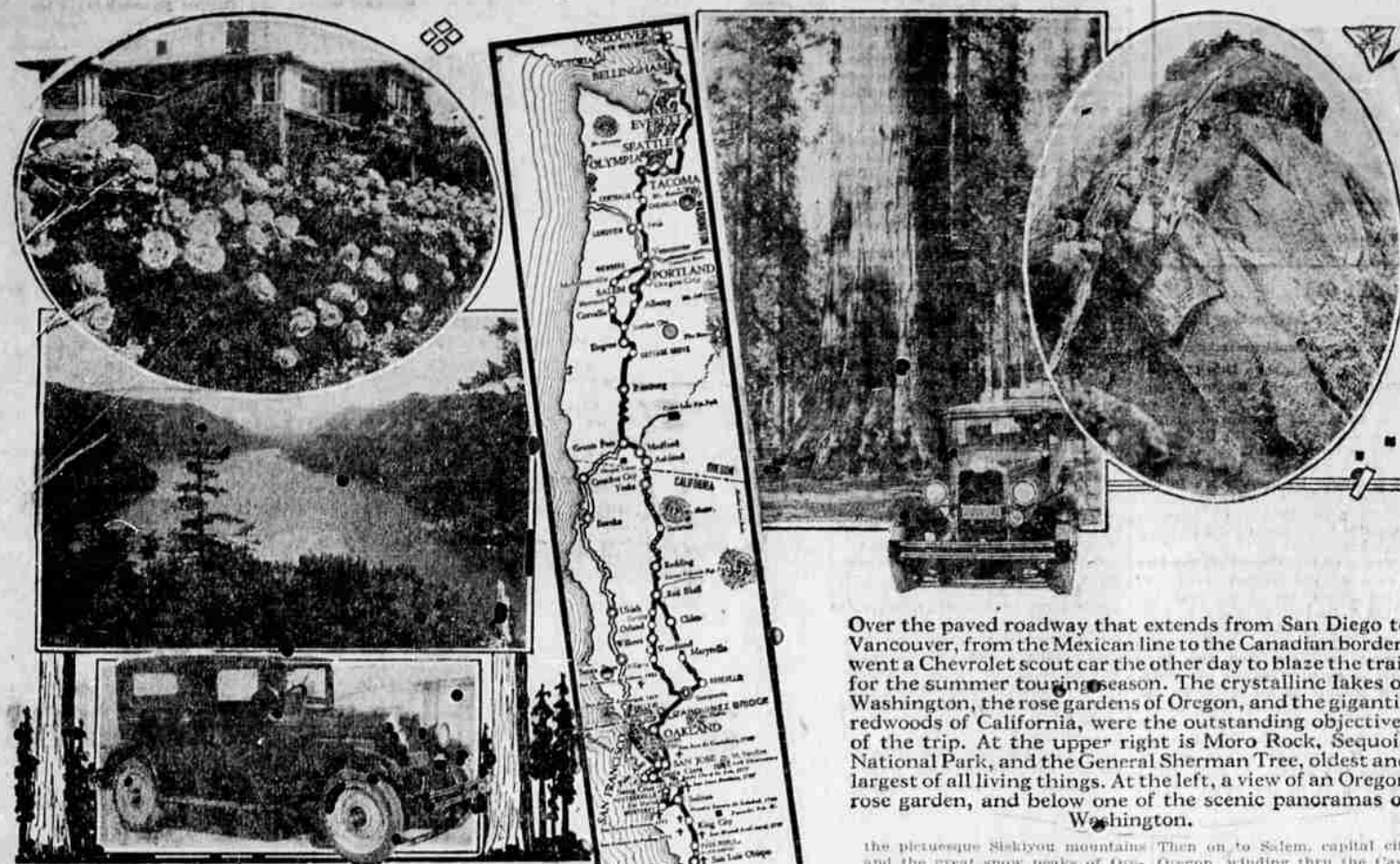


THE PACIFIC HIGHWAY—GREAT SCENIC HIGHWAY OF THE WEST



Over the paved roadway that extends from San Diego to Vancouver, from the Mexican line to the Canadian border, went a Chevrolet scout car the other day to blaze the trail for the summer tourist season. The crystalline lakes of Washington, the rose gardens of Oregon, and the gigantic redwoods of California, were the outstanding objectives of the trip. At the upper right is Moro Rock, Sequoia National Park, and the General Sherman Tree, oldest and largest of all living things. At the left, a view of an Oregon rose garden, and below one of the scenic panoramas of Washington.

the picturesque Siskiyou mountains. Then on to Salem, capital city of Oregon, winding thru the Cascade mountains to Portland where is Hood, Crater Lake in the national park near Medford is unique and awe-inspiring and a world wonder, and the Oregon Caves, strange formations that have come down from the lava bed of a prehistoric age all greet the traveler as he passes over this scenic highway. The Rogue River valley, of which Medford is the chief city, is one of the most picturesque valleys of the west and is a charming district that stirs the imagination and offers a peaceful scenic panorama, the like of which may be found nowhere else in the world.

Shasta which looms like a sentinel on the northern California boundary. The Klamath river country,

"capable" of crossing it; paintings not only of Columbus, but also of the not inconsiderable number of men who might be regarded by devoted partisans as "capable" of discovering America.

Some scientists, who believed Langley's plane in its original form was not capable of flight, and others who felt the test of Langley's associates tended to impair

the honor due the Wrights, have used harsh words in deploring it.

Lace Frocks Appear With Tailored Lines

PARIS—AP. A new type of lace dress appears in the Paris spring style collections. It is made along lines as tailored as those of a serge business dress although the material may be filmy, chantilly and chiffon.

Black lace is the favorite, but some beige, much dark blue and some gold lace still are worn.

An all-over brand design on tulle is a form of lace much used for afternoon dresses. Circle lace lends itself well to simple tailored lines. It is usually bound with circle satin.

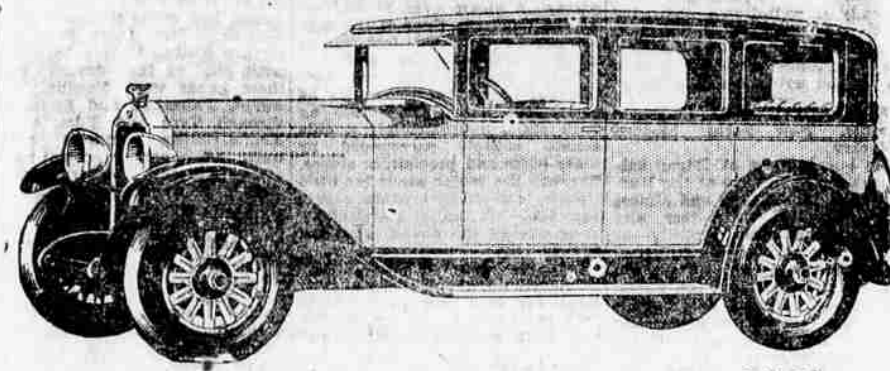
Put in early orders for gladiolus novelties. The supply often is exhausted early.

BUICK

Outsells any other 3 cars in Buick's field

MOTORISTS like you invest almost as many dollars in Buick motor cars as in any other THREE CARS in Buick's field

Faith means something when it is backed by dollars



SEDANS \$1415 to \$2275 COUPES \$1405 to \$2120
SPORT MODELS \$1405 to \$1775

Delivered in Medford. The G. M. A. C. financing plan, the most desirable, is available

MEDFORD AUTO CO.

38-40 No. Riverside • Buick Dealers • Phone 73

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.

Honor to an Aviation Fizzle

The first flight ever made by man in a power-driven, heavier-than-air machine was made by Orville Wright at Kittyhawk, N. C., December 17, 1903. It lasted twelve seconds. The shortness of time was not due to any fault in the mechanism. It was due simply to the fact that at that time nobody knew how to fly. The methods of controlling a machine had to be devised. Before the end of the day Wilbur Wright, on the machine's fourth flight, covered 352 feet in 59 seconds, and man's dream of the ages had been accomplished.

The historic biplane, built by the Wright brothers at Dayton, O., as the result of several years of scientific work in their aeronautical laboratory and of experimentation with gliders, has just arrived at the great British Science Museum at South Kensington, London, the most extensive scientific museum in the world.

As an American invention it naturally would be sent to the Smithsonian Institution for exhibition. The reason it was not sent there, according to Orville Wright, is that another plane is on exhibition in the Smithsonian bearing a label implying that it is the first successful airplane. Obviously, says Mr. Wright, there could not be two "first" planes.

The Smithsonian plane is one built by former secretary of the institution, Samuel P. Langley. It never flew. On its first trial, October 7, 1903, it fell into the Potomac river as soon as it was launched. It was damaged and another trial was made December 3, 1903, with the same result.

Long Forgotten, Now in Honor

The Langley machine was forgotten for several years after its failures. But when interest in flying had been created by the success of the Wrights the Langley plane was given the place of honor in the Smithsonian Institution, with this label:

"In the opinion of many competent to judge, this was the first heavier-than-air craft in the history of the world capable of sustained free flight under its own power, carrying a man."

"This aircraft slightly antedated the machine designed and built by Wilbur and Orville Wright, which, on December 17, 1903, was the first in the history of the world to accomplish sustained flight under its own power, carrying a man."

A graphic account of the work of Professor Langley and his final failure is given by Mark Sullivan in the second volume of his history "Our Times—America Remaking Itself." Mr. Sullivan writes:

early 1890s, he made several small model airplanes, the earlier ones having their propellers driven by rubber bands, and the later ones having motors of compressed air, carbonic acid gas, and steam.

Aided by War Department The United States War department had been impressed (by his experiments). The board of ordnance and fortification urged him to attempt a machine capable of carrying a man. Langley, contented, reluctantly. With a subsidy of \$50,000 from the board, with the support and help of the army, with the backing of the Smithsonian, with the confidence of so much of the scientific world as believed aviation possible at all.

Langley, with an assistant, Charles M. Manly, built an engine really remarkably, considering the state, at that time, of progress in internal combustion engines. Weighing but 124 pounds, it developed under test 52.4 horsepower, a record best understood when it is realized that Europe and America had been scored for a 15-horsepower engine weighing in the neighborhood of 100 pounds, and none had been found. This engine Langley and Manly placed in a man-size airplane having two sets of wings placed tandem fashion—a replica of the early Gourd models in every respect save the engine.

Delays followed, delays, but on October 7, 1903, 20 years after the board of ordnance and fortification had made its appropriation preparations were complete for the first trial flight.

The scene was at Whiteaker, Va., at a point where the Potomac river broadens out into a kind of bay some four miles wide. In this spacious background, about a mile from the Maryland side of the river, were set up paraphernalia as novel as the expected event. For a parent ship, Dr. Langley had built a huge, long, ark-like houseboat; on its top, from stern to bow was a runway of two rails seventy feet long; on the runway, at the stern, hinged tightly against coiled springs, was what Langley called a "catapult car" designed to hurl the airplane into space. A rope the "catapult car" rested on the airplane itself.

Differ as to What Happened About what happened that day, so far as it had to do with the scientific aspects of the experiment, there was disagreement at the time. Manly, who was in the airplane, seemed not to have been able to follow the reality of the events with sufficient calmness of observation. Langley, the inventor, who present had a theory about what happened differing from Manly's, happened differing from Manly's.

The airplane, as well as parts of the catapult car and runway, was so damaged as to make post-mortem uncertain in their findings. Out of the vagueness of it all arose disputes about priority of invention, complications about patents, lawsuits, and rival allegations of credit for making the first flying airplane, which blazed into acceptance as late as 1925.

But as to how it looked to a wholly disinterested and very much uninitiated outsider, there is vivid evidence in the narrative of a reporter, George Rothwell Brown.

stationed at a distance from the ark. Manly started the airplane engine. When all was ready, he nodded his head to a helper, who fired a sky-rocket warning to the photographers on the Virginia beach to be on the qui vive. The serious work of the experiment was about to begin.

A few yards from the houseboat were the boats of the reporters, who for three months had been stationed at Whiteaker. The newspaper men waved their hands. They had waved their hands. Then his face hardened as he braced himself for the flight, which might have in store for him fame or death. The propeller whirled around him 100 times to the minute. A man forward fired two sky-rockets. There came an answering test, foot, from the tugs. A mechanic stepped, cut the cable holding the catapult; there

was a roaring, grinding noise—and the Langley airplane tumbled over the edge of the houseboat and disappeared in the river, sixty feet below. It simply slid into the water like a handful of mortar.

However, Langley the scientist may have remained confident about aviation. Langley the man was desperately hurt, hurt to the point of physical illness by the torments of ridicule. It came from high and low.

When he died, two years later (February 27, 1906) it was commonly said his end was hastened by humiliation.

Eight years after his death, and eleven years after the Langley plane had failed, after the ridicule had died down, and after the Wrights had made aviation successful, Langley's associates in the Smithsonian Institution, rather patriotically, resurrected the ruined machine, brushed the dust off its broken wings, made some changes in it, fitted it with a new and more powerful engine, arranged with an aviator to fly it—and then set it up in the Smithsonian Institution with a unique placard saying in part, "First . . . airplane . . . capable of . . . flight."

As an act of sentimental loyalty to their departed chief, one likes to regard it. As a precedent for the scientific institutions and museums generally, it had a tendency to blur the facts of history. It was remarked with a permissible latitude of ironic analogy that the precedent, if widely followed, would entail a doubling, at least, of the space of museums, which would need to accommodate not only the actual "first" of history, but the potential firsts, including replicas not only of the first ships that crossed the ocean, but also of the rather numerous ships

Where can you buy so much for such PRICES?

At their sensational new prices of \$670 and upwards, Chrysler cars, with famous Chrysler quality and performance unchanged, become even greater value than ever before.

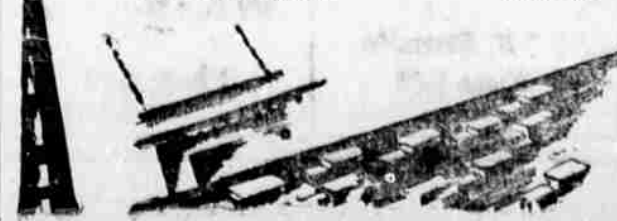
They offer outstanding values which result from a huge and constantly swelling public demand. Four great lines of cars—'52, '62, '72, and 112 h. p. Imperial '80—supply every price need from \$670 to \$3495.

Inspection—better still, actual demonstration—will instantly convince you that in any Chrysler you buy performance, quality, style and value which you cannot equal in any other make costing hundreds of dollars more.

FITCH MOTOR CO.

Chrysler Dealers

128 South Riverside Phone 762



PRICES

"52"
Two-Door Sedan \$670
Coupe . . . 670
Roadster . . . 670
(with rumble seat)
Touring . . . 695
Four-Door Sedan . . . 720
DeLuxe Coupe . . . 720
(with rumble seat)
DeLuxe Sedan . . . 790

"62"
Business Coupe \$1065
Roadster . . . 1075
(with rumble seat)
Touring . . . 1095
Two-Door Sedan . . . 1095
Coupe . . . 1145
(with rumble seat)
Four-Door Sedan . . . 1175
Landau Sedan . . . 1235

"72"
Two-Door Coupe \$1545
(with rumble seat)
Royal Sedan . . . 1595
Sport Roadster . . . 1595
(with rumble seat)
Four-Door Sedan . . . 1555
Town Sedan . . . 1695
Convertible Coupe . . . 1745
(with rumble seat)
Crown Sedan . . . 1795

"80"
Roadster . . . \$2795
(with rumble seat)
Five-Door Sedan . . . 2945
Town Sedan . . . 2995
Seven-Door Sedan . . . 3075
Sedan Limousine . . . 3495

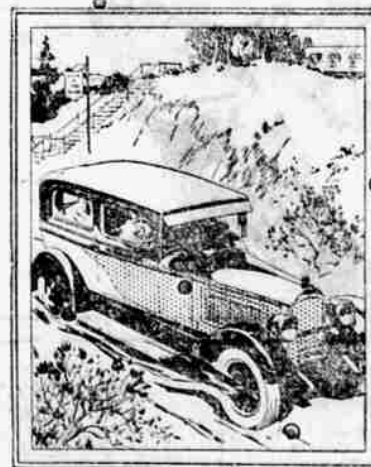
All prices f. o. b. Detroit, subject to current Federal excise tax. Chrysler dealers are in position to quote the actual price of the car. Ask about Chrysler's Citicorp plan.

All Chrysler cars have the additional protection against rust of the Federal System of numbering.

Lowest price in history

The NEW WILLYS-KNIGHT

Standard Six \$1145



Important advantages of the new Standard Six

Patented high compression sleeve-valve engine; 45-horsepower
7-bearing crankshaft
Positive, mechanical-type 4-wheel brakes
Wide, deeply cushioned form-fitting seats
Adjustable steering post
Thermostat—air cleaner—oil rectifier
Narrow body posts for clearer vision
Timken bearings in front axle assembly for free running and easiest steering

Enthusiastic public welcomes this outstanding value

Seldom, if ever, has a new car been accorded such a hearty reception as that which has welcomed the Willys-Knight Standard Six. Motorists everywhere have been quick to appreciate its graceful, sweeping lines, its richness of color, its high artistry of finish, its spacious interiors, its tasteful appointments.

But even more important, this new car brings you the supreme advantages of the patented Willys-Knight engine—its velvet smoothness, silent power, quick starting and simple, trouble-free design—at the lowest price in history!

Willys-Knight Sixes from \$1145 to \$2000, in the Standard Six, Special Six and Great Six divisions. Prices f. o. b. factory and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

TREICHLER MOTORS, INC.
30 N. Holly—Tel. 615