hearing was a member of Rebekah lodge and of the Christian church. Funeral services will be conducted from the Baptist church at Talent, Friday, December 28, at 3 p. m.

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