



Standing between C. T. P. Ulm, co-pilot, and Captain Charles Kingsford-Smith, commander of the Southern Cross, A. C. Galbraith, in charge of sales promotion for the Union Oil Company is holding contract to supply the trans-Pacific plane with Union Aviation gasoline in its flight to Australia. Union Aviation gasoline was selected by the flyers as offering maximum cruising radius. Galbraith preceded the flyers to Honolulu, Suva and Australian points where he completed arrangements for refueling of the plane.

SOUTHERN CROSS FLIGHT AN EPIC

Another glorious chapter of the History of Aviation has been written. Even in the light of brilliant episodes which have preceded it, the latest, that of the flight of the Southern Cross to Australia, stands out as an epic.

A world, fast growing air-wise and accustomed to the space annihilating proclivities of the airplane wakes up to find that Australia which yesterday was three and a half weeks sailing time from America is now but three and a half days removed.

Winging its way over the bleak stretches of the Pacific, the three motors of the giant plane fueled with Union Aviation Gasoline, functioned perfectly, roaring defiance to the hazards which beset the four air passengers on the longest flight over water ever attempted by man.

The successful completion of the flight is another refutation of the claims of that fast dwindling minority who hold that aviation is still in the experimental stage, that a flight such as has been made by the Southern Cross was impossible of fulfillment and that to attempt it was suicidal.

But of the greatest import is its effect on the advancement of aviation. As Colonel Lindbergh aptly stated when informed of the successful termination of the first lap, "It aids in the advancement of

aviation in that it instills public confidence in the safety of air-planes."

A. C. Galbraith, official in charge of sales promotional work for the Union Oil Company, yesterday stated that his company's gasoline had been selected only after exhaustive tests had been made.

"Smith," he said, "regarded gasoline as a silent but all important partner in the flight, and he demanded a fuel with an accurately controlled distillation range and of uniformity and purity so that the greatest possible cruising range would be guaranteed."

"Naturally, we are proud," added Galbraith, "that a California-made product contributed to the success of the flight."

Galbraith recently returned from a trip to Honolulu, Suva and Australian points where he made arrangements for the refueling of the plane.

The same care, Mr. Galbraith stated, that is used in the manufacture of Union Aviation gasoline is also given the refining of its non-detonating gasoline which is marketed through thousands of pumps on the coast.

From the moment of contact at Oakland until its arrival in Australia, the giant plane was in constant communication with an anxious world by radio. The "Cheerios" and "All's Well" messages which came through the ether as a welcome accompaniment to the progress of the flight bespoke the careful preparatory work carried out by Captain Charles Kingsford-Smith, Commander, and his co-pilot, C. T. P. Ulm, and of the fine work of the American members of the crew, Harry W. Lyons as navigator and James Warner as radio operator.

Crime Publicity Society's Gain

Invaluable Service Performed by Press in Printing Details of Court Activities and Exposing Law Violations—Truth Safeguards Innocent From Slander and Persecution.

(Portland Oregonian)

If a newspaper should omit from its columns all news of crime and scandal it would fall just as far short of its duty as if it went to the other extreme and surrendered to sensationalism. So a middle-western editor told convention delegates at the Chicago Theological seminary.

Any one who gives thought to the subject will find it difficult to differ from this opinion. The mission of a newspaper is to print the news, not to suppress it. Unfortunately the world about us is not a moral Utopia. To represent it as such by printing only pleasant and constructive news would not improve conditions; it would only withhold actual facts from those who are entitled to know them. If the press by a great and impossible conspiracy should agree to ignore all criminality it would be an occasion for rejoicing by those whose feet follow devious paths.

Publicity is a light that illumines dark places. Activities of the underworld do not thrive when that light is turned on them. Fear of it is a deterrent to the person who thinks of crossing the border line. An alert public conscience is quick to insist upon action when evil is dragged out of hiding. Were the papers to suppress news of crime peace officers would not be so clearly cognizant of the support that they always have from public opinion when the public possesses reliable data on which to base its estimates.

Moreover, in its practical details, publication of crime news is of greatest aid in the detection of criminals. Hickman might never have been caught if the press had not warned the public of his flight and scattered broadcast his description. Nelson, the stranger, would probably have continued his

terrible career, had not the public and the police throughout the entire land been informed by the newspapers of his methods and habits. The list could be multiplied endlessly. In every big hunt for those who would cheat the law printer's ink is a factor in thwarting the offenders.

If there were no printed word of our moral ills, what uncertainty would prevail in the public mind! Gossip and scandal, unreliable rumors and irresponsible chatter would take the place of exact facts. The greatest safeguard to the reputation of the upright lies in the right of the press to report freely the operations of peace officers and the activities of courts. No one who is guiltless need fear that through malicious gossip and scandal mongering his name will be dragged in the dirt.

In insisting that the press has a high duty to mirror a world as it is, not as we would like to have it, we do not mean that crime and scandal should be emphasized beyond their actual importance. The indictment of yellow journalism is based upon its practice of playing up moral lapses and departures from rectitude in order to cater to a demand for sensationalism. Happily the number of newspapers which adopt such a policy is limited. There is no excuse for dragging out of the gutter every morsel of scandal in the belief that readers want such a noxious diet.

Furthermore, in the printing of criminal news there is sound basis for the practice of reputable newspapers of protecting the names of minors. A misstep in youth does not necessarily mean a broken career. It is customary in news publication to give weight to this fact and to adopt a helpful attitude rather than to spend those of immature years and judgment on the downward path.

OREGON AUTOS PAY \$3,643,000 YEARLY FOR GASOLINE TAX

Motorists of Oregon paid a total amount of \$3,643,191 in the form of tax on gasolines in 1927 at the rate of 3 cents per gallon, according to Chas. Hall, director of the Oregon State Motor association, which is affiliated with the American Automobile association.

"This amount," said Mr. Hall, "constitutes the proportion the state collected of the total \$258,966,851 in revenue produced by the gasoline tax throughout the United States last year."

Of this total amount, he continued, \$132,695,503 was available for the construction and maintenance of State highways under the supervision of the State Highway departments and \$55,446,161 was apportioned to counties for local road purposes. All but four per cent of the net receipts were allotted for road purposes, including the payment of interest and retirement charges on highway

bonds. The yield of the tax constituted an important contribution to the total highway revenue.

Mr. Hall said that while Oregon originated the gasoline tax, that every state in the union adopted it now with the exception of Massachusetts and New York, the rate ranging from 2 cents to 5 cents a gallon.

The returns, the A. A. A. motor club executive said, indicate an increase in gasoline consumption over 1925 in all but two states. Including estimates for the two states in which the tax was not imposed, made by the Bureau of Public Roads, it is indicated that 10,596,000,000 gallons were used by motor vehicles during the year, an increase of 8.2 per cent over 1926. The average consumption per motor vehicle was 458 gallons.

FIGHTS LAST NIGHT

NEW YORK—Stanislaus Loayza, Chile, defeated Joe Glick, New York, 10.

NEWARK, N. J.—Pierre Charles, Belgium, won from Bud Gorman, Kenosha, Wis., 10. George Smith, Newark, outpointed Gene McHugh, Chicago, 10.

MONTGOMERY, Ala.—William (Young) Strihling, Macon, Ga., knocked out Joe Pack, Cleveland, 7.

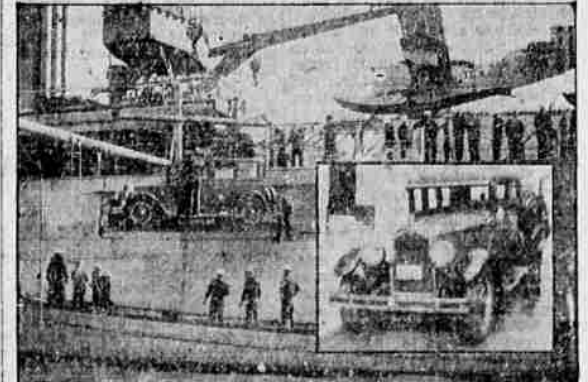
INDIANAPOLIS—Howard Benz, Milwaukee, won on a foul from Bobby Williams, Syracuse, N. Y., 5. Joe Zink, Syracuse, knocked out Jimmy Klump, Cincinnati, 4.

ANTLERS THEATRE BEING REPAIRED

Exterior of the Antlers theatre on Jackson street is undergoing improvements, work being started this week in repainting the front. The small balcony at the front of the exterior of the building and above the entrance is being reinforced, the plaster having broken away slightly. The entire front of the theatre is to be painted cream, following out a white and black trimming which is the decoration at present.

Arundel, piano tuner. Phone 189-L.

Buick Serves Uncle Sam



This Buick is the first ashore and the last aboard when Admiral Henry A. Wiley's flagship, the U. S. S. "Texas," enters port. With car, in insert, is Frank S. Harvel, chief machinist's mate, who praises its performance warmly.

PLINT, Mich., June 13.—Yo-ho-ho, and a sea-going Buick! The subject of this salt water ditty is the official car of Admiral Henry A. Wiley, commander-in-chief of the Atlantic and Pacific fleets of the United States navy. First ashore when the anchor is dropped, and last aboard when the chain is hoisted is the admiral's Buick sedan, a veteran of two years' service.

When recently, just before the start of his Hawaiian trip, the admiral's Buick became a familiar sight about the city. Before the ensign of his flagship, the "Texas," had fairly ceased throbbing, a lighter have alongside, deck winches whirred above, and the Buick slid overboard to the waiting barge. Ten minutes later the car was speeding up Market street on an official call to the city hall.

Frank S. Harvel, machinist's

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The COACH \$585

The Touring of Roadster... \$495	The Imperial \$715
The Coupe... \$595	Utility Truck \$495
The 4-Door Sedan... \$675	Light Delivery \$375
The Convertible Sport Cabriolet... \$695	

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QUALITY AT LOW COST

mate first class, who has long been Admiral Wiley's chauffeur, drove around to the Howard Automobile company later in the day to pay his respects to R. F. Thompson, general manager of the big Pacific coast Buick distributing organization. Harvel told Thompson he was delighted with the performance of the Buick.

"I have driven admirals' cars in 26 different countries," he said. "Believe me, I know the grind they have to stand. I take my hat off to this Buick. In nearly two years of constant service its record has been 100 per cent. It's a credit to the navy."

Chevrolet Landau Sedan Choice of Golf Instructor



Golf, which has become the national pastime of America, has brought into use many thousands of motor cars all over the United States. You will find Chevrolet in constantly increasing numbers parked about the municipal links as well as at many more exclusive clubs of the city. Fred Frye, professional instructor at a Pacific Coast Municipal Golf Links is shown on the "green" with his personal car, a new Chevrolet landau sedan, in the background.

Golf has become the national pastime of America in the last fifteen years and in response to the demand of thousands for a place to play, municipal courses have sprung up like mushrooms all over the country. The list of private clubs has increased from a few hundred in 1910 to many, many thousands today.

In order to have sufficient space and the right ground contour for a nine or an eighteen hole course it has been necessary, in most instances, to go a considerable distance outside the city limits. This has made the motor car invaluable as a means of transportation with which to reach the links and in many cases an absolute necessity. When municipal courses were first inaugurated it was thought that there would be but a few to make use of them but it soon developed that rather than a single eighteen hole course a city of any size required a multitude of courses, and the task has been since to keep up with the demand.

The game of golf is no longer confined to the so-called "upper classes" where wealth and position enable the members to belong to numerous clubs. The working man of today is in the great majority on the golf links. Many leave the course after an early morning round of the links and go directly to work or to their offices while on Saturday afternoons, Sundays, and holidays tens of thousands flock to the links.

The automobile, of course, has had much to do with the promotion of golf, as a sport for the masses. It has brought the outlying suburbs close to the city centers. Notice the number of cars parked at the municipal courses even on week days and it will be easy to understand the part the motor car has had in making the course accessible and that golf, in turn, has developed the demand for the sport type of motor car.

Among these one sees many Chevrolet motor cars. The roadster, sport cabriolet and landau sedan lend themselves especially well to golfing needs and their snappy appearance makes them a part of the "sport atmosphere" of the golf course. You will find Chevrolets in constantly increasing numbers parked about the municipal links, as well as at many of the more exclusive clubs of the city.

Fred Frye, professional golf instructor at the Oakland Municipal Golf Links, chose a new Chevrolet landau sedan as his personal car not only because of its dependability but also because of its graceful lines and its sport appearance.

Hudson-Essex Prices

Delivered Roseburg Tax off

Essex Coach	\$883
Essex Coupe	899
Essex Sedan	949
Essex Roadster	993
Hudson Std. Sedan	\$1665
Hudson Landau Sedan	1861
Hudson Victoria	1861
Hudson 7-pass. Sedan	2185
Hudson 118 in. Coach	1449
Hudson 118 in. Coupe	1498
Hudson 118 in. Sedan	1533
Hudson 118 in. Roadster	1498

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Buick's vibrationless six-cylinder Valve-in-Head Engine—most powerful engine of its size in the world—the Buick Sealed Chassis, and a score of other exclusive features explain Buick's popularity.

The world-wide preference for Buick is your guarantee of satisfaction. Choose the car which outsells any other three cars in its field.

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