

COMMUNITY CLUB PLANNING DINNER BELLVIEW, MAY 31

BELLVIEW, Ore., May 24.—(Special).—Officers of the Upper Valley Community club are acting as a committee to make arrangements for the community dinner to be held at the clubhouse on May 31. A covered dish dinner will be served about 7 o'clock. The committee is also arranging a short program furnished by community talent. Everybody in the community is invited to attend this get-together meeting. All that is necessary is to bring food enough for the family. Coffee and cream will be furnished by the club members.

Mr. and Mrs. Wade Wallis had a narrow escape Sunday morning on their way to church when a car driven by Mr. Warren of Ashland ran into the Wallis car, near the Emigrant creek bridge, both cars being badly damaged. Mr. Warren with his wife and several children had failed to see the Wallis car, and collided with it before the brakes were in full operation. The Ashland Brick & Tile company will begin operating within a week, and will employ about 20 men when running to capacity.

The Ashland company owns five acres of the finest clay land in the northwest, with a supply sufficient for many years. Installation of machinery is being hastened to produce brick for the new Bellview schoolhouse.

The Uptreamers class of the Baptist church enjoyed an evening at the Helman bathing resort Saturday evening, the evening's activities beginning with a swim, followed by a picnic and marshmallow roast. Those from Bellview who attended were Edwin Baudisch, Harold Gilmore and Everett Newberry.

Mr. and Mrs. George Howard and son Billy of Medford were dinner guests at the home of Mr. and Mrs. J. C. Barnard on Tuesday.

Roy DeMills and family, who have been residing in Medford for some time, are going to move back to their place in Bellview the first of June. Mr. and Mrs. Leonard Paul have been living on the DeMills place during their absence. They will move to Ashland to live.

Mr. and Mrs. W. L. Welch and daughter Lois spent several days this week at Butte Falls visiting at the home of Mrs. Welch's mother. Mr. and Mrs. Grover East of Wead, Cal., were dinner guests at the home of Mr. and Mrs. J. C. Barnard on Saturday.

Mr. and Mrs. A. V. Hood and family and Mr. and Mrs. W. L. Welch and daughter Lois were among the Bellview people who attended the circus in Medford on Thursday.

Among the Bellview pupils who were successful in their eighth grade examination were Edwin Baudisch, Pauline Byrd, Neva Byrd, Wayne Harris, Pearl Lyman, Elizabeth Parks and Inez Worland. This makes seven graduates who will be ready to enter high school next term.

Graduation exercises will be held in the Ashland armory on May 29, when they will receive their diplomas.

Among the Bellview folks who attended the Yeoman lodge birthday dinner Tuesday evening at the lodge rooms were Mr. and Mrs. S. K. Barnes and daughter Frances, Willard Miles and daughters, Thais and Letha, and Joe Gregory. A covered dish dinner was served at long tables, beautiful with spring blossoms. A number of birthday anniversaries occur in May. Cakes were numerous to show that each one had been remembered. It is a custom of this organization to have a birthday party each month for the members and their families. After dinner a social hour was enjoyed, with music and dancing.

Mr. and Mrs. Mark True of Bellview were Medford visitors on Thursday.

Mrs. Archie Kincaid of Emigrant creek and her daughter, Miss Bernice Kincaid of Medford, returned Saturday evening from a week's vacation in San Francisco.

Mr. Handalls met with a number of Bellview people on Sunday afternoon at the schoolhouse, and organized a Sunday school. The meetings will be held each Sunday afternoon at 2 o'clock. Mr. Handalls is organizer for the union Sunday schools.

CORSETS, LIKE HOPE, SPRING ETERNAL IN HUMANITY'S BREAST

Those who claim that the corset is a vestige of the horse and buggy age or, at least, has long been marked in the used car lot with the first Ford models, are wrong—awfully wrong, according to William (Bill) Goldman, big hook and stay man of the H. & W. Corset company of Portland, who visited Medford yesterday.

The biggest year ever known in the corset industry, according to Mr. Goldman, was in 1919, when \$70,000,000 were cinched by the manufacturers of this unique product. But—in 1928, when the boyish figure was at its height and the feminine world was alleged to be substituting pineapple diets for the ancient method of slenderizing—the manufacturers put away \$180,000,000—indicating an increase of more than 150 per cent in business.

Mr. Goldman, who was formerly with Fleischer Meyer of Portland, can remember the day when he knew every man, woman and child in Medford. That was 40 years ago. He has been coming through this same territory ever since, and

SIGN-POSTS FOR AVIATION



Roof-Marking the Nation's Towns, So the Air Pilot Can Find His Way.

WHEN Colonel Charles A. Lindbergh made the statement that "We have much to do to make the pilot's job easier," he was referring to the lack of such essential aids to aviation as weather reporting services, uniform legislation, landing fields and roof markings. Among these requirements, the last-named—the identification of towns and cities by roof markings—represents one which calls for no official action, no particular expense and no particular effort, but merely the interest of some individual or organization in the community.

Just as automobile traffic would be almost impossible without sign posts, so a system of air transportation is seriously handicapped without roof markings. Accordingly, with the endorsement of the Postmaster General, the Daniel Guggenheim Fund for the Promotion of Aeronautics wrote to the postmasters of all the towns and cities of average size, asking them to take the initiative in seeing that their communities were properly identified by roof-markings and giving them printed instructions as to how it should be done. A printed bulletin, sent to each postmaster, gives detailed instructions as to the type of roof most suitable for markings of this kind, the size of

the letters, and the color that should be used. Through some public-spirited citizen or organization, the postmaster sees that the work is carried out, and upon notification of its completion Colonel Lindbergh has agreed to send a certificate of appreciation.

The campaign covered some 7,500 communities, representing those of between 1,000 and 50,000 population. Out of this total, to date about 2,000 have already been identified by roof markings, about 3,000 report that the work is under way and about 2,500 remain unaccounted for.

"As the use of the airplane has been extended, as it becomes a vehicle of transportation not only for commercial enterprise, but for the private individual, town identification increases in importance," states Harry F. Guggenheim, president of the fund. "The fund has received the enthusiastic co-operation of the nation's industries, par-

ticularly the railroads, the oil companies and the automobile manufacturers and also of the civic and social clubs such as the American Legion, the Rotary, the Kiwanis, the Lions and the Exchange. The technical development of the airplane today has reached a high stage of perfection, and its usefulness must not be held back by the lack of ordinary navigation facilities such as roof-markings, airports and airways."

The United States ranks above every other nation in every phase of aviation except that of passenger carrying. Since roof-marking is an absolutely essential item in the safety of air transport, adequate town identification is expected to be a considerable stimulus to the passenger services. The citizen or organization interested in this movement is advised to consult the postmaster of his town, who is equipped with complete instructions for carrying out the work.

from Medford to Gold Hill and back again, rather than to attempt taking my team over that wild country."

"The difference between the old-fashioned drummer and the modern salesman, as explained by Mr. Goldman, is the fact that the former heralded his arrival with plenty of noise; the latter slips quietly up behind his victims, and they hand their orders to him over their left shoulders. Then he tip-

toes into the next town by airplane—making his entire territory within a few days—and wasting as few words as possible." Mr. Goldman said that in the early days he used to leave Portland in July for southern Oregon and return in December.

Regrading of 3 1/2 mile section of Dallas-California highway south of Klamath Falls rapidly progressing.

Above—An Afternoon's Work on the Part of Some American Legionnaires. Below—Illustration of Lettering.

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COUNTY COURT PROCEEDINGS

The following is a schedule of expenditures of Jackson County, Oregon, together with a list of the claimants and articles of services for which the claim is made and which were passed upon by the County of Jackson during the month of April, 1929. The following bills were allowed as follows, with the exceptions shown:

LIBRARY FUND

Table listing library fund expenditures including American Library Assn., Mrs. J. F. Brown, salary, Marion Chrysler, salary, etc.

GENERAL COUNTY FUND

Table listing general county fund expenditures including County Court and Commissioners, Geo. Alford, salary, etc.

Circuit Court

Table listing circuit court expenditures including Geo. N. Lewis, circuit court bailiff, etc.

Justice Court

Table listing justice court expenditures including Geo. W. Wood, clerk of justice court, etc.

Sheriff's Office

Table listing sheriff's office expenditures including Ralph G. Jennings, salary, etc.

Debit

Table listing debit items including Olga Anderson, salary, deputy sheriff, etc.

Credit

Table listing credit items including Debitia Stevens Meyer, stamps & adjusting, etc.

Total

Table listing total expenditures for various departments.

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Advertisement for The Great Newspaper Family of the Associated Press, featuring a map of the world and text: 'The Best Newspapers are Members of THE ASSOCIATED PRESS. The map shows where the AP sends news by cable and wireless to its member newspapers outside of the United States.'