

**OREGON NEWS ITEMS OF SPECIAL INTEREST**

**Brief of Resume of Happenings the Week Collected for Our Readers.**

Albany and Corvallis joined in dedicating the new Albany bridge.

Registration at the University of Oregon passed the 3000 mark Saturday.

Klamath Falls' annual rodeo celebration July 4 will be abandoned this year.

Two automobiles negotiated Santiam pass Friday. Last year the first trip over the pass was June 4.

Eugene's first annual trade exposition and food products show will be held in the armory May 13, 14 and 15.

Mrs. May Dealy, 32, of Prineville, was killed in an automobile accident on the Ochoco highway 13 miles east of Prineville.

Collins flour mills of Pendleton are again on a 24-hour running basis and 1000 barrels of flour every 24 hours is being produced.

Lane county health authorities are investigating the report that two Mexican laborers on the Natron cut-off had died of typhus fever.

Ten acres have been stripped of grain on the Carr ranch near Malin, owned by W. C. Dalton, and more are threatened by grasshoppers.

The Lebanon Commercial club, sponsoring the annual strawberry festival for Lebanon, has changed the date for the fair to May 14 and 15.

Large yields of honey are expected this year by Umatilla county beekeepers. They report the bees to be working a month in advance of normal seasons.

The Dalles-California highway from The Dalles to Alturas, Cal., will be completed by September, according to C. C. Seeley of Klamath Falls, state highway engineer.

About 40 acres of foothill land in the reservation district near Pendleton will be rented this year by the Eastern Oregon state hospital and late potatoes planted.

H. E. Plummer, Portland building inspector, was elected president of the Building Officials of America at the 12th annual meeting of the organization at Columbus, Ohio.

Approximately 15,000,000 feet of felled timber is believed to have been burned by a fire in the timber holdings of the Flora Logging company, 15 miles west of Carlton.

Henry Crawford, field operative for a Salem bank, accepted the appointment as a member of the Oregon state fair board to succeed Wayne Stuart of Albany, who has resigned.

Steps toward the organization of a central Oregon co-operative poultry produce marketing association were taken at Tumalo when an organization committee of nine was approved.

W. H. Saxton, Portland, was elected president of the Oregon State Retail Jewelers' association at the three-day interstate session of the Oregon and Washington associations at Longview.

Plans for a new wing on the Salem hospital to cost approximately \$60,000 were ordered prepared by directors of the institution. The proposed improvement would double the capacity of the plant.

Sowing of spring grain is farther along than usual in Oregon, but the crop is beginning to need rain badly. Moisture is also required by the fall sown cereals as well as by berries and truck crops.

That the northwest's fruit crop this year will equal if not exceed the record-breaking crop of 1923 was the prediction of M. R. Whitehead of Portland, superintendent of the Pacific Fruit Express company.

T. A. Livesley reported at Salem the purchase of 200 bales of 1925 hops from Lake Brook ranch for London buyers at 27 cents per pound. A number of other sales were reported ranging from 21 to 27 cents.

The Southern Pacific company had net operating revenue in the state of Oregon of \$2,565,669.14 during the year 1925, according to the annual report of the corporation filed in the offices of the public service commission at Salem.

Another section of the Lakeview-Klamath Falls highway is to be placed under construction this year. The state highway commission has ordered for advertising at the May meeting a section east of Beatty and extending toward Bly.

The planing mill of Snellstrom Brothers at Vaughan station, on the Coos Bay line of the Southern Pacific, 25 miles west of Eugene, eight Southern Pacific freight cars and a large amount of lumber were destroyed by fire. The Southern Pacific company estimated its loss at \$32,000 and the lumber company's loss was estimated at \$15,000.

**WAVE OF PROSPERITY SWEEPS COAST REGION**

Each month of the year 1926 has proven a record-breaker for Chevrolet in the production and sales volume with no sign of a let-up after four months of business that has taxed the seven big assembling plants of the company throughout the country in an effort to keep up with demand, an effort that has been only partially successful.

An open winter started the Pacific Northwest off with a bang soon after the opening of the year and Chevrolet dealers throughout that district are still clamoring for more cars and trucks, most of them having sold well over their quota and in some cases reaching an increase over last year. A volume year with more than 50,000 sold on the Pacific coast—of fifty or one hundred per cent.

Heavy rains in the territory centering in Los Angeles which ran well over the normal rainfall for the season have insured bumper crops of almost everything grown in the district. This has brought

buying to a high figure and Chevrolet is at present experiencing an acute shortage of cars throughout the Southern California and Arizona territory.

The big plant at Oakland has been shipping trainload after trainload out to dealers in an effort to supply the demand, notably three full trainloads to Spokane, another to Seattle and still another of 39 carloads to Tacoma, while increasingly large shipments are being made daily into the Southern California district. Northern California and Nevada dealers are also beginning to clamor for more cars and factory officials are predicting a shortage of cars during the next three months, due to the arrangement of a manufacturing schedule largely based upon the 1925 demands, which did not, of course, anticipate the tremendous volume which has come to Chevrolet success and the fact that the 1926 Chevrolet has been refined and greatly improved.

In connection with this tremendous volume for Chevrolet, officials of the company point out the fact that 1519 new direct and associate

dealers have been added to the national selling organizations during the past seven months, and Chevrolet now has almost 7,500 dealers in the United States, an increase of more than 27 per cent.

**HANEY OPENS HEADQUARTERS MAY 1; LANGLEY IN CHARGE**

Bert E. Haney opened campaign headquarters in room 1019 Board of Trade building on Saturday, May 1, from which his campaign for the Democratic senatorial nomination will be conducted.

Lotus L. Langley will be in active charge of the headquarters office and have direction of the work carried on from there. Langley is well known in Democratic political circles having been active in past campaigns. He is a prominent member of the Multnomah county bar and well-known in the legal profession over the state.

With the opening of his headquarters, Haney plans the inauguration of an active campaign to continue until the primary election of May 21.

**HIGH SCHOOL BARS SHORT SKIRTS, HOSE OF CHIFFON**

Los Angeles, May 1.—(UP)—Short dresses and transparent hose will be taboo for the girl graduates of Los Angeles high schools this year.

Principals of local high schools have decreed that each girl graduate must wear a modest frock of arbitrary length. The texture of her hose will also be restricted.

The frocks must not be more than 16 inches from the floor and there cannot be more than four inches of chest exposure below the neckline. Hose may be of silk, but chiffon will be forbidden.

Each girl will be limited to an expenditure of \$50 for all graduation expenses, including clothes.

**GERMANS BACK STRIKERS**

Berlin, May 2.—The leaders of the Socialist and communist parties are urging the German miners to do their utmost to help their British colleagues by preventing direct transport of Ruhr coal to Great

Britain. They are also negotiating with the Dutch labor unions to prevent transport of Ruhr coal through Holland.

At a May day meeting outside the ex-emperor's castle, which was attended by many thousands, solidarity with the British miners in their fight against capitalism was the slogan of the speakers.—Oregonian.

It may be questioned if it were an altogether wise provision of our fundamental law which forbids religious teaching in our public schools. Those who framed the Constitution of the United States recognized a Supreme Being, and then made it impossible to teach the young of the nation the principles of the Bible in the place where their first tuition begins.

Say you saw it in the News.

**The BULL'S EYE**

Editor and General Manager WILL ROGERS



**Congress No. 2**

Statistics have proven that only one-half of one per cent of the speeches made in Congress are listened to. A great many Congressmen speak IN, but not TO, Congress. But every speech is published in the record. They send the records back home to show "What they told 'em up there in Washington." Now the people back home think Congress heard their "Lem" 'll 'em this.

Now, here is my scheme to stop speech making. A Bill reading as follows: "Congressional Record must not only contain speech, but must not only contain speech, but number of members, and names who listened to speech, and why." For instance: "Congressman Post Hole arose to a point of information and spoke at length on, 'Is Locarno a town, or is it a Treaty?' Length of speech, without waiting for applause, four hours, thirty-six minutes; attendance, Gout (Rep. N. Y.); 'Unable to get out.' Sixty-fourty (Dem. N. J.); 'Case of reciprocity, he listened to mine.' Lowbrow (Rep. Mass.): 'I was asleep, even the good speakers haven't woke me up.'"

Now I claim that will stop some speech making. The minute it gets back home that "Lemmie" is talking to himself up there, "Lemmie" will stop talking.


You know why they won't listen to anybody up there? They have gone out to smoke, that's why, and you know why they've gone out to smoke? Why, "Bull" Durham, of course. IT'S BETTER THAN ANY SPEECH EVER MADE.

Will Rogers  
P.S. There will be another piece in this paper soon. Look for it.

66 YEARS OF PUBLIC SERVICE  
**2 BAGS for 15¢**  
make 100 cigarettes  
The WORLD'S BEST CIGARETTE



**"BULL" DURHAM**  
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The American Tobacco Co.  
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for Economical Transportation

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Touring or Roadster \$ **510**

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(Chassis Only)

1 Ton Truck \$ **550**  
(Chassis Only)

All prices f.o.b. Flint, Michigan

In Chevrolet you get more for your money than in any other car built. You get every essential improvement developed by automotive engineers during the last twelve years of progress.

You get the greater flexibility of Chevrolet's 3-speed transmission—the greater power and smoothness of Chevrolet's valve-in-head motor—the easier, safer handling of Chevrolet's semi-reversible steering gear—the greater comfort of semi-elliptic springs.

Buy no other low-priced car until you have compared it with Chevrolet. Check point for point—feature for feature. Know what you are actually getting for the price you pay. Let us give you a demonstration.

**so Smooth—so Powerful**

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**QUALITY AT LOW COST**