

MEDFORD AIRPORT HAS \$135,807.50 CITY INVESTMENT

Cost of Land Greatest Single City Expenditure Says Scheffel—U. S. Air Commerce Making Survey

The city of Medford has a total investment in its fine municipal airport of \$135,807.50, it was revealed today by City Superintendent Fred W. Scheffel following a request to the mayor and city council by the United States department of air commerce for complete data on the local port.

The department of air commerce, Scheffel explained, is making a national survey of all airports to determine the total national investment, the future policy of the government in providing the public with information as to airport service, and to be better able to estimate additional facilities necessary to provide for future operations. Findings will be incorporated in the national airport plan.

Last survey in 1930
The last national survey was made in 1930, Scheffel said, when 1113 airports were investigated and it was discovered that total investment was \$119,068,000. A tremendous increase is expected at the completion of the present survey.

Breaking down the total Medford investment figures, Scheffel announced that the cost of the land was the greatest single expenditure, at \$27,400. Clearing, plowing, leveling, fencing and road building amounted to \$17,937.30. Construction of drainage facilities cost the city \$13,475.36. Installation of runways and aprons amounted to \$15,507.32. Administration, engineering and inspection amounted to \$4,061.76.

Constructing the hangar and administration building cost the city \$33,918.70, Scheffel revealed. Concrete walks and landscaping accounted for \$9,549.91 of city funds. Lighting cost \$5,929.97; pilots quarters cost \$3,234.74; and water lines and equipment cost \$1,792.91. Contributions to federal work such as WPA and CWA amounted to \$1,950.42.

Much Federal Aid
In addition to the city expenditure on the airport, the federal government has spent \$111,383.91, most of which went toward lengthening and widening the runways and constructing drainage facilities, the city superintendent explained.

Investment of private owned facilities amounts to \$14,900, it was said. This includes the oil companies and United Air Lines. Other investments of unnamed sums are the bureau of air commerce airways, telephone, the United States weather bureau station, and the United States army radio station.

The national survey is being made through the medium of two long questionnaires asking for explicit details. It took the city about two weeks to complete the questionnaires.

13 PROMOTED IN NATIONAL GUARD

SALEM, Aug. 14.—(P)—Thirteen officers and men of the national guard received promotions today, the largest number of men commissioned at one time by the organization. Maj.-Gen. George A. White, commanding officer, said:

The large number of appointments was made possible by the recent expansion of the 218th field artillery. All of the new officers will go to Fort Lewis next week to participate in the fourth army maneuvers.

Harry H. Powell, Eugene, and Wilbert R. Fargo, Portland, were promoted from first lieutenant to captain; and the following were appointed second lieutenants: First Sergeant George R. Bagley, Jr., Sergeant Loyd E. Oakes and Staff Sergeant Harold C. Russell, all of Hillsboro; Sergeant Jack P. Waldron and Private Joseph T. Wilson, both of Newberg; and Private Philip V. Dick, Staff Sergeant John A. Robinson, First Sergeant Gerald S. Darling, Staff Sergeant Alvin P. Gannon and Private Clifford L. Young, all of Portland.

Regions inhabited by the Eskimos extend from Bering Strait over the northern coast of America and the group of Arctic islands to the east coast of Greenland.

Everyday Cooking Miracles

BY VIRGINIA FRANCIS
Director Hotpoint Electric Cookery Institute

Every day finds us developing grand recipes in our Institute kitchen. Here, for instance, are two deliciously different ones that I'd dash out—apron and all—to give you over the back fence, if I were your neighbor. But inasmuch as I can't talk to you in person I need must do the next best thing and write you about them.

And in connection with these two recipes I have a surprise for you. Although one recipe is for Green Bean Stew and the other for Apple Snow Balls, you can cook them both

Green Bean Stew
(Serves 6)
4 tablespoons fat
1 1/2 lbs. beef (cut in small cubes)
1 onion (sliced)
1 1/2 quarts green beans (cut in 3/4-inch pieces)
1 No. 2 can tomatoes
2 bay leaves
Salt and pepper to taste

1. Melt fat in frying pan, add meat and brown over Hi-speed Calrod unit. 2. Add sliced onion and brown. 3. Place in Thrift Cooker



An appetizing three-dish meal can be prepared all at one time in the miracle Thrift Cooker of the electric range.

In your Thrift Cooker, together with some succulent ears of corn—and call it a meal!

Perhaps it isn't news to you that your modern Hotpoint range can perform so cleverly, but if it is let me explain how this "miracle" is accomplished. The Green Bean Stew is placed in the bottom of the Thrift Cooker kettle, which stays right in its deep insulated well in the back of the range; then the long-legged rack is placed over the mixture and on this rack you put the "snowballs." Then you cover the food and turn the switch to HIGH heat. When steam appears from the vent, switch to LOW heat and let it steam for about 45 minutes. By that time the snowballs will be done, so they will turn the rack over to the corn which will want to steam for about 30 minutes; at which time the stew will be cooked to a savory delectability.

Least you're thinking this three-dish meal will taste like stew, more stew and then some more stew, let me assure you that this economical cookery unit has a way of keeping each food flavor intact and where it belongs. Now it's recipe time.

and add remaining ingredients; blend thoroughly. 4. Cover cooker and switch to HIGH heat. When steam flows freely from vent, turn switch to LOW and cook. 5. Remove bay leaves before serving. Time: 1 hour and 15 minutes.

Apple Snow Balls
(Serves 6)

1 cup washed rice
2 cups water
6 apples
3/4 cup sugar
2 tablespoons butter
3/4 cup raisins
Cinnamon

1. Cook rice in 2 cups of water in covered saucepan 45 minutes. 2. Spread rice on individual squares of white cheesecloth and place one peeled and cored apple in the center of the rice in each square. 3. Fill cavity of apple with sugar, a dot of butter, and a few raisins. Sprinkle with cinnamon. 4. Bring up ends of cloth so that rice will stick on all sides of the apple and tie on top, thus making a round ball. 5. Steam these balls until apples are soft. Remove cloth at once. Serve with cream. Time: About 45 minutes (exact time depending on variety of apples.)

First Crater Lake Trip By Motor in 1907 Took 3 Days of Hard Driving

CRATER LAKE, Aug. 13.—(Sp.)—Medford to Crater Lake in three days via Klamath Falls was a record set 30 years ago August 14 by Charles True when he drove the first automobile ever to reach the lake rim. True, now a park employe here, was today recalling incidents of the record-breaking automobile trip, made under adverse conditions.

He left Medford early August 11, driving a two-cylinder 1906 Buick with a top cruising speed of perhaps 15 miles per hour. After long hours of driving he reached the summit of the Green Springs mountain, where camp was established barely 30 miles from home. The next day Klamath Falls was reached. The present bustling metropolis was then still a village clustered around Link river.

Major difficulties were encountered in the next lap from Klamath Falls to Fort Klamath. True was advised not to attempt the journey with an automobile but, undaunted, he set out. Rocks were large and numerous in the roadway. They stuck up in the road. They were not high enough to trouble wagon traffic but offered problems for low-hung automobiles. Stones were laboriously removed to permit the car to go ahead. The entire day was spent on the trip. Port Klamath was reached on the evening of August 13. The same trip can now be made in an hour.

True was again advised not to attempt the drive to Crater Lake, and especially to the rim, as he had announced. His machine, ploughed through deep pumice dust to a point just above the present park headquarters. Here he was confronted with the steepest climb of the entire trip. It was a terrific strain even on horses to make the last pull.

The road to the rim at that time followed a far different route from the present easy ascent. The climb up was hardly over a mile from park headquarters but the grades were

in excess of 30 per cent. The trusty Reo would jump forward five or six feet at a time. The rear wheels would be immediately blocked. After two hours of jumping, True and his car arrived on the rim, stopping where the present Crater Lake lodge is located.

A log cabin was standing there then. It served as a summer abode for William Gladstone Steel, later park superintendent and park commissioner. He welcomed True. The latter was accompanied by a friend, William Hodson, who engineered the wheel blocking. Steel congratulated True on the feat of driving the first auto to the rim edge. Outside of Judge Steel, the car, True and Hodson, the area was completely deserted and, of course, entirely undeveloped.

In 1912 True began driving stages for Court Hall of Medford. A fee of \$25 was asked for the 80-mile trip from Medford to the park, the journey taking an entire day with a lunch at Prospect. Pumice dust was so deep that passengers were forced to get out and push, especially on a stretch a short distance below Prospect. On the route above Union Creek, volcanic ruts became so deep that on one occasion True's machine became lodged on the center. None of the four wheels was touching ground. He was driving alone and was forced to wait all night before help arrived. In the early part of the season, True recalled, it was the obligation of the stage company to open the road to travel. Crews of men were engaged to shovel snow and repair chuck holes on the right of way.

Today, True is still connected with park activities and for a number of years past has been employed by the national park service as a senior truck driver, covering road sections in two or three hours where a day was formerly consumed.

James Stevens Beloved As Man, Artist, Teacher

(By Jeunese Butler.)
"When the light of one friendship after another passes from earth to heaven, we kindle in place thereof the glow of some deathless reality," writes a distinguished author of a past age, expressing a sentiment which voices what is in the thought and heart of those who best knew and loved "Jim" Stevens. Beloved he was, and still is, and the "glow" of many a "deathless reality" has been kindled and will remain, to enlighten, encourage and endow with purpose, those who would enrich the world around them with whatever talents they may have.

The glorious gift of song, the generous sharing of that gift again and again whenever and wherever needed, the infinite patience with those who looked to him for musical guidance, the sanity and balance of his temperament, the sanguine outlook and uncompromising endurance in the presence of a "deathless reality" has been kindled and will remain, to enlighten, encourage and endow with purpose, those who would enrich the world around them with whatever talents they may have.

Many in Medford and the valley know more or less of James Stevens' public career and are proud of having been his fellow townman, but it is the "Jim" they knew right in Medford, the "Jim" who sang for the Rotary or Kiwanis or Lions club, for church services, memorial services, before small groups or large assemblies, that Medford will remember and cherish, the "Jim" who "just sang for his friends," as Editor R. W. Ruhl once expressed it, in a review of one of Mr. Stevens' concerts.

Most generally known in Medford through his leadership of the Medford Gleemen, a question now being heard is whether this organization will continue, a question which this writer is not prepared to answer at this time. James Stevens organized the Medford Gleemen, the chorus which made its first public appearance at the dedication of the new Jackson county courthouse on September 1, 1932. In this organization many voices were developed individually, and due to this fundamental training by Director Stevens, members of the chorus appeared as soloists on various occasions.

Two concerts were given every year by the Gleemen. During National Music week, when the writer was the local chairman, the Gleemen gave a concert at the Holly theater which was conceded to be the finest musical event by local talent ever held in Medford. Last May, this same organization united with the Klamath

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Falls chorus and the S.R.O. sign appeared early in the evening at the Palace theater in that place.

The Medford Kiwanis club has sponsored the Medford Gleemen for the last two years and in August, 1936, it was James Stevens who went to Seattle to attend the northwest district Kiwanis convention and who "stole the show," according to those attending. His presence was greatly desired at the convention to be held in Portland this year. Two years ago, it was their director who suggested Christmas carols and led his carolers to various parts of Medford and surroundings for this fructuous custom.

"Jim WAS the Gleemen," said one of the members yesterday. "We marveled at his patience. There were never any outbursts of temper, and every slight musical talent was enlarged. How we can go on without him, I don't know, but perhaps we'll try for his sake."

"We'll try." That is the spirit which Jim Stevens evoked and the rich legacy which he has left. The deathless reality.

FALLING WORKER KILLS BYSTANDER

SAN FRANCISCO, Aug. 13.—(UP)—A workman, falling 50 feet from a scaffolding on a San Francisco pier late Thursday, struck a bystander and both men were killed.

The unusual accident occurred at pier 46 on the Embarcadero. The victims were identified as Charles Tiedemann and Earl Erhold. Attaches of Harbor Emergency hospital said Erhold lost his balance on the scaffolding and plunged ground-

ward. In falling, his body struck Tiedemann, who was standing on the pier.

The plummeting workman struck the bystander with such terrific force that Tiedemann's neck was broken. Erhold died before a hospital ambulance reached the scene. Tiedemann was pronounced dead at the emergency hospital shortly afterwards.



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