

## GENE AUSTIN TALKS CONCERNING MUSIC

Belief Expressed That Lyrics Are Real Thing; Count Most With Public

One of the mysteries of music is the origin of "crooning." Gene Austin, popular Victor recording artist, who is at Bligh's Capitol today, disclaims all credit for having initiated the now quite widely employed style of song-delivery.

"Crooning," so Mr. Austin says, "is a refinement of song-rendering. The singing of blues and ragtime for years has been closely akin to orchestration of jazz, which began as unbridled noise but which was brought up and tamed by Paul Whiteman until it became an exaltation of rhythm. Blues singing, until the advent of crooning, poured exclusively from the wide-open mouths of many Al Jolson and Sophie Tucker, whose long wails of "Ma-a-na-me-a-me-a-me" and the like are characteristic of their mode of delivery. Most modern singers open up and give it all they have."

"On the other hand, crooners rarely grow excited. They sing visually in half tone. Emphasis is by nuance. The dynamic range is shortened. The system really exploits the lyrics as well as the melodies of popular music. This fact is important and is one of the principle reasons for the success of crooners."

This most likeable man, genial Gene as he is called by his host of friends, is a great performer, but an exceedingly modest man as well. His tricks appear to him as just parlor variety, he doesn't concede their greatness.

The fame and fortune they have brought him are still a source of bewilderment.

Continuing on the matter of giving the lyrics their due, Austin says: "The words to popular songs are not generally respected. Anyone who can make 'spoon rhyme' with 'Moon,' and 'live' with 'above' is a qualified lyricist—so many people think. This is rank injustice. There never was a highly successful popular song in which words were not just as important as the tune. The best of the popular songs represent as perfect a wedding of the verbal and the musical as Wagnerian opera."

Nowadays when you see a young fellow reading Blackstone you don't know whether he wants to be a lawyer or a heavyweight fighter.

### EXTRA

Saturday Night

—In Person—

**DOROTHY LEWIS**

FROM RADIO  
**KGW**

and  
**Zane Grey's—Open Range**  
**ELSINORE**

## At the Elsinore Today



Betty Bronson  
in "Open Range"  
A Paramount Picture

"Open Range" the latest of the Paramount-Zane Grey pictureizations, will be shown at the Elsinore today Thursday, and Friday. Betty Bronson, Lane Chandler, and Fred Kohler are featured in a cast that includes Bernard Stetson, Guy Oliver, Al St. John, Jim Corey, George Connors and Flash, the Wonder Horse.

Miss Bronson, making her initial appearance in a Western, appears as the belle of Marco, a tiny frontier town. Chandler, a new cowboy "find" is a happy-go-lucky puncher who makes up his mind to marry the girl who has posed as "Miss Marco" on the silver anniversary poster. However, Fred Kohler, the half-breed villain, has other ideas on the subject and needs to say he does everything in his power to prevent Chandler from accomplishing his purpose.

As is usual, fast riding, sharp shooting, virile romance and gorgeous scenery are said to feature this Zane Grey story.

## BANK BOARD MEETS

PROPOSAL MADE TO REORGANIZE INSTITUTION

A proposal to reorganize the defunct Sheridan State bank or organize a new bank with 137 stockholders, was discussed at a meeting of the state banking board here Wednesday.

The proposal came before the board on an appeal from the decision of the state superintendent of banks who refused to grant a charter for the new bank on economic grounds. The new bank, if approved by the state banking board, would have capital stock of \$25,000 and surplus of \$5000.

The Sheridan State bank was closed in September by order of the state superintendent of banks, and has since been in liquidation. It was estimated at the time the institution was closed that its deposit liabilities aggregated approximately \$130,000.

In case the liquidation continues the savings depositors probably will receive 90 cents on the dollar, while the commercial depositors will receive in excess of 70 cents on the dollar.

Virtually all of the depositors in the defunct Sheridan State bank have expressed themselves in favor of the reorganization program, or the organization of a new institution.

The state superintendent of banks has contended that there is not room for two banks in Sheridan, and that a new institution would operate at a loss.

Discussion of the bank situation at Sheridan will be resumed by the banking board Friday.

## FORD CO. RELEASES CAR SPECIFICATIONS

Long Awaited Model Exceeds Price Class In Appearance, Equipment

After six months of "saying nothing but saving wood," Henry Ford Wednesday announced the specifications of the new Ford car which succeeds his famous Model T. A bare listing of those specifications presents a picture of an automobile that in performance, appearance and mechanical features has heretofore been associated with a considerably higher price class.

Unusual speed and acceleration are among the outstanding features of the new car. It is announced as being able to make 55 to 60 miles an hour, with ease. In recent tests it has made even more without difficulty. What is more important, it is stated that when traveling at such speeds, it holds the road easily, and with comfort to driver and passengers. It is also stated with equal positiveness, however, that it performs in an equally spectacular manner on bad roads. In its design, Mr. Ford has held to his original idea of a car which can meet all conditions and types of roads.

Appreciating the constantly increasing importance of acceleration, the Ford Motor company has given a great deal of study to this feature of the new car. In high gear tests with two passengers in a Tudor sedan it has shown an acceleration of from 5 to 25 miles an hour in 8 1-2 seconds.

The new Ford car also introduces a new type of four wheel brakes. An exclusive Ford development, they are of the mechanical, shoe-expanding type, and are self centering. The brake pedal and the hand brake each operates all four brakes. It is stated that this is the most reliable and simplest type of four-wheel brake, and also the easiest to adjust, all adjustments being made from the outside without removing any parts.

An engine that is practically vibrationless develops 40 horsepower at 2200 revolutions per minute. This low revolution speed in ratio to the high horsepower is illustrative of the unusual efficiency of the engine. Also, it means longer life, the lower engine speed insuring less wear on engine parts.

The low revolution speed is also a substantial factor in lessening vibration.

The bore is 3.7-8 inches, stroke 4 1-4 inches. The unusually large crankshaft, which is both statically and dynamically balanced, weighs 28 pounds. This balancing,

combined with the lightness of aluminum alloy pistons, further combine to reduce vibration and increase riding and driving comfort and safety.

In addition to freedom from vibration, it is announced that the car is unusually quiet, a great deal of attention having been paid to this feature by the Ford engineers. In the engine, the timing gears are made of bakelized fabric, which is much quieter than metal. The cam on the camshaft have been so designed as to prevent valve clacking.

The coachwork of the car is as distinctive as its performance. There is a noticeable European touch in line and contour. It is not only designed for exterior beauty, but has as well the interior roominess, convenience and luxurious appointments to be found in much higher priced automobiles.

On an instrument board of satin finished nickel are mounted the speedometer, gasoline gauge, ammeter and ignition lock, with a dash light in the center. The new military-type sun visor, with crown roof and round corners, are features of the closed models. Nickel radiator shell and headlamps further accentuate the exterior attractiveness, while choices of four colors in pyroxylon finish are offered.

Simplicity in design has also been carried to the ignition. There is only one coil, in a waterproof case. There are no vibrators to adjust, and no exposed cables to work loose or short circuit from water. The distributor is located in a readily accessible position on top of the engine.

Centrifugal water pump, large radiator and airplane propeller-type fan provide a cooling system which makes the car very difficult to overheat, except from abuse, such as running without enough oil, or dry radiator.

From 20 to 30 miles to a gallon of gasoline, depending upon driving speed, is the gasoline consumption announced. Feed to carburetor is by gravity.

The oiling system, also a distinctive Ford design, is a combination of pump, splash and gravity feed. The new transmission is of the selective sliding gear type, with standard shift, three speeds forward and one reverse. The main shaft runs on ball bearings, a power-saving design unusual on and the reverse idler on bronze bearings, a power-saving design unusual on light cars. Shifting of gears is noiselessly and easily accomplished, at the pressure of a finger.

Multiple dry-disc clutch, rear axle of three-quarter floating type housed in electrically welded steel, and spiral bevel drive are interesting features. The axle shafts carry none of the weight of the car, the wheels running on roller bearings on the housing. Newly developed springs of the transverse semi-elliptic type and hydraulic shock-absorbers prevent

excessive up-and-down movement and remove side sway.

Irreversible steering gear, which prevents shocks from being transmitted back to the hands of the driver, makes handling exceptionally easy. Maximum steering safety is further provided by a gear housing of welded steel forgings, and a steel tube steering column welded into the housing, making a sturdy and exceptionally safe one-piece unit.

Ford-designed steel spoke wheels, completely welded into a one-piece assembly, are provided. There are six models of the new car. They are the phaeton, roadster, sport coupe, coupe, Tudor sedan and Fordor sedan.

The local dealers, the Valley Motor company are preparing for a public reception Friday, when in addition to one car, models of the new line will be shown in photographs and charts.

## LICENSE DEMANDED

The Northwest National Fire Insurance company has launched an action in the courts to compel Clara A. Lee, state insurance commissioner, to issue an agent's license to Carl Herbering of Portland.

The license was refused by the state insurance commissioner on the grounds that two of the company's agents in Portland already have received licenses. The insurance commissioner held that issuance of the third license would require payment of a fee in the amount of \$500.

The insurance company is attacking the constitutionality of the statute regulating the issuance of licenses to insurance agents. Attorneys for the company contend that the law is invalid.

## PLAY WELL NAMED

"WE'VE GOT TO HAVE MONEY" ALL OF US

Edward Laska, the playwright, hit upon a whale of a title when he named the great Broadway comedy success "We've Got to Have Money," for a great many people who are of a similar state of mind will journey to the high school auditorium next Friday to see this universal fact dramatized.

The play deals with a young chap who, sent to college against his will, exchanges names and position with a struggling hotel clerk who promises, for the sake of the education he receives free, to turn over to his chum his degree and diploma so that the latter may fulfill the stipulations of a family inheritance.

How the trick is discovered; how the young rascal loses his fortune and goes forth, armed with the sole asset of a bright idea; how the idea blossoms forth into reality, is the essence of this quick moving and screamingly funny plot.

George Beecher, one of the prominent Snikph players, will have the lead in the production, playing opposite Maxine Myers, as Olga Wolcott.

## WRITERS ORGANIZE

WILLAMETTE COFFEE HOUSE CLOSES CHARTER

The Willamette Coffee House, a continuation of the Willamette Writer's club of a few years ago, has called in its outstanding obligations and is now a closed corporation with membership and attendance subject to invitation only. It was announced yesterday. The club will present a special program at the university chapel exercises next Wednesday.

Officers of the organization are: Paul G. Trueblood, president; Dorothy G. Ellis, vice-president; and Wesley D. Gordon, associate president.

The present membership includes Mrs. Claudius Thayer, sponsor and honorary member; Dr. H. C. Kohler, faculty member;

and Elizabeth Hyde, Kenneth D. McCormick, Margaret Arnold, Donald Middleton, Lester Smith, Oliver Doak, Wendell Keck, Lena Belle Sanders, Bunava Culbertson, Mary McKee, Dorothy Ferrier, Alice Taylor, Eugenia Savage, Dorothy Fisher, Ruth M. Hall, Genevieve Junk, and Virginia Mero Crites.

Fourteen communists have been expelled by their party in Russia. We trust they deserve the compliment.—Dallas News.

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SALEM

See the nearest Ford dealer for pictures and full details of the new car. See the car itself tomorrow at the show place listed above

TODAY  
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SATURDAY  
SEE!

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