

## FORD MOTOR CO. PLAN TO EXPAND

### New Plant to Be Erected on Mississippi River Has Hydro-Electric Plant

DETROIT, Mich., Nov. 2.—All major decisions covering the construction of the Ford Motor company's plant to be erected along the Mississippi river between Minneapolis and St. Paul have been made and details just announced here give the first information regarding the magnitude of the new Ford project.

Hydro-electric plant, steam plant and manufacturing and assembly plant constitute the three important buildings with interest centering chiefly about the hydro-electric development since it represents the company's most extensive undertaking of this kind.

The dam where the power will be developed is 574 feet long and was completed by the government in 1917. When the Ford engineers started work it was discovered that modification of the power house substructure, built by the government, was necessary in order to take advantage of improvements since made in water-wheel design. More than 6,000 cubic feet of concrete work was torn out and the changes are now nearly completed. They will permit installation of modern turbines and besides improving flow conditions will effect the highest efficiency.

The power house will be 160 feet long by 74 feet wide, and 44 feet above the foundation. Four water wheels of 4500 horse-power will be installed, which, in conjunction with four vertical generators, will under normal conditions produce approximately 10,000 horse-power.

Within a short distance of the hydro-electric plant, and on the river bank, it also is planned to erect a steam power house to supplement the water power in case of emergency.

The immense manufacturing and assembly plant will be erected on an imposing site on the bluff 100 feet above the water level. It will front on the Mississippi River boulevard and will be faced with stone on three sides and so designed as to present a most attractive appearance.

The building will be one-story high, 1720 feet long and 600 feet wide, and will have more than one million square feet or 23 acres of floor space.

Railroad tracks will, of course, enter the building, but a transportation feature will be two tunnels leading underneath the factory from a river dock to elevators which will carry freight directly into the building. This anticipates a new era of river transportation on the Mississippi.

Special attention will be given to landscaping and general improvement of the grounds in the company's 187-acre tract so that all will blend harmoniously with the surrounding parkway development.

Women who achieve that "well turned out" appearance in a severely tailored suit are in luck this season, for it's ultra-smart



### Outdoors

THERE'S a new outdoors—the outdoors of wonderful rides after a hard day's work, week-end rides to the lakes, fishing and hunting trips and big vacation tours. That's the new outdoors that a

## HARLEY-DAVIDSON

brings. That's why they call Motorcycling "Outdoors' Greatest Sport on Wheels."

Best of all, it's outdoors' least expensive sport on wheels. 50 miles for only a dollar—gas, oil, tires and all. How's that for sport and economy!

Drop in and give 'em the once-over. Then let's go for a ride. Our new Fly or You-Ride Plan will interest you.

**\$2.50**  
Down

BUYS A

Harley-Davidson

Come in and let us explain

**Harry W. Scott**

The Cycle Man

147 S. Com'l St.

## FIGURES IN OKLAHOMA KLAN DEMONSTRATION.



JOHN H. MILLER

Photo on right shows John H. Miller, representative from Tulsa county, who assisted in preparing call for special session of the Legislature and framing charges against Gov. Walton. Photo on left shows Nash M. Millikin, world war veteran, who spent four hours aloft in the Irish Channel after the sinking of the Tuscania and was in five battles in France, who is on patrol duty in Oklahoma City as a member of the Governor's civilian army. He is from Carter county.



NASH M. MILLIKIN

## APPLE POMACE FOR THE HOGS

### All Cider Is Taken Out and Remainder Is Fed to Farmer's Swine

WASHINGTON, Nov. 3.—Apple pomace, the residue of ground apples after the cider has been pressed out, can be profitably used as food for wintering cattle, the Department of Agriculture announces. Thousands of tons of this pomace is wasted each year. When moist pomace can be used fresh or ensiled it yields a cattle food comparable with corn silage. Its most profitable utilization depends upon its preservation by dehydration and producing it as a commercial food. Feeding trials with dairy cows proved dried-apple pomace to be equal pound for pound of dry matter to good corn silage. The material was fed wet and replaced the corn silage in a ration including grain and hay.

### Accident Commission Has Novel Experience

A claim that was an entirely new experience to the state industrial accident commission recently came before that body. For a short time a man and woman had lived together in Portland out of legal wedlock, but under a common law marriage contract. The man died from blood poison contracted while working for a concern that was under the compensation act.

She put in a claim for herself and five children, all of whom were born out of wedlock. The commission rejected the claim on grounds that a common law marriage is not legal in Oregon. But further light on the case was that they had lived together 10 years in Ohio, where a common law marriage has recognition as a legal contract.

The commission reconsidered and granted the woman \$20 a month for herself and \$5 a month for each of the children.

## MY MARRIAGE PROBLEMS

### Adele Garrison's New Phase of REVELATIONS OF A WIFE

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### WHAT ROBERT SAVARIN IN- SISTED ON BEFORE HE DROVE TO THE AUCTION-SALE.

Eleanor Rundle brought herself to an erect sitting posture at Lillian's reassuring words with a swift-sureness that reminded me queerly of a rubber ball flattened against a wall, and springing back to full volume and resiliency when the pressure was removed. A moment before she could have inspired a canvas labeled "Despair." Now every line of her body spelled relief and hope, and her lustrous black eyes glinted with the fire which must have illumined them in the days of her long dead youth.

"You always were a life saver, Lill," she said, and to my astonishment that was the only comment or word of thanks she gave for the lifeline which Lillian had thrown her. She was exactly like a hungry cat, I told myself indignantly, which has a saucer of cream set before it, laps it voluptuously and would scratch the hand that set the food before it, if the slightest opportunity were given.

Ready Sympathy.

"Where can we get some coffee and sandwiches?" Lillian asked abruptly, and I knew that her compassionate brain was busy

before her tiny mirror restoring her make-up. "I'm used to going without. But if I just can get recognition for my pictures, that will be better than any food or drink. I can go those later, but the crowd is at the auction this minute."

"As you like," Lillian acquiesced quietly, and I saw that she realized as I did that the woman had spoken only the truth. All her soul and the needs of her body had been fused into one all-absorbing desire by the fire of her ambition—a fire which had well-nigh consumed her without clearing any path to the success she craved.

"You wish me to drive back to the art gallery, Lillian?" Robert Savarin's voice was grave, deferential, but I detected a note of disapproval in it and knew that he resented for Lillian the smug carelessness acceptance of her royal kindness by this bizarre derelict.

"If you please, Robert, I—I must." There was a faltering in her tone, a recognition of the justice of his attitude, which made him turn his face toward her with one of his rare comprehending smiles.

"Of course," he said, then bent to the switch-key without further delay.

Eleanor Rundle, her facial make-up completed, fumbled in her bag again and brought out a small box.

"We'll Wait Till—"

"Never mind that now," Mrs. Rundle returned, busying herself

with the cigarette. "Not now, thank you," Lillian returned, and I shook my head in a negative. The woman started at Lillian impudently. "Getting religion, Lill?" she asked.

"Perhaps."

"You don't mind my having a puff, do you? I've simply got to—nerves all on the ragged edge for days. I don't want to go to pieces now."

Her emphasis on the adverb showed how much the opportunity opened to her by Lillian meant. And the state of her nerves could not better have been epitomized than by her substitution of a smoke for food and drink Lillian had proffered.

"Go as far as you like," Lillian's answer was prompt. As quick was Robert Savarin's turning off of the switch-key he had snapped on but a second before.

"We'll wait till your—friend—finishes her smoke before we start," he said in quiet explanation, and I knew that he would not drive back through the village with Mrs. Rundle smoking in the car.

The woman was shrewd enough to suppress the biting comment which I knew was upon her tongue, but a half humorous, half-contemptuous cocking of her eyebrows toward the celebrated artist's shoulders told me her secret opinion of his structure.

"There! I'm through," she said a few seconds later, flipping the half-smoked cigarette out of

the car. "Richard is himself again!"

Robert Savarin drove rapidly back to the corner, where a low white building, inexpensively constructed, but of rare charm of line, bore a modest sign "Art Gallery," and underneath it a flaming poster, "Auction sale of paintings today." He parked the car in a row of other motors, and with Mrs. Rundle eagerly leading, we walked up the paved pathway to the gallery.

I watched Robert Savarin close as he strolled between Lillian and me, and the scrutiny told me that the ordeal he was facing because of Lillian's sympathies toward an unfortunate fellow artist, was one from which he shrank.

(To be continued.)

### Health Authorities to Chase Mosquitoes from Philippines

MANILA, Nov. 2.—(By Mail.)—The Philippines department of health and the Rockefeller Foundation will soon start a campaign to rid the islands of mosquitoes which have become numerous and because of their continued presence in many homes, dangerous. The department of health has issued a warning to the people to fight the "residential" mosquito as they would a bitter enemy. The insect is blamed for the frequent recurrence of dengue fever.

Read the Classified Ads.

### St. Louis, Missouri, Prominent Fur Post

ST. LOUIS, Nov. 2.—St. Louis which was one of the first fur trading posts in America, bases its claim of being the raw fur market of the world primarily on its central location.

Virtually at the confluence of the Mississippi and Missouri rivers, trappers a century and a half ago paddled down these natural carriers with their packs of pelts to dispose of them in St. Louis. It was at this time that Pierre Laclede established the first trading post in this vicinity, and one of the chief commodities it handled was furs. On establishing the post Laclede expressed the opinion that the site might become a "right considerable settlement." A granite boulder at the foot of Market street here marks the spot where the post was established.

Although the largest fur sales were held in London for many years, St. Louis never lost its prominence as a fur market, and with the outbreak of the world war the sales swung back to the American city.

Sixty per cent of the raw furs of the United States are disposed of in St. Louis, according to P. B. Fouke, prominent local fur dealer. Mr. Fouke estimates that local dealers pay \$15,000,000 to trappers for the four months' work every year.

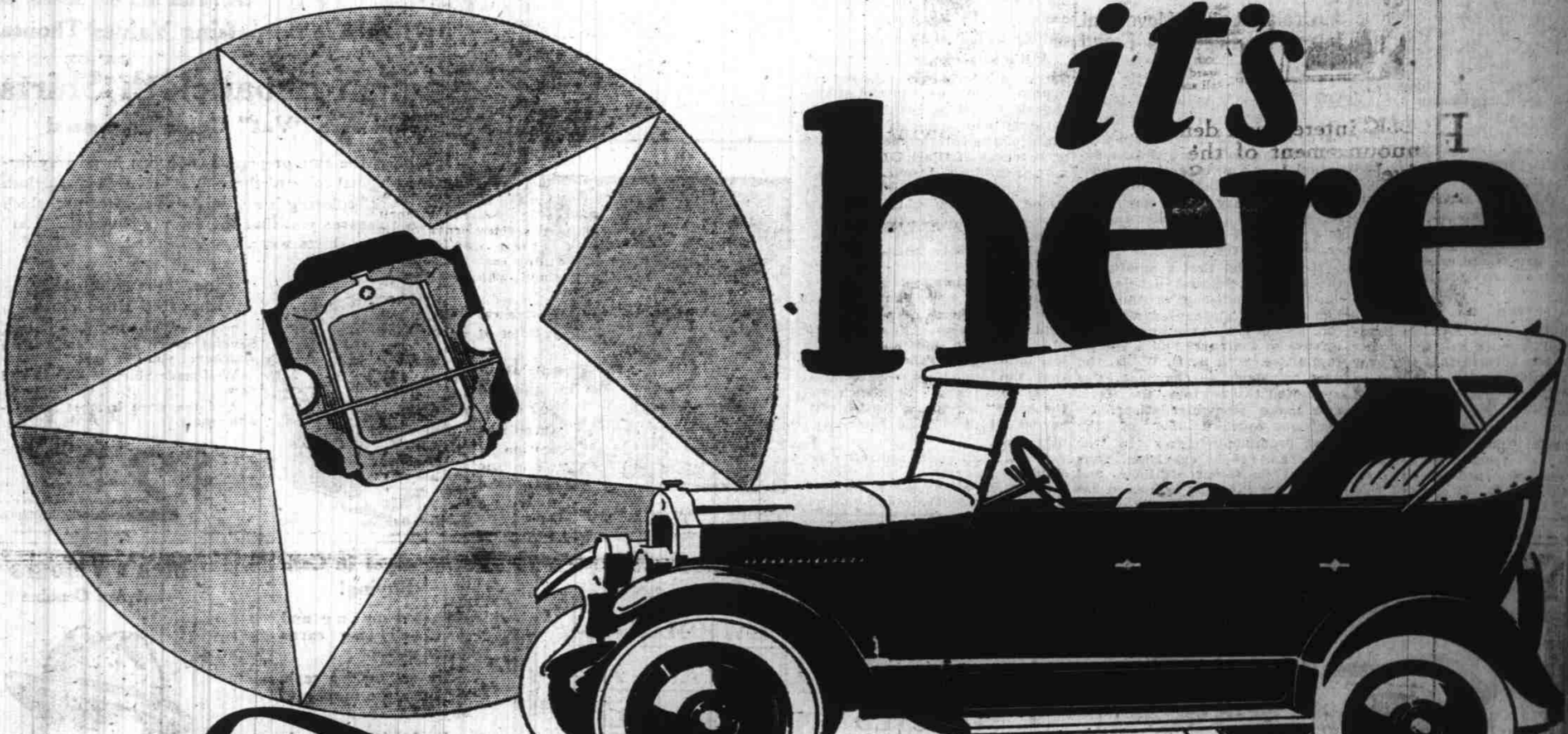
In addition to the sale of American furs all through the winter, several millions of dollars of pelts



are sold at the semi-annual public auctions, which are attended by buyers from all parts of the world. The sale of government skins usually precedes these sales. Every variety of fur, from the lowly house cat to the expensive Russian sable, is offered at the auctions.

### BRITISH LABORERS DECREASE

LONDON, Nov. 2.—(By Mail.)—There has been a general flight of laborers from the land according to figures of the ministry of agriculture, which show that on June 4, 1923 there were 772,000 laborers employed in England and Wales as compared with 869,000 in 1921.



# It's here

## The Star Car

### IO24

With a changed and beautified body

One year ago W. C. Durant, builder of more than a million automobiles, promised to produce the greatest dollar for dollar value ever given in a low priced car.

The whole country waited, skeptical—expectant—  
—AND THEN—

Durant fulfilled his promise by building the 1923 Star Car.

He built, as do all good builders, a firm foundation. He built a chassis that had hitherto been unapproached—a chassis such as, up to that time, had been used only in cars much higher in price.

So completely did this car fulfill his promise that 125,000 light car prospects purchased the Star Car in its first year.

To give the public this car at its low price, it was necessary to get into volume production immediately, and work concentrated on the chassis.

### THE ULTIMATE PERFECTING OF THE BODY HAS NOW BEEN MADE

Now, we present to you, in the NEW 1924 STAR CAR, a body perfect in construction, in line, and in refinement of detail, which justifies our confidence that you will find all that you have hitherto sought—a fulfillment of all your requirements—and that you will feel a pride in the ownership of this, the NEW 1924 STAR CAR.

We're proud of this car—we ask you to see it, to test it, to ride in it—and then to compare it with any other car at twice its price.

We will then leave the question of purchase with you.

**\$490**

F. O. B. Lansing, Michigan

\$630 Delivered in Salem

SALEM AUTOMOBILE COMPANY

F. G. Delano

### WHAT WAS CHANGED IN THE NEW STAR CAR

**THE NEW BODY**—Long, curving stream lines, giving the appearance of greater wheel base. All center posts and fills are larger, adding strength. Overlapping doors, with two adjustable rubber bumpers. Side curtains open with doors. Windshield has curved side arms, to conform with the stream line of the body. Wider and better trimmed running board. Crown fenders, heavier and wider. Drum headlights. Front spring bumper.

**RADIATOR**—The Radiator has been re-designed along new lines and is vastly improved in beauty and symmetry. It is a Fedders Radiator and of over-cast capacity. The longer lines and added cubic inches afford greater cooling action to the engine.

**HOOD**—Long, flowing sweep has been added, following the stream line of the body, beautiful in design and harmonizing with the entire outline. Side hood hinges are concealed.

**UPHOLSTERY**—The upholstery is more heavily padded, and both and larger type of springs are used. It is finished with Hibernia binding throughout.

**SPARK AND GAS CONTROL** at wheel, of sector type. Instrument board has daylight and nickel trimmed instruments.

Now Supreme  
in its Beauty

A. I. Eoff