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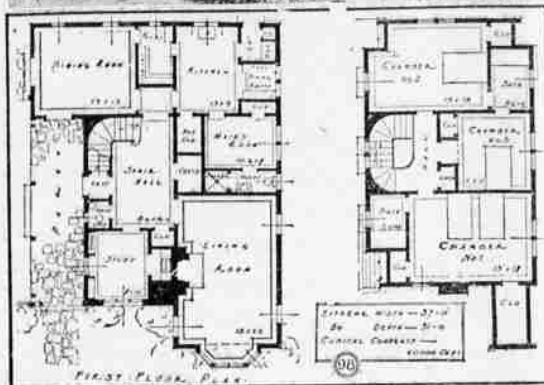
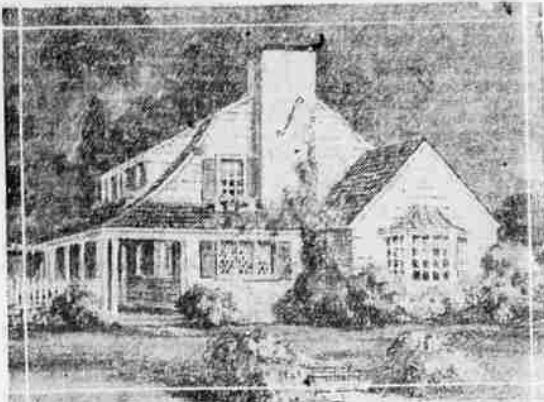
DEVELOPMENT OF AIRPORTS MOVING ON NATIONAL SCALE

(Editor's Note—The attached article was prepared by the Western Air Express at the request of Thomas F. Brennan, aviation editor of the Pawtucket Times of Pawtucket, R. I. It is reprinted because it may interest other cities considering the problem of a municipally-owned and operated airport.)

There are now more than 1,000 cities in the United States engaged in the development of airport facilities.

There are more than 1,000 additional cities in the United States

A HOUSE CHARMING



By CORA WILSON
For NEA Service

The irregular shape of this Colonial house is architecturally interesting. It is a small house, with home-like appearance. There are eight excellent rooms, a hall, a large pantry, a rear entry, three baths, many closets and built-in cabinets.

The living room is a graceful, well-shaped room, exposed on three sides. There is a lovely bay window where one can grow beautiful plants, two windows on one exposure and one on the opposite side. A large fireplace is built in, covering a good part of this wall.

One enters a small vestibule from the open porch into a study or into a large hall with a graceful stairway leading up stairs.

The living room is completely by itself. Behind this room is a maid's room, and a bath. From here one reaches the kitchen and dining room. The kitchen is separated from the dining room by a pantry. One can also reach the front by way of the door in the kitchen.

The second floor is laid out with extreme care and convenience. A large bed room and bath occupies the back of the house. In the center is a hall with linen closet and a smaller bedroom which also connects with the bath. In the front is a master bedroom with connecting bath and large cedar closet.

For additional information and cost estimate, write Mrs. Cora V. Wilson, 429 Madison Avenue, New York City. Be sure to enclose the clipping from this newspaper.

that are now studying airport construction and planning on the establishing of municipal airplane landing fields.

These are not guesswork figures. They are taken directly from reports made by the Department of Commerce of the United States.

It will be noted, too, that the above statements deal only with municipalities in the United States that are building, or planning to build, airports. There are hundreds of other cities, more foresighted, that already have their own airports. In this class is practically every large municipality in our nation.

If experience can be conceded to be a teacher, it must be realized that every city wishing to profit by the advance of aviation must equip itself with a municipal airport. There may be a few exceptions, but where such is the case, there must be exceptional reasons to justify the omission.

The situation is the same, whether it be with Pawtucket, R. I., or Los Angeles, Calif. The stream of transportation goes where it can flow the most easily, and the city that wants to be on the aviation map must have its airport.

Fallacy Exploded
"There is no sound reasoning behind the statement often made, that the public did not provide terminals for railroads, so why should they do so for air transport companies?" The fact is, that concessions were made to railroads

totaling many billions of dollars. It is equally true that rail transportation must be exclusive. Only the railroad companies operate trains over their rights-of-way and into their terminals. On the other hand, thousands of persons own and operate airplanes. The airplane is more exclusive, in fact, than the automobile.

The nation has joined with states, counties and municipalities for the establishing of highways over which automobiles may operate. Pleasure and commercial vehicles use them with equal freedom. States have joined with municipalities in the building of harbors to accommodate the vessels that operate over seas, lakes and rivers.

This has been done because it has been recognized that no community can prosper unless it is provided with adequate transportation facilities.

Colonel Harry H. Dine, chief of the division of airports and aeronautics information of the Department of Commerce, stressed the need of airports in an address recently made before the Western States Air Commerce and Airways Conference held at Boise, Idaho. In his speech, Colonel Dine said:

"These communities whose leaders have the vision and initiative to establish and equip, carefully designed well-located airports affording adequate facilities for safe and efficient day-and-night operation of aircraft, and with provision for expansion to meet the rapidly-in-

creasing needs of commercial aeronautics, will naturally be the ones to attract air commerce and its accompanying industries. These communities will profit in direct proportion to their foresight. Many states have already passed enabling acts, authorizing counties and municipalities to develop and operate airports. Cities and towns throughout the nation are realizing that they must provide themselves with suitable airports, if they are to have a place in the far-flung transportation system that is now taking shape in the skies.

"It is hardly necessary for me to point out that always follow the flow of air traffic; and hence, that one of the outstanding problems facing the cities of our country today is the development of adequate airports. In this connection, the United States Department of Commerce maintains a staff of airport specialists who travel over the country on libraries covering cities which want assistance in the selection of airport sites and information as to the requirements for the development of suitable airports. This service is available without charge, upon request."

Airports may either be privately owned or municipal projects. For general aviation purposes, the municipally-owned field is essential, because it gives an assurance against monopoly. The private owner of an airport may grant exclusive use of his field to one aircraft manufacturer; he may grant an exclusive privilege to some flying school; he may favor one airplane owner and deny barge space or service to another, or in other ways he may discourage full aviation possibilities.

Open to All
If the field is publicly-owned, there can be expected to be no monopoly, nor can there be discrimination. It more than one factory wishes to use the airport for flight test purposes, all can be expected to receive the same consideration. If more than one flying school wishes to use the field, similar rights may be granted to all of them. If fifty or a thousand private owners of airplanes desire accommodations, all can expect the same treatment. If one of a half dozen air transport companies desire to use the field a regular port of call, they can, one and all, receive the same courtesies.

It is, of course, obvious that every airplane owner cannot have an airport of his own. Any combination of owners for the operation of an airport must result in exclusiveness and as a result curtail the full use of air transport. The solution of the problem is the publicly-owned and publicly-operated airport.

The municipality, however, should consider the airport as a necessity, not as a luxury. It should be operated as a paying investment, not as a money-losing convenience.

Municipally-owned airports should be operated at a profit. At the same time they should benefit the general prosperity of the community, because they bring to the city a new and fast means of transportation.

Immediate returns, in some instances, may not be alluring from the financial standpoint, but with the rapid advances being made by aviation, there is no conceivable reason why a municipally-owned airport, properly located and splendidly operated, should not within the next two or three years be a source of revenue to the city.

And the city that does not have such an airport will be a rarity and be branded as a laggard in the realm of transportation progress.

BULL FIGHTER GORED

BARCELONA, Spain, Aug. 12.—Luis Ferra, Mexican bull fighter was in a critical condition today after a serious goring at the horns of an angry bull yesterday. The wound was in his right thigh. It was his fifty-fourth goring in his career as a matador.

FUR VESSEL LOST IN ARCTIC; CREW OF 20 REPORTED SAFE

(Associated Press Special Wire)
SEATTLE, Aug. 12.—The fate of twenty men aboard the fur schooner Elsie was almost a certainty early today after the reported wrecking of the vessel last Saturday.

Conflicting radio messages from the region off North Cape in the Bering sea, where the Elsie was last reported, said the schooner had been wrecked either by being crushed from ice floes or by being pushed on the beach. Two messages said the men were safely off the ship and none was believed to have been hurt in the reported disaster.

Another unconfirmed radio said a Russian steamer named Stavroff was heading for the marooned men, although how close she was to them was unknown. What preparation the crew of the Elsie had against the Arctic weather was not revealed. In the meager reports received here, however, mariners thought it probable that enough supplies had been saved off the ship to prevent too great hardships among the survivors.

The Elsie left Seattle the command of Captain Olaf Swenson, of the Swenson Trading company, July 19, 1928 and a few weeks later was ice bound. She was freed from the ice only two weeks ago on July 21, 1929, and was reported to be proceeding toward Siberia.

FIREMEN ALLOWED TO WEAR PAJAMAS ON DUTY

(Associated Press Special Wire)
MILWAUKEE, Ill., Aug. 11.—If pajamas can survive the noisome glare of public opinion they're admissible for the official night dress of the Milwaukee fire department.

Now Chief D. B. Hirsch has ordered the fire laddies to wear their loudest pajamas when responding to night alarms, believing they will

SAND—WAX—POLISH

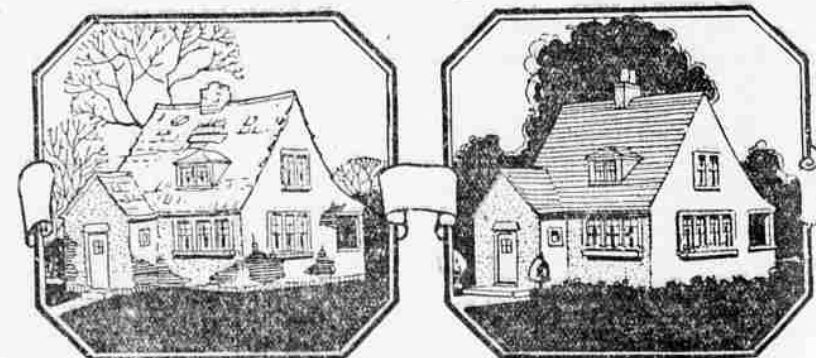
Fix Up Your Floors

Let me refinish your floors—I furnish and lay new floors, sand old floors, and fix them up so that they will please you and your friends who see the job. Electric Sander Waxing and Polishing

C. F. McMULLEN

601 Fullerton St.
Floor Surfacing Contractor

We Can Help You Renew Your Home Modernizing Pays



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Cost Very Low Compared With Increase in Value.

The dollars spent in remodeling and modernizing your home will return to you two fold through increase in the value of your property. If it is income property the increased rentals will alone delay the expense.

See Our Peerless Built-in Display

We are exclusive representatives for the famous PEERLESS line of built-in furniture. You can modernize your kitchen and make it as attractive and convenient as though planned new. Investigate and you will be surprised at the low cost. Estimates gladly furnished.

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In a defunct concern is worthless paper.

A Warranty Deed

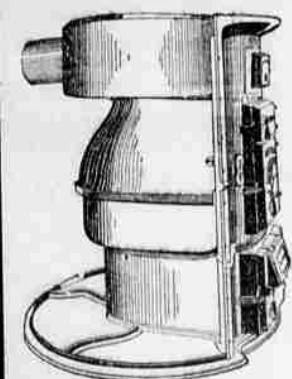
To a home is a document that represents wealth, both useful and valuable.



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240 N. Jackson

Roseburg, Oregon



Western Furnaces Built in the West for Western Fuels

Furnaces modern in design and quality in construction. A complete line for residences, schools, churches, stores and factories.

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Roseburg, Oregon



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Fuel to Heat them.
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SHINGLE YOUR HOME

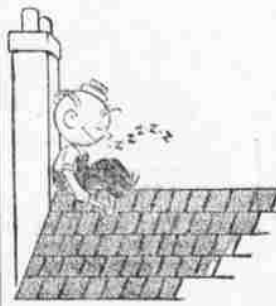
Phone and I will make you a price on your shingle job. 20 years experience putting on good roofs. Eight years in Roseburg and Douglas county. I have shingled more than 200 roofs here and given my free service guarantee with each one. Let me talk with you about your roofing problems.

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Of course the roof is finished much quicker!

THE up-to-date roof today is laid so quickly that you can "see it grow". We recommend Certain-teed Mineral Surface Shingles... for you will find colors and designs here to delight the eye.

Certain-teed Shingles

Send for your copy of "Color, Color, Color," the beautiful folder on modern roofs.

DENN-GERRETSEN CO.

Phone 128

231 N. Main St. Roseburg, Ore.

EDW. MENDENHALL DIES

(Associated Press Special Wire)
PORTLAND, Aug. 10.—Edward Mendenhall, prominent attorney in criminal practice, died at his home here today of paralysis. He had been retired for several years.

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