

Herd of Charging Buffaloes Almost Wipes Out Smithsonian-Chrysler African Zoological Expedition

Two Hundred Fear-Driven Animals Stampede Into Party of Scientists When Rifle is Fired. Expedition Saved by Miracle

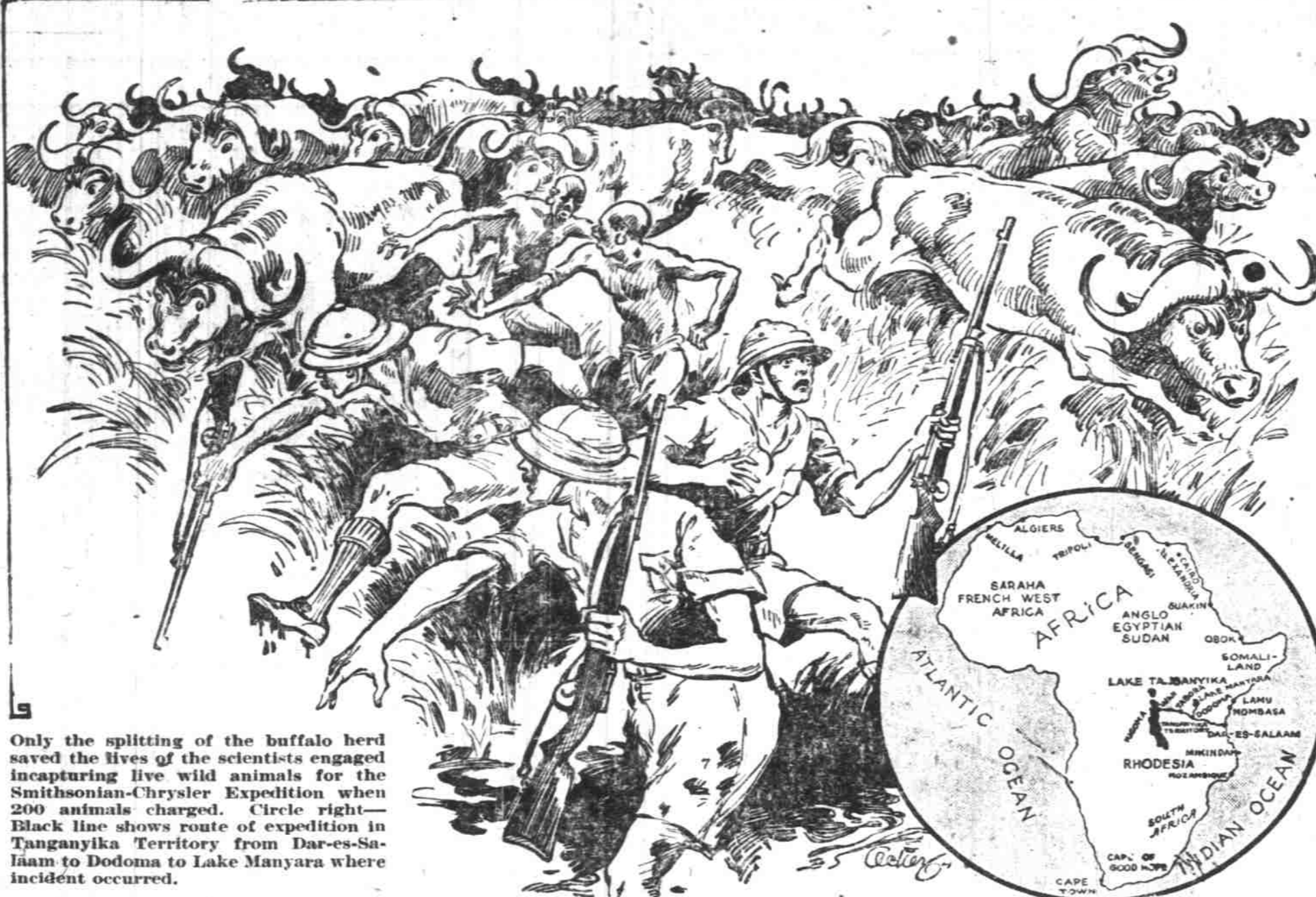
If you ever find yourself hunting dangerous wild animals in Africa or in any other country for that matter, never fire into a herd. That is one of the first rules of tropical big game hunting and almost all of the members of the Smithsonian-Chrysler Expedition, sent to Tanganyika Territory in East Africa by the Smithsonian Institution, to collect live, wild animals for the National Zoological Park, in Washington, know this. But recently one overzealous member of the expedition, under the excitement of the moment, fired into a herd of 200 buffalo and the destruction of the expedition was threatened.

Dr. William M. Mann, director of the National Zoological Park in Washington and head of the expedition, writes to Walter P. Chrysler, sponsor of the expedition, how members of the party were searching for rhinos in the country about Lake Manyara, almost due north of Dodoma, base camp of the expedition, and almost due west from Mombasa on the east coast. Native boys reported a herd of buffalo which soon came into view. One of the members of the expedition wishing to bring one down, fired. There was a splash of mud and some one yelled:

"Look out, they're coming." The animals charged directly toward the hunters. There was nothing for them to do but run, and run they did. There was no trees behind which to take refuge. Instead there was mud, shoes deep. The hunters might have been killed had it not been for the fortunate fact that the herd parted in the middle just before reaching the men. Part went in one direction and part in the other and the hunters were unharmed.

Dr. Mann writes:

"I was glad to see them go and if ever a friend of mine with me fires at a buffalo herd again he will not be a friend of mine any more."



Only the splitting of the buffalo herd saved the lives of the scientists engaged in capturing live wild animals for the Smithsonian-Chrysler Expedition when 200 animals charged. Circle right—Black line shows route of expedition in Tanganyika Territory from Dar-es-Salaam to Dodoma to Lake Manyara where incident occurred.

An expedition like the Smithsonian-Chrysler Expedition which is collecting live, wild animals for the national zoo, must necessarily get as many young animals as possible. Of course, it is practically impossible to capture alive the old ones. Dr. Mann, in writing from Lake Manyara tells how the expedition captured its first animal, a young gnu.

"The lake here extends almost to the foot of the hills," writes Dr. Mann. Several of us crouched in the bush and one crept through the bush back of the herd until we were near them, when we jumped up with the loudest yells possible. The herd scattered; some shot into the bush, some passed us and others turned about and went back along the lake, but

thirty or so took to the water. There was a young one with them and we went after it, running it into a reed bed, where we finally got a rope over its neck. It nearly got one of our boys, but we rigged a carrying case from a gunny sack and two poles and got it into camp.

"It is about six months old, fine and husky and feeding well, and there is a splendid chance of getting it home. It is in a little corral twenty feet from where I now sit, calmly eating grass. It was a beautiful drive, nobody hurt, everybody tired, even the her gnu."

On another occasion Dr. Mann writes: "We broke camp and started back along the lake when we saw

game herds ahead of us. In the middle of the afternoon the herd of wild beast had been enlarged to more than 200 and they were rather tired. We walked steadily along, but they had been in front of us all day running backwards and forwards and doing a lot of prancing about. In the middle of the afternoon they tried to cut past us. We chased them and they became demoralized and got into the water, this time in a deeper place than before. A short gallop there tired out the youngsters. We dashed in close, the herd passed us, there was all sorts of confusion and splashing of water and when it had quieted a bit I saw six groups of our natives, each with a calf, unhurt. One got

away but with the one we had before we now have an even half dozen fine young gnu calves.

"We made hammocks of burlap bags and poles with holes cut in the burlap to put the calves feet through and got them here, where we have just made camp. Now they are tethered to trees and all but the youngest are contentedly munching on grass. To collect a fine little herd of good antelope in an hour without hurting an adult or getting any boys wounded is an event in Africa."

The expedition was just getting to work at the time of Dr. Mann's writing. It is believed that two or three months will be spent in the field before the long journey back to America will be started.

FURTHER CHANGES FOR DODGE AUTOS

New Clutch and Steering Refinements Insure Easier Control of Car

Gear shifting at the slightest touch and smoother, more gentle application of power are credited to an improved clutch which is now used in all Dodge Brothers motor cars. "Of the many advantages which the new design offers, the one which appeals most to the lady driver," says Mr. Bonesteel of the Bonesteel Company, local Dodge Brothers dealer, "is the unusually soft pedal action. It seems remarkable that a mechanism which controls the application of so much power can be operated with so little muscular effort as is now required to push the clutch pedal down."

Despite the unusual smoothness and gentleness with which the clutch takes up its load its hold is positive when engaged. But the feature which appeals most to all drivers is the remarkable ease with which the gears can be shifted. In some cars it is necessary to hold the clutch depressed for a few seconds before shifting the gears into speed to avoid a noisy shift. Everybody who drives the Dodge Brothers car of today is instantly impressed with the ease and silence with which the gears can be shifted while the car is getting under way and with the ease with which they can be shifted down into a lower speed when traffic or road conditions necessitate.

"The friction which occurs in any clutch while it slips as it takes up its load is manifest in heat. The exceptional ability of Dodge Brothers new clutch to dissipate the heat thus produced insures long life of the facings. When, after long service, the specially woven asbestos facings do become slightly worn the method of adjusting is extremely simple. In fact either the owner or the mechanic can make the adjustment as quickly as the tire is changed."

"The new clutch is unusually quiet in operation. There are no parts to rattle or chatter while the clutch is released or during engagement. The ball release bearing is idle except when the pedal is depressed.

"Easy steering has been made easier by the fitting of an improved type of anti-friction bearing above each steering knuckle. To insure against wear each race is completely filled with balls. The entire thrust bearing is enclosed in a metal container to retain lubricant and exclude grit and water. The same oversize knuckle pin is used. This pin is heat treated to develop glass like hardness in the outer shell and toughness and strength in the core—

hardness to resist wear and toughness to resist shock and insure safety.

"The new muffler, which was adopted only after several years of experimenting, is much more effective than the old in silencing the sound of the engine exhaust. The change involved the scrapping of a battery of special welding machines designed and built for the sole purpose of welding together the pressed steel sections of the former muffler and the further expense of making special tools for forming the new unit. This cost and the fact that the shell of the new muffler is of metal 40 per cent heavier than that used in the former is convincing evidence that the purpose of the change is betterment of the product."

"The connections between the universal joint and the propeller shaft and between the two rear axle shafts and the two side gears in the differential have been redesigned giving materially increased strength and greater freedom from wear. The propeller shaft, all the gears in the differential and the axle shafts are, as has always been Dodge Brothers practice of the finest chrome vanadium steel, scientifically heat treated in the finest and most modern electrical heat treatment furnaces. In fact over 465 pounds of chrome vanadium steel are used for making the vital parts of each Dodge Brothers chassis against less than 175 pounds of open hearth carbon steel required for the other chassis forgings."

"Safety and dependability have always been recognized as outstanding characteristics of Dodge Brothers product. Recent vital improvements in the engine have contributed added power and greatly increased smoothness of performance. Now the lighter clutch action, easier, quicker shifting and more responsive steering afford brilliance of performance in traffic instantly appreciated by the driver."

H. L. Stiff Furniture Co., leaders in complete home furnishings, priced to make you the owner; the store that studies your every need and is ready to meet it, absolutely.

STUDEBAKER FIRM PLACES BIG ORDER

(Continued from page 1.) distributor for Studebaker, were in Mr. Hoffman's office during the conversation and greeted Mr. Olier, who was vice president of the corporation before taking over the sale of its cars in Great Britain.

G. W. Day, tires, tubes and accessories; has the Goodyear tires, the standard of the world. Mr. Day can give you more mileage. Corner Com'l and Chemeketa. (*)

Hartman Bros. Jewelry Store. Watches, clocks, rings, pins, diamonds, charms, cut glass, silverware. Standard goods. State at Liberty St. (*)

THREE AMERICAN ARTISTS ON RADIO

Fifth Concert of 1927 Series to Be Broadcast on Friday Evening

NEW YORK. — (Special) — Three youthful and distinguished American artists of opera and concert will be the unusual radio offering of the Victor Talking Machine Company in the fifth concert of its 1927 series, on next Friday evening. They are Marion Talley, soprano, and Lawrence Tibbett, baritone, both of the Metropolitan Opera Company, and Richard Crooks, tenor.

Miss Talley's triumphal entry into opera a year ago is still fresh in the minds of the entire nation. It was just a few days after her sensational debut at the Metropolitan Opera House as Gilda that she was heard for the first time over the air, on a Victor program. Mr. Tibbett, who is one of the outstanding operatic figures in America, makes his radio debut in the coming concert. Mr. Crooks is one of the best known concert artists of today, and his 1925 concert tour of Germany won for him an acclaim seldom accorded a young singer.

Beginning at 9 p. m., Eastern Standard time, the concert will be heard through station of the "blue" network and the Southern division of the National Broadcasting Company, as follows: WJZ, New York; WBZ, Springfield and Boston; KDKA, Pittsburgh; KYU, Chicago; WHA, Louisville, Ky.; WSB, Atlanta; WMC, Memphis, and WSM, Nashville.

Since Miss Talley's first operatic appearance, she has been heard in concert in many of the principal American cities, and her Metropolitan opera career has been a succession of triumphs. In her first concert tour, in the spring and early summer of last year, she gave twenty concerts to overflowing audiences.

Lawrence Tibbett was born in Bakersfield, California, and since he became a member of the Metropolitan Opera company about three years ago he has risen to a place among the foremost operatic baritones. He has a voice of unusual richness and beauty, to which the Prologue, from "Pagliacci," which is included in his radio program, gives full play.

Richard Crooks has been singing in public since he first attracted attention as boy soloist, at the age of nine, in Trinity Episcopal church choir, at Trenton, N. J. At fourteen he went to New York, to sing in the choir of All Saint's church, and a few years later he was being heard in concert by great audiences throughout America and on the continent.

The artists will be assisted by will tell you. (*)

the Victor Salon orchestra, under the direction of Nathaniel Shilkret. The program follows:

- Montmartre Rose (Lyman) Eleanor (Deppen) Victor Salon Orchestra Forgotten (Cowles) In the Wee Little Home I Love (Johnstone-O'Hara) — Richard Crooks. Prologue to "Pagliacci" (Leoncavallo)—Lawrence Tibbett. When I Was Seventeen (Liljebjorn) In the Garden (Miles)—Marion Talley. Wee Bit O'Heart (N. Shilkret) In the Days Gone By, from "Countess Maritza" (Kalman)—Victor Salon Orchestra. A Dream (Cory-Earlott)—Richard Crooks. Oh! That We Two Were Maying (Nevin)—Lawrence Tibbett. Lo! Hear the Gentle Lark (Bishop)—Marion Talley. Barcarolle, from "Tales of Hoffman" (Offenbach) Marion Talley and Lawrence Tibbett.

ERA OF PROSPERITY SEEN FOR INDUSTRY

(Continued from page 1.) taken this week at the Toledo auto show establishes a new retail sales record here, Toledoans signing up for the immediate delivery of 194 Whippets and Willys-Knights the first three days of the show, an increase of 140 per cent over the 1926 auto show sales.

"An Minneapolis this week during the first three days of the Twin City show, retail orders for Willys-Knights and Whippets showed a 40 per cent increase over last year's sales. This is taken as a strong indication that business in the northwest is rapidly returning to normal and that Willys-Overland dealers in that territory have a good year ahead of them."

"At the regional sales conference held in Detroit, Toledo, New York, Atlanta, Philadelphia, Buffalo, Pittsburgh, Milwaukee, Indianapolis, approximately 4,000 dealers expressed the opinion that with the new line of 1927 cars they would be able to do the greatest volume of business in the history of the organization. They have supported this belief with a record volume of orders placed with the factory for immediate shipment."

Factory officials declare that it already has become necessary to increase the car building schedules, here to meet the flood of orders that has poured into the sales department in the last five weeks. They say this unprecedented demand for Willys-Knights and Whippets is due to the engineering features embraced in the new models which has established for the company the position of engineering leadership in the automobile industry.

Bonesteel Motor Co., 454 S. Com'l, has the Dodge automobile for you. All steel body. Lasts a lifetime. Ask Dodge owners. They will tell you. (*)

NEW FALCON-KNIGHT DESIGNS ANNOUNCED

Power Development Indicate Engineers Work for Quick Get-Away

Advance specifications of the new Falcon-Knight, the six-cylinder Knight sleeve-valve motored car, which will be presented to the motor buying public the latter part of March, have just been released by the manufacturers.

In general, they incorporate the features of this type of engine, which have been conspicuous in other Knight motored productions in this country and in Europe.

The construction of the sliding sleeves which take the place of the valves and valve mechanism of the poppet-valve type of motor, is conventional Knight design, and mechanical fits and material specifications are identical with those of Knight motors found in other cars of higher price ranges.

The power development indicates that the engineers have paid especial attention to the present-day demand for great flexibility with quick get-away ability in traffic and with sustained pulling power on heavy grades.

Following the general tendency among quality built motors, the crankshaft in the motor is suspended in seven bearings, all of generous dimensions. Cooling is thermostatically controlled and other items of equipment and design follow equally advanced design.

Complete specifications will not be released until the cars are ready for general distribution, which will be later in March and it is stated by engineers of the Falcon Motors Corporation that they will offer many surprises when they are finally disclosed.

It is known that markedly rapid acceleration and effective braking are features of performance and these have been widely demonstrated to motor car dealers, who have ridden in the sample models which are being shown in Detroit.

Advancements in the construction of the Knight sleeve-valve motor during the past two years have been rapid both in America and in Europe and many records have been established by these power plants for speed, power, economy and long life.

The position of this type of engine in this country has been increased in importance by the addition of an eight-cylinder motor by Stearns-Knight, by important sales records of Willys-Knight models and now by the entry of a Knight motored car in the Falcon-Knight in the lower price range.

development in European motor car engineering.

Panhard-Levassor has added a six-cylinder Knight motor to their line of four and eight-cylinder products and other European builders have shown pronounced activity in the building of the Knight sleeve-valve motor.

It is characteristic of this power plant that it has always been associated with cars of the highest quality and this position in this country is protected by the restrictions placed upon builders by the American Knight Patents Co., who control license rights.

In addition to the mechanical excellence which is claimed for the motor in the new Falcon-Knight, engineers for the company state that springing has come in for marked attention and that the total spring surface together with the methods used in the construction of the spring shackles and the cradling of the body between the springs has resulted in exceptional riding comfort.

Cobbs & Mitchell Co., lumber and building materials for every purpose. Get estimates, look at quality of material, then you will order. 349 S. 12th St. (*)

WHEN You Have a Flat Tire You Need Help!

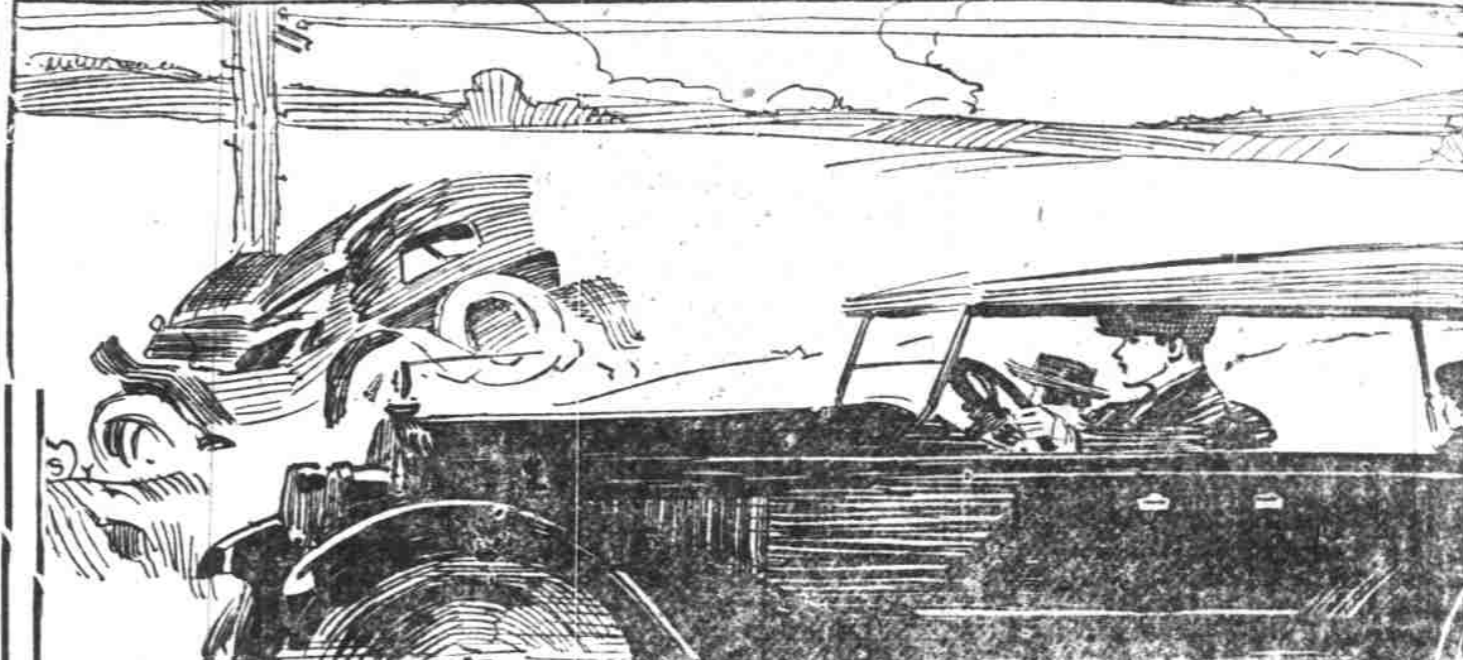
HELP! HELP!

PHONE 471 and ask for our Free Service Car

SEIBERLING
"America's Finest Tire"

Zosel's TIRE SHOP

Walter H. Zosel, Prop.
198 S. Commercial Telephone 471



The Matter of Safety

Your lights, battery and ignition condition has a greater bearing on your safety than any other one thing. Our patrons are protected by expert knowledge, ability and every needed mechanical equipment. If you are not now one of our patrons we invite you to become one and know the satisfaction of perfect auto electrical service at a surprisingly low cost.

Genuine Parts — No Other Kind

E. H. BURRELL
Battery and Electrical Service

238 North High Street Telephone 203

bar none

Star Fours Offer the

- greatest Performance Values
- finest Appearance Values
- huskiest Stamina Values

of ANY cars in their price class, bar none!

PROOF: in publicly-witnessed high gear speed and economy achievements; in owners' statements and records; in public sentiment, rapidly swinging to Star Cars!

The Star Car
FOURS SIXES

PRICES START AT \$550 F.O.B. LANSING, MICH.
Models include Touring, Utility Roadster, Coupe, Coach, Sedan, Sport Roadster

Salem Automobile Co.
N. J. Wooley C. J. Taylor H. E. Shade

In Europe, Daimler has presented a two-cylindered Knight motor, which has been accepted as the outstanding mechanical