

DEDICATION CLIMAXES LONG CIVIC EFFORT

LOCAL C. C. FATHER OF PORT PLAN

Modern Air Terminal Advocated in 1928—Residents Nearly Unanimous in Vote to Finance \$120,000 Municipal Project.

When the Pacific Northwest Air Tour arrives at the Medford airport tomorrow afternoon with the fleet of approximately 40 planes, piloted by stunt fliers, airway officials and exhibition fliers, the members of the tour will view one of the most modern and attractive fields on the Pacific coast. Approached from Medford via the loop road completed by the county the \$120,000 field represents the realization of one of the greatest aspirations of this city. Completed October 2, 1929, the airport will be officially dedicated tomorrow night, when the formal program arranged by members of the airport committee, headed by J. O. Grey, is presented in the hangar building, followed by the first official flight from the field.

Direct radio communication with all ships is maintained at Medford's airport. A restaurant, operated by Singleton and Blake is another new feature there and six oil companies are now operating service stations at the field. There are 12 people employed in the various departments including Seely Hall, superintendent. Beautiful shrubs have added much to the attractiveness of the field since its completion and one of the latest additions is the headquarters of the Rogue Valley Gun club, which has been granted a lease to a location at the airport.

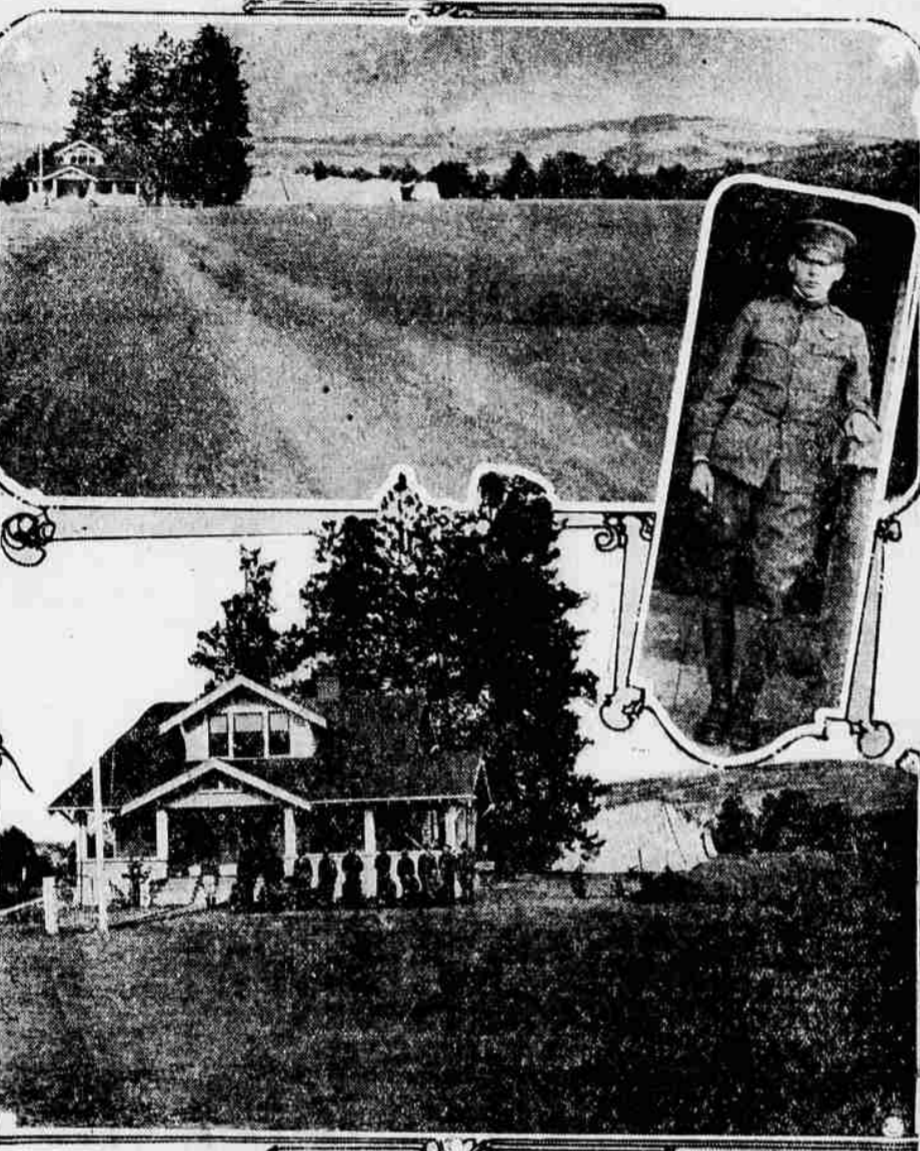
The early part of 1928 the Medford Chamber of Commerce acting with the city council, appointed a committee to select a location for a new airport for Medford. The committee worked with the United States Department of Commerce, the aviation department, the United States army and the air transport lines operating through the valley. They unanimously decided upon the present site of 289 acres located three miles from the center of Medford on the Biddle road.

Later in the year the government announced that Medford had been selected as a site for a high powered radio station, which was completed in 1929 along the Crater Lake highway not far from the airfield. The station is managed by R. A. Martin and has continuous 24-hour service. The approximate cost of the construction was \$75,000.

The airport, financed by a nearly unanimously favored bond issue, has cost the city of Medford up to this time \$114,000. The construction has been directed by the airport committee composed of J. O. Grey, chairman; E. M. Wilson, R. B. Hammond and Mayor A. W. Pipes. The cost includes the installation of the 2,550,000 candlepower airplane beacon. This beacon is located on the roof of the administration and hangar building.

Many Departments Housed. The building houses administration offices, the United States weather bureau and headquarters of the Pacific Air Transport company. It is 119 feet wide and 150 feet long. It is large enough to house 16

First Air Mail Landing Place In Oregon, Newell Barber Field, Supplemented By Medford's Modern Airport As Industry Expands



Newell Barber field (upper right) was dedicated in 1922 on the site of the present Jackson county fair grounds, honoring Newell Barber (insert) who died in action in the World war. The field served as base for forest fire patrol planes, the fliers being housed on the premises (lower right), and was also used by many noted fliers. Upper left—Hangar and administration building on Medford's new airport.

CITY KEEPS STEP WITH PROGRESS

Medford First in State to Establish Air Mail Field—Present Port Result of Growing Need—Many Notables Land Here.

Progress in southern Oregon aviation in the past decade has been rapid. Up until 1919 there were few residents who had ever seen airplanes in flight, save for the appearance of an occasional ship at county fairs. Such planes were shipped here by train and were capable only of short flights.

It was not until the autumn of 1919 that desire to become better acquainted with man's invention to conquer the air was generally satisfied when six government planes, en route from California, to take part in the Portland Rose Festival, landed at the Gore alfalfa field west of Medford on the Jacksonville highway. Thousands of southern Oregon residents gathered to watch the coming and landing of the ships, which attracted another record crowd when they landed on a spacious field near Ashland, en route back to their headquarters. Hundreds of cars were parked and people waited for several hours until the planes arrived, landing shortly before dark.

Interest Aroused. The coming of these ships aroused local interest in aviation and in 1920, the Medford Aircraft corporation was established by Seely Hall and Floyd Hart. These two men had just returned from service with the United States army in the world war, being among 13 local young men who had joined the air corps. Most of them came from high school and included Newell Barber, Dan Watson, Frank McKee, Russell Semon, K. Baker, Houston Lang, Earl Lang, J. Olmstead, Del Jones, Tommie Seaton, Merle Kellogg and F. Walls.

Floyd Hart and Seely Hall purchased a Curtiss Jenny plane for \$3750 and despite the fact that aviation was viewed askance by the majority of valley residents, the two men did a land office business. Hart was pilot and was assisted by Del Jones when business became too rushing. Hundreds of passengers were taken aloft and most of them came down looking for more.

When the local demand had been somewhat satisfied, the plane was taken on a barnstorming trip and held the distinction of being the first ship flown to Pendleton in eastern Oregon and to Walla Walla, Wash. At the former place, the ship was a big attraction at the annual round-up and attracted as much attention as the rodeo itself.

Was Pioneer Plane. The ship was flown for four or five months until it was sold for \$4000, a larger price than it originally cost. It was the first private plane to have been flown up the coast from Sacramento (Continued on Page Four)

Construction Aide



FRED SCHEFFEL, city superintendent, whose staff did much of the Medford airport construction work.

City Council Airport Committee



Upper left—Mayor A. W. Pipes; right—Chairman J. O. Grey. Lower—E. M. Wilson and R. B. Hammond.

Seeks New Honors



Associated Press Photo. Amelia Earhart, first woman to fly the Atlantic, plans to enter the national air derby for women. The race will be from Long Beach, Cal., to Chicago starting August 17.

RADIO NETWORK AIDS PLANES IN MEDFORD AREA

U. S. and P. A. T. Facilities Carry Weather Reports, Communication Between Port and Planes.

The Medford airport is as completely equipped as any in the United States, not excluding the big fields at metropolitan centers, as far as communication systems and weather data for fliers are concerned. A government radio station, in charge of H. A. Martin, was constructed at a cost of \$75,000 and has been in operation for some time, sending out weather broadcasts hourly.

Taking the place of the old code system, used at the Barber Field, the Pacific Air Transport company, subsidiary of the Boeing company, has also established a radio station of 500 watts, same power as the government equipment, a mile or so away, located east of the Crater

Lake highway. Towers of 128 feet made their construction on the port impossible.

The United States weather bureau located in the administration building is connected with the government station with direct telegraph wires and automatic printers. Weather reports are sent to the radio station and then broadcast every hour, giving height of clouds, temperature, general forecast and other information.

The airport also has direct telegraphic connections with local telegraph offices and through its radio equipment is in direct communication with any part of the Pacific coast, and can speak with pilots approaching or leaving Medford. The power of the company station makes it possible to even carry on conversation with pilots on the Boeing trans-continental run. Kenneth Williams is in charge at the airport station.

The weather bureau is in direct telegraphic connection with other weather stations on the coast. Wind speeds in the upper levels are determined by sending up gas filled balloons to high altitudes. Their speed and height are determined through special instruments.

Hard on the Boy.

SALEM, Ore., Aug. 2.—(AP)—Leonard Nichols, 13, who says his mother lives at 756 East 45th street, Portland, is held here for Portland juvenile officers. He was found asleep on a pile of sacks at a tile factory. The boy says his father is dead, his mother remarried and that recently he has been selling papers in Eugene and Albany under the name of John Smith.

16 Killed by Cave-in.

MELILLA, Spanish Morocco, Aug. 2.—(AP)—Sixteen natives, including 15 women, were killed today by the collapse of a cave in the town of Benduldar, region of Tensman. Twenty natives were in

the cave extracting clay for use in washing clothes when the accident occurred.

Dr. Mead Arrives.

SPOKANE, Aug. 2.—(AP)—Dr. Elwood Mead, United States com-

missioner of reclamation, left here today with his party of irrigation experts by train for Corfu, heading for Saddle Mountain, Priest Rapids and up the Columbia river to Wenatchee, on their tour of the Columbia basin project.

When You Come to Medford FOR THE Airport Dedication Dine at **Franklin's** CONFECTIONERY CAFE Special Dinner 75c Merchants' Lunch 50c Cold Drinks—Short Orders Confections Fox Craterian Building

HOTEL MEDFORD When Attending the Airport Dedication stop at the **HOTEL MEDFORD**

Medford's Airport Dedication Is Monday WE ARE GLAD... To be a part of this progressive "Air-Minded" community and we urge our friends and patrons to attend tomorrow's dedication. **Jackson County Bank** Member Federal Reserve Established 1888