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TUESDAY, SEPTEMBER 23, 1924

OREGON WEATHER

Pacific Coast States: Fair
and normal temperature in Cal-
ifornia; Considerable cloudi-
ness and occasional rain with
temperature below normal in
Washington and Oregon. The
fire weather hazard will re-
main high in California and
relatively low in the north Pa-
cific States.

Unsettled. Probably rain to-
night and Wednesday with
moderate temperature.

Temperature today, 72

HERE AND THERE

A dust storm, so thick that it
looked as if the fog were sweeping
in, was seen in eastern Oregon last
week by the visitors at the Pendle-
ton Round-up. The wind swept in
with the gray dust and sand which
went through everything and at times
became so thick it was almost im-
possible to see through. Then it
rained and each drop of water be-
came a small amount of mud. After
a visit in a place like that we are
more than willing to leave the sign
"It's the Climate" out all winter,
where visitors can see it.

Boys from the calf and pig clubs
of Josephine county have taken
third place in the judging contests
at the state fair at Salem. The boys
came within striking distance of
second place, showing the help
of the training they have received.
These boys will be the successful
livestock breeders of Josephine
county in a few years.

It certainly looks good to see that
the paving of Orchard avenue is
under way. The paving has been
badly needed and will be a big im-
provement in the matter of city
streets.

It's a safe bet that there will be
lots of fathers who will be extra at-
tentive tomorrow when small son
asks to go to the circus. And they
will just have to take them.

A war memorial tower at Lough-
borough, England, will house a
chime of 50 bells, the largest one
weighing four tons.

GERMANY WILL ATTEMPT
SOON TO GET IN LEAGUE

Berlin, Sept. 24.—(A.P.)—
Germany will soon make an ef-
fort to enter the League of Na-
tions on an equal footing with
the great powers. It was official-
ly announced today after a
cabinet meeting.

DAILY
NEWS LETTER

Gossip of Staff Correspondents
at World Centers of
Population

Boston, Sept. 23.—(I. N. S.)—It
she had nothing else on which to
pin her claims to maritime glory and
leadership, and such is not the case,
New England could point without
danger of contradiction to the giant
aeroplane carrier Lexington, now un-
der construction in the Fore River
shipyard at Quincy. Engineers say
that when she slides down the ways,
the product of nearly five years' in-
cessant labor, she will represent the
greatest mass of iron and steel ever
moved by human agency. Her main
deck will be so long that Charlie
Paddock, hundred yard dash cham-
pion, could not cover it in his re-
cord time of 9.8 seconds.

The huge vessel will be electrical-
ly driven by power generated by
steam turbines. The electric motors
that will turn her four propellers
are said to be the largest in the
world. They are so situated and
protected, experts say, as to make
it almost impossible to completely
cripple the big ship by a submarine
or surface attack. The fuel oil tanks
form an important part of her pro-
tective armament. Several sections
of the tanks would have to be shat-
tered before vital machinery could
be reached by a torpedo. Only
through several explosive missiles or
torpedoes striking the same spot
could the ship be dangerously in-
jured, it is said.

In battle muster the Lexington
would become a titanic bourners' nest.
Great elevators have been designed
to carry the pride of America's winged
fleet from their coasts in the in-
terior of the ship to the deck, from
which they would buzz into action
like as many wasps when a stick is
poked through their papyrus strong-
hold. To minimize above-deck ob-
structions to taking off and landing,
smokestacks, aerials and the like
have all been placed on the port side
of the ship.

But the march of progress repre-
sented by the Lexington has not van-
ished the glamor and romance sur-
rounding sailing ships in the hearts
of many of the "old timers" employ-
ed in the yard. They still speak of
the Thomas W. Lawson, a seven-
masted schooner, built there early
in the century and lost in the Eng-
lish channel with all hands when a
cargo of barrelled oil shifted and
turned her over.

A splendid memorial to a type of
New England shipping that is per-
haps vanishing is the six-masted
schooner Edward J. Lawrence, of
Portland, Me., said to be the last
of her rig now on the seven seas.
She was launched in 1908, one of
seven six-masters built in the yard
of Percy & Small at Bath, Me. The
Wyoming, the last of her sisters,
vanished below Nantucket in the
storm of last March, with all hands.
Two others, the Ida Lawrence and
the Edwin B. Winslow, fell prey to
German submarines.

The late master of the Edward J.
Lawrence, Captain William R. Kre-
ger, was a splendid example of New
England navigator. His seafaring
career began at the age of 13, when
he left home as a cabin boy. Of
his 56 years at sea, 48 were spent
as the master of a vessel. He had
the enviable record of having never
lost a vessel and of having caused
more tonnage to be launched in Bath
yards than any other sea captain.

There are many factors which
shipping men claim contribute to the
decline of New England shipping,
and therefore to the country's sea
power. Foreign combines, rate wars
and boycotts are serious ones, they
charge. Revolutionary history shows
that unjust English trade rules and
taxes resulted in the birth of the
country's sea power that later pre-
served the independence of the

United States. So long as the coun-
try's business are willing to favor
foreign ships, whose crews have not
the advantages of American stand-
ards and who are not paid as well
as American sailors, there can be
no hope of the United States regain-
ing her maritime leadership, ship
owners say. Petroleum practically
ended the whaling industry at a
time when the little town of New
Bedford had become one of the
world's best known ports and the
American flag flew on every cor-
ner of the globe. Fishing is left
as the only important home indus-
try requiring ships in large num-
bers and enough vessels are so en-
gaged to meet consumption. No
fresh fish from New England and
northern waters worth mentioning
is shipped west of New York. Efforts
are being made to interest the
country, as far west as Chicago, at
least, in fresh fish. Chicago is able
with refrigerator cars to bring fresh
meats to Boston, and Boston, Glou-
cester, Portland, Portsmouth and
other ports want to know why they
cannot return to compliment. If
consumption of fish is increased to
any appreciable extent, such an in-
crease will be reflected in American
tonnage.

When the shipping board steam-
ship Leviathan requires repairs she
is always brought to Boston, because
the only dry dock big enough to ac-
commodate her is located here.

GUARD TO GREET FLIERS

Governor Orders Eugene Militia Out
On Thursday

Salem, Sept. 23.—(A.P.)—The
Eugene National Guard company will
be called out to assist in welcoming
the around the world fliers in Eugene
on Thursday. Governor Pierce issued
the orders today. The governor plans
to be present to welcome the airmen
in behalf of Oregon.

San Diego, Cal., Sept. 23.—The
world fliers took off at 1 p. m. to
Clover Field, Santa Monica.

Stray Bit of Wisdom

Of what is man certain? What lasts?
What passes? What is chimerical?
What is real? Every body drags its
shadow and every mind its doubt.—
Victor Hugo.

ICE CREAM
is richer-
and tastier
made with
Nestlé's ALPINE



PEOPLE'S MARKET

Advertisements under this heading 5c per line per issue. All
Classified ads appear under this heading the first time

T. M. STOTT INSURANCE SPE-
CIALIST—Temporary headquar-
ters at Buick salesroom, 308-310
North Sixth St. 54tf

SECOND HAND motors handled,
overhauled and repaired at Cle-
ver's Electric Store, 21tf

I AM offering for sale my entire herd
of Jersey dairy cows. All of a
good grade. Will sell all or part
of the herd. Also ten heifers of
same grade. Come and see them
and get prices. Geo. Feldmaier,
1205 East D St. 104

WOOD FOR SALE—Dry seasoned
pine, fir and oak. Phone 286.
Houser Bros. 103tf

WE WILL winter your stock on
Riverbanks ranch at a very rea-
sonable rate. Chicago Land Co.
Phone 170-J. 09

FOR SALE—Howe platform scale,
size 34x45, weighs 1500 lbs, good
as new. Will sell at half cost.
C. F. Nutting. 103tf

LOOK—Eden Electric Washer, prac-
tically new; wonderful buy, \$110.
Easy terms. Phone 350-R. 05

FOR SALE—Good, repeater .22
rifle, cheap if taken at once, cor-
ner 12th and A streets. 06

WANTED—Two or three good vac-
ant lots on north side of track,
near Sixth street. Will pay cash
if price and location is right. C.
A. Sailer, Phone 18-L. 10

MARCEL AND CURL last longer af-
ter a Golden Gilt Shampoo. 1f

FOR SALE—At a real bargain, 2-
36x6 truck tires nearly new at
Grants Pass Service Station. 10

ESTRAY—Berkshire hog, about 175
lbs. Owner call and pay charges.
R. L. Burdick, Lower river road. 10

SECRET OF COPPER
HARDENING FOUND

Galveston, Tex., Sept. 23.—(I. N. S.)
—Centuries ago the Egyptian smiths
working over their huge forges, com-
pounded the secret of making copper
of steel-like hardness, so legend tells
us, but that science supposedly died
with the great Egyptian copper-
smiths who discovered it.

Today this process which its in-
ventor promises will revolutionize
the manufacture of the many or-
dinary utilities of life, is again avail-
able and has been produced by a
skilled scientist who has contributed
other inventions to the world and yet
is unknown to the mass of American
people.

This man, J. N. Powers, who lives
way down on Galveston Island, tac-
"Treasure Isle" of Texas, where the
pirate, La Fitte, first settled in the
gulf, has perfected, he says, and re-
ceived the formula of the Egyptians
after nine years of labor.

From his new metal, Powers has
produced specimens of copper tools,
chisels, hammers and other similar
articles, which will undergo the most
difficult test, including that of water
and rust. The writer, presented with
one of these copper tools, left it in
salt water for several weeks and then
placed it in the sun without the
slightest alteration of the material.

The aged inventor's copper chisels
will cut iron nails in pieces and now
show the dents to be expected of
not only copper but most steel im-
plements.

And what will be the value of his
invention? The old inventor him-
self, with his close-cut beard, sits
back and visualizes the great change
that he believes his discovery will
make—rustless razors and razor
blades; everlasting tools, tools that
may be left exposed to the weather,
for years without harm; farm im-
plements that need no protection from
the elements; automobiles unaffected
by climate; pistons that will not col-
lect carbon; guns that will remain in-
tact and true of sight for years. These
and countless other improvements the
inventor foresees.

He has sent specimens of his
latest copper discovery to London,
Paris, Montreal and other foreign
countries in order that the patents

may be obtained simultaneously all
over the world when the time is ripe.

TIME RECORD FLIGHT IS NEXT

Chief of the Army Air Service Sug-
gests Test for Speed

New York, Sept. 23.—(I. N. S.)—
What is the shortest time in which
aviators can fly around the world?
With American "Eagles" success-
ful in being the first to circumnave-
gate the globe through the air, Gen-
eral Mason M. Patrick, chief of the
air service, would now like to know
just how quickly that same flight
could be made.

"It is quite possible," General Pa-
trick said in discussing the world
flight made by Lieutenants Lowell
H. Smith, Erik Nelson and their
companions, "that the next time we
attempt such a hazardous test in
flying we shall see how fast we can
fly around the world. That would
be accomplished by establishing fe-
day depots around the world with
machines and pilots and mechanics
to fly each leg of the journey. It
would be a revelation in speed and
far outdo even the most far-fetched
dreams of a few years ago."

In the world flight the fliers made
no effort at speed and simply at-
tempted to circumnavigate the globe
in less than six months because of
the ice and impossible flying con-
ditions that prevail through the
northern Atlantic, the last part of
their trip, during the early fall and
winter months.

To insure the success of the flight
eight of the best fliers and me-
chanics in the service were picked to
make the attempt, giant Douglas air
cruisers with both pontoons and
landing gear were provided, and
spare parts and extra engines were
placed at various points around the
globe where it was thought they
would be needed.

In the next flight it is proposed to
have airplanes and extra pilots at
those points instead of spare parts
and engines. One flier will hop from
New York to Chicago, the next from
Chicago to San Francisco, the next
to Seattle, the Aleutians, Yokohama,
Shanghai, Rangoon, Calcutta, etc.,
or whatever division of mileage the
plans may call for.

What the result will be is quite
easily imagined. Instead of the
planes being forced to wait for re-
pairs, to change engines, or to rest
the pilots, the circumnavigation of
the globe will be a chain affair. As
though in a relay race against time,
as soon as one pilot touches his
wheels on the ground or his pon-
toons on the water at the end of his
leg of the journey, the next will be
off.

When the fliers landed at Mitchel
Field they had flown 23,335 miles
in 313 hours, 26 minutes actual fly-
ing time.

What would that time have been
if they had had relief pilots to fly
continuously?

That's what the air service would
like to know next.

Useful Chamois

The chamois is about the size of a
large goat, but the neck is longer in
proportion and the body shorter. The
flesh of the chamois is highly es-
teemed and its skin is made into
leather, the original "shammyskin"
being obtained from this animal.

How to Tell

The honeymoon is over when the
ding exceeds the cooling.—Seattle
Star.

COING EVENTS

Sept. 23 and 24, Tuesday and Wed-
nesday—District Convention of
the Woman's Home and Foreign
Missionary Societies at Newman
M. E. Church.

An Allowance



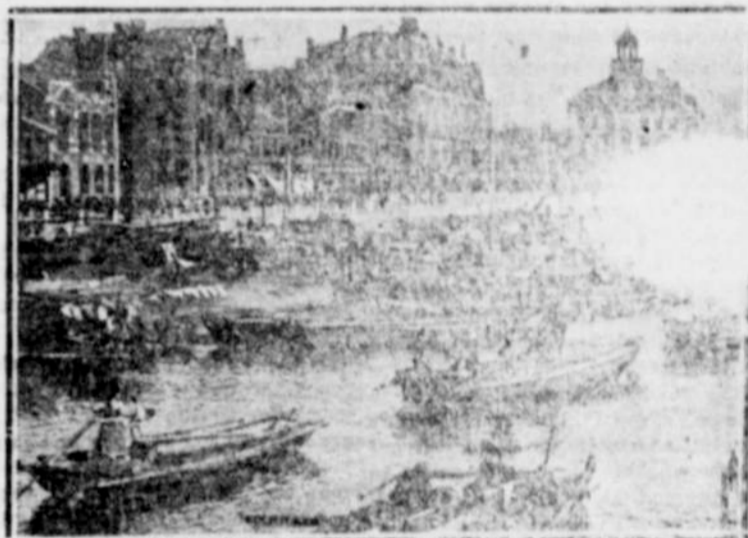
Dr. Thomas S. Baker, president of
Carnegie Institute of Technology in
Pittsburgh, has just been given an-
other \$8,000,000 to spend. It is
from the estate of the late Andrew
Carnegie. This brings the gifts of
the founder up to a total of \$38,
000,000.

They Welcomed Fliers



These little youngsters were ling at their parents' cottage at Mere-
among the very first to greet the point, Casco Bay, Me., where the
round-the-world fliers when they planes were forced down because of
landed upon U. S. soil. They are the fog. The children are seen here
Edward and Willard Choate of with Lieutenant Lowell Smith, the
Brunswick, Me., who were vacation-flight commander.

Rebels Seek It

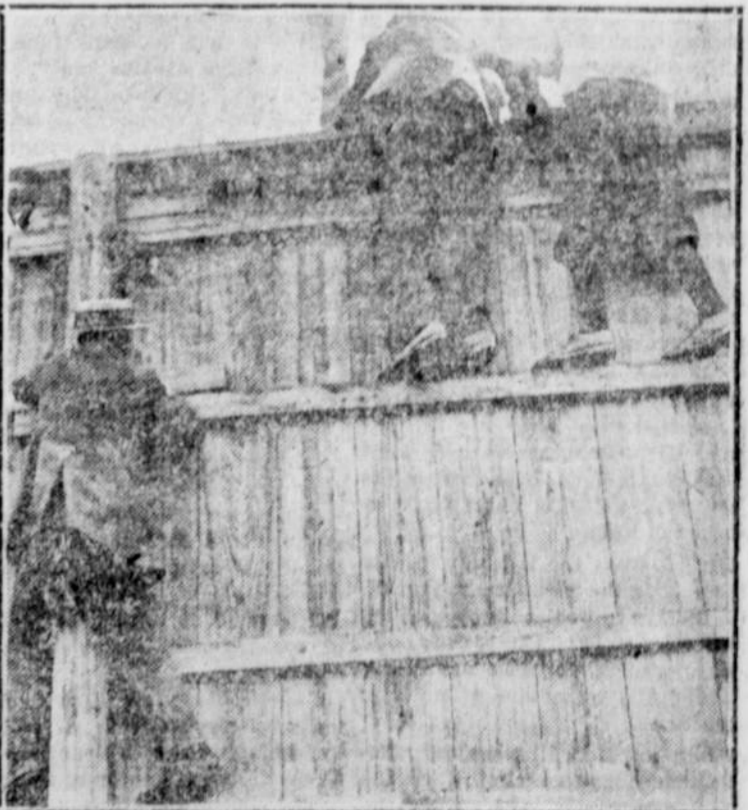


Rebel armies are battering away
at the walls of the ancient Chinese
city of Shanghai. American, Brit-
ish and Japanese marines have been
landed to protect foreigners and for-
eign interests. Here is a scene along
the waterfront.



Major General John L. Hines, "defense test." It takes place Sept.
who will succeed General John J. 12, the day of Pershing's retirement.
Pershing as chief of staff, is seen Drum will step into Hines' post as
here going over with Brigadier Gen- deputy chief of staff when Hines
eral Hugh A. Drum plans for the moves up to Pershing's old job.

They Had to Do It!



The Robins and the Giants were
playing their last series of the sea-
son. And both teams were running
a nip-and-tuck race for the pennant.
New York fans were wild. So can
you blame these fellows for scaling
the fence at Ebbetts Field? They
just had to see the greatest game of
the year—in the National League,
at least!

The new Black Kid and Black Satin
Pumps made by Utz and Dunn are
now here. Be sure and see them.

Golden Rule Store