

WOMEN PILOTS IN UNITED STATES OVER TWO HUNDRED

An airy "Home, Marie," will shortly become the new version of the old "Home, James," if the number of women obtaining limited commercial and transport pilot licenses continues to increase at its present rate.

Of the 207 women pilots in the United States reported this month by the aeronautics division of the Department of Commerce, 22 have limited commercial licenses which permit them to carry passengers for hire in a given area, and 21 have transport licenses permitting them to fly paid passengers anywhere. This means that at least 43 women flyers in the United States are engaging in commercial transportation. The number grows almost weekly.

Women have gone into aviation so rapidly in the last two years that it is hard to keep count of the number obtaining pilot's licenses. Not only are women making up a constantly increasing percentage of the passengers on airlines, but the number of women pilots increases in even greater proportion.

Several prominent women plane owners have women flyers as pilots. A wealthy Phoenix, Ariz., woman has a pilot whose name is Marie, the first woman transport pilot in that state, who files her employer and her women friends pretty well over the country. Her "Home, Marie," has proved contagious.

In Paris, the Hotel George V has installed a plane taxi service, patrons of which are largely women. This service has at least one woman pilot on its staff. Women employ the planes to drop down to Deauville for tea, to jaunt to the Riviera for a few days, or even to fly to London or Glasgow for social functions.

STUDEBAKERS HAVE RADIO INSTALLATION

Studebaker President Elmer and Commander Elmer closed models are now wired for radio installation, according to O. V. Myers, Studebaker dealer here.

"The radio is ingeniously concealed in the roof of the car. The lead-in wire is also concealed, being carried from the aerial to the instrument board through the left front body pillar. To this wire the radio receiving set may be connected.

"Elaborate precautions have been taken to make this antenna 'leak-proof.' All wires are perfectly insulated. Where ever metal touches metal in such a way that a ground might result, adjoining parts are thoroughly insulated with heavy rubber tape.

"The metal roof cross braces are also completely covered with this insulation, as are the steel braces which support the side panels of the body. Painstaking care and sturdy installation insure efficient radio reception."

Race Drivers Bestow Honor on Firestone



Acting as spokesman for the Race Drivers' association, Peter De Paolo is shown in the above picture presenting a silver medal to Harvey S. Firestone, the famous tire manufacturer, in appreciation of the service he has rendered in promoting greater safety in racing and in motoring generally. The presentation was made just before start of the Decoration Day races at Indianapolis. Mr. Firestone is shown in insert. Hod Waters of the Firestone Service Stores, Inc., is the local dealer.

Ecuador: Land of the 'Panama' Hats

WASHINGTON, D. C. June 21.—Passport and landing red tape may be cut for visitors to Ecuador. Some officials are urging exemption of tourists from present landing formalities.

"Ecuador, straddling the Equator on the Pacific side of the South American continent, is slightly more than twice the area of North Carolina, with climate that would be agreeable to jungle folk. Inhabitants of temperate zones, and Eskimos," says a bulletin from the Washington, D. C. headquarters of the National Geographic Society.

Torrid Jungles and Snow-Capped Peaks

Torrid jungles and plains occupy the 100-mile wide coastal zone at the foot of the western slopes of the Andes while virgin, tropical jungles inhabited by Indians spread from the eastern slopes toward the Brazilian border. Above these are the valleys of perpetual springtime, while dominating the whole Republic are numerous peaks, some rising nearly 20,000 feet above sea level, that never doff their glistening snow caps.

"Ecuador is not well known to tourists. In the past Guayaquil, its chief port, was unhealthy. But today, Guayaquil, lying forty miles up the jungle-flanked Guayas River from the sea is a healthful city of 100,000 inhabitants and a bustling commercial center in spite of the tropical sun which

Gigantic Railroad Engineering Feat

"The construction of the Guayaquil road is one of the world's great railroad engineering feats. It was built by American engineers and began operation in 1908. In its 297-mile course it climbs to the lofty capital city nestled among the Andean peaks nearly 10,000 feet above sea level. Trains run only in daylight. A stop is made overnight in Riobamba, a town of 29,000 inhabitants, and bordering intersecting streets appear to be lined with expensive marble buildings. But here and there a cracked wall reveals the wood framework of these buildings and the thinness of the marble-like stucco that covers it.

"Many rivers tumble down the Andean Valleys, flowing into the Pacific. Only two of them, the Daule and the Guayas, are navigable for river steamers more than 60 miles, but in the wet season native boats can penetrate farther inland. Points 200 miles upstream can be reached on the Guayas, the principal stream of the Republic.

"Good roads are in process of construction, but automobile traffic has not yet displaced saddle animals and carts. Four hundred miles of railroad are in operation. There are three short lines running from small Pacific ports into agricultural regions; but nearly three-fourths of the steel rails in the Republic connect Guayaquil with Quito, Ecuador's capital.

Report Of Daily Vacation School By Mrs. Gilmore

Report of Medford Vacation Bible school, June 23-27.

The Vacation Bible school which came to a close Friday morning with a special program and picnic was very successful. The total enrollment was 131 pupils, with an average attendance the first week of 92 and the second week 102.

The largest number of pupils came from the Christian church, the enrollment being 62 pupils. Other churches represented were the Presbyterian, Baptist, Methodist North, Methodist South, Episcopal, Church of God, Seventh Day Adventist and Gospel Mission.

Special mention is made of the work done in the following departments: Intermediate and Junior department, Mrs. W. E. Tunny, teacher; Bible study, Bible history and Builders of the Church, and memory work, primary department, Mrs. Samuel Cobb and Mrs. Robert Taylor, teachers; Bible study, sacred songs memory work, kindergarten, Mrs. Everett Eads, teacher; Bible study, Bible dramatization, memory work, sacred songs and picture posters, Music department, Rev. German Mell, leader, Mrs. Robert Taylor pianist.

Memory work in sacred music, play ground, leaders, Miss Georgia Currier and Miss Pearl Fehl.

The following assisted in the school: Mrs. Gregory, Mrs. Waggoner, Mrs. Abby Thomas, Miss Louise Shirley, Mrs. W. E. Warner, Mrs. A. J. Anderson, Mrs. Ferguson, Mrs. Fred Wilcox, and the following ministers: Rev. Claude B. Porter, Rev. E. Iverson and Rev. W. H. Eaton.

The school was sponsored by the Christian, Presbyterian and Baptist churches.

Mrs. Wm. S. Gilmore, principal.

TRIALS OF EARLY CO-EDS TOLD BY JUSTICE'S WIFE

WASHINGTON, June 28.—(AP)—Trials undergone by pioneer college women to obtain a degree are related by Mrs. Marvin B. Rosenberry in her new book, "The History of the Association of University Women."

The association was started in a parlor in the Back Bay region of Boston in 1881 by about half a dozen women. There was much controversy at the time as to whether women could stand the arduous work necessary to obtain a degree. Many persons thought it was too hard on their health.

Mrs. Rosenberry is the wife of the chief justice of the supreme court of Wisconsin. She was for some time dean of women at the university of Wisconsin.

A mechanical device has been invented to detect defects in the operation of elevators.

After two years Frank Miller, Eldorado, Kas., oil worker, has repaired his airplane that was wrecked in an tornado.

ELKS SPECIAL CARS USE U. S. ROYAL TIRES

Considerable interest has been aroused throughout the United States during the past few months by the appearance of special cars blanketing the country in the interest of the Elks national convention at Atlantic City in July.

Four cars, each carrying a message of prosperity and good will from President Hoover urging local Elks to aid in the administration move to stimulate business, are covering as many different routes.

The cars are Viking eight, attractively finished in special colors, and each car is fitted with six United States Royal Master white sidewall tires. Each driver averages two stops a day at lodges and the cars will total 450 stops before completing their itineraries.

J. Chester Ray, manager of United States passenger car tire sales, and other United States tire officials, greeted the Elks driver covering the northern route at the U. S. tire plant, when the car arrived at Detroit in May.

Each driver carries a motion picture film which is shown at luncheon and dinner gatherings at local Elks lodges. Included in this film are views taken at the U. S. Tire plant.

Scanning New Books

By Richard Massock

NEW YORK — Propaganda's ugly influence on a people at war now can be told in the calm light of a tolerant peace.

The authority who has attempted it is George Sylvester Viereck, member of the German "propaganda cabinet" in America in the troubled days of 1914-1915.

His "Spreading Germs of Hate," says Coy. E. M. House in a foreword, "will remind us how foolish and partisan we can be in times of high emotional tension."

Viereck is peculiarly qualified for his task of showing up the propagandists and telling inside stories of the ways in which the hysteria of patriotism is stirred up.

Poet and journalist, he was editor in 1914 of "The Fatherland," a pro-German weekly intended to combat pro-allies propaganda.

He was prominent, too, in the German "propaganda cabinet" — composed of the late William Byrd Hale, the head of a German shipping concern and his publicity man, Capt. Ewald Hecker of the German Red Cross, Dr. Karl A. Fuehr, attache of the German embassy at Washington, and five others. Fuehr was at the head.

The Lusitania Warning

This cabinet had a three-fold purpose — to strengthen and re-orient Germany to weaken and embarrass its foes and to keep America out of the war by spreading the truth as the German saw it.

In fact, according to their version, they tried to enlighten Americans, as in the warning of the Lusitania's fate, the true story of which Viereck's book purports to tell for the first time.

One day Viereck himself warned the cabinet that "sooner or later some big passenger boat with Americans on board will be sunk by a submarine."

"Then," he added, "there will be hell to pay."

It was decided, therefore, to issue a warning to prospective passengers that the allies were using them to protect shipments of munitions. The next large ship to sail was the Lusitania. Viereck rushed out a significant editorial reading:

"The Guiltless, carrying contraband through the war zone, paid the penalty of her foolishness. Before long the Lusitania, carrying implements of murder to Great Britain, will meet with a similar fate."

As it would happen, however, the Lusitania already had sailed. By the time the paper was on the newsstands "extras" announced the very catastrophe they had tried to forestall.

Thus, Viereck shows, the publication of the warning, just before the sailing, was purely accidental.

There is much else in Viereck's book, which covers the various forms of propaganda from the "atrocity racket," whereby press reports and even photographs were distorted, to the awarding of decorations by governments

seeking the American confidence and the activities of the patriots.

Flaming Murders

By a slight coincidence, two unique murder mysteries of the month start out with a fire set to hide the crime and both are by former Texans.

One is "Smoke Screen," by Lawrence Saunders, who in real life is a couple of news reporters formerly of Houston, now married and living in New York. The jalopy sleuth, who solves the crime committed in a burning house, is a girl reporter.

The other story is "The Owner Was Dead," and the author is Tyline Perry, who now lives in Denver. In it the fire is in a mine, making it perhaps the first mystery to emerge from a general disaster of that particular sort.

BEIRUT, Syria, June 28.—(AP)—Every Syrian, male and female, between the ages of 15 and 65, was impressed into government service to help exterminate the pestilence of the insects who fall to collect their assigned quota of the insects were fined.

Because of the increasing number of women in business, the "Men's" has been stricken from the name of the Oklahoma City Credit Men's association.

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