

NEW DURANT IS A MASTER CAR

So Says J. D. Lynch, Local Dealer, in Praising the Auto He Handles.

J. D. Lynch, local dealer for the Durant car says: "Accessibility means economy—the lack of it means waste and unnecessary expense. It means the difference between money in your pocket and the same money in the auto mechanic's pocket."

"Automotive engineers have been building for economy these many years—for economy of gasoline, oil, tires, replacement parts, first cost, economy of everything but the one greatest item in the upkeep of an automobile, human time that is consumed in the necessary repair and maintenance operations."

"And now comes the Durant, a new car by an old master, built to give economical performance from that angle too. It has been designed so each mechanical unit may be removed without disturbing any other part, giving the most complete accessibility possible. This cuts the labor cost of upkeep to the bone, because the mechanic is right to the seat of the trouble without wasting any time tearing down and rebuilding whole groups of parts which happen to be placed in the way."

"You do not know what thorough accessibility is until you have seen the Durant."

The following schedule shows the time required for one man perform various operations on the Durant Four, indicating some of the savings due to Durant accessibility. These are but a few of the points—there are many more.

"Remove and replace oil pump, 30 minutes."

"Remove and replace water pump, 30 minutes."

"Remove motor from frame, 12 hrs."

"Replace motor in frame, 23 hrs."

"Remove and replace clutch, 13 hrs."

"Remove transmission, disassemble, reassemble, and replace, 4 hours."

"Service and emergency brakes are adjusted with a wrench, reaching between the spokes from the outside."

"Note that the clutch, transmission, generator, and pumps are all mounted as separate units, none interfering in any way with any work which may be necessary on any other unit."

"The chassis also shows the Durant 'tubular backbone,' which adds rigidity to the frame, and prevents any body squeaks. By preserving the car from many of the ordinary effects of wear and tear, the 'tubular backbone' adds to the life and continued good appearance of the Durant."

CAMPAGN ON FOR BUILDING

CORVALLIS, June 9.—Plans for a campaign by the O. A. C. alumni to raise between \$250,000 and \$500,000 for a union memorial building are now being made following action by the alumni association at its annual meeting in connection with college commencement. Students of the college have already contributed \$45,000 for the building.

News of the action was sent to the seniors in open air convocation under the historical trying tree. It was greeted with loud applause. The Spanish American War soldiers will be included with world war veterans in the memorial.

That the proposed building will be complete within three years, from next October, was shown by President W. J. Kerr. Actual construction will begin two years from today. Presentation of a huge leather-bound registration book, was made by Dr. W. J. Gilstrap of Portland in honor of the class of 1923, which is holding its silver reunion today. Sinclair Wilson of Portland accepted the gift in behalf of the alumni association. Douglas McKay of Portland was unanimously elected to fill the place of Mr. Wilson on the alumni board.

A famous memorial tablet, bearing the names of O. A. C. men killed in the war, was presented to the college by the class of 1923 at its convocation by George Studer of Portland. John C. Gray of Corvallis delivered the welcome address. Lyman Cooley of Portland read the class will. Cecil Andrie of Portland delivered the class oration and Gordon Globisch of Toledo made the class prophecy.

PUT RIVER IN COURSE

PEKING, June 9.—The Yellow River, China's most treacherous waterway, which caused incalculable damage when it broke its banks two years ago and made a new channel, is to be returned to its original course. Fourteen thousand laborers are engaged in the building of dykes and it is expected soon to increase the number to 30,000.

W. H. Maloney, executive secretary of the China International Famine Relief Commission, estimated the cost of corralling the Yellow river at \$1,500,000 Chinese currency, of which sum the finance commission of the Government Relief Bureau has provided \$250,000.

Hundreds of square miles of territory north of the old river bed in the vicinity of Kung Chia Pa was flooded during the spring of 1921 by the breaking of a dyke and thousands of families were made homeless. Since then the district has been only sparsely repopulated due to fear of a recurrence of the catastrophe.

ENGLAND HAS CHEAP GAS

LONDON, June 9.—British chemists have evolved a household gas so harmless that would-be suicides can get no more than a headache from the effect of it.

The new gas, which is now in use at Newark-on-Trent, can be produced at about a third of the cost of ordinary gas. It contains only 14 per cent of carbon monoxide, which is the poisonous element in household gas. American gas contains more than 5 per cent of this ingredient.

TRANSPORTATION ACT BRIEF OUT

SAN FRANCISCO, June 9.—The Transportation Act of 1920 is a "constructive statute inaugurating a new regime for the better government and regulation of the railroads of this country," it repeats the Sherman Act insofar as the anti-trust law applies to the regulations between the Southern Pacific and Central Pacific.

This is the burden of a brief made public today by the Southern Pacific Company, settling forth arguments upon which the railroad will rely in the hearing now being held in the United States Circuit court at St. Paul, on the company's petition for a decree carrying into effect the Interstate Commerce Commission's order terminating the Southern Pacific's control in control of the Central Pacific.

The Transportation Act, the brief recites, gives the Interstate Commerce Commission the power to approve control of one carrier by another. "It found to be in the public interest and the public good that the operation of the Federal anti-trust laws and of all other restraints and prohibitions 'insofar as they may be necessary to enable them to do anything authorized or required under the Transportation Act.'"

"The decision of the Supreme Court," the brief declares, "far from being set aside or nullified by the Commission's action, has afforded not only the occasion but the compelling force for subjecting the relations between the Southern Pacific and Central Pacific to the terms and policy of the Transportation Act, so that the constructive solution of the problem which the Commission's order offers may well be regarded as a direct effect of the successful outcome of the Government's suit."

"The effect of the Commission's order, therefore, so far from rendering the successful prosecution of the Government suit futile, is to bring about a constructive solution otherwise impossible. The practical effect, as expressly found by the Commission itself, is to bring about in connection with transcontinental traffic a situation as favorable to the public from a traffic and service standpoint as though the Central Pacific were to remain free from Southern Pacific control and at the same time avoid the manifest, public damage which would result from separation, thus insuring adequate transportation service which Justice Brandeis is declared to be the purpose of the Transportation Act."

The brief concludes: "The matter now before the court is a case where a structure condemned as illegal has since been legalized by subsequent legislation. It is one where the supporting statute upon which a suit is based has been repealed."

"It is the duty of the court now to render such a decree as it would render if on February 9, 1923, Congress had repealed the Sherman law."

CATERPILLARS PLENTIFUL

VIENNA, June 9.—A black caterpillar with a yellow stripe is invading the fields of Styria, Upper Austria. The grub is eating the country bare.

FIRST FEMALE PLATE DUSTER

LOS ANGELES, June 9.—The baseball umpire has arrived, and her name is Miss Nina Belle Hurst. Miss Hurst, it is stated, is the only girl umpire officially licensed to wield the whistledown on the home plate in the Southern California Baseball Managers' Association. At a recent meeting of the organization at which more than 150 clubs were represented, covering territory from San Diego to Santa Barbara, her application was approved.

Miss Hurst, a resident of Sawtelle, Calif., and a physical instructor, in speaking of her work, said: "Baseball is the cleanest, swiftest game in the world, and one in which I have been interested for a long time. My work keeps me in constant touch with boys and girls who are keen for athletics of all kinds and my favorite sport is baseball. Ever since I can remember I have been going to baseball games, and I know of no other game which can equal it in suspense and excitement."

"I am delighted that the association has acted favorably upon my application. So far as I know, I am the only woman umpire duly authorized by an organization of clubs to officiate back of the pitcher."

"I do not expect to have any more grief than falls to the lot of male umpires, as I am already conversant with most of the fine points of the game. I consider it entirely possible that the feminine umpire will be as common in the near future as the male ump is today."

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STATE PROBES DEATH REASON

(By Associated Press)

HELENA, Mont., June 9.—With more courage than hope, the Montana Historical library has undertaken three difficult tasks: The first to disprove the general belief that territorial governor Sir Francis Meagher, exiled Irish patriot, was intoxicated when he fell off a steamboat and was drowned near Fort Benton; second, to cut down the number of white survivors of the Custer massacre to a reasonable number; and third, to disprove the charge that Major Marcus A. Reno was guilty of cowardice in the Battle of the Big Horn, June 25-26, 1876.

In lieu of the first impression, the Montana library has statements from pioneers who "saw with the Irish-American statesman and warrior on the day when he met death to the effect that he was suffering somewhat from the effects of a long ride in the hot sun and had not been drinking on that day. In this respect, too, the state historians claim the body was never recovered instead of having been found variously from points on the Missouri river in North Dakota to the mouth of the Mississippi at New Orleans."

Against the second so-called wallacy the Montana historians say there are no "seen with survivors" living who were in or who saw the Custer massacre and only a few Indians still alive.

To supplant the third general belief the state historical society has secured a copy of the United States War department report of an inquiry conducted March 11, 1879, which is lengthy and involved but the substance of which sets forth that the man for whom Reno, Nev., was named obeyed all of his orders on the day of the battle, and, under General Sherman's signature, declared there was no evidence of cowardice.

WANT LOW RATES TO THE PACIFIC

(By Associated Press)

PORTLAND, June 9.—A failure marked the conference this week at Salt Lake City of railroad traffic officials and members of the Intermountain Rate association. They had assembled with a view to harmonizing conflicting interests resulting from the application of transcontinental carriers to the interstate commerce commission to reduce rates to Pacific Coast terminals to compete with intercoastal steamship rates without passing reductions on to intermountain shippers.

According to information reaching Portland yesterday the carriers will press further their application for relief under the fourth section of the commerce commission act and the intermountain jobbers will continue to oppose a rate structure which would permit relatively lower freight rates to this coast than to interior rail points.

Continued shortages of cars are predicted by railway officials so long as as preponderance of traffic from this coast is east bound. They cite that the unbalanced movement of traffic is shown in an unduly large movement of empty cars westward because of the growing volume of west bound tonnage through the Panama canal, due to lower water rates, as one strong reason why the transcontinental lines should have free opportunity to compete with ocean carriers. It is affirmed also by railway traffic men that if lower transcontinental rates to this coast were permitted west bound cars would come here loaded and shippers of the interior would have the benefit of lower rates on commodities carried by steamships from the Atlantic coast and transshipped back to interior points from Pacific coast terminals.

CHEHALIS EXPECTS BOOM

CHEHALIS, Wash., June 9.—J. B. Forrest Griffin, Chehalis architect, detailed at yesterday's luncheon of the Chehalis Citizen's Club the half million dollar programme of building and improvements already in sight for this city for 1923 and added that before the year is over the probability is this sum will be doubled, according to information he has of possible building projects not yet announced.

Joseph Schuss, one of Chehalis' leading merchants, who has just returned from the Breckenridge, Colo. field, detailed the wonders of a well opened there by a company in which he and other Chehalis men are interested. A flow of 135,000 barrels of oil the first 30 days the well was opened and a present flow of 2900 barrels a day were reported.

Dr. G. W. Kennicott outlined possible plans for a fireproof hospital for Chehalis.

INHERITS GREAT WEALTH

WARSAW, June 9.—All the lucky Poles with rich relatives in the United States seem to live in Chechnov. During recent years several citizens of this town have inherited large sums of money from American Poles, but it appears that the biggest fortune of all has just fallen to the members of a family of the name of Holich, in moderate circumstances, who are reported to have inherited \$30,000,000 from Frank Holich, of Buffalo, N. Y.

In a little while now the chap who scuffs at women's styles will be wondering why he hasn't nerve enough to take off his coat.

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MANY TELL OF INVESTMENTS

Witnesses Relate Investing in Lee Interests in Trial of Alleged Fraudulent Oil Stock Promoters.

(By Associated Press)

PORT WORTH, Tex., June 9.—That he had invested approximately \$10,000 in the three promotion companies of the General Lee Interests, expecting to receive six for one within 30 days, but for which he received nothing, was the testimony of L. C. Smith, of Williamsport, Pa., in the trial of the Lee Interests here Wednesday.

Another witness, Fred Bersitzhoff of Millstadt, Ill., also told the witness stand how he invested \$1100 in the third Lee company, the General Lee Development Interests, expecting to receive six for one in 30 days, but for which he received nothing.

Numerous other witnesses put on the stand by the government testified how they had invested lesser amounts in the General Lee company on promises of big dividends and for which they received nothing. These witnesses included the Rev. M. H. Clifford of Oshkosh, Wis., who invested \$70; Joseph W. Buckley of Chelsea, who invested \$500; L. H. Kirk and of Brunswick, Ga., who invested \$1000; and J. J. Mahoney of Buckhornett, Tex., who invested \$500.

Through the testimony of these witnesses, David Cahill, United States assistant attorney general, conducting the government's case, pictured the operations of the three defendants, Charles Sherwin, H. H. Schwartz and "General" Robert A. Lee, in their alleged conspiracy to defraud the public through the United States title.

The government also introduced witnesses Wednesday to support the charge in the indictment that the leases of the first two Lee companies were not in oil producing territory.

STATE PAYROLL GOES UP

SALEM, Or., June 9.—Records in the office of the secretary of state for May show that 24 employees of the state industrial accident commission have received salary increases during the last four months ranging from \$5 to \$20 a month. The records also show that the payroll at the penitentiary has increased, due to the employment of additional guards to herd convicts employed outside the institution.

Members of the accident commission explained that the increases in salaries have been necessary to keep efficient help. In increased instances the employees receiving salary increases were paid less than \$100 per month.

TO BROADCAST INSULIN CURE

(By Associated Press)

SEATTLE, Wash., June 9.—Local physicians and surgeons are looking forward to one of the most notable meetings in the history of the Pacific Northwest Medical Association when the annual convention of that organization is held here June 19-21, with twenty-five speakers, many of them of national and international reputation, included on the program. Nearly a thousand medical men, from Oregon, Idaho, Montana, Wyoming, Utah and Washington, and the Canadian provinces of British Columbia, Alberta and Saskatchewan, are expected to attend the sessions.

Of particular interest will be the addresses of Dr. J. B. Collip, one of the discoverers of the insulin treatment for diabetes, who will describe the treatment; Dr. H. Gideon Wells of the University of Chicago, one of the world's greatest authorities of cancer, and Professor K. F. Wenckebach, an international authority on diseases of the heart.

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EXTRA LARGE AND EXTRA SAFE

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This is particularly evident in the brakes, which, with their 14-inch drums and 2 1/4 inch lining, are appreciably larger than the average. The extra surface thus provided develops greater friction when the brake bands contract over the drums—and it is this friction which stops the car.

Connecting levers are designed to transmit the maximum of power with the minimum of effort. The slightest pressure on the brake pedal has an immediate effect. This pressure is distributed evenly between the two rear wheels by a highly efficient equalizer, which prevents skidding because it retards both wheels simultaneously.

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