

TIRES CHANGED NATION'S HABITS

AKRON, Ohio, Aug. 4.—There is nothing more romantic in this city of tire manufacturing than the smell of rubber and the sight of thousands of tires being loaded into freight cars and trucks to be sent to all parts of the world.

In the short period of seven years, tires have changed the habits of a nation.

The public was jouncing around on the old-fashioned high pressure tires in 1923 when the Firestone Tire and Rubber company offered the original balloon tire. Automobiles were summer luxuries and the mass of the people were pedestrians—not motorists.

The balloon tire changed the picture. The automobile became an all year round necessity. Farmers now were able to drive into the shopping centers and city dwellers were permitted to move into the suburbs and the country with a minimum of time spent in traveling.

In these seven years, Firestone development has gone to such an extent that tires now cost only 62 per cent as much as 1923, they have 50 per cent more material in them and they give four times the mileage with one-tenth the trouble.

Now America has 26,000,000 motorists.

Economies in tire building and distribution are continuing to make prices lower without cutting quality, according to Firestone officials.

Firestone has established offices in all the primary rubber markets of the world. Rubber comes straight from the grower to the Firestone factories. Work is progressing rapidly on Firestone's 1,000,000-acre plantation in Liberia. The fabric used in Firestone tires is manufactured in the company's own mills in New Bedford and Fall River, Mass.

The erection of factory branches and warehouses near Firestone dealers has saved millions of dollars that formerly were wasted in small shipments. Firestone officials now announce:

"It is not enough to apply the economies in building quality tires in the most efficient tire factories in the world," executives stated. "Economies in distribution are now bringing the dealer and the manufacturer closer. We are able to sell at lower prices without cutting the quality of our tires."

The local Firestone dealer is Rod Waters of Firestone Service Stores, Inc.

Scanning New Books

By Richard Massock
NEW YORK—Lahd pirates—cruel, reckless robbers like their brothers in crime, the river pirates—infested the American wilderness just after the revolution.

The story of these pirates now is told by Robert M. Coates, a New York writer, in "The Outlaw Years."

It is an historical account of fantastic depredations on the Natchez Trace, where traders came back from the New Orleans market, and the Wilderness Road, where immigrants came into Tennessee and Kentucky from the east.

Those Terrible Harpes
Most terrible of all were the mad, fiendish Harpes: Big Harpe—Micajah, and Little Harpe—Wiley, who raged out of North Carolina.

With a harem of three women these two brothers terrorized the territory around Knoxville. From petty thievery they developed into insatiable murderers, horrible sadists who killed out of blood-thirst.

Meeting a lone traveler in the forests they would slay and rob him, then rip his body, fill it with stones, and sink it in the river. Usually they tomahawked their victims.

Their most fantastic stunt was driving a victim, strapped to a horse, off a cliff to his death. For this they were outlawed by the murderous outlaws of the Ohio river.

Finally Big Harpe was killed by a fellow named Steigal, himself a suspicious character who had

Camera Glimpses People and Planes On Program



Upper left—Seely V. Hall, Medford airport superintendent and state chairman of American Legion Aeronautics committee, who will act as general chairman of the Medford airport dedication Monday. Upper right—New Lockheed monoplane about to land on new \$120,000 air terminal. Center—Administration building and hangar at local port. Center right—"Miss Medford," Lions club beauty queen, who will preside over American Legion dance in hangar Monday night. Lower—Boeing Hornet 40-B-1 plane, ready to take off October 2 for initial mail movement from new terminal with 15,000 pieces bearing special cancellation stamp. Insert map shows Medford's central location on Pacific Airway.

shielded them. It was a crime of vengeance, for they had slain his family.

Little Harpe escaped. Later he was to be recognized in the band of Samuel Mason, a Virginia born soldier who turned highwayman in the intense physical environment of the wilderness. Mason was killed by his own men for the reward on his head. Wiley Harpe was legally executed.

Then there was John A. Murrell, stealer of slaves, who fancied himself a Napoleon of banditry, dreaming of founding an empire of piracy. He, too, was a ripper. His fate was to turn completely mad in the state penitentiary at Nashville.

Other highwaymen of America's own dark age cut a bloody path through Coates' book. It is a vivid, startling story.

Midsummer Reading
Frank Hargis' biography of Oscar Wilde has just been published in a new one-volume, unexpurgated edition. A 75-cent reprint of "All Quiet on the West-

ern Front" also is out and it contains the excerpts excised from the previous editions.

The mental degeneration and physical deterioration of a street-

walker and drug addict unwittingly from a sermon against those vices in "No Bed of Roses," a novel long after the dedication, the county fairgrounds were established on the site.

other exciting collection of real crime stories by H. Ashton-Wolfe, former assistant to Bertillon, the finger-print man, who makes the police records read like fiction.

CITY KEEPS STEP WITH PROGRESS

(Continued on Page 6, Story 1)

and also held the distinction of being the first to fly to Klamath Falls.

The new owner cracked up a short time later by crashing into a grandstand, but luckily no fatalities resulted. It made its regular Medford landings on the Gore field and for a time landed on the Lumsden tract near the California Oregon Power company warehouse.

In 1920-21 forest fires presented a problem and government planes were placed in patrol use, flying over mountain country daily from a base established first on the Gore field, following a few landings on the J. G. Love tract near central Point. The Gore property was not used until the forest planes established their base on the Lumsden field, which was used for approximately a year.

First Airport.

As a consequence of the aviation activities and the realization that the new mode of transportation was to take a prominent place in the advancement and growth of the community, Medford established the first airport in Oregon in 1922 on the site of the present county fair grounds acting in conjunction with the United States forest service.

Dedication ceremonies were held that year and it was named Newell Barber field in memory of the son of Dr. and Mrs. C. M. Barber, killed in action in France. The dedication attracted throngs to the field, not much more than a level piece of ground with no conveniences of any kind established, but it was the first airport in the state and considered adequate to meet the needs of that day.

Patrol planes continued to land there until the service was discontinued. The pilots, mechanics and others connected with the patrol work made their headquarters on the field and when the service was discontinued, Newell Barber field was deserted as far as airplanes were concerned. Not long after the dedication, the county fairgrounds were established on the site.

Air Mail Schemes.

Aviation development was slow in Medford, until the Pacific Air Transport company designated Medford as a scheduled stop. Barber field was improved with the construction of a narrow runway and in September of 1926 the first air mail flight was made. The only air mail field in Oregon was located at Medford at that time. The local airport was the natural intermediate stop between San Francisco and Portland, and when aviation continued to develop, other ships began to land there, including quite a number

FAIR PILOTS TOUR NORTHWEST AREA



Edith Foltz of Portland, Ore., Virginia Ogden of Seattle and Dorothy Heister of Portland, Ore., (left to right) well known aviatrixes, took part in the Pacific Northwest reliability flight to arouse interest in aviation.

of transient government planes. The field was far from good, but it served the purpose. The United States army ground-the world's first had landed there when the flight was in progress six years ago, two years before the air mail. They stayed here overnight and appeared at the opening of the Craterland theatre.

The West Coast Air Transport company named Medford as a regular stop, but found the old field at the fair grounds inadequate for their needs, and after having run off the narrow gravelled runway and becoming stuck in the mud on numerous occasions, the company moved its field to Montague.

Field Outgrown.

The National Ford Reliability Air tour with a score or so planes, including Schick and Brock, trans-Atlantic fliers, Eddie Stinson, John Halderman pilot for Ruth Elder and many other famous pilots, landed on the old field two years ago, and found it too small for comfort, adding impetus to the move for a new airport. Colonel Charles Lindbergh was a visitor at the port two years ago when here on a fishing and business trip, and while he refused to condemn the airport, gave it no word of commendation. Ruth Elder landed there a short time later, as did Eddie

Rickenbacker, World War ace, and C. K. Kelly, famous army flier located there at Vancouver and the first pilot to make a dawn to dusk flight across the United States, was a frequent visitor. Wallace Beery, movie actor, flew here two years ago on a fishing trip. When more and more private planes flew in and out and aviation business continued to grow, the need for a new airport and better facilities became more apparent.

The Pacific Air Transport maintained a hangar, its office, radio station, in charge of George Johnson, and quarters for pilots. One of two gasoline companies had installed service units. The Sander Aeronautical school was established on the field and engaged in student instruction and passenger trips.

William Rosenbaum started with the air mail as mechanic with the first flight and is still engaged at the new airport. Arthur Starbuck, R. Cunningham and H. Miller are among the early pilots. Cunningham and Starbuck were pilots from the beginning. Pat Patterson also began duties but fog in the mountain country near Talent claimed his life a few months later. Seely Hall was then a representative for the Pacific Air Transport, but now is also field manager at the new airport.

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