

A STORIED TOWN OF JOSEPHINE COUNTY FACES WATERY FINISH IF POWER PROMOTION SUCCEEDS

GRANTS PASS, Ore., June 7.—(AP)—The wheel of fate is again spinning for Kerby, Oregon, mining town with a past. The old gold camp, tucked away in the ore-locked mountains of southern Oregon, is again being revived for public inspection.

As in the gold lore days of three quarters of a century ago, the town of one hundred is being pushed on page one because men sense riches.

But this time, should the announced intentions of the capitalists be completed, there will be no aftermath of hard-hearted men and hard-faced women; there will be no saloons where pay dirt may be exchanged for liquor; there will be no plot set aside near the townsite where only the select few who died with their boots on might be buried.

This time, if present plans are carried out, the wheel of fate will spin out the doom of Kerby.

Kerby, the first camp in southern Oregon, it is said, where the American flag was unfurled from a permanent flag staff, will lie under a hundred feet of water; Kerby, the first county seat of Josephine county, where United States greenbacks were cashed for three-fourths of their face value, will be brushed aside that a great hydro-electric dam imposingly 60,000,000 gallons of water might create a child of science—electric power; Kerby, probably the only mining site in the world where a cemetery was established to receive only the bodies of those who died in their boots on, will be in the back washes of the great man-made lake stretching for 12 miles along the valley and lapping at the frosted peaks of mountains where once stamped gold crazed men.

To Kerby, this time, the coming of the hordes, means the coming of the end.

No site in southern Oregon probably has locked in its past more incidents associated with the days of the west than Kerby. Established in 1854, about the time of the great wave of mining, prospectors and camp sharks first swept into the valley, the town that is about to be placed at the bottom of a lake was named Kerbyville. It was a commonplace berg, as camp sites went. It was outstanding in no particular way. It had its saloons, its gambling halls with its sharpers, its dance halls and it had its killing. Any mining town had that much, so that historians found little to record that might be of unusual interest to coming generations.

In the musty records of Josephine county it is recorded the camp was named in honor of an early pioneer, John Kerby. A few years later the state legislature undertook to change the name of the camp to Kerbyville; legally it became Napoleon. The residents never accepted the new name though the United States postal department did. So miners had their mail addressed to Kerbyville and it was up to the mail clerk to know that the town might be Napoleon to

Buster Keaton Hit Opens at Craterian

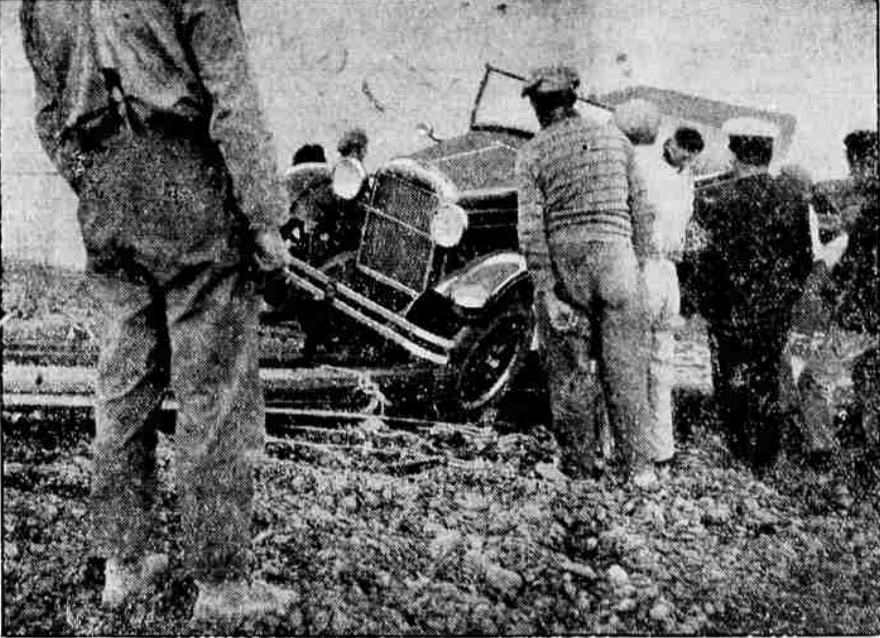
Buster Keaton, in his first talking role, Anita Page, Trixie Friganza, William Haines, Dorothy Sebastian, Karl Dane, Cecil B. De Mille, Fred Niblo and a host of other Metro-Goldwyn-Mayer stars, players, and directors may be seen at the Fox Rialto theater in "Foes and Easys," an all-talking, all-star comedy and probably the funniest satire on Hollywood life ever conceived.

The picture which depicts the trials and tribulations of a Kansas beauty-prize winner in her attempt to "crash" the movies is laid for the most part in and around Hollywood, which gave Edward Sedgwick, the director, plenty of opportunity to use a large number of M-G-M celebrities as atmosphere.

If you have a toothache, spring fever, that tired feeling, or any other kind of blues, "Foes and Easys" may be recommended as a sure-fire remedy.

LONDON, June 7.—(AP)—Princess Elizabeth, small daughter of the Duke of York and granddaughter of the king, gets only simple toys. When she asked for a new doll's house recently one was purchased for \$2.25.

Essex Blazes A New Export Trail



This new Essex Challenger Sedan was shipped for delivery to Las Heras, territory of Santa Cruz, Argentina. The ship on which it was carried made a special stop, the car was slung overboard and towed to the shore. Some of the difficulties experienced after being landed are pictured here. Thereafter, twenty men had to tow the car over the beach and a trail

Where Admiral Byrd Rests

WASHINGTON, D. C., June 7.—Boquete, where Rear Admiral Byrd went for rest, relaxation and a cool breeze, is the Baguio and the Simla of Panama, a health station in the hills.

"Boquete, 4,000 feet high up in the mountains, is like a kite at the end of a 32-mile narrow gauge rail line that stretches up from the port of Pedregal," says a bulletin from the Washington, D. C., headquarters of the National Geographic Society. "and it helps to give Chiriqui Province the enviable title, 'Panama's Sanatorium.'"

In Panama's Westernmost Province

"To reach David, capital of Chiriqui, from which point they rode the Ferrocarril Nacional de Chiriqui," up to Boquete, Rear Admiral Byrd and his party flew two hours west and a trifle south from Panama City. Chiriqui is the westernmost province of Panama, and, although only 200 miles distant as the crow flies, is two days' distant by coasting steamer.

"Once arrived at lofty Boquete, the explorer found himself in the good hands of companions, for the chief hotel which runs the whole Rio David Valley for a front yard and limitless Pacific ocean for a view, is run by Americans.

"After leaving the Canal Zone, a plane bound for David flies over broad areas of impenetrable tropical forest with jungle so thick that no attempt has yet been made to link David by rail through the overgrown ravines and spurs to Panama City. But nearing David the forest clears in spots, for Chiriqui province is the richest agricultural region of Panama. Plateaus that rise in terraces from the seashore to the high peaks supply different cul-

VAN FLEET-DURKEE AGENTS OWNERS OF THEIR STATIONS

Every agent in the organization of Van Fleet-Durkee, Inc., operators of service stations from Mexico to Canada, is being encouraged to join his local chamber of commerce and otherwise take an active part in the development of his community, according to a letter received here by a local V. & D. operator from W. C. Van Fleet, president of the company.

"V. & D. is predicated on a new policy of merchandising petroleum products and motor service," Van Fleet wrote. "Although our organization can be called a chain because it operates stations all over the Pacific coast territory, it is not a chain from the standpoint of pulling all of the profits from our sales to one headquarters. Our agents are not station managers in our employ; they are owners of the individual businesses which they operate.

"When Van Fleet-Durkee, Inc., enters a new community it selects its agents, wherever possible, from local men. The agent must have a specified amount of capital before he can become associated with us. From the time he opens his station, all of the profits he makes at a station are his. Our profits come from our ability to buy petroleum products and motor necessities at a volume discount, and sell them to our representatives in each locality. Not one cent is taken out of a community by V. & D. that otherwise would not leave that community."

Novarro "In Gay Madrid"



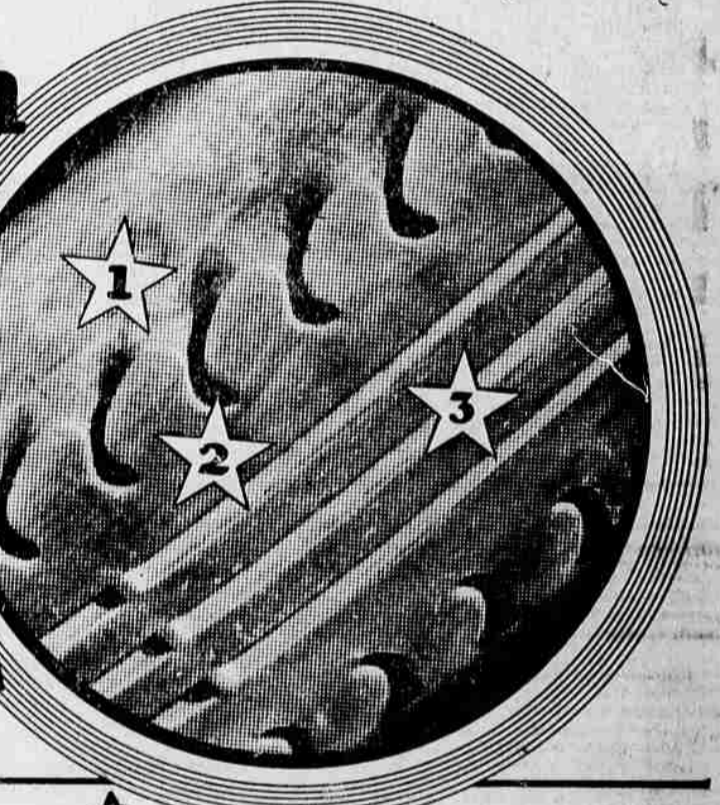
Ramon Novarro is seen to advantage in "In Gay Madrid," an all-talking and singing adaptation of an old Spanish classic, which opens a three-day engagement at the Fox Craterian theater today.

"The ogue Song" to Be Shown Wednesday

Lawrence Tibbett, who makes his debut in talking pictures in "The ogue Song," Lionel Barrymore's all-color singing, talking drama coming Wednesday to the Fox Craterian theatre, is the first American to reach supremacy in the field of grand opera. He is known as the world's greatest living baritone. Tibbett was born in Bakerfield, Cal., the son of the sheriff of Kern county. While in high school his voice was discovered by Joseph Depuy, and led to his stardom in the Metropolitan Opera House. He is also known as one of the greatest actors on the operatic stage.

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LOOK at the picture above... study the captions just below it. See the condition of this Silvertown after 16,000 grueling miles.

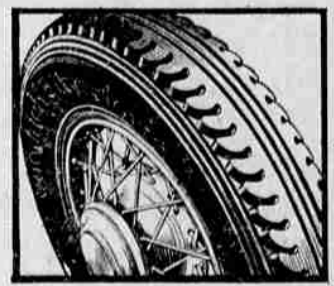
There's the answer to your question! There's the proof of what Silvertowns can do!

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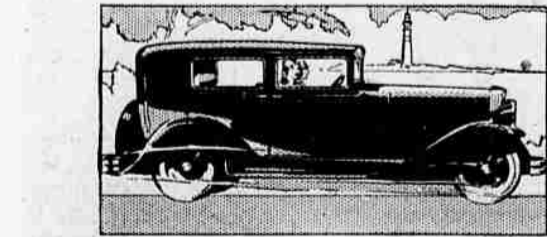
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LITTLE 'KINK' ADDS STRENGTH TO FRAME

A simple looking little "kink" has added a tremendous amount of strength to the frame to use in Dodge Brothers automobiles. So inconspicuous is this important little "wrinkle" that it would never be noticed except by a structural steel expert, and its existence serves to illustrate that in automobile manufacturing the simplest looking accomplishments are frequently of the most consequence.

The "kink" which combines two important structural principles is formed by making the lower flange of the main side members of the frame longer than the upper flange and then rolling or "kinking" it down to form a sort of lip. The frame member is thus transformed into what structural steel men recognize as a combination angle plus a bar, or a channel plus an angle iron. It increases rigidity and strength in both vertical and lateral directions. It adds strength the same as the flare does around the edge of brake drums, practically eliminating distortion.

Due to this type of side rail construction, the thorough methods of cross-bracing used and the fact that Mono-Plate steel bodies, being mounted directly to the frame, contribute to unit rigidity, Dodge Brothers automobiles are said by engineering authorities to have unusually durable frames, subject to practically no distortion even under the most strenuous driving conditions. The rigid frame and the steel bodies, with all major sections flash-welded into a single

V. O. GREY— H. D. GREY