

# NO EVOLUTION IN EMOTION OF MAN, RESEARCH REVEALS

NEW YORK.—(AP) Modern man has traveled far along the road of evolution, in brain as well as body, but his emotions are still those of his pre-historic ancestor who flourished 200,000 years ago.

Both the external appearance and internal structure of the brain, the neurologist has found, "point conclusively to an evolutionary process which has run parallel with corresponding expansions in behavioral development."

"From one age to another and from one race to the next," he writes, "man has shown a steady gain in his power to control material conditions. He can swim under the sea in submarines, he can control the waterfall. Now he has conquered the air. Where he has stood still or even perhaps fallen behind is in learning to control his own nature."

"If most moderns were shown a picture of Neanderthal man they would be shocked at being called his close relative. These early men were animal-like in appearance, with gorilla-like faces. They made their homes in giant caves from which they had routed the great beasts of prey and they guarded their homes with rude flint spears.

Yet their sense of possession, their warfare with each other as well as with the animals—in fact, all of their reactions we may find duplicated in our own civilization."

Dr. Tilney asks whether there is still a "latent power in the brain of man for the expression of yet unsuspected potentialities and beneficial progress." He believes there is "an undeniable insistence" about this question, "as it calls attention to the palpable imperfections in human organizations."

"Answered in the negative," he says, "to what discouragement does it not commit the race; answered in the affirmative, with what inspiring expectations may we no look to the future of mankind? This greatest problem of humanity is susceptible of solution. It awaits only the intelligence, the patience, the persistence and the determination to solve it."

# CUBAN SENORITA KEEPS DEATH VOW

KEY WEST, Fla., June 2.—(AP) A girl who 11 years ago imprisoned herself with a lover that he never again would see her face, is dead, faithful to her oath.

The girl, Julia Colon, pretty Cuban senorita whose hair reached her knees, quarreled with her sweetheart when she was 13.

"I never want to see your face again," he told her in a flare of anger, and as heatedly she vowed he would not, and retired to a room in her aunt's home, where only once since, prior to a fatal illness, had anyone, even a close relative, seen her.

The lover returned and pleaded for forgiveness, but the door remained closed. Food was given her through a small door opening; she made her own clothes and attended to all the routine of daily life for herself within her room.

SAN PEDRO, Cal., June 2.—(AP) An explosion in the steamship Helen Olmstead, an oil tanker, in drydock in the west basin plant of the Los Angeles shipbuilding and drydock corporation, caused a fire in the tanker here today. The fire was reported under control.

O. C. Beck, a chemist on board, was severely burned.

The cause of the explosion was not determined. No estimate of the damage was available.

The Helen Olmstead is one of the fleet of the California Petroleum corporation.

ST. ALBENS, Vt., June 2.—(AP) One man was killed and 10 were injured, three seriously, when a Canadian Pacific passenger train was struck by a tornado today between Stanbridge and Medford, Que., twenty miles north of here.

# Where Three Isn't a Crowd



ROOMINESS and full vision are afforded in the new Dodge Brothers Standard Six Sedan. The unusual view shows how the front seat provides ample width for three to be seated comfortably, and how the car's construction affords headroom to spare.

# Electrical Tones, Music's Latest

By Leopold Stokowski

Conductor, Philadelphia Orchestra (Written for the Associated Press)

PARIS.—(AP) I think great changes are coming in our western music. It is only a question of a few years before we will have entirely new methods of tone production by electrical means.

Some of these new possibilities have been demonstrated by the Russian, Theremin; and two American scientists, Charles Weyl of the University of Pennsylvania and John Hays Hammond, Jr., have shown me other methods of electric tone production.

I believe we shall have orchestras of these electric instruments. Thus will begin a new era in music, just as modern materials and methods of construction have produced a new era in architecture, of which the skyscraper is one phase.

These new electric instruments will demand great accuracy of ear on the part of the players. I believe our present day artists in the orchestras will soon be taking up these new electric instruments in addition to their present ones. They will retain the latter because all the marvelous wealth of music of the past must always be played by the instruments for which it was written, and only the music of the future will be played on the new electric instruments.

One wonderful feature of the new electric instruments is, or will be, that there is practically no technical difficulty in playing them. There will be no more long hours of practice every day. Electricity will do all the mechanical

part. The musician will give musicianship, interpretation, variety of tone-color and tone-volume, and all the non-material side of music. Such things as quarter-tones which are extremely difficult on our existing instruments, will be quite easy on the new ones.

I went to the Orient this past winter because for centuries oriental musicians have been employing notes which lie between the notes of our musical system, and I wished to study their music at first hand, and see how this question of quarter-tones would fit into the new music which I believe is coming to us of the western world.

After hearing the eastern music, I can see infinite new possibilities for our music. It is only a question of time before these new electric means of tone production will be placed at our disposal, giving us resources with which to develop new music.

Electrical methods of tone production are natural, after all, because electricity is by its nature vibration, just as is music.

In one way western music is far in advance of eastern music. That is, in harmony, Oriental music has no harmony as we know it, but in rhythmic freedom, melody and in power of subtle and almost hypnotic expression, oriental music is highly developed.

I never intended to try to bring back oriental music from the east and play it on our western instruments, because oriental music is very ancient, and for a modern musician to imitate this ancient music would be as though a mod-

ern painter should copy a picture of the fifteenth century, darkening it so as to try to give an impression of age. Imitation is always fatal in art.

But I did want to learn from the Orient some sleep-lying principles of music which are eternal, and to confirm in my own mind whether the use of intervals of tone smaller than those of our modern piano is possible in the creation of music of a high order. The Oriental has been doing this for centuries, and I believe, now that I have been out east and studied their music, that we shall absorb it into the harmony of our western music.

Electrical methods of tone production will be wonderful for our radio and our phonographs. I believe some day great libraries of phonograph records will be built, just as today we have great libraries of books. They will be invaluable for educational purposes, because they can be played at any time and so fit into the school program of work. Also, a phonograph record can be repeated as many times as necessary to illustrate and make quite clear any idea.

Bizarre as it may sound, the time is also coming, I believe when we will fly to other planets and find other principles of music and beauty.

Three spray treatments are given, the first when the adult flies appear; the second about ten days after the first, and the third about one week later. Approximately one pint to one quart of solution to the tree is sufficient.

The directions for spraying fruit cherries free from cherry maggots, if followed closely will insure more complete directions can be obtained directly from the Oregon experiment station.

# GRAHAM-PAIGE ORGANIZE LEGION

The Graham-Paige Legion, an organization unique in the industrial world, has been formed by the three Graham brothers as an honorary group within the ranks of the Graham-Paige Motors Corporation and its distributors and dealers throughout the world.

Membership in the Legion is limited to those executives and employees who have demonstrated their loyalty, character, and integrity.

In their twenty-five years' business experience, the Graham brothers have proceeded in the belief that permanent success must be founded on these principles, and it is to keep these elemental virtues constantly before its members, and to strengthen their adherence to them, that the Graham-Paige Legion has been formed.

"For membership, we shall require personal and business character," says the announcement from the Graham brothers, "and a standard of conduct that is stated simply and briefly in the pledge of the Legion."

"I do hereby voluntarily enlist as a member of the Graham-Paige Legion, and sincerely and cheerfully agree to follow, to the best of my ability, in all my relations with the public and the Graham-Paige organization, the principles of integrity, unity of purpose, and loyalty, on which this legion is founded."

"Through the Graham-Paige Legion, we shall develop and foster the fundamental virtues on which our organization should rest. We set ourselves a standard which we strive to be that which we know we should be: in the end, the persistent practice of good behavior against natural impulses affects character for the better."

The insignia of membership in the Graham-Paige Legion is a gold lapel-button reproducing the circular medallion of the Graham-Paige emblem, designed in the studios of Lorado Taft, one of the foremost American sculptors.

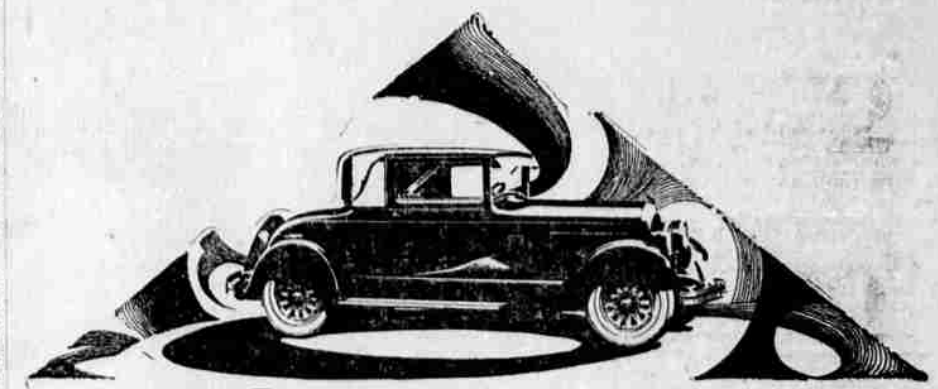
Arthur Pryor, noted American band-leader and composer, was commissioned to write the official song of the new organization, "The Graham-Paige Legion March."

# Farm Pointers

From approximately June 5 to 20, the adult fruit-cherry flies appear in the orchard and stay for about three weeks, finds the Oregon experiment station. These flies sting the cherry, placing the egg underneath the surface of the

skin of the fruit, hence the adult flies are attacked. As it is their habit to lay up greedily any sweet substance on the surface of the foliage during this period, sweet-juiced plums-but spray treatment pound, molasses or syrup (never honey), two pounds and water, ten gallons. This amount is sufficient for spraying approximately 50 trees.

skin of the fruit, hence the adult flies are attacked. As it is their habit to lay up greedily any sweet substance on the surface of the foliage during this period, sweet-juiced plums-but spray treatment pound, molasses or syrup (never honey), two pounds and water, ten gallons. This amount is sufficient for spraying approximately 50 trees.



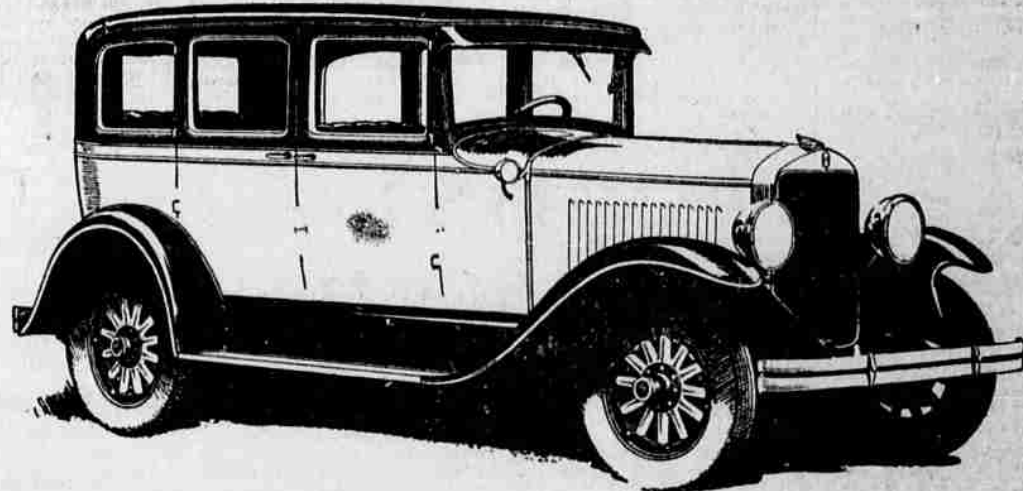
# Oh, you must own a '72'

You know without being told that all motor cars endeavor today to act like Chrysler in engineering and performance. That is self-evident and obvious . . . Q You may have felt that some of these endeavors have succeeded in overtaking the illustrious Chrysler "72"—if not in fact, at least superficially. You can quickly undeceive yourself. You can quickly prove that Chrysler "72" is still as far ahead as it was four years ago . . . Q Not merely in principle or in theory, but in plain, blunt facts of performance which you can see, and feel, and register . . . Q But in every one and all of the characteristics which Chrysler "72" created—so far, far ahead that the gap is even greater today than it was at the outset of Chrysler history.

2-pass. Coupe (with rumble seat), \$1345; Royal Sedan, \$1595; Sport Roadster (with rumble seat), \$1595; 4-pass. Coupe, \$1595; Town Sedan, \$1695; Convertible Coupe (with rumble seat), \$1745; Crown Sedan, \$1795. All prices f. o. b. Detroit. No Federal excise tax.

# CHRYSLER "72"

FITCH MOTOR CO. 128 South Riverside Phone 762



# Built to Serve Millions...



Graham-Paige cars are built in a wide variety of models and body types. The six-cylinder 610 Sedan is priced at only \$1090 f. o. b. Medford, a figure well within the means of millions.

Five chassis—sixes and eights—prices ranging from \$1090 to \$2600. Car illustrated is Model 610, 5-passenger Sedan, \$1090, equipped, delivered in Medford.

Joseph B. Graham  
Robert B. Graham  
Ray A. Graham

CRATER LAKE AUTOMOTIVE CO. Graham-Paige Dealers

J. O. Grey

103 South Riverside Phone 202

H. D. Grey

# GRAHAM-PAIGE

# Durant sales in May greatest in Durant history

even greater than in April when

- Oregon sales placed Durant in 3rd position
- Utah sales GAINED 86% and Durant jumped to 2nd position
- Washington sales GAINED 50%
- California sales GAINED 68%
- Durant was FIRST, or tied for first in 72 California cities and towns
- Durant was SECOND, or tied for second, in 47 California cities

# DURANT STAR \$495

LARGEST CLOSED CAR FOR THE WORLD'S LOWEST PRICE

SILVER ANNIVERSARY SIXES ALSO ON DISPLAY

SABIN & RINDT

North Bartlett

Phone 366

# C. P. TRAIN HIT BY TORNADO, 1 KILLED

ST. ALBENS, Vt., June 2.—(AP) One man was killed and 10 were injured, three seriously, when a Canadian Pacific passenger train was struck by a tornado today between Stanbridge and Medford, Que., twenty miles north of here.

Three passenger coaches were thrown down an embankment. Help was sent from Farmham.