

OREGON'S STATE OWNED SEA SHORE

Over Four Hundred Miles of Beaches Open to the Public.

"Oregon owns her sea beaches," declared former Governor Oswald West, in an article which appeared recently in the Oregon Motorist. "Not only does she own these lands but they have been designated as a public highway and they will be the property of the public forever."

"Holders of title to uplands on our seashore take only to ordinary high tide," stated Mr. West, "this being the line fixed by law and recognized as the proper western boundary by those who made the early government surveys. The beach, between the line of ordinary high and low tides, became the property of the state by virtue of her sovereignty."

"Title to all tide lands, including the seashore, being passed to the state upon her admission to the Union, provision was made by law for their sale and disposition. Most of our tide lands, other than shore lands, were soon disposed of by the state land board. A number of tracts of sea shore fronting on property along Clatsop beach were also disposed of by the board. There were objections raised to these latter sales, however, and with the result the legislature of 1899 passed an act forbidding any further such sales in Clatsop county."

"Fully realizing the importance of retaining for the public the ownership of our sea shore and making it a part of our highway system, I prepared and had introduced at the legislative session of 1913, the following measure:

"The shore of the Pacific ocean, between ordinary high and extreme low tide, and from the Columbia river on the north to the Oregon and California state line on the south, excepting such portions of shore as may have heretofore been disposed of by the state, forever remain open as such to the public."

"California has a coast line of 1,000 miles. Through her failure to vision the future, she has permitted her sea shore to pass into private ownership until she now owns but 50 miles of beach. Oregon has a coast line of 450 miles and her sea shore, with the exception of two or three miles, remains, and will continue to remain, in public ownership."

SAFETY DEMANDS BRAKING ABILITY

"Traffic safety demands braking ability sufficient to match the projectile-like getaway of the modern automobile," says G. B. Allen, chief engineer of Dodge Brothers. "In fact," he continued, "maximum acceleration cannot be used while driving in traffic (when it is most needed) if the deceleration is not in direct proportion."

"Acceleration gains have been made by the use of high compression motors; by the employment of eight-cylinder engines furnishing a great amount of torque at low speeds and also by means of improved cam shapes, manifolding and combustion chamber design. Improvements in this direction are still going on and with the tendency throughout the industry towards the use of larger engines furnishing greater power-weight ratio. It is likely that even the present acceleration rate will be exceeded."

"Obviously greater attention must be given to braking efficiency. Four-wheel brakes have afforded a tremendous improvement over the old two-wheel types. But now that we have four-wheel brakes, the stopping effort is being applied to all the surface that it can be applied to. There is only one way that a further gain can be made and that is to make certain that each of the four wheels is doing its full share of the work needed to bring the car to a stop."

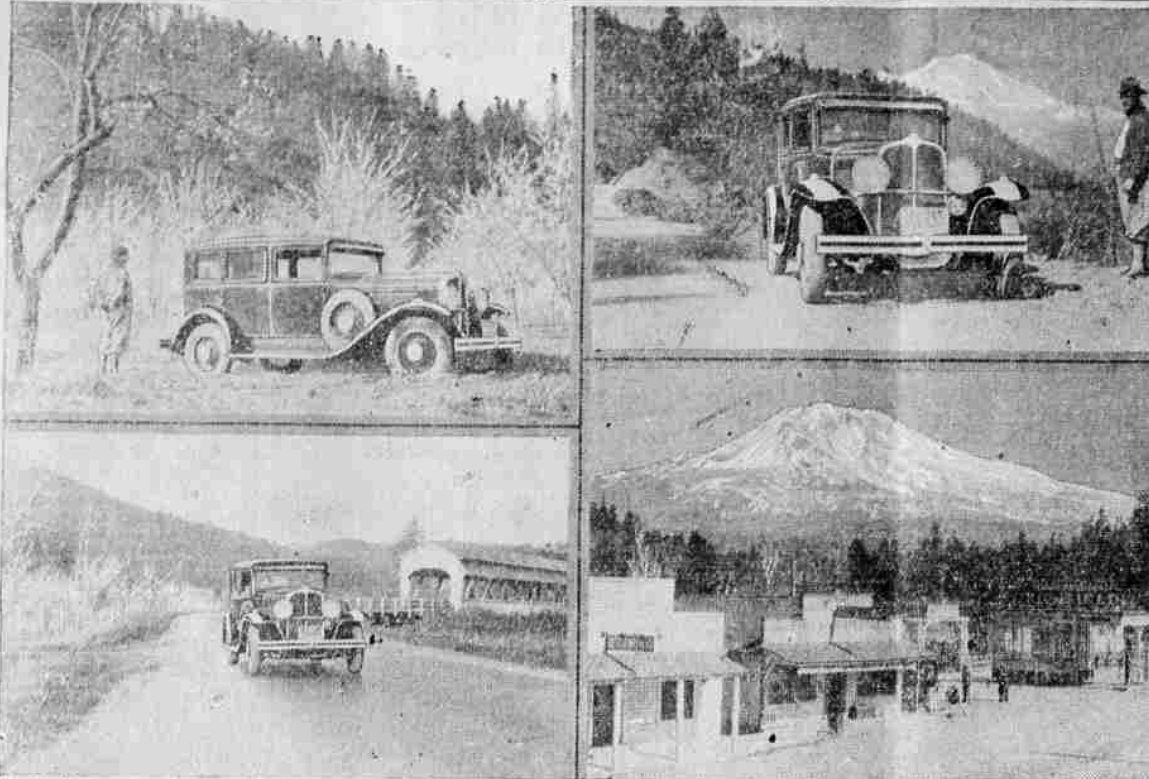
"Engineers have proven that maximum retarding force is being exerted when the wheel is just short of being locked. Naturally it is necessary that equal braking effort be applied to all four wheels, and this was the aim of engineers in designing the braking system for Dodge Brothers cars."

"Brakes on the Dodge Brothers Eight-in-Line are of the self-equalizing, internal hydraulic type. Every resource at the disposal of a vast engineering organization has been concentrated on the matter of equalization because without 100 per cent equalization there cannot be 100 per cent efficiency, simply because all brakes cannot exert their maximum power simultaneously."

"There can be no braking pressure applied to any one drum until all four are in contact with their drums. Thus when the brakes actually apply the force that brings the car to a stop, it is automatically equal on each wheel. This is governed by the physical law that 'pressure exerted on each column of fluid is expanded equally in all directions.' Since equalization is the pre-eminent factor in putting deceleration on a par with acceleration, Dodge Brothers are particularly fortunate in that a fundamental law of physics accomplishes this as surely, positively and dependably as the earth turns on its axis."

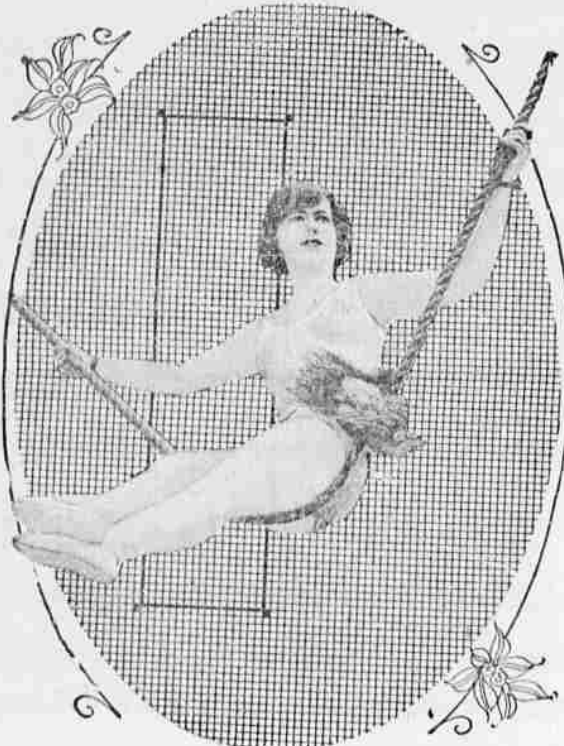
Transacts Business Here—O. P. Michel, of Umpqua, spent a few hours in this city yesterday transacting business.

Portland And Back In Fast Time



A. H. Patterson, Oakland-Pontiac dealer in Stockton, made a trip from Stockton, California, to Portland, Oregon, in 42 hours 39 minutes, including time out for sleeping, eating and picture taking. He drove the stock Oakland V-8 sedan shown in the photographs, and made no attempt to establish a speed record. The car is shown on the famous Pacific Highway, the longest paved road in the world. The Oakland was driven 1367 miles in actual driving time of 30 hours and 18 minutes.

Aerial Acrobats Provide Thrills at Barnes' Circus, Here on May 20



Remarkable aerial ballets performed by skilled and graceful girls are among the most striking numbers with the A. G. Barnes circus. This famous show, the world's largest trained animal exhibition, will give two performances in Roseburg on Tuesday, May 20, at Bellows field.

Many of the feats accomplished by these feminine stars have heretofore been attempted solely from the ground or upon staves. Miss Babe Letourneau, in the above photograph, is one of the noted performers that appear in these displays. Her routine is daring to the limit and no other woman takes as many chances in the air as Miss Letourneau.

FOUL PLAY FEARED IN BAKER CITY CASE

BAKER, Ore., May 7.—Grand jury investigation of the death of Thomas J. Tyrrel was recommended by a coroner's jury after an inquest yesterday. Tyrrel's body was found Sunday in an irrigation ditch on the outskirts of the city. Doctors who performed the autopsy said there was no water in Tyrrel's lungs or stomach, indicating he was dead before he fell or was placed in the water. There were no injuries on the body sufficient to have caused death, physicians said, although there was a slash on the head.

Tyrrel is known to have been with John Bond just before his death. Both men had been drinking. Bond has disappeared, police say.

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'DADDIES,' SENIOR CLASS COMEDY, IS LAUGH PRODUCER

Rehearsals for the senior class play "Daddies" are being held each evening at the senior high auditorium, and the play, which will be given next Friday evening, promises to be unusually successful. Each member of the cast is entering into his part with great zeal.

The atmosphere of the story is so created by the players that one is carried through the different scenes and changes that come into the lives of the characters. First they are gay, heart-free bachelors, successful business men, scoffing at marriage and home life. Then comes the adoption of war orphans, because of the influence of the motherly Mrs. Audrey, who believes that every man should contribute his part to society by helping in the rearing of some child. How the orphans win the love of their foster "daddies" and the bachelors are changed to doting parents, make for a happy ending of the unusual story of human love and sympathy.

Robert Coen, Tom Bayles, Morris Burkhardt and Gordon Applewhite are doing excellent work as the bachelors and the "daddies." Tom Bayles, as the grouchy old

bachelor, James Crockett, is portraying that humorous character in a very capable manner. Jack Gibbs is playing the part of William Rivers, the sprightly bachelor with an affair of the heart.

Not of less importance are the characters of Mrs. Audrey, ably played by Marjorie Knight; Ruth Atkins, the English orphan, played by Mary Banning; Bobette Audrey, by Margaret Fields; Parker, the butler, Loren Johnson; Madame Levisse, the French widow, Lucille Peterson; Katie, the maid, Helen Zimrick, and the nurse, Reta Stone.

Of unusual interest are the characters of the war orphans. Betty Mae Whipple in her role of Lorraine, the French orphan, does exceptional work for a child of her age. The joys and sorrows of the diminutive Lorraine are made real by Betty. The other children's parts, taken by Shirley Neal, Tom McClintock, Allen Embry and Robert Jones, are equally entertaining.

"Daddies" is a comedy from start to finish and is one that young and old alike will enjoy.

ARROWHEAD SALE

Carr's 15th anniversary. Among hundreds of bargains none offer better chance for saving than our Arrowhead specials at 15c a pair. Other styles in Arrowhead at less than 15c a pair. Come in and try this guaranteed hose that is now specially priced. Carr's—Adv.

Here From Umpqua—C. Fossler, of Umpqua, spent several hours in this city yesterday conducting business.

NATIONAL GAS RANGE WEEK



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Full Guarantee—Free Installation

Southern Oregon Gas Corporation

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FEDERAL MONEY DUE TO LOAN ON NORTHWEST WHEAT

(Associated Press United Wire)

SPOKANE, Wash., May 7.—F. J. Wilmer of Rosalia, president of the North Pacific Grain Growers, Inc., has assured members of the organization that enough farm relief money to cover all applications for loans on 1929 wheat would be available soon.

President Wilmer said that approximately \$2,500,000, in addition to the \$1,400,000 originally allotted, would be sent to the northwest to

cover all wheat deposited as collateral on a basis of \$1.13 a bushel. He said that loans for approximately 3,300,000 bushels of wheat, applications for which now are on file, would be approved "within a few days."

After an executive meeting, President Wilmer announced the appointment of A. Eugene Kelly of Pullman as regional manager for the northwestern unit in the national co-operative marketing set-up. His duties will be the coordination of activities on the half-hundred local units in the northwest. He is general manager of the Kelly Grain company and secretary-treasurer of the Kelly-Hughes Warehouse company of Pullman. His headquarters will be in Spokane.

H. W. Collins of Pendleton, Ore., recently appointed assistant manager of the Farmers' National Grain corporation for the northwest, said last night that he soon would establish temporary head-

METHODIST PASTOR EXPIRES IN CHURCH

(Associated Press United Wire)

BAKER, Ore., May 7.—Dr. W. A. Winters, pastor of the Methodist Episcopal church here since March 1, died in the church building sometime yesterday. His body was found last night. He is believed to have suffered a heart attack.

Dr. Winters was superintendent of the La Grande district of the Idaho conference from 1921 until 1918, and during that time made his headquarters in La Grande.

quarters in Pendleton and later would set up agencies throughout the northwest.

He said that he had sold between 50,000 and 60,000 bushels of wheat, the first lot to be disposed of in the district embraced by the north Pacific organization.

PATrons ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

CLASS OF SERVICE	WESTERN UNION	SIGNS
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.	NEWCOMB CARLTON, President J. C. WILLEVER, First Vice-President	DL=Day Letter NM=Night Message NL=Night Letter LCO=Deferred Cable SLT=Cable Letter WLT=Week-End Letter

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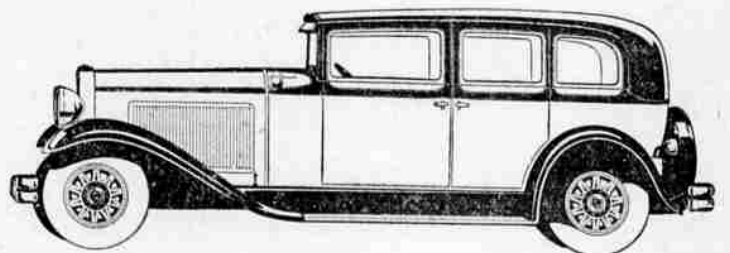
PR 17 116 NL 1 Extra Corvallis, Oregon

Miller Sanford Tractor Co.
Eugene, Oregon

Oregon State College at noon today captured new world's record having operated a caterpillar ten tractor continuously for seventeen days and nights. This longer period than any make or model tractor ever before continuously operated officially. Operating on college and adjacent farms tractor pulling farm implements with continuous day and night load as near as possible to normal farm load. Since beginning of run tractor has travelled approximately nine hundred miles and will continue day and night operation until noon May second. Complete records of time, loads, fuel, oil and track wear being kept all in interest of Oregon State College's contribution to more accurate production costs data for American agriculture.

W. J. GILMORE, Chief Agricultural Eng. Dept.

Higher Price cannot buy Finer Performance



Once you have looked over the Nash "400" you will wonder why anyone pays more for a motor car.

There is no car that steers more easily or handles more delightfully.

There is no car that is more beautifully proportioned as to body lines.

And Nash engineering is recognized thruout the industry as outstanding.

The power of the "400" is exceptional, and you would not believe a car could pick up such speed in

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Centralized chassis lubrication, built-in, automatic radiator shutters, and the world's easiest steering in every model. Adjustable front seats. Steel spring covers with lifetime spring lubrication, in the Twin-Ignition Eight and Twin-Ignition Six lines. The priceless protection at no extra cost of Duplate, non-shatterable plate glass in all doors, windows, and windshields thruout the Twin-Ignition Eight line. This glass is also available at slight extra cost in all other Nash cars.

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TWIN-IGNITION SIX
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TWIN-IGNITION EIGHT
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