

# EXIT

by Harold Bell Wright

**NOTES:** If Tony Latour's heart, Harriet, will, marry him, Orchard Hill, says a predict conflict between her aspirations and his misadventure. Fearing this possible turn down Tony's proposal and he impulsively runs with the funds of the benefit in which they had appeared in New York he has just packed on his stage career. Harriet, her father dying, is to pursue her dramatic career. Tony is overjoyed and Harriet is engaged to marry him. But Tony is managed by Roy Donovan, whose mother, Stephen, reveals with him. But Tony is that Harriet is to wed Donovan, enraged, tries to kill her. As a date, he returns to Orchard Hill.

**Chapter 7**  
**HARD HILL'S PRODIGAL**  
TONIO LATOUR'S parents took him in because he was son and it was their Christian. But they received him with sympathy or understanding. He did not overwhelm him with riches, neither did they fail to him of their predilection. His wicked career would bring to an evil end, and they were to make their silent sufficiency.

course the good Elder, his wife and the villagers had that poor Tony had fallen



Harriet stood in the wings watching her boy.

disgrace through evil living. Tony could not tell them of Harriet. Had it been possible to explain, it would not have helped matters.

Within the year Elder and Deas Latour passed to their rest, leaving to their wayward son house where he was born and come which would barely keep from starvation. The bulk of churchman's fortune went to the gospel of salvation to the men in the name of that gentle who taught His followers to "Forgive us our trespasses as we forgive those who trespass against us," and who issued the commandment: "Judge not you may not be judged."

Perhaps there are those who will that Antonio Latour should gone on with his stage career, or that he should have found a sort of work. But Old Tony, "Why should one work when there is no one—nothing to work

from all accounts the married of Roy Donovan and Harriet must have been a troubled couple, living on the road or in tent, and with the wife's gradual discomfiture, and the husband's measurably bitter disappointment. boy, Bruce Carey, lived with as if they were his parents. Harriet, from the first, had motherly love for the child. Then, when she loved him as if Bruce were her own son. But she was long in discovering that her husband's real interest was not in the boy himself as in the way which the man hoped to through him.

He soon understood, too, that only regard for her was based in the same hope of financial which made him assume a fatherly love for the child. Then, when she loved him as if Bruce were her own son. But she was long in discovering that her husband's real interest was not in the boy himself as in the way which the man hoped to through him.

## UPPER EVANS VALLEY

UPPER EVANS VALLEY, Ore. (Sp.)—R. E. Richman is fine and trucking his early produce to market.

Mr. Jarvis visited recently at Frank Neathamer home. Mrs. Grace Newman spent the week end with her friend, Miss Neathamer.

Miss Betty Parrier has recovered recently from her operation to about again.

## HARBOR BOOSTERS BUILD GOOD WILL BETWEEN STATES

According to letters recently received by C. E. Gates, the program being carried out by the Northern California-Southern Oregon Development association is creating good feeling between California and Oregon.

While the major project of the association is establishment of a harbor at Crescent City, other work undertaken is meeting approval of the states also, as the following excerpt from a letter from Senator Hiram W. Johnson would indicate: "I congratulate you upon the work which you are doing and upon the relations to which you have contributed so much between California and Oregon. Of course, I am heartily in sympathy with what you are doing."

June 22, the secretary to Governor James Rolph, Jr., of California, wrote: "The governor thanks your association for all you have done to promote the splendid feeling which exists between the two great states of California and Oregon and hopes to visit Medford some time in the near future."

## FORMER RANGER IN CRATER PARK NOTICES CHANGE

CRATER LAKE—(Special) Recalling the time when the lodge was just a pile of lumber, and ladders had to be used in descent to the water from the rim, H. F. Brown while enroute from southern California to his home in Tiger, Wash., visited the Crater Lake national park recently. Mr. Brown was connected with the park in 1913 and during his visit marveled at the many improvements since that time.

He had not been in the park for 18 years but still remembered the various land marks of the rim area and pointed out the spots where trout fishing used to be the best. He spent several years in the ranger service and once knew almost all the chipmunks, marmots and bears by name.

When Mr. Brown was active in the park, automobile traffic did not average over 1600 cars a year, as compared to 16,800 cars to date so far this season. Much of the traffic was confined to horse and wagon, taking several days to make the trip over poor roads. Today easy grades over smooth oiled surface make trips to and from Medford possible in two and one-half hours.

Mr. Brown worked under Alex Sparrow, then the park superintendent and now county judge for Jackson county located in Medford, and recalled that when the superintendent caught a trout 25 inches long, he swore he would not fish in the lake again until he heard of some other angler catching a larger fish.

Since then the lake has been heavily stocked with rainbow trout attaining good size, and limit catches today are not uncommon, with trolling the favorite method.

Without even speaking to Harriet of his love, Antonio returned to Orchard Hill.

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Charity should begin at home, but Tony and Harriet find tomorrow it missed Orchard Hill.

he lived in this locality when he was a boy, moving to San Francisco 24 years ago.

Mrs. Reesebeck shopped recently in Grants Pass.

Rain here last week damaged some hay but did other crops a lot of good. In fact, did more good than harm.

## Wiley Post, Capable Pilot Often Governed by Hunch In Determining Sky Trips

By Leon H. Durst. (Copyright 1931, by the Associated Press.)

**PART V.**  
By the time Wiley Post had achieved his position as chief test pilot at the Lockheed airplane factory at Burbank, Cal., he had won something of a reputation as flier.

One thing that singled the former farm boy out for attention was the fact that he became a flier after he had lost the sight of one eye in a machine shop accident. He is believed by department of commerce examiners to be the only licensed pilot in the country who learned to fly after losing the sight of one eye.

The medical examiner who examined Post when he obtained his license in August, 1928, said the depth of perception of the remaining eye was excellent and that Post was physically well qualified to fly, recommending that he be given a license.

A special waiver was granted, which has been carried on in subsequent examinations.

This accident is believed to have made Post an extremely careful flier since he perhaps feels that any type of mishap might reflect on his faulty eyesight and result in the department rescinding the waiver.

Post is known to his friends as a very capable pilot, but one who often flies on "hunches." Although the weather may be perfect for a flight, if his "instinct" tells him that he should not, he absolutely refuses to go up.

One tells the story that Post had no use for a certain type of plane and that one day he was ordered to test one. He refused, saying he had a feeling something would happen.

Finally he was prevailed upon to make the flight and took the plane over the desert wastes of Arizona, where he was forced down 15 miles from the nearest house and 25 miles from the nearest town.

He landed near a pipeline which he followed to the nearest settlement, through the heat of a blistering desert sun.

Post knew what he was going up against and he prepared for it. A long period of strenuous flying. Not by any special exercises or training, but by keeping himself in first-class physical condition over smooth-working team.)

It was there that his stubbornness—or doggedness—came into play, for he refused to move on in the plane until it had been equipped with a new motor. He waited there for two weeks until a new power plant had been installed and he could fly away.

His friends further say that he often flies by "sense of feel" and that on cross-country hops he would neither look at a compass nor at maps. Fortunately, he did not rely upon this system on his world trip, for at times, over stretches of the flight, the instruments of Navigator Harold Gatty were all that saved the intrepid pilots from serious deviation from their course.

Wiley also is known as something of a "daredevil" although he has never been known to take any chances until the groundwork has been laid thoroughly. Perhaps the "daredevil" description is a hang-over from the days when Wiley was wing-walking and parachute jumping with the barnstorming "air circuses" in the southwest.

Post is exceptionally thorough in his preparations for any undertaking. He neither smokes nor drinks, because he doesn't believe such habits fit in well with good flying. He keeps himself in good physical trim at all times, and although he is but five feet, five inches tall, none of the mental or physical tasks of flying tire him.

Russell Pecht, who worked with Post on the coast, points out that one of the most difficult things a flier faces is taking off a ship heavily laden with gasoline.

"When a plane is heavily loaded with gas it takes tremendous exertion to get the tail up," Pecht says. "Only those who have taken 600 gallons of fuel off the ground in a ship like the 'Winnie Mae' know how a man has to push on that stick. He must have the muscles of a weight thrower, and if he doesn't get it up, it's too bad. I've known pilots to take a Lockheed off with 600 gallons of gas and sit there in the cockpit for minutes after they are in the air, almost exhausted."

Post knew what he was going up against and he prepared for it. A long period of strenuous flying. Not by any special exercises or training, but by keeping himself in first-class physical condition over smooth-working team.)

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