

Oregon State News

REOPENING OF MILL
CORVALLIS, Aug. 11.—The people of the Alsea district are rejoicing over the prospects of the reopening of the Jamestown sawmill, formerly the Alsea River Lumber Co. Changes are being made and expectations are that the plant will be in operation within the next two months, according to residents of the Alsea district. A crew of 15 men are now working on the equipment and locomotive, which have not been in use since the mill closed down about two years ago.

PLANTING FRUIT TREES
THE DALLES, Aug. 11.—Two thousand young fruit trees, mostly cherries of the three popular commercial varieties, have been ordered through the Chamber of Commerce horticultural bureau during the last week, according to W. S. Nelson. Bings, Royal Anns and Lamberts, with a number of Black Republicans for pollenization purposes, have been ordered.

VENEER PLANT FOR EUGENE
EUGENE, Aug. 11.—Eugene has an excellent chance of securing a veneer works, according to Secretary Eugene Chadwick of the Eugene Chamber of Commerce. He has received a letter from Attorney Peter Sommers of 818 Balboa building, San Francisco, who has a client wishing to establish such a plant in the northwest. The client is writing several other towns, but prefers Eugene. He is assured that he can get logs from independent logging companies, and that he can secure cheap factory sites.

CONVENIENCES FOR TOURISTS
MEDFORD, Aug. 11.—For the convenience of the auto tourists stopping in the city the postoffice department has placed a letter box handy to each of the two auto camps, in accordance with suggestions made by tourists in the past. Assistant Postmaster Cliff Beckett has located the box for the Merrick Motor Inn on North Riverside in front of that camp, and placed the one for the city auto camp in front of the camp near its East Main street entrance. This box had previously been located further east on the street in front of a grocery.

MARSHFIELD, Aug. 11.—While definite plans have not been concluded for the post season games between Bandon and Marshfield, it is accepted at both ends of the string that the players or their backers are ready to go. The players here, Captain Speck Burke said, are waiting on Charley Page, who said he would be over to make final arrangements for the championship series. The fans are making inquiry every day relative to the series and this is as much as the News knows about the situation.

COTTAGE GROVE, Aug. 11.—School districts will hereafter handle their own funds, instead of having them deposited with the county treasurer, as was the case for two years. Before that time the funds were handled by the clerks in the same manner as they will be again. The reason for the change made two years ago was that it was thought that the funds could be made to earn interest if the small amounts be scattered over the county could be consolidated. Also a number of districts lost money because of manipulation of funds by clerks or through careless handling by clerks.

LUMBERYARD CHANGE
 The past week a change was made in the office of the J. W. Copeland lumber yard. J. W. Stransky retires from the firm and Henry Boje will be in charge of the business and Miss Irene Boje is bookkeeper. Mr. Boje is well known to all this territory, having lived in Hubbard a number of years. Mr. Stransky purposes to continue his residence in Hubbard, where his family is nicely located. —Hubbard Enterprise.

MARSHFIELD, Aug. 11.—D. L. Buckingham, who is surveying the lower Umpqua harbor for the port of Umpqua, returned to Marshfield yesterday, after spending several days at Reedsport and getting the work under way.

Robert Mercer of Cooson, a surveyor, was left in charge of the survey and Mr. Buckingham will make an occasional visit to the Umpqua to see how the work is progressing. The survey is being made for the purpose of learning where the port of Umpqua suction dredge will work in order to excavate a channel.

SILVERTON, Aug. 11.—The Silvertown Laundry, which is now housed in their new, up-to-date laundry building, will have an opening to which the public is most cordially invited. The hours

set for the visitors to inspect their new equipment is from 1 to 5, and from 7 to 10 o'clock on Tuesday, August 14. The Stamey's since coming to Silvertown, have worked hard to give the Silvertown people the best in their line and that their service has been appreciated is evidenced by the progress and improvements they have made in their establishment.

EUGENE, Aug. 11.—"Driving at the rate of six miles an hour within the corporate limits of Eugene" was the speeding charge entered under the date of July 4, 1881, against N. Gird, who was fined \$5 for the reckless pace, according to old records of the police kept here found by Recorder Alta King this week in pouring over musty files.

Whether the headlong Gird was "stepping on her" by lavish use of the whip in trying to pass some fast-stepping rig ahead or whether he had been flying around with his best girl in a narrow-gauge buggy, was not learned. Anyhow, Officer Moore gathered in Defendant Gird, and the said Gird evidently paid the money to Judge H. C. Humphreys. Those were truly the days of real sport.

ALBANY, Aug. 11.—At a meeting of the committee to arrange a union service of the churches for the presentation of the new Albany college self-help plan last night it was decided to wait until the second Sunday in September before holding a public mass meeting for the re-presentation of the plan. It had been thought that the event could be arranged for an earlier date, but due to the vacation period it was decided to postpone it until September.

Dr. Frank N. Riale of New York, who is here working on the campaign, will remain and with Dr. Clarence W. Greene, president of the college, will present the plan to the church people of Albany.

DEPOT FOR OREGON CITY
OREGON CITY, Aug. 11.—The Southern Pacific Railroad company, represented by Ben C. Dey, the company's attorney, and also by the company's engineer, submitted to the transportation committee of the Chamber of Commerce Thursday blue prints and plans of proposed depot facilities which the company will put into effect, if they meet with the approval of Oregon City. The plans were taken under advisement by the committee who will make their recommendations at a meeting to be held next week.

Read the Classified Ads.

VALLEY MOTOR MAKES RECORD

Local Co. Exceeds All Records, Feel Justly Proud of Achievement

All sales records for the first six months of any year in the history of the Valley Motor company were broken during 1923, according to a tabulation just completed by that company.

During the first six months of the present year this company sold 300 per cent more cars and trucks than during the same period of 1922. It is predicted that the next six months of this year will even surpass the past six months.

The Ford motor car, designed from the first to be the "universal car," long since came within striking distance of earning the title. Today its appeal is strengthened by the fact that it is the best Ford there has ever been. Retaining from the first all of its fundamentals, it has proven many times over that the design was right from the start.

The Ford touring car is by far the most popular model. Its sales have run into figures that are astounding. Today it is on the market at a price that puts it within the reach of every family—delivered in Salem, with starter and demountable rims, for \$492.72. Without starter and demountable rims, \$393.

HOLDING A HUSBAND

Adele Garrison's New Phase of REVELATIONS OF A WIFE

CHAPTER 379

THE MESSAGE THAT CAME OVER THE WIRE TO MADGE

"There's the train whistling now. But you can make it easily. Careful of that corner. Whew! You missed that curb by a shaving."

It is not like Dicky to make comments on my driving. He only does it when he is keyed up over something. Naturally I deduced that he was more excited than he cared to admit over the impending arrival of Robert Savarin.

As for me, my heart was heavy. I saw again, or imagined I did, the regret for Harry Underwood in Dicky's face. I remembered

only too vividly some of the comments he had made during our drive, and continued to make even while we were speeding for the station at the last of our drive.

"Savarin's too rarified for Lil," he had summed up. "She's too intensely human to have to live up to a great genius like that."

With the curious detachment, the power to flash a whole cinema film in a second or two that one's mind has, my memory leaped back, even as I saw the train rolling in, to the time in the Catskill mountains, when Robert Savarin faced and conquered the unspeakable woman whom he had believed his wife, and whose conduct had exiled him with clouded mind for fifteen years. He had been intensely human then.

"Going to get out?" Dicky's voice brought me back with a jerk to the present moment, and the fact that the train had stopped.

"What News Have You?"

"Of course." I was on the platform beside him as I spoke, and we scanned the alighting passengers eagerly.

"There he is! See! Dicky, the chair car!"

The porter, bags in hand, was bowing obsequiously, while Robert Savarin alighted. That he had been well tipped was evident, and there was also a certain something in his attitude which made me imagine he knew the identity of the celebrity whom he had been grooming. And the next second, Dicky with a dexterous movement, took the bags from the darkey's hands before the artist could grasp them.

"Oh! Thank you, Graham." He grasped Dicky's free hand, turned outstretched hand and anxious eyes to me.

"This is so good of you, Mrs. Graham." I long ago noted that his courtesy never deserted him, no matter what the emergency.

"What news have you?"

"None, so far, which means every thing is all right." I answered promptly. "You know a hospital is never ready to receive inquiries or calls early in the morning. But we will phone now, tell them when we are coming, and then after you have had some breakfast, we can go over."

"Breakfast!" Robert Savarin's voice brushed the suggestion aside. "I couldn't eat anything until I have seen them."

"Very well!" I saw there was no use combating his decision. "Dicky, I think I had better telephone. I've had some experience with that substitute in the office, and no one who hasn't could ever get any message through her head, so if you will take Robert to the car I will follow as soon as I'm through telephoning."

"All right," Dicky led the way

to the car, and I went into the station waiting room to struggle with the local telephone system and the inefficient substitute in the superintendent's place at the hospital.

A Premonition.
 "The Southampton Hospital." After several minutes' delay I heard a sleepy voice answering my call. I tried to make my message as clear and short as possible.

"I wish to inquire after Marion Morton, a little girl who was brought in yesterday, suffering from concussion."

"Mary Martin?" the voice repeated. "Wait, I'll ask."

"No. Marion Morton," I repeated insistently, but there came the buzzer to my ears with which the office phone connects with the wards, and I knew it was useless to speak again until the woman should come back to the telephone.

"There's no Mary Martin in the hospital," the droning voice said in another second.

Exasperated, but with a steady hand upon my impatience, I repeated the name very carefully, added again the information that the child had been brought in suffering from concussion after an accident.

"Oh, I heard a little gasp of dismay, then, after a tense interval, the voice quickened now into interest and was sounder again.

"Are you the mother of the patient?"

"No. Oh! What is it?" I felt a sudden hint of something terrible.

"We are sorry to tell you that the patient died an hour ago after suffering from convulsions all night."

For a second the telephone booth and the waiting room went black before me, then I roused to action. The horrible thing she had told me might be true, but I meant to have other testimony than that of the woman whose inefficiency had been so patent on the day before.

(To be continued)

Ancient Code of Honor Revived Again in France
LONDON, Aug. 11.—A central heating apparatus used in a Roman villa about 17 centuries ago has been unearthed in the course of excavations at Kenysham cemetery, Somersetshire.

The villa, which was about 120 feet long, was heated by a hypocaust or heating chamber, the heat passing under the floors of various rooms by means of a series of passages. Some rooms were reached by means of flues instead of the floor passages.

DODGE BROTHERS ANNOUNCE IMPORTANT IMPROVEMENTS

Dodge Brothers have not simply brought out a complete new line of motor cars. They have done something infinitely wiser and better than that.

They have brought new beauty, new riding ease and new mechanical perfection to the product on which their reputation as builders has been founded.

They have built a better and a more desirable line of motor cars—yet basically and fundamentally the identity of their product remains the same.

The same sturdy engine is under the hood; the same dependable chassis, improved in numberless details, underlies the body.

But the rear springs—now underslung—have been materially lengthened. The wheelbase, too, is longer, and the combined result is a notable improvement in riding qualities.

Bodies of all types have been designed to give improved appearance, and greater comfort. Lower, longer, with deeper seats and more leg room, the lines of these new cars are low-slung and graceful—the interiors are comfortable and roomy.

New head lamps and fenders, especially designed by Dodge Brothers to conform with the general lines of the car—a long straight hood and cowl effect—longer and wider running boards—unusually wide doors—combination stop signal and tail lamp—and instruments attractively grouped on raised panel—are a few of the numerous body innovations common to all types.

Combining these features with important mechanical improvements too numerous and technical to enumerate here, it is not extravagant to predict a reception for these cars unprecedented in automotive annals.

BONESTEEL MOTOR CO.

Phone 423.

474 South Commercial

Used Fords



That will be Running Good when you're an old man because our *Fords* are nearly new and all in fine shape

We Buy for Cash

From people who need the money and are willing to sacrifice for ready cash

SEE OUR STOCK

and you will agree that it is the best showing of Used Fords that you ever say. We must sell thirty cars next week to make room for large incoming shipment

- | | | | |
|--|-------|---|-------|
| 1923 Coupe, lots of extras, car looks and runs just like new; has cord tires | \$550 | 1916 Ford Touring, runs good, good rubber; '23 license | \$60 |
| 1923 Sedan, cost \$850, our price | \$625 | 1921 Ford Truck, pneumatic cord tires, stake body and cab; this truck is in tip top running order. It's yours for | \$325 |
| 1923 Touring, new rubber, can't tell this one from new | \$425 | 1921 Roadster in good condition | \$215 |
| 1922 (late model) Touring, one man top this car is just like new | \$375 | 1921 Roadster, just a little better | \$250 |
| 1923 Ford Truck, 6 weeks old, cost \$723.02; you can't tell it from new. Our Price | \$550 | 1918 Buick Six, good rubber and motor in A-1 shape | \$285 |

LATE MODEL ESSEX ROADSTER IN DANDY SHAPE, PRICED RIGHT FOR QUICK SALE

Used Car Corner

OPEN EVENINGS AND SUNDAY

Ferry and Commercial

Trades and Terms

WEALTH CREATES WEALTH

And Studebaker's wealth is creating wealth for you. When you buy a Studebaker car you are buying an automobile built by a company whose \$95,000,000 worth of assets are working to build a product with the greatest possible built-in value.

Studebaker wealth hires the ablest engineers, metallurgists, production experts, inspectors and executives. STUDEBAKER WEALTH PERMITS THE STUDEBAKER FACTORY TO BUILD 95% OF THE UNITS USED IN STUDEBAKER CARS.

Studebaker wealth maintains the second largest automobile plants in the world both in cost and in size, costing \$45,000,000. Studebaker wealth employs 20,000 workmen. The productivity of Studebaker wealth is another reason why

Studebaker Gives More For The Dollar

Marion Automobile Co.

Phone 362 Open Day and Night 235 S. Com'l St.