

"Just as ONE OLD Friend TO Another"

Henry Ford Plans Notable Tribute to Thomas A. Edison on 50th Anniversary of Invention of the Incandescent Electric Light

TWO men who have changed the history of this country by doing the impossible, because they did not know it was impossible, will dine together on the night of October 21st at Dearborn, Michigan. One will be host; the other, guest of honor. With them will be a group of famous men, who have reached the heights in the various arts, professions and industries of the Twentieth Century.

The occasion will be the celebration of the fiftieth anniversary of the invention of the electric light; the host, Henry Ford; the guest of honor, his friend, Thomas A. Edison.

Although the whole civilized world will "listen in" by radio to the tributes that will be paid Mr. Edison that night, the celebration itself will be marked by a homely simplicity and informality. It will be the personal tribute of one friend to another. Because of the benefits that Mr. Edison's inventions have conferred upon the entire world, however, Mr. Ford considered it only fair that representative citizens from all countries should be among the invited guests.

Remembers His Admiration "You see," he said recently, "I haven't forgotten the respect and admiration I felt for Mr. Edison long before I had the privilege of meeting him and becoming his friend. And somehow I feel there are millions of other people today who feel about Thomas Edison as I felt then. I want them to be represented at Dearborn on the night we let Mr. Edison know how beloved he really is."

In the past two decades the country has come to know something of the friendship existing between Mr. Ford and Mr. Edison through the newspaper reports of their vacation trips together.

Comparatively few people know, however, that Mr. Edison had been

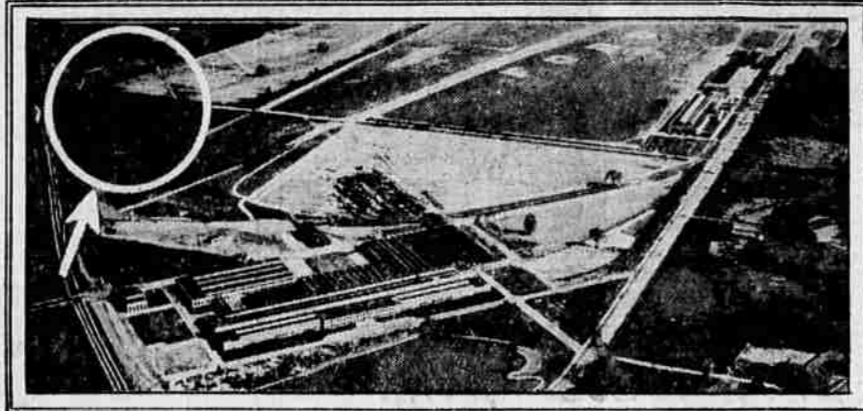
Ford's inspiration for many years before they met. Edison was just winning world recognition when his future friend was a school boy of twelve or thirteen years. Like many other lads of that day, Ford's imagination was fired by the story of the young man who had risen from obscurity by no more than his own industry and talents. Later, Ford frequently passed the Edison Electric Light Company and largely through his admiration of the inventor he was impelled finally to go there seeking a job. That job gave him his first contact with Edison and brought about their comradeship.

Visited Luther Burbank The Ford-Edison friendship has embraced associations with many other important men who were companions on some of the camping parties or trips about the country. While attending the Panama Pacific Exposition in San Francisco, Messrs. Edison and Ford visited at the home of Luther Burbank, the plant wizard. During their long acquaintanceship, Ford's ideas and admiration of Edison crystallized and with the crystallization came a desire to preserve for humanity mementoes of the life of the great inventor, and particularly the buildings that figured so prominently in the great work at Menlo Park, New Jersey, the birthplace of modern lighting methods. Ford wished also to make these buildings, and the equipment that went with them, an inspiration to young inventors. All this was an honor to his friend.

Dearborn was selected as the place for the removal and restoration of the laboratories, machine shop and other Edisonia. It seemed appropriate that the area about Detroit, where the inventor passed his early years and began the journey toward the heights of accomplishment, should have first claim to this shrine to achievement. So, during the past twelve months, the Edison laboratories at



An intimate picture of Thomas A. Edison and his friend, Henry Ford.

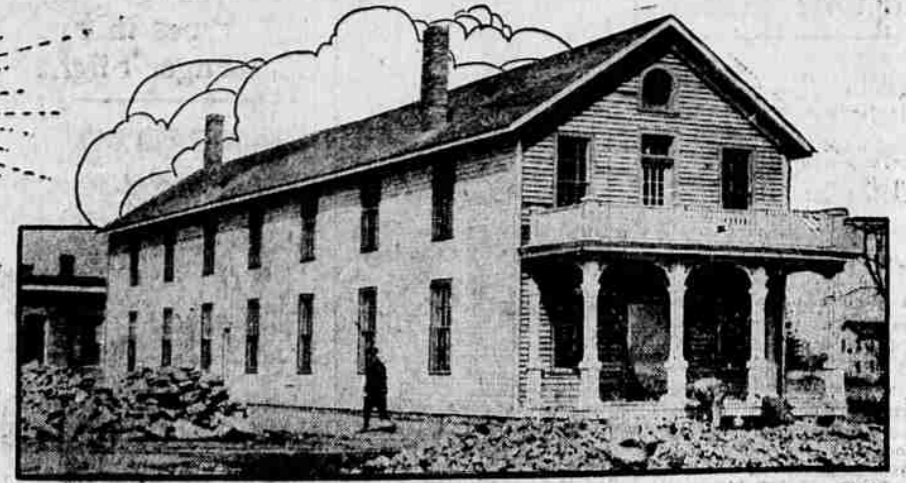


The Edison buildings have been placed on the site enclosed in the circle. In the foreground are the Ford Engineering Laboratories. The picture shows also a section of the Ford Airport.

Menlo Park, and Fort Myers, Florida, have been transported bodily to the site of an Edisonia village at Dearborn. With them have come the boarding house of Sally Jordan, where the Edison assistants lived when Edison invented the electric light. There, on the night of October 21st, this year, the ceremony of introducing the first incandescent light will be re-enacted with

the famous old inventor himself playing the leading role. Other distinguished participants in the celebration will be brought from Detroit to Dearborn on a quaint old train that will be a reproduction of the train that ran on the railroads of 1860. At Dearborn they will disembark at the "Smiths Creek" station, of the Grand Trunk

line. This station has also been given a new site at Dearborn because it is one of the earliest of the Edisonia exhibits. Sixty years ago, Thomas A. Edison, then a boy of sixteen, was once set down on its wooden platform with much haste and no dignity while an irate conductor stood guard at the baggage car door and howled threats of dismemberment.



The old Edison laboratory from Menlo Park, N. J., where the wizard of electricity developed the light that was soon shown round the world. The picture shows the new location in Dearborn.

Edisonia village will give some idea of the thoroughness with which Mr. Ford has gone about setting up an exhibit that will visualize in detail all the colorful phases of the famous inventor's life.

It has not been for a mere one night's celebration, however, that all this Edisonia memorabilia has been mobilized. The distinguished visitors will see the epoch-making event of fifty years ago re-enacted. They will pay their tributes to the wonderful old man who has given

the reliability of the airplane on long trips about the country, will end at the time of the anniversary events in Dearborn. This tour always attracts national interest and it is hoped that the airport lighting, with great electric beacons, at the time the tour is nearing completion, will serve to show another contribution by Edison to human progress. The small, incandescent bulb has grown to mighty proportions, as the beams that will shoot upward into the night will demonstrate.

Inspiration for Youth

After the memorable night has come to a close, however, the thing that Henry Ford wants most to do for his friend, Thomas Edison, will take definite shape and become a living reality. The museum and school of technology, now in process of formation, will open its doors. Mr. Ford is anxious to assist in continuing the Edison inspiration in American mechanics. He feels that association with the equipment and machinery that yielded to Mr. Edison his great discoveries will be an added inspiration to youths who go to Dearborn.

When the restoration is completed everything will operate just as it did in the days when it was used by the wizard of electricity. In Henry Ford's opinion nothing can give the youth a better picture of the progress of invention and industry than tracing it through the different phases since October 21, 1879. And either in the Edison collection, the museum of Americana which Ford has been collecting for years, or the Ford factories, the types of electrical machinery leading from 1879 to the present day will be available for the student.

In place of a museum with "silence" signs to curb the enthusiasm of young visitors there will be at Dearborn an active plant in daily operation, where representatives of the oncoming generation may find inspiration, encouragement and practical education. This is Henry Ford's real tribute to his friend.



First house ever lighted by electricity. It has been removed by Henry Ford from Menlo Park to Dearborn.

Young Edison was a news dispenser in those days but he experimented with chemicals on the side. His small laboratory occupied a corner of the car. On that particular day he had mixed the ingredients of an explosion and set fire to the baggage car.

The fact that the "Smiths Creek" station has been made part of the so many inventions of incalculable value to the world, and the world, through the instrumentality of the greatest hook-up of radio stations ever attempted, will listen in. Edison himself will speak. An important feature of the anniversary celebration will be the participation of the airplane. The Ford Airport is nearby the Menlo Park village and the annual Reliability Tour, held to test and demonstrate

INSTALLATION OF NEW PRESBYTERIAN PASTOR WEDNESDAY

Mr. Porter will be formally installed as pastor of the First Presbyterian church by the Presbytery of Southwest Oregon at a service to be held Wednesday evening, October 23rd.



REV. CLAUDE B. PORTER

In the afternoon a meeting of the Presbytery will be held at which Mr. Porter will be received and the installation will be made at the evening service, 5:45 p. m. Following the service a reception will be given for the pastor and his family.

The public is invited to this service and reception. The following ministers will have a place on the program that evening: Rev. H. T. Mitchellmore of Ashland, Rev. D. V. Haight of Klamath Falls, Rev. W. O. Johnson, Jr. of Phoenix and Rev. E. Iverson of Medford.

The Presbyterian church extended a call to Mr. Porter at a meeting held August 26th. The call was accepted and the pastor commenced his work here September 15th. Before entering the ministry Mr. Porter was director of Religious education for the United Presbyterian church in San Francisco. Since entering the pastorate he has had churches in Camp Meeker and Monte Rio, California the latter church being organized and property purchased where there had never been a church before. Following that he went to Unity Presbyterian church in

Portland where 285 members were received during the four and a half years of his pastorate with the church growing proportionately in all departments.

Mr. Porter attended Boston University Medical school and was graduated from San Francisco Theological Seminary. For eight years he served in the U. S. Marines, through the entire war. He is a Mason, a Klansman and a member of the American Legion.

Mr. Porter is married and has one daughter, Gene.

HOOVER FOURTH PRESIDENT FOR PEACE PROGRAM

By Kirke Simpson Associated Press Feature Service Writer

WASHINGTON (AP)—Is Herbert Hoover, engineer and dispassionate analyst of international cause and effect, to be the greatest world peace promoter of his age?

Is he to bring to realization visions of non-competitive armaments that proved only unattainable dreams to his predecessors—Woodrow Wilson, Warren Harding, Calvin Coolidge? Like them, Hoover has made his bid for permanent peace. It must be a vision especially dear to the heart of America because four presidents in succession have made it almost the major theme of their administrations.

And, again like Harding and Coolidge, Hoover has approached his task from the coldly practical side of naval armament limitations despite their failure of complete success. Wilson's peace vision was written into the covenant of the League of Nations, designated to be a peace agency of world-wide scope and power. It was, even his opponents at home admitted, a noble dream; but it was destined to repudiation by his own countrymen.

Harding first thought the interlocking of the five leading naval powers in a hard and fast treaty of limitation of naval power. He saw part of his hopes realized in the 5-5-3 treaty; but it served merely to shift the race in naval armaments from battleships to cruisers. Coolidge took office intent on completing the Harding project of limitation. He was first balked by insistence among the continental powers of Europe that the

whole question of limitation of armaments by land or sea be handled by League of Nations machinery.

Coolidge assented to American participation in the effort and deferred his own plans of direct negotiations with the naval powers. Ultimately, when he did invite a five-power conference, the continental powers, France and Italy, stood aloof.

Even the restricted three-power meeting to which his hopes dwindled ended in a deadlock; yet the Coolidge administration was not without its own peace accomplishment. It was then the Kellogg peace pact was written on American initiative.

Now President Hoover has renewed the drive for direct naval power commitments to lesser battle tonnage maintained in fixed ratios. He has broken the British-American deadlock on cruisers; but can he also sweep aside the fears and suspicions upon the continent that have twice blocked the peace pathway of his predecessors?

If he can, his name will live long in history as a champion of world peace in something more tangible than words.

An optimist is not one who refuses to see disagreeable conditions or possible failure in life, but the one who, while seeing them, cheerfully and courageously makes the best of them.

ROME (AP)—The fascist government, since it assumed power in 1922, has expended \$20,000,000 on roads and other public improvements in the province of Calabria, which forms the toe of Italy's boot-like peninsula.

BERLIN (AP)—Further evidence of the "Americanization" of Germany is found in Berlin's subway stations, where there are almost as many penny-in-the-slot chewing gum machines as in American cities.

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