

LINKING HIGHWAY LOOKS NEARER IN CENTRAL AMERICA

Long-Dreamed Road From Rio Grande to Panama Canal Advanced by Definite Plan—Take 3 Years

PANAMA CITY—(UP)—The long-dreamed-of Inter-American highway from the Rio Grande to the Panama Canal appeared nearer realization today as a definite scheme for construction by Central America "on its own" took shape.

Assured that sentiment from Panama to Mexico is unanimous behind a plan to build a toll road by an international highway corporation, Nelson Rousevelt, publisher of the daily Panama American, predicted actual construction would begin within a few months, and the 3249-mile project completed within three years.

Where the project has languished under a decade of United States sponsorship, Rousevelt finds the seven republics below the Rio Grande ready to join in a cooperative effort to carry it out on their own resources, with the Yankee colossus entirely eliminated.

During a recent 30-day airplane trip to Mexico City, Rousevelt discussed the plan with officials in seven capitals. Only final touching up remains to be done, and next month, the Panama publisher plans again to traverse the route, in preparation for a conference at San Salvador in March.

Various plans to finance the project—from gasoline taxes, to outright appropriations—have kept the scheme in a blue print stage, due in great part to Central American sensitiveness to any suggestion of Yankee domination. The present plan, however, makes the most of this inherent suspicion and prejudice, and turns an obstacle into a force to unite the interested countries.

Seven countries represented. The scheme for which enthusiasm is gaining, envisages the formation of a gigantic corporation whose investment would be amortized by tolls set at a rate sufficient per mile to pay for interest and upkeep. Common or voting stock would be held by seven directors, representing each government with equal voices. The corporation would enter into uniform contracts with the governments for concessions to build, maintain and operate a toll road from the Texas border to the canal.

The tolls would cover construction costs, maintenance, amortization and interest at not to exceed four per cent of the estimated cost of \$50,000,000. Rousevelt believes amortization would be complete in 40 years.

The corporation would issue bonds, backed by the integrity and legal responsibility of the seven governments, and forming a lien on the tolls, and the bonds would be exchanged gradually for payment for existing links in the project, cost of materials, etc.

Expect Approval. Rousevelt expects official approval by April, and actual beginning of work soon thereafter, possibly in May. He bases his optimism on the response he has already found throughout Nicaragua, Costa Rica, Honduras, Guatemala and Salvador. Present status of roads varies widely, and all countries are agreed only a co-operative organization can speed up construction.

The easy financing apparently solved the chief difficulty, and the idea, Rousevelt points out, is capable of extension to South America for the eventual 12,000-mile highway connecting Alaska with Argentina.

Actual construction would be necessary only from Mexico City south, as the section from Nuevo Laredo to the Mexican capital is practically completed. Construction is advancing southward, and within two years should reach Aurora, Mexico. Completion of the Mexican section involves 1728 miles, more than half of the complete crescent highway.

Advantages for All. Each of the countries would obtain advantages immediately. In return for payment of links already built, and relieved of responsibility for maintenance, thus enabling them to pay off foreign debts. Each would gain through sales of supplies, such as cement from Guatemala, tires, gasoline, oil and steel from Mexico. Employment would be provided for thousands.

Mexico is considered the logical leader for the project, because of its ability to supply so many required products; because of its established prestige and influence throughout Central America, and because it stands to gain in markets opened up. The highway has many miles of roadway ready to be forged into links especially in Guatemala and Panama. Costa Rica and Nicaragua if left to themselves might need 50 years, so little has been done. Guatemala's total of 310 miles largely requires completion of short gaps and bridges. Salvador's total of 163 miles is about half done. Panama has 275 miles of all-weather road finished out of a total of 367 miles.

Nicaragua and Costa Rica have comparatively long and difficult stretches—214 and 356 miles respectively. It is hoped to change the routing laid out by the U. S. Bureau of Public Roads of the Department of Agriculture, and this might shorten the Nicaraguan stretch and the 874 miles in Honduras. Instead of following the rail line along the Pacific, the route would turn inland to Matagalpa, Nicaragua, now untapped and thence to Tegucigalpa, Honduras, the only capital off the main route.

An idea of the traffic possibilities and the potential tolls may be ob-

FISCH INNOCENT, SAY RELATIVES



Prosecution attorneys in the trial of Bruno Hauptmann said they were prepared to trace the life of Isador Fisch (above), former business associate of Hauptmann, "from A to Z" in refutation of claims that Fisch was connected with the Lindbergh kidnaping. Hauptmann said he received \$14,000 of Lindbergh ransom money from Fisch. A sister, sister-in-law and a brother of Fisch have come to the trial to testify for the state. Fisch died of tuberculosis last March in Germany. (Associated Press Photo)

ained by considering Panama figures alone. Motor transit across the canal has grown more than 250 per cent since 1931, as Panama has extended the highway construction. In 1931 approximately 6000 automobiles crossed each month—or 200 daily. This year the monthly average was 16,100 or 536 daily.

There are approximately 3800 automobiles, buses, taxicabs and trucks in Panama, and more than 300 in the Canal Zone. Extension of the highway to other Central American countries and to Mexico would be expected to add a tremendous impetus to pleasure and business travel, at a nominal charge per mile. Estimates place the tolls at \$5,000,000 a year, sufficient to distribute \$500,000 for amortization and leaving \$2,000,000 for administration and upkeep.

The motorist would be able to hop into his car and drive for a neighborly visit or for business to any capital in Central America, or to Mexico City. From the main arterial roadway would branch lateral roads in a network to smaller towns. The traveler would see not a single U. S. Marine to disturb his progress. Instead there would be international police, employed by the corporation, to supervise traffic.

The highway would belong to the governments, through their equal control of the directors of the corporation. The public would be paying for it as it is used. Its own police would remove any responsibility the United States would otherwise have to patrol the highway, and Central America would have no fears of being merely an extension of the Canal Zone, subject to the "Goiassus del Norte."

Former Medford student suicides at Grants Pass. (Continued from page one)

been sleeping. It was upon returning from this building that Hart saw a rope hanging outside the movie window at the far end of the barn, and assumed that this was the means by which the lad had climbed into the upper mow. Climbing onto the hay pile from the near edge and edging his way forward he said he saw the boy's face, white in death. Officers were immediately notified.

Several of Horace's teachers at the local junior high school remember him well. It was learned today, and all state that he was a quiet lad, much interested in science and English, never moody or morose, and extremely likeable. His science teacher stated that that subject held a great attraction for the lad, and that he used to make long walks through the hills near here searching for specimens, which he would show to the teacher after class.

He was born March 19, 1920 at Denver. He entered Grants Pass high school in the fall of 1933, then came to Medford, where he was registered for six weeks before the end of the school year, graduating from grade 9 in June, 1934. He re-entered Grants Pass high school last fall.

Horace is survived by his father, a sister, Helen, who is now attending Grants Pass high school, and by an older brother, Ralph Foster, who lives in this city. No information could be gained as to the whereabouts of Ralph here today.

FURNITURE REPAIRING By Expert Workmen PADGHAM PLANING MILL 1308 Court St. Phone 321

LEGISLATORS HEAR FRIENDS, FOES OF SYNDICALISM LAW

Peter Zimmermann Leads Arguments for Repeal—Grange Leader Gill and U. of O. Student Back Plea

SALEM, Ore., Jan. 24.—(AP)—Two hearings on two separate pieces of proposed legislation introduced to the Oregon legislature attracted widespread attention and filled the house of representatives chamber to overflowing Wednesday.

Proponents and opponents of Senator Peter Zimmermann's bill, the first introduced into the upper house, providing for the repeal of the criminal syndicalism law, were given two hours last night before the committee on revision of laws to state the respective sides of the case. In defending his measure, Zimmermann declared the criminal syndicalism law was the result of the world war, a law brought on by hysteria and fear, and un-American because it restricted the right of free speech.

Grange Chief for Repeal. Zimmermann was followed by Stephen D. Kahn, University of Oregon student; Roy R. Hewitt, Salem attorney; Roy Gill, State Grange master, and H. M. Eastley of Portland, all of whom backed up the senator's stand on repeal of the law. Tom Mahoney, Portland Legionnaire, opened the arguments for opponents of the bill, stating that "only communists have been hurt by the operations of this act." The law does not restrict the expression of political views or prevent advocating change. "The only thing the law does is to restrain the expression of opinion calling for the overthrow of our government by force."

Mahoney was followed in order by Tom Kerrigan, Portland; R. Van Hoonmiller of Portland, and Ray Bassett of Salem. Bassett said he believed Senator Zimmermann would think differently on his proposal if some farm workers on his place would advocate destruction of his machinery because they disliked condition of their employment.

Debate School Unit Bill. Opponents and proponents of house bill No. 4, on the administration measures known as the county unit system bill, related their opinion of the respective merits and faults of the measure, before the house education committee earlier in the day. Both sides of the question were allowed 45 minutes in which to state their case. Representatives from those counties which already have adopted the county unit system spoke in favor of the measure, listing figures to show reductions in warrant indebtedness, per capita yearly costs and greater efficiency.

Opponents of the measure, including Ray Gill, objected to the county unit system on the grounds that it would virtually set up a "dictatorship, that too much power would be vested in the unit board of five members, and that it would "destroy the greatest democracy in the world." It was pointed out that, although for the present the counties could vote on the adoption of the system for the counties by gaining 100 signatures on a petition, if the bill was passed, the system "would be forced down their throats," without the possibility of voting it out except by obtaining signatures of 20 per cent of the voters in the county.

SALEM CANNERY MAY MOVE TO PORTLAND. SALEM, Jan. 24.—(Sp.)—George Paulus, upon his return from Chicago today, admitted that he had under consideration removal of the Paulus Bros. cannery to Portland. Paulus said the local quarters were inadequate. The Paulus Bros. cannery is one of the largest in the Willamette valley.

Oregon Weather. Generally cloudy tonight and Friday, probably occasional rain northwest portion; little change in temperature; fresh southerly wind off the coast. As a part of their study of criminology, high school students of Richmond, Va., inspected prisons and interviewed the inmates.

Births. Mr. and Mrs. L. W. Smylie of Kenosha, Ore., are the parents of a baby boy weighing 8 pounds and 12 ounces, born this morning at the home of Mr. Smylie's parents. Mr. and Mrs. J. W. Smylie, of 708 West Fourth street, Medford.

WASH OUT 15 MILES OF KIDNEY TUBES. Win Back Pep... Vigor... Vitality. Medical authorities agree that your kidneys contain 15 MILES of tiny tubes or filters which help to purify the blood and keep you healthy.

Montana Rides Again. A RAPID-FIRE ROMANCE BY EVAN EVANS. Begins TODAY in the Mail Tribune. See Page 11

Advertisement for Montana Rides Again, featuring a cowboy on a horse and text about a romance story.

Points To Bruno



Another of the parade of handwriting experts to identify Bruno Hauptmann as the writer of the Lindbergh ransom notes was John F. Tyrrell (above) of Milwaukee. (Associated Press Photo)

Meteorological Report

January 24, 1935. Medford and vicinity: Cloudy tonight and Friday; little change in temperature. Oregon: Generally cloudy tonight and Friday; probably occasional rain northwest portion; little change in temperature.

Temperature a year ago today: Highest, 47; lowest, 29. Total monthly precipitation, 2.10 inches; deficiency for the month, 0.04 inch. Total precipitation since September 1, 1934, 10.51 inches; excess for the season, 0.92 of an inch.

Table with columns for location, high temp, low temp, wind, and weather. Locations include Boise, Boston, Chicago, Denver, Eureka, Helena, Los Angeles, MEDFORD, New York, Omaha, Phoenix, Portland, Reno, Roseburg, Salt Lake City, San Francisco, Seattle, Spokane, Walla Walla, and Washington, D.C.

JURY LIST FOR 1935 WILL BE DRAWN SOON

Drawing of the jury list for 1935, comprising between 200 and 250 names of Jackson county residents, will be made by the county court this week. From the new list names will be drawn for the February term of the circuit court, starting Monday, February 25.

Names of eligible residents for jury duty are being prepared today by the clerk's office, from which the county court will make its selections. Mattie Reames White, accredited piano teacher, Phone 449-M, Studio 220 Laurel St.

Advertisement for CH-B California Home brand tomato juice, featuring a glass of juice and text: 'You can get this beautiful SET OF SIX decorated tomato juice glasses... FREE'.

Erickson, Floyd Barrett, Clarence Davies of Eagle Point; Mabel Hager Hansen and Mae B. Richardson of Central Point; Maybelle W. Church, William Rice, H. W. Keese, Margaret Burroughs, W. E. Thomas, Blanche Burns, Alan Carley, H. W. Gartin, Una B. Inch and Frank Newton of Medford and Clara Goldin of Talent are other members.

LOUISE SCHEPFLIN PASSES, AGED 89

Louise Schepflin died at the Jacksonville sanitarium, early Thursday morning, of heart trouble and influenza due to old age. She was born in Saratoga, Oregon, France, November 29, 1845, and came to America in 1871. She had been a resident of Jackson county for 53 years and of Jacksonville for 32 years.

Last Day Western Auto's February Mid-Winter Battery SALE

Advertisement for Western Auto's battery sale, featuring a battery image and text: '6 Volt 13 Plate "/>

WASCO Batteries On Sale. Big savings on these popular batteries with genuine "Ebros" case, Air Processed oxide, large, thick pressure rolled plates and genuine cedar separators. A splendid battery for light car use. SAVE with SAFETY!

Advertisement for oil sale, featuring a can of Penn Supreme oil and text: 'Oil Sale Also Ends Saturday, February 2nd. 100% Pure Pennsylvania 15c Quart'.

PENN SUPREME

Advertisement for Penn Supreme oil, featuring a can of oil and text: '100% Pure Pennsylvania 15c Quart'.

LONG-RUN 2 Gallons \$5.95. 5 Gallons \$13.95. In your can... Here's an OIL BARGAIN too good to miss... PENN SUPREME is refined from selected 100% Pennsylvania crude...

Advertisement for Long-Run motor oil, featuring a can of oil and text: 'LONG-RUN PURE MOTOR OILS 2 Gallons \$5.95'.

Advertisement for Western Auto Supply Co., featuring a car and text: 'Western Auto Supply Co. More than 170 Stores in the West'.