

POSED TUNNEL WILL BRING OCEANS NEARER

Work on Moffat Project Starts in August

CUT RAIL DISTANCE

Engineering Project Great Difficulty and Is of National Importance

The Moffat tunnel, which will connect the Atlantic and Pacific oceans, is expected to begin work in August. The first shovel-dig will be turned on August 1st. The tunnel is being advertised, and the bonds are being offered for the western cities shown.

A total of 58,766 births are recorded in 1922 for thirty-two cities in Washington, Oregon, Montana and California, with a total of 39,568 deaths. The number of infants dying under the age of one year in these cities is placed at 3,657 for the year. A summary for the western cities shown:

City	Births 1922	Deaths 1922
Aberdeen, Wn.	362	159
Astoria, Ore.	312	164
Bakersfield, Cal.	618	343
Bellingham, Wn.	598	282
Berkeley, Cal.	549	243
Butte, Mont.	670	349
Eugene, Ore.	297	218
Eureka, Cal.	337	247
Everett, Wn.	423	299
Fresno, Cal.	1,443	630
Helena, Mont.	301	179
Honolulu, Wn.	223	110
Long Beach, Cal.	1,262	936
Los Angeles, Cal.	13,928	9,568
Missoula, Mont.	461	244
Oakland, Cal.	4,026	2,628
Pasadena, Cal.	948	757
Portland, Ore.	5,185	3,184
Riverside, Cal.	475	355
Sacramento, Cal.	1,816	1,121
San Bernardino, Cal.	615	466
San Diego, Cal.	1,914	1,374
San Francisco, Cal.	8,664	7,463
San Jose, Cal.	669	514
Santa Barbara, Cal.	468	252
Seattle, Wn.	5,264	3,045
Spokane, Wn.	2,466	1,411
Stockton, Cal.	922	634
Tacoma, Wn.	1,968	1,072
Tacoma, Wn.	231	152
Yakima, Wn.	279	152
Totals	58,766	39,568

Los Angeles led the western cities in the number of births in 1922, having a rate of 32.9 per 1,000 population. The southern city also led in the number of deaths in the west, having a rate of 15.2 per 1,000 population. Infant mortality was greatest in Los Angeles, the total being 10.5, and the rate being placed by the government bureau at 73 per 1,000 births.

San Francisco's birth rate was 16.4 per 1,000 inhabitants, while its death rate was 14.1. The infant mortality rate was 54 per 1,000 births. Seattle's birth rate was 16.3; death rate, 9.6, and infant mortality rate, 50 per 1,000 inhabitants. Portland's birth rate was 19.3; death rate, 11.8, and infant mortality rate 56. Oakland's birth rate was 17.3; death rate, 11.3, and infant mortality 64 per thousand births.

DEATH WINNING OUT IN RACE WITH STORK

LOWER BIRTH RATE, HIGHER DEATH RATE IN 1922

Los Angeles Led Western Cities in Number of Births During Year 1922

(Correspondence of the Associated Press) WASHINGTON, D.C., July 21.—A lower birth rate and a higher death rate form a terse summary of the 1922 vital statistics compiled for twenty-five states by the Bureau of Census, Department of Commerce, here. The infant mortality rate for 1922, classing deaths of babies under one year old, remains about the same, the bureau reports.

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Deaths of Infants Under One Year

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HARDING FINDS ALASKAN RAILWAY WELL EQUIPPED

Has 39 Locomotives and 34 Passenger Cars

ALSO 2 RIVER STEAMERS

Moore Creek Spur May Create a Contribution of \$10,000 Month Pay Roll at Anchorage

(Correspondence of the Associated Press) ANCHORAGE, Alaska, July 19.—When President Harding reached Alaska and took stock of the Alaska railroad he found it well equipped with thirty-nine locomotives, 34 passenger cars—coach, mail and baggage, diners, observation, dining, business, sleeping, compartment observation, etc., 297 freight cars—box, flat, gondola, stock, refrigerator, ballast and dump; 22 launches, tugs, barges, lighters and other marine equipment, including two river steamers now operating over a thousand miles of interior waterways; 22 pieces of miscellaneous equipment, such as steam shovels, ditchers, pile drivers, locomotive cranes, etc.

The last available report shows the following employees: Six administrative, 171 transportation, 556 maintenance of line, 346 construction, 283 mechanical, 41 accounting and disbursing, 139 supply, 84 mining, 21 hospital, 19 purchasing, 65 miscellaneous. Total, 1722.

Due to the construction of the spur into the Moore creek bituminous fields the construction item is increased to approximately 583, while the item for miners employed is reduced to a crew of maintenance-of-way men through the cessation by the government of mining for railroad fuel, being relieved by the output of private mines.

The Moore creek spur is expected to create a local contribution of \$10,000 per month in pay roll and supplies, with promises of other increases when coal prospects in course of development begin adding their quota to the sum total of railroad and domestic demands.

Coal Ladders Sought

In line with the plan for marketing coal on the Pacific coast of the United States and the coast of Alaska, agents of the Alaska Bituminous Coal company are now in the states seeking the purchase of one or more coal ladders, one to be used in supplying the coastwise trade of Alaska and the other to transport coal to the States.

Owing to pressing demand for equipment to handle the regular traffic of the railroad, the Moore Creek spur will be a narrow gauge, temporarily, the equipment of the Tanana valley road being transferred to Moore creek, where the spur will be reoperated by a company formed for the purpose.

It has been discovered that Panama flat cars may be converted into box cars and refrigerator cars cheaper in Alaska than finished cars can be shipped in and added facilities for manufacturing equipment have been supplied the mechanical department which is steadily turning out freight equipment. A severe test was given the mechanical department just prior to the arrival of the congressional party. The 80-foot combination drawing room and observation car Kenal suffered a smashed roof and was out of commission. There was not a regular diner capable of accommodating the party of 90. Within 48 hours a coach was converted into a regulation diner and the Kenal was turned out of the shops ready for operation.

OLD TYPE OF FRENCH PEASANT PASSING AWAY

MOVIES IN FARMING AREAS TEACH NEW METHODS

Departure Teaches People of Cities That the Peasant Is Changing His Ways

(Correspondence of the Associated Press) PARIS, July 14.—Movies in farming centers to teach the French peasants new methods of cultivation have made the people of the cities realize with something of a shock that the peasant is changing his ways.

The policy of keeping land holdings small has made the French a nation of proprietors, so far as such a condition can exist. The French inheritance laws tend toward the equal treatment of children in wills, so that in most cases the farms are actually divided into small tracts rather than sold and the proceeds distributed.

This love of the land, and a secretiveness born of living to himself is said by sociologists to be changing. The farmer of today looks upon his land as an instrument of fortune building. He

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GERMAN MARKS POURING FORTH IN GREAT HEAPS

PRINTING PLANTS DISGORGING SHILL PLASTERS

No Note Under Value of 1000 Marks Is Worth Paper It Is Printed Up-on

(By The Associated Press) BERLIN, July 20.—Forty-one German printing plants, working day and night, disgorged 17,542,319, 152 marks worth of fresh paper money every hour during the first week in July, according to figures available today. The total paper currency circulation on July 7 was 29,241,728,966,000 marks, an increase of 2,950,721,616,000 over June 30. The aluminum coinage in circulation advanced in the same period from one billion marks to 20,209,909,000.

The printers are working in three shifts every day in the week. It is unofficially stated that no note under the value of 1000 marks will be printed in the future, as it costs more than the note itself actually is worth to print any of the smaller denominations. A 500 mark note is worth no more than the paper used.

A curio collector is said to be

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FRISCO'S MEMORIAL TO YANKS SOON COMPLETED

Monument Will Be Dedicated When Legion Meets

HONORS BOYS OF STATE

Memorial Located on the Crest of Lincoln Park Overlooking the Golden Gate

(Correspondence of the Associated Press) SAN FRANCISCO, July 19.—The California Palace of the Legion of Honor, now being constructed at a cost of \$1,000,000 on the crest of Lincoln Park overlooking the Golden Gate, will be formally dedicated in memory of the 3369 California boys who made the supreme sacrifice on the battlefields of France in the World War during the national convention of the American Legion here, October 15-19, according to an announcement by Adolph Spreckels, donor of the memorial.

Exhibition of the works of art do-

(Continued on Page 4, Col. 5)

HEIRS OF ABDUL HAMID TO FIGHT FOR FORTUNE

AMERICAN LAWYERS SOON TO BEGIN LEGAL BATTLE

Oil Properties and Real Estate in Territories Detached from Turkey Worth \$500,000,000

(Correspondence of The Associated Press) CONSTANTINOPLE, July 17.—American lawyers may soon begin a legal battle to establish the right of the heirs of the late Sultan Abdul Hamid to oil properties and real estate in the territories now detached from Turkey, estimated to be worth \$500,000,000. The heirs of the former sultan include four princes and four princesses, and they are headed by Prince Mehmed Selim Effendi, presumptive successor to the caliphate.

The heirs are seeking satisfaction at Lausanne, and if this endeavor fails they will instruct their American attorneys to begin legal proceedings. They say that the Lausanne conference seems inclined to give a decision which would class the properties in question as belonging to the Turkish crown. This, they aver, is wrong, declaring that according to law the properties should pass in

(Continued on Page 2, Col. 5)

EXPERT ADVISES HOW TO ACT IN THUNDERSTORM

McAdie Says to Avoid All of Those Vertical Flashes

DO NOT REMAIN IN OPEN

Professor Gives Ten Good Rules for People to Observe for Self Protection

(Correspondence of The Associated Press) MILTON, Mass., July 16.—Get under cover if possible when a thunder storm threatens. If this is not practicable, lie down. That is the advice which Alexander G. McAdie, director of the Blue Hill observatory in this town and professor of meteorology at Harvard university, gives in an explanation of the action of lightning prepared for the Associated Press. He gives what he describes as "ten good rules" to help people take care of themselves.

"In a battle," says Professor

(Continued on page 2, column 4)

INTEGRITY

STUDEBAKER

SERVICE

Announcement

THE STUDEBAKER CORPORATION OF AMERICA is pleased to announce to its customers, friends, and the public generally, its complete line of new

1924 Model Studebaker Cars

Avoiding the superlatives frequently used in automobile advertisements, the Corporation desires to faithfully state the facts concerning these cars and the reasons why the public should buy them.

THE CARS

In design, quality of materials, standard of workmanship, durability, refinements, performance, freedom from repairs, and price, the Studebaker 1924 Model Cars are distinctly the greatest intrinsic values the Corporation has ever offered.

Every improvement the safety and practicability of which have been verified by engineering tests is embodied in these new cars.

The Big-Six

THE BIG-SIX LINE comprises four models, mounted on the standard 126-inch chassis with 60 H. P. 3 1/2 x 5 inch motor:

7-passenger Touring Car - \$1750 5-passenger Coupe - \$2550

5-passenger Speedster - \$1835 7-passenger Sedan - \$2750

all prices f. o. b. factory

Refinements and a few minor mechanical changes have been made in the Big-Six, which has established an enviable record for five years. Our large production accounts for its low price. It is a car of the highest grade, comparable to the best.

The Special-Six

THE SPECIAL-SIX LINE comprises four models mounted on the standard 119-inch chassis with 50 H.P. 3 1/2 x 5 inch motor:

2-passenger Roadster - \$1325 5-passenger Coupe - \$1975

5-passenger Touring Car - \$1350 5-passenger Sedan - \$2050

all prices f. o. b. factory

Radiator, hood, cowl, and body changes have been made in the Special-Six, with minor mechanical changes and refinements in the chassis. The Special-Six has for five successive years added luster to the name STUDEBAKER. It is one of the most satisfactory and finest cars on the market. It is as good in every respect as the Big-Six, except that it is smaller, and costs less to produce, and therefore sells for less.

The Light-Six

THE LIGHT-SIX LINE comprises four models, mounted on the standard 112-inch chassis with 40 H.P. 3 1/2 x 4 1/2 inch motor:

3-passenger Roadster - \$975 2-pass. Coupe-Roadster - \$1225

5-passenger Touring Car - \$995 5-passenger Sedan - \$1550

all prices f. o. b. factory

No body or mechanical changes except refinements have been made in the Light-Six. Over 130,000 Light-Sixes have been produced in the new, modern \$30,000,000 Studebaker plant at South Bend, Indiana, under most economical and

almost ideal manufacturing conditions. In our judgment, it stands out as the greatest value and the closest approach to mechanical perfection in moderate priced cars yet produced.

THE REASONS WHY

With \$90,000,000 of actual net assets and \$45,000,000 invested in plants, Studebaker has ample physical facilities to manufacture most economically.

Studebaker's organization of manufacturing executives, engineers, metallurgists, chemists, inspectors, and skilled mechanics is second to none in the industry. The design of Studebaker cars and the workmanship upon them conform to the highest principles of engineering standards and mechanical practice known to the industry.

Best of Materials Used

Studebaker cars contain the finest known grades of iron, steel, aluminum, tires, electrical equipment, glass, bearings, etc. No better materials for automobile manufacture exist. Sheet aluminum has but one-third the tensile strength of sheet steel, and consequently, Studebaker uses sheet steel for its bodies.

By the manufacture of drop forgings, castings, stampings and the machining, assembling and finishing of motors, axles, frames, transmissions, bodies, tops, etc., and the consequent elimination of middlemen's profits, coupled with lower overhead factory costs per car arising from quantity production and low commercial expenses, Studebaker's costs are kept at an economically low point possible of attainment only by manufacturers with vast physical and financial resources.

Bodies Unexcelled

The bodies of Studebaker cars are not excelled in quality of materials and craftsmanship, by any cars on the market. The Coupe and Sedan closed bodies are magnificent examples of the coach builder's art.

Merit Wins

The sales of Studebaker cars for the past six years have shown each and every year a progressive increase. 81,880 cars were sold in the first six months of 1923 as against 60,053 for the same period last year. Only products of merit can make such growth.

The Studebaker Corporation of America

A. R. Erskine, President

SWEET-DRAIN AUTO COMPANY

1030-42 Oak St.

Phone 440

THIS IS A STUDEBAKER YEAR

POWER COMFORT