

Hard Luck Ruins Chances of German Aviators in Long Hop

BREMEN, Germany, Aug. 17. (AP)—Misfortune dogged the Junkers monoplane Europa after her excellent start from Dessau last night with her sister plane, Bremen in an attempt to be first to make a westward non-stop flight across the north Atlantic.

The Europa and Bremen flew together as far as Magdeburg, but after passing over that city lost touch with one another. Cornelius Edzard and Johann Ristler, the Europa's crew, then decided to shape their course farther to the north in hope of meeting better weather. The motor went well, driving the plane at a speed of 230 kilometers (about 136 miles per hour) until the flyers had progressed well out over the North Sea. Then motor trouble developed which the pilots unsuccessfully tried to remedy.

Their difficulties increased when the Europa ran into a dense fog bank. It was then that they decided it would be hopeless to continue, and reluctantly turned back toward land. So dense was the fog, Edzard said, that he could not see his hand before his eyes. In his opinion, it would have been fruitfully foolhardy to have continued.

The airmen were able to discern the lights of the Bremen airplane only with great difficulty and circled around a half hour trying to find the landing plane. Eventually they made a

bumps landing. The tail of the machine went into a ditch and the under-carriage and propeller were damaged.

None of the three men, Ristler, Edzard or Hubert R. Kulekbrocker, representing the New York American, was injured.

Edzard, although greatly disappointed, said this morning that he was resigned to the inevitable.

His troubles, he said, began between Oldenburg and Emden, near the German coast, when a severe thunderstorm broke.

"Soon after we passed over Bremen," he continued, "the weather thickened. We were just able to discern the lights of the island of Nordernay (southwest of Heligoland) and were trying to shape our course toward Hull (England), when we got a severe shaking up from a thunder storm.

"The visibility became worse every moment. We dodged this way and that trying to find better conditions, but in vain. Then Ristler suggested that we fly back and go overland across Holland, but the weather became steadily worse.

"We faced the alternative of returning or forcing way through at full speed with the grave risk of having to make a forced landing in the Atlantic through insufficient fuel. I think we did the right thing in choosing the former, although with extreme regret."

OH, SO COMFORTABLE!



A big day for Lizzie, queen of the elephant herd at the Philadelphia zoo, was the 20th anniversary of her enforced sojourn there. While her cage mates looked on enviously, she trunked away a sumptuous vegetable cake, garnished with sweet hay, and then had herself a dip in the pool, as pictured here.

G. N. REVENUE IS INCREASING

Northern Line Only Carrier in Northwest to Show Good Return

The Great Northern railway is the only large system in the northwest region that showed an increase in gross revenues and net operating income for the first half of this year compared with the same period of 1926, according to a report in the Wall Street Journal. None of the other large roads in this territory increased in gross or net over a year ago. Increased gains by the Great Northern was attributed largely to gain in ore and miscellaneous traffic.

The estimate of gross earnings for the first half of the year made by Ralph Budd, president, and the optimistic crop reports from this section justify the prediction, according to the Journal, that share earnings will approach \$21.59 a share on \$248,916,559 preferred stock for 1927. In some quarters it is expected that as much as \$13 a share will be

shown if crop prospects materialize.

Mark Highest in Years.

If the \$11.50 a share mark is reached, it will reflect the best earning power for the road since 1912, when \$11.70 was earned.

"If the present earning rate should continue, stockholders of Great Northern can look forward to an increase in the dividend from a \$5 rate to \$6," the Journal continues. "In fact, this seems a probability in 1928. It may come in the form of a \$6 rate on the stock of the Great Northern Pacific railway, the new company under which the Northern Pacific and Great Northern are to be merged as proposed in an application now before the interstate commerce commission, or if the merger is delayed the Great Northern as an independent company probably would be in a position by that time to raise its dividend."

"The merger application was presented to the commission in the forepart of July. A decision, judging from action in the Nickel Plate and Southwest merger cases, can be expected before the middle of 1928. Moreover, by that time the commission will probably have passed on the application for increased class freight rates in western trunk line territory."

Prospect for Rise Good.

"Fred W. Sargent, president of

TO INVESTIGATE METAL.

GRANTS PASS, Ore., Aug. 16. (AP)—W. S. Boyer, division inspector for the department of the interior, arrived here this morning from Portland to continue his white metal tests. Mr. Boyer stated that he expects to determine before he leaves if the metal comes from the ore. He will be aided by Inspectors Barrett and Merrin. Mr. Boyer asserted that all ores used will be secured by him or one of his aides and that the furnace in which tests are made will be under guard by him or his men day and night.

Poultry and egg crop value of 1926 amounted to \$1,181,000, 694. This figure represents 16 per cent of the entire value of livestock during that year.

Almost every day the cables bring word that Charles A. Levine has started another flight across the Atlantic.

COMMITTEE ON INVESTIGATION

Columbia Basin Project is Probed by Board of Officials

SPOKANE, Wash., Aug. 17. (AP)—Members of the irrigation and reclamation committee of the national house of representatives, with their hosts, left here this morning aboard a special train for the grand coulee site of a proposed high storage dam for irrigating the lands of the Columbia basin project.

Members of the committee took a trip about Lake Pend Oreille, in Idaho, yesterday, and viewed Albany falls and other parts of the upper Pend Oreille river.

Return to Spokane on the special train was set for 6:28 o'clock this evening. Tomorrow a trip will be made to Saddle Mountain, in the heart of the area it is proposed to irrigate, for a survey of the land.

Approval of the project was voiced by Representative Phillip D. Swing of California, co-author of the Swing-Johnson bill for the development of the Colorado basin, and by Representative Samuel Arentz of Nevada, himself a mining and civil engineer, in newspaper statements today.

"From an engineering standpoint, the Columbia basin project is absolutely feasible and simple," Representative Arentz said. "There are no serious engineering difficulties involved."

The cattle in 347 counties of 27 states are under supervision for the eradication of bovine tuberculosis, according to the Department of Agriculture. At present, 17,609,289 cattle in these states are under this supervision, while four million more are on the waiting list for inspection.

NEWS NOTES OF MERRILL

MERRILL, Aug. 17. (Special to The Herald)—Mr. and Mrs. R. H. Anderson and daughters, Thirson and Helen, and Misses Wilma Offield and Wylene Walker returned on Sunday from a week's stay at Rocky Point as the guests of Thomas Martin.

Mr. and Mrs. Jerry Wilson and son, Gerard, returned Sunday from a week's visit in Medford.

Mr. E. Shay and Mr. C. Hall left for Seattle Monday, where they will remain for a few days on business. They plan to bring back a load of furniture belonging to Mr. Hall.

Miss Ruth Streeter has returned to Reno, Nevada, after spending the summer with her folks.

Mr. and Mrs. S. M. Streeter of Merrill, Miss Streeter plans to attend the University of Nevada.

Mrs. E. Shay is visiting for a few weeks with her mother at Dorris.

Mr. and Mrs. Weeks and son, of Santa Barbara, who have been visiting with Mrs. L. S. Moor, left Tuesday for their home.

Glyde Barrows, who returned from Big Valley Tuesday, has accepted a job with Cox brothers.

The Merrill Library club held their monthly meeting Thursday at the home of Mrs. T. A. Blake. A new book committee consisting of Mrs. J. A. Dewey, Mrs. W. Walker and Mrs. R. L. Dalton was appointed. During the past month Mrs. B. L. Hall and Mrs. M. L. Moore and Misses Edna Merritt and Allen Murray have joined the club. Dainty refreshments were served by Mesdames A. Frazier, J. Stevenson, T. Blake and W. Walker to the following: Mesdames J. Kitzwell, J. Guzman, J. Wilson, C. Barrows, B. L. Hall, T. W. Barrows, C. Halvey, C. Cox, S. Dewey, Jr., J. Dewey, L. Farmer, R. Dalton, N. Woodhouse.

R. C. Anderson, Bob Adams, Skinner, E. J. Merritt, L. Brown, J. Ratliff, B. Jans, M. Bowman, Allean Murray, Edna Merritt and the hostesses.

Erwin Harper has accepted a position at the Valley Service Station.

Will Graham, who returned recently from Huckleberry mountain, reports that there are many huckleberries.

Mrs. J. A. Brown left Saturday for Yuba City, Calif., where she will spend several months with her daughter, Mrs. Ray Benish.

Warren Fruits left Saturday for San Jose, where he will visit with relatives and friends. Mrs. Fruits and daughter will return with him.

An 82-year-old woman in Tennessee has never seen an automobile. No wonder she lived so long.

Usually, the first thing that strikes a visitor to this country is a motor car.

Crater Travel Heavy.

MEDFORD, Ore., Aug. 17.—Travel to Crater Lake continues to be quite heavy in spite of the increase in travel through the Klamath Falls entrance this year. Stages have been carrying up to 19 or 12 passengers a day to visit the lake. Many tourists go in by the Medford entrance and out by way of Klamath.

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The new West Coast to Sacramento and Los Angeles leaves at 3:50 a. m. Northbound, it leaves at 10:45 p. m. arriving Portland at 9:25 a. m. next day. No extra fare, yet comparable to the finest.

In addition, through Pullman leaves here daily at 4:10 p. m., connecting with the Oregonian arriving San Francisco at 9:50 a. m. Also, local train leaves 8 a. m., arrives Eugene 3:20 p. m. re-connects arriving Portland 7:40 p. m.

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