

The Aurora Observer

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Geo. E. Knapp, Editor and Publisher



EDITORIAL
Opinions of the
Observer.

REDUCTION IN PRICES BY WILLYS-OVERLAND

Notification of Cut in Willys-Overland Line Surprise to Motor Industry

TOLEDO, OHIO, August 18.—John N. Willys, president of the Willys-Overland company, Toledo, Ohio, today caused a furore in automobile circles by his announcement of immediate price reductions and great improvements in the 1923 Willys-Overland lines.

This action embracing a drop in price on the Willys-Knight touring car and roadster models from \$1235 to \$1175, f.o.b. factory, and on the Willys-Knight coupe-sedan from \$1595 to \$1550, came as a distinct surprise to the automobile industry and motoring public in view of the advance in price made by a few manufacturers in announcing their 1924 models.

The new values in Willys-Knight and Overland cars are the direct result of the wonderful sales and production records made by the Willys-Overland company this year, eclipsing any previous period in its history, which determined the officials of the company to share with the public the appreciable saving in costs made possible by an enormous increase in business.

Mr. Willys added that in every detail all the advantages of the Willys-Knight car have been retained, while improvements have been added, making this car, powered with the famous Willys-Knight sleeve-valve motor, a bigger value than ever before.

This announcement has great significance because it marks a new valuation record for automotive products in the face of a generally rising market in raw materials.

GOOD IN POINTS

Not infrequently we hear the remark that So and So is not altogether bad; that, in fact, he has many good points if people would only note them. The contention is that he should not be rejected on account of one or two points which are bad, but in charity be accepted because of the many other points that commend him to his fellowmen.

Let us consider this case at close range. Suppose a man to be recommended to you in these terms: This man has seven qualities, and six of them are admirable; the only thing about him is that you can not trust him with money; he has excellent temper, wonderful patience, great kindness, his energy is hardly to be surpassed, and as for his quickness of apprehension and rapidity of execution too much cannot be said; but he is a thief.

What would you do? Would you accept him? Would you set the evil on one side, and the good upon the other, strike a balance of his audit and let the majorities have it? Six points of seven are good: will you receive him on account of the six points, or will you turn him down because of the one point? I have a good idea that you will decline to employ him in your business. Why? Is it not uncharitable to condemn a man with six good points because he comes short in one? Is there not a spiritual arithmetic which looks into majorities and minorities of a moral kind? There is, to be sure. BUT THERE IS A MINORITY GREATER THAN ANY MAJORITY CAN BE. That is the principle which ultimately decides the fate of every man.

It will not do to be good only in points. Human character is not a question of isolated aspects, of self-complete phases. Human character is a spiritual quality. "As a man thinketh in his heart, so is he." If the heart is right, all the externals will be right. If the blood is healthy, there will be no pimples in the face or boils in the neck.

No chain is stronger than its weakest link, and no man is stronger than his weakest point. Achilles, strong as he was, invulnerable as he was on the whole, had a heel not dipped in the all-protecting stream; and it was the heel where the arrow struck him. A man is what he is in his soul. If a man be right at the soul, the whole circumference of his being is right. But if a man be foul at the source of his being all outward culture is merely a whitewash.

What is the lesson of it all? This, that every man's concern should be to acquire character. For if the life be right, all the extremities will be right; if the heart be as it ought to be, the whole surface of nature will become healthful and beautiful.

WM. SCHOELLER.

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AMERICAN TOBACCO CO.

In order to allow the pupils to labor in the fruit harvesting and shipping field, Medford's school board has postponed the opening of the schools until September 24.

The new American bank at Marshfield, incorporated last month with 250 residents of the Coos Bay section as stockholders, will be doing business by November 1.

HAVE MANY CURIOUS HABITS

Negritos of the Philippines Mutilate Themselves in Belief That it Makes Them Beautiful.

Many of the Negritos of the Philippines point their front teeth, but not by filing them, as is commonly supposed, says the Detroit News. A chip of wood is held behind the tooth to be operated upon, and the point of a bolo is placed in such a position as to slant across the corner of the tooth to be removed, and a sharp blow on the bolo chips a piece from the tooth. The opposite corner is similarly operated upon.

The Negritos are generally considered to be the true aborigines of the Philippines, and are racially sharply distinct from most other numerous tribes of the islands, and their intelligence is of an exceptionally low order. They ornament their bodies with scar patterns, produced by cutting through the skin with sharp pieces of bamboo, and rubbing dirt into the wounds thus formed in order to infect them and make good big scars. Men frequently shave the crowns of their heads "in order to let the heat out."

Hunt Egypt's Secrets.

Mightier than the pyramids in its power to guard the secrets of ancient Egypt is the Nile, but when the excavators of the Metropolitan museum return to their work at the pyramid fields of Lisht next season they will go prepared to match the strength of scientific curiosity against that of the great river. This was learned from Albert M. Lythgoe, curator of the Egyptian department at the museum.

These fields at Lisht include the pyramids of Amenemhat I and Sesostri I, the founders of the powerful twelfth dynasty, under which the middle kingdom rose to its maximum glory. These Pharaohs mark the pinnacle of Egypt's second great historical period, as those of the eighteenth dynasty, to which Tut-Ankh-Amen belonged, marked the height of the third.

United States Public Lands.

United States government during the last year has turned over to private citizens of this country 12,904,821 acres of public lands through issuance of patents giving them complete ownership, according to figures compiled by the general land office of the Interior department.

The total equals the acreage embraced in the states of Connecticut, Delaware and Maryland. Titles were given to 9,632,635 acres under the homestead law, which means that constructive home-building will result. Since 1920 over 10,443,647 acres of public land have been thrown open, in which ex-service men of the World war have had preference in filing entries.

When Is It a Fish?

It happened at a Sunday evening lunch, in the home of a six-year-old Indianapolis boy.

The center of attraction at this particular lunch was a plate of sardines, and the father of the youth offered to serve him, saying: "Miner Evans, will you have a sardine?"

Miner Evans looked at the offering. "What's a sardine?"

"Why, a sardine is just a fish, and you like fish."

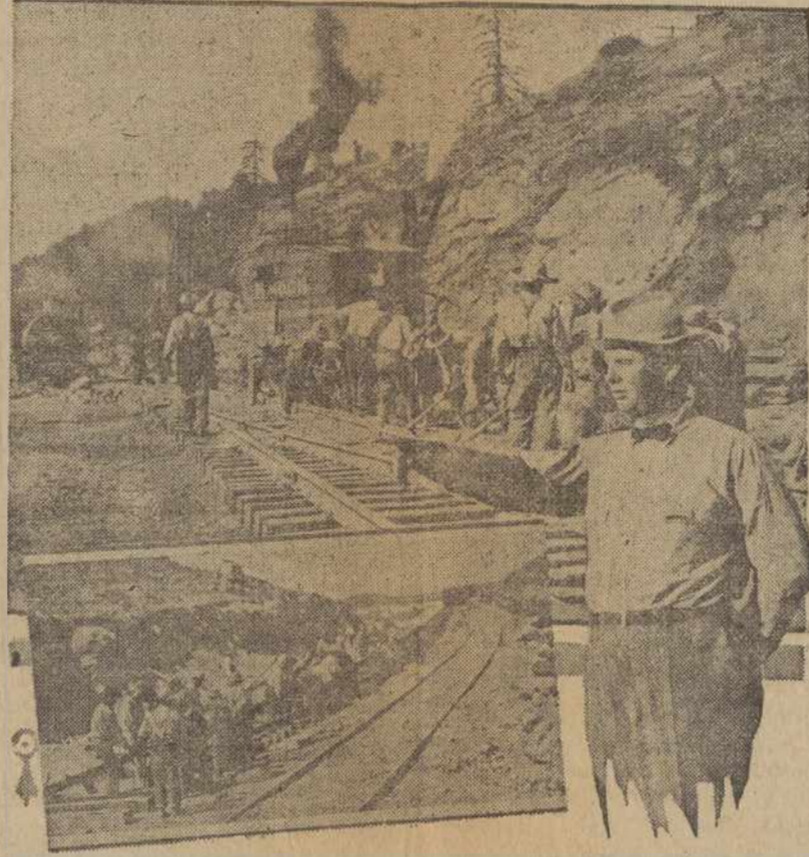
Miner Evans had spent his last summer at a Lake Michigan resort and felt competent to pass on questions concerning fish and fishing, so he drew back in lofty disdain and emphatically declared: "You can't fool me, that's not fish, that's bait."

SOUTHERN PACIFIC SPENDING \$90,000,000 TO SERVE WEST

A COMPREHENSIVE and impressive program for construction work, new facilities and improvements generally to maintain adequate transportation service for Pacific Coast states has been launched by the Southern Pacific company, it was announced here today.

Expenditures totaling in excess of \$50,000,000 are involved in the improvement program, which is to be carried into effect as rapidly as possible. This program is in addition to the recent purchase by the Southern Pacific company of a record number of freight and passenger cars, refrigerator cars and powerful locomotives at a cost aggregating \$40,000,000.

The announcement calling for renewed activity throughout the territory served by the railroad follows close upon the heels of the decision of government officials at Washington to accept the United States court decision affirming the Southern Pacific-Central Pacific merger.



Above is shown one of the many gangs of workmen using steam shovels and other equipment to open the way through the famous Emigrant Gap for additional trackage. (Below) Track laying crew setting a fast stride between Montello and Loyal in Nevada. Engineer Otis Weeks directing important construction work.

Included in the improvements are the building of new lines, extensive double tracking, new classification and industrial yards in different cities, freight terminals, creosoting plants, rock crushing plants, station buildings, additions to shop equipment, replacement and strengthening of bridges, line changes to eliminate curves, new and heavier ballasting and heavier rails, new tunnels and improvements to existing ones and so on.

Outstanding in this work are such projects as the building of the Natron Cut-off and a new entrance to Portland, double tracking sections between San Francisco and Ogden and over the Tehachapi Mountains, from Tehachapi to Seivert, which will give complete double track from Bakersfield to Mojave, new station facilities at Sacramento, extensive new terminal yards and freight facilities in Los Angeles and a large tie and timber treating plant in Oakland.

Many Projects

Some of the highlights of the company's program follow:

The company is double tracking parts of its line and building more passing tracks at strategic points from San Francisco to Ogden. This work, together with a double track arrangement now being negotiated with the Western Pacific will greatly facilitate the tremendous movement of Pacific coast crops to the east.

A part of this second track construction work over the mountains and in Nevada, entailing an expenditure of nearly \$5,000,000, has been almost completed. This includes construction of 5.27 miles of second track between Blue canyon and Emigrant Gap, 6.5 miles between Andover and Truckee and in Nevada, two stretches of second track between Wells and Moor, 8.7 miles, and between Valley Pass and Montello, 20.3 miles.

Arrangements being completed for carrying on this important work over the original Central Pacific line will necessitate additional expenditure in excess of \$3,000,000 and will result in a continuous stretch of double track of 166 miles from San Francisco to Emigrant Gap, a continuous stretch of double track from Andover to Sparks, a distance of 46 miles. The double tracking from Wells to Moor and from Valley Pass to Montello is in the Pequoops Mountains, the only territory on the Salt Lake division where all freight and some passenger trains require helper engines.

Ten and one half miles of double track are being completed over the Tehachapi Mountains at a cost of \$600,000, which this winter will give a stretch of double track from Tehachapi to Mojave.

Surveying crews now are completing the task of staking out a second line from Tehachapi toward Bakersfield. This difficult line is being run at an easy grade and, when construction is completed, will represent a total expenditure of about \$10,000,000 for the two-track line between Bakersfield and Mojave.

Heavier Roadbed

Operation of the Southern Pacific's gigantic new locomotives now in heavy freight service has made the use of heavier rail and heavier ballast necessary.

The company is adding this year 70

miles of 110-pound rail, the heaviest in the west, and more than 280 miles of 90-pound rail. In addition it has ordered from steel mills 53,000 tons of rail, sufficient for the laying of 330 miles of track next year.

In order to maintain this necessary roadbed, three big rock crushing plants are being built. One is at Santa Margarita, Calif., another at Pallsade, Nevada, and a third at Lucin, Utah. The total capacity of these plants will be in excess of 150 carloads of rock a day. They will represent an investment of more than \$600,000 and will give employment to many men.

Preliminary work is being completed as rapidly as possible preparatory to the starting of actual construction of the new line through Klamath Falls to Oakridge in Oregon, known as the Natron Cut-off, providing a good second route between San Francisco and Portland.

This project entails about 118 miles of construction work through a scenic and practically virgin section of Oregon. It will cost in the neighborhood of \$15,000,000.

In order to carry the traffic through Klamath Falls and over the Natron Cut-off it will be necessary to expend about \$5,000,000 in new construction work from Black Butte Summit to Grass Lake, south of Klamath Falls.

New Tunnel

At Rocky Point, near Metz, on the coast line, a new 1275 foot tunnel is being built at a cost of \$200,000. This will eliminate curves and permit of additional speed.

Yard limits are being extended and main track re-arranged at Nutglade near Dunsuir, at a cost of \$110,000. This marks the beginning of a large yard at this point. A line change of more than one-half mile is being made near Mott, California, on the Shasta Division, eliminating the Big canyon trestle which is 615 feet long and 104 feet high. This work will cost \$135,000 and will give a permanent roadbed in place of this trestle.

Near Crockett on the Western division another line change is being made at a cost of \$110,000 involving the construction of 1.25 miles of new track. Elimination of curvature at this point will permit increased speed of trains.

Cross ties used by the Southern Pacific are being creosoted to prolong their life and two big modern tie and timber treating plants are to facilitate this work.

One is to be constructed at Oakland at a cost of \$600,000 and the other is now in operation at Wilmington. The Oakland plant will have a large tie storage yard with a capacity of 350,000 ties and the most modern facilities for handling them.

More than \$1,000,000 is being spent on improvements in Southern Pacific shops everywhere on the system.

The company is planning an improved entrance into the city of Portland, which will cost in the neighborhood of \$4,500,000.

A new steel bridge with a span of 400 feet over the Colorado river is being constructed at Yuma. This with a four mile track line change, two mile of icing and yard tracks and a new station will entail expenditures of about \$1,000,000.

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Notice

Notice is hereby given that the Honorable County Court of the State of Oregon for the County of Marion has appointed the undersigned as the Executrix of the estate of Randolph Woolworth, deceased, and that she has duly qualified as such Executrix.

All persons having valid claims against said estate are requested to present them to me, properly verified, at my residence, Butteville, Oregon, within six months from the date hereof.

ELLEN A. WOOLWORTH,
Executrix Estate Randolph Woolworth, deceased.
Napoleon Davis, Attorney for Executrix.
Date of First Publication, August 16, 1923.
Date of Last Publication, September 13, 1923.

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No. 22 (on Flag).....	6:46 a. m.
No. 28 (Stop).....	9:49 a. m.
No. 18 (Stop).....	2:11 p. m.
No. 24 (Stop).....	6:48 p. m.

SOUTH BOUND

No. 21 (on Flag).....	9:09 p. m.
No. 23 (Stop).....	2:11 p. m.
No. 17 (Stop).....	9:49 a. m.
No. 27 (on flag).....	6:06 p. m.

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