

Jolly Irene Weighs 260 And is Starved For Love; She Welcomes Leap Year



"JOLLY IRENE," FAT LADY, AND JOE CRAMER, RUBBERNECK GENTLEMAN TO WHOM SHE IS GOING TO PROPOSE DURING THE LEAP YEAR.

BY STEVE HANNAGAN.

Nea Service Staff Writer.
NEW YORK, Jan. 2.—"Thank goodness, leap year is coming." So sighed Jolly Irene, who weighs 260 pounds, has biceps three times as large as Jack Dempsey and who would be a total loss in a modeling contest.

"It may be that 'everybody loves a fat man,' as the sage commented, but I'll make the weighty statement that 'nobody loves a fat woman'—and I'm love starved," said she.

Jolly Irene, whose other name is Amanda Quinn, is Irish and looks it with a colleen smile grown in New Jersey and as infectious as the mosquitoes reared there.

She stands 5 feet 11 inches in her No. 5 shoes and is said to be the largest mobile woman in the world.

Irene is a jolly conversationalist—an interesting companion, and her interviewer told her so.

"Yes, but would you marry me?" she flung back.

I blushed my prettiest.

"That's just it," she said emphatically, "everybody thinks I'm dandy as a dainty juggernaut novelty—but as a life mate I'm as useless to them as an ordinary parlor chair is to me."

Out for a Husband.

A settee or divan large enough to accommodate three persons and having the tensile strength of the Woolworth building is necessary when Irene parks in comfort.

"But I'm going to have a husband. Somebody nicknamed years that can be divided by four (like four guzinta 1924) as leap year. That's just what I'm going to do—'leap' onto a husband during the coming 12 months when women have the traditional right to pop the question to bashful suitors."

As a matter of fact Jolly Irene does have her moments. For instance, she can't go through subway turnstiles—they have to open the double gates for her; she can't go to the theater for it would take half a

row of seats to seat her; when she goes into restaurants throngs storm the place and crowd so closely she can't eat; she can't be squeezed into any automobile smaller than a two-ton truck and a block and tackle is necessary to move her about in bed when she is ill.

Only the other day she sat in a dentist's chair and so snugly did her rolls of flesh wrap around the corners of the chair it was necessary to take the chair apart to release her.

When she doubles her arm, it's a foot across—imagine a foot for an arm.

Daily she poses for the awed astonishment of the public at the Harlem museum in 1234th street, between Lexington and Third avenues, of which Bill Grimm is manager.

She confided that she has tentatively chosen the man she will pursue as leap year dawns.

Lucky Joe!

He's Joe Cramer, "rubberneck gentleman of the museum," who can bring more neck from the hidden recesses of a closet than a giraffe. He has skin enough for two bodies

and often uses part of the excess neckcovering to shield his face.

Whether or not Joe knows of the momentous romance about to fall on him, he must have a presentiment, for he rambled in his conversation about a recent trip to Honolulu, "where there is no high cost of living."

It may be only a coincidence, that when Jolly Irene gets a new dress it is just twice as large as the biggest stylish stout models in our very best stores.

But Irene, who says she is 25, is typically woman. She had used all the fancy weight-reducing exercises and compounds—and all to no avail.

She measures 79 inches around the waist. It required three tape lines to determine this.

Jolly Irene will be a big girl when she grows up.

ANNUAL MEET OF OREGON CHAMBER IS JANUARY 4TH

Outstanding Features to be Consideration of State-wide development Program

PORTLAND, Ore., Jan. 2.—(Special.)—The annual meeting of the Oregon State Chamber of Commerce will be held in Portland January 4, according to announcements sent to all commercial organizations of the state.

The outstanding feature of the annual session will be the consideration of a state-wide program in which each community of the state will have a part. Executive Manager Dudley will present this program for the approval of the delegates, placing particular emphasis upon the importance of the tourist traffic and an early solution of the marketing problem.

Nine directors are to be elected to replace the following whose terms of office have expired: Ralph A. Ger agent of the Union Pacific, and J. A. Ormandy, general passenger agent for the Southern Pacific, will speak on "The Value of Tourist Business"; R. H. Kipp, manager of the marketing department of the Portland chamber, will speak on "The Market Problem," and J. W. Brewer will speak on "Land Settlement."

A memorial tablet in memory of Alexander Selkirk, the real Robinson Crusoe, was erected on the island of Juan Fernandez by the officers of H. M. S. Topaze in 1868. It reads, "In memory of Alexander Selkirk, mariner, a native of Largo, in the County of Fife, Scotland, who lived on this island in complete solitude for four years and four months. He was landed from the Cinque Ports Galley, 96 tons, 16 guns, A. D. 1704, and was taken off in The Duke, privateer, 12th Feb. 1709. He died Lieutenant of H. M. S. Weymouth, A. D. 1723, aged 47 years." It is set into hard rock in a beautiful spot about 1700 feet above the sea, near Selkirk's Lookout.

The Evening Herald is the medium through which many people supply their wants by using its classified columns. Telephone 88.

BUSINESS LEADERS EXPECT PROSPERITY DURING NEXT YEAR

Over-production of crude oil brought about by flash yields in certain Texas, Oklahoma and California fields, Teagle went on to say, contributed so generously to the production from older fields as to mean throughout much of the year a daily surplus in excess of consumption of about 300,000 barrels. In recent weeks, the Powell field has dropped off to well under 50 percent of its maximum output, and the California wells have evidenced falling gas pressure.

"With further gains in consumption probable," added Teagle, "it looks right now as though the country should begin consuming more petroleum than it is producing around the middle of next summer. If new production does not upset this estimate, there should be a movement of storage oil into consumption the latter half of the year. There has been a decided lift in sentiment apparent in the last fortnight, and so far I see no reason to think that this new optimism will not prove to be justified."

"Nineteen twenty-four should be a banner year for the petroleum industry," declared H. F. Sinclair, chairman of the Sinclair Consolidated Oil Corporation. "In the last two years eight major fields have been discovered or brought to their peak of production. Any two of these fields, ten years ago, would have demoralized the industry. Naturally, production has exceeded the immediate demand, but the tide began to turn last summer and consumption should soon exceed production."

"The American public should realize that the present price of petroleum products is abnormally low and cannot be permanently maintained. No industry can be expected to continue operation at a loss. It is an economic impossibility. A few companies may be making profits, but the industry as a whole is losing money, and has been since 1920. This has resulted in a seeming benefit to the consuming public, but in the long run the unprofitable operation of any basic industry cannot be beneficial to consumers."

"A peculiar aspect of the last two years of 'depression' has been that during this period crude oil consumption has actually increased 33 percent. This fact in itself gives ample assurance that the industry will be able to climb back to a normal condition and earn a reasonable profit."

"It is not easy at this time to make a forecast very far ahead," declared Alfred P. Sloan, Jr., president of the General Motors Corporation, "nevertheless I cannot see any fundamental reason why 1924 should not be at least a satisfactory business year, and I can see many reasons why it ought to be an exceedingly good year."

"There is nothing in my judgment," Sloan added, "that would be more constructive than a general recognition on the part of both parties of Secretary Mellon's proposal for tax reductions. I do not think any other single thing would inspire as much confidence or do as much to stabilize business in this country, and it would surely rebound to the prosperity of all classes."

"I do not think European conditions are going to have a great deal of influence. Of course it is hoped that the situation will be cleared up and, if it does, it is bound to have a good effect on sentiment in this country. My own impression regarding that situation, as evidenced by yearly visits since the war, is that irrespective of the financial status of the various governments, the economic position of the individual is continually improving, and as long as that continues a satisfactory result is sure to work out sooner or later."

"Taking it all in all, I am optimistic as to the outlook for 1924, but believe that caution should be exercised and especially large enterprises should watch their position carefully. Probably that pertains at all times, but I believe it especially applies to the forthcoming year."

Prosperity for 1924 is assured if Secretary Mellon's tax reduction program is adopted, in the opinion of John W. Prentiss, president of the Investment Bankers Association of America.

"Secretary Mellon's plan for the reduction of taxes," Prentiss said, "is one of the most progressive and sensible things that the business interests of the country have had before them for years. The plan is beneficial to all, injurious to none. It is an insurance against unemployment. It will bring greater prosperity to the farmer, to the laborer, to the railroad man, to the doctor and to the banker. In short, it will help us all."

Expressing the opinion that "the railroads have adjusted themselves fairly well to live under the Transportation Act," Julius Kruttschnitt, chairman of the executive committee of the Southern Pacific Railroad, declared that "if by 'mischievous tinkering with it the politicians do not destroy the progress already made, and do not enact other laws requiring new adjustments by the railroads, we believe that the end of the railroad problem will have been seen before the end of 1924."

"While it is early to make estimates on the crops of 1924, many of which are contingent on conditions that may prevail until actual harvest," Kruttschnitt added, "we believe that conditions are now generally favorable and good crops can reasonably be expected in 1924. Demand will of course, control prices. The purchasing power of the nations in Europe, that furnish our principal markets is limited by existing conditions, but unless they get very much worse our farmers may hope for prices substantially as now prevail. Consequently, business should be good and in satisfactory volume."

Kruttschnitt said also that railroads are in a position to render better service next year because their equipment and property is in better condition, that the relations between employees and employers are better than for many years, and that the relations of the railroads to the public "are more harmonious and cooperative than they have ever been."

The year 1923 was an exceedingly interesting period in the copper metal situation in the opinion of Charles Hayden, of Hayden, Stone & Co., and an officer and director in many of the larger copper companies.

This condition resulted, Hayden said, from the fact that while pro-

duction exceeded the normal pre-war output, the unusually heavy consumption by American manufacturers, due largely to the enormous business in the electrical and automobile industries, offset the greatly reduced foreign consumption resulting from the unsettled conditions in Europe.

"It is hardly to be expected," Hayden continued, "that there will be sufficient settlement of European affairs to warrant the resumption of any great increase in foreign buying during the early part of 1924, but I am firmly of the belief that American production is not likely to increase, especially at present prices for the metal, and on the other hand, any diminution in the consumption of copper for the building trades, or because of some slight slowing up in certain lines of business which use a lot of copper in this country, will be more than offset by an increased foreign demand."

One of the few pessimistic statements was made by P. A. S. Franklin, president of the International Mercantile Marine Co., on his recent return from a trip abroad.

"I can see no improvement in either the shipping or the general economic situation abroad," he said. "The Ruhr situation still very seriously affects shipping, because it causes decreases of both travel and freight."

Former FAMOUS
STRONG MAN DIES
IN LONELY SHACK

SAN FRANCISCO, Jan. 2.—At one time or another millions undoubtedly knew Pierre Garnier. For years he was a "strong man" for one of the largest circuses.

But 15 or 20 years ago he retired from the sawdust tours to settle in San Francisco. Here thousands of a new generation came to know him. He made his living by giving physical culture demonstrations and selling his "system" on a down town street corner. At this stand he never missed a day.

He called himself "the strongest man in the world." Usually he had a little knot of passers-by viewing his muscles and listening to his friendly badinage.

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HARDING MEMORIAL FUND DRIVE STARTS SUNDAY, JAN. 6TH

\$1,000 to be South From Klamath County Citizens to Perpetuate Name of Late President

County Chairman Perry O. DeLap of the Warren G. Harding Memorial committee, states that next Sunday, January 6, is the beginning of Memorial week for the late president and will include January 16. The churches of the county are expected to say something commendatory of this great movement and the citizens are requested to subscribe \$1000.

The purpose of the Harding Memorial are to purchase the Harding home at Marion, Ohio, which will be kept always for books, papers, and speeches of the late president; the establishment of a chair in some university devoted to statesmanship, diplomacy and international law; the building of a mausoleum and monument in which shall rest the remains of Harding.

DeLap stated today that already there had been donated several hundred subscribers. Twenty-five community chairmen have been named with Leslie Rogers of the First National bank as treasurer.

The movement for the memorial is non-partisan.

SECTION FOREMAN FINED.

Domenico Fearase, section foreman for the Southern Pacific at Midland, was arraigned before Justice Emmitt Monday afternoon and charged with the possession of moonshine whiskey and mash. He pleaded guilty and was fined \$250 and costs. Elmer Lowery and Ray pleaded guilty to charges of transportation and possession of liquor and were each fined \$100 and costs.

PAY FINES.

G. Fuenger pleaded guilty to a charge of drunkenness in police court this morning and was fined \$20. William Henry, who was fined \$20 Monday afternoon for drunkenness, appeared before Judge Gaglian again this morning on the same charge. He pleaded guilty and was fined \$25.

WHEAT PRICES.

PORTLAND, Ore., Jan. 2.—Hard white wheat, 98c; western red, 94c.

Holte, Vale; J. T. Rorick, The Dalles; Frank Sloan, Stanfield; Roy T. Bishop, Portland; W. O. Mansell, Portland; Arthur Clarke, Corvallis; E. B. Hall, Klamath Falls; L. L. Ray, Eugene and L. D. Drake, Astoria.

The meeting will be called to order at 10 A. M. and an address of welcome will be delivered by Frank E. Andrews, president of the Portland chamber of commerce. Responses will be made by R. S. Hamilton of Bend, Irving B. Vining of Ashland and J. W. Brewer of Portland. Following appointment of committees, A. S. Dudley, executive manager of the state chamber, will outline the 1924 program.

At the afternoon session W. D. B. Dodson, general manager of the Portland chamber, will speak on the state development program; Paul L. McKee, general manager of the California & Oregon Power company, will speak on "The State Attitude"; William McMurray, general passenger agent of the Southern Pacific, will speak on "The State Attitude"; and J. W. Brewer of Portland will speak on "The State Attitude".

WHITNEY CHORUS TO RETURN TO PORTLAND

WENNEPIEG, Jan. 2.—The Whitney boys' chorus is to start home this afternoon following its financial wreck here.

For Colds,
Influenza
and as a
Preventive

Take

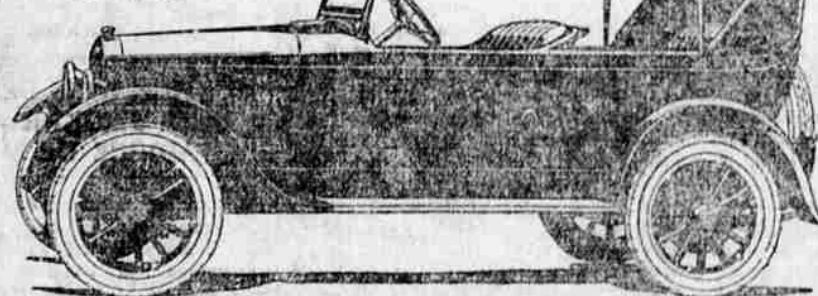


The First and Original
Cold and Grip Tablet

The box bears this signature

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Studebaker Light-Six Touring Car



We Want to Talk to Every Prospect Who Plans to Pay More Than \$500 for a Car

We want to tell you something about the Studebaker Light-Six Touring Car. Want you to examine it—and to drive it.

Stop in and let us prove what a vast difference there is between the Light-Six and other cars at about the same price—or between the Light-Six and cars of other makes costing several hundred dollars more.

To be able to buy a Six, practically free from vibration, for less than \$1,000 is an opportunity not duplicated anywhere in the world. Elimination of vibration adds immeasurably to the life of the motor. It is one of the reasons for the universal high resale value of the Light-Six.

The Touring Car body is all-steel—even to its framework. Seat cushions—of genuine leather—are ten

inches deep and are placed at the most restful angle.

The one-piece windshield is handsome and practical because it gives unobstructed view of the road ahead and is rain-proof. The quick-action cowl ventilator and the parking lights are but indications of the quality and completeness of the appointments.

No other make of car ever built, by anyone, at any price, represents so great a dollar-for-dollar value as the Light-Six Touring Car. The savings resulting from large volume, complete manufacture and the fact that Studebaker's overhead is shared by three distinct models make possible its low price and high value.

The Light-Six upholds Studebaker's 72-year reputation for honest value.

Power to satisfy the most exacting owner

1924 MODELS AND PRICES—f. o. b. factory			
LIGHT-SIX		SPECIAL SIX	
5-Door, 112" W. B., 40 H. P.	\$995	5-Door, 112" W. B., 30 H. P.	\$1250
Touring	\$975	Touring	\$1230
Roadster (3-Door)	\$1195	Roadster (3-Door)	\$1215
Coupe (3-Door)	\$1275	Coupe (3-Door)	\$1295
Sedan	\$1485	Sedan	\$1505

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It costs you nothing to let us know your needs and it will surely save you money

Do you know what it costs you to buy goods at the last minute? Farmers who place orders early can save freight, financing, storage, sales expense, service expense, bookkeeping, etc. In fact, every cost of doing business can be reduced if farmers cooperate under a new Plan of selling.

Under this Plan, the manufacturer, dealer and farmer all get together and cut out entirely a lot of costly features of distribution making the most direct path possible from factory to farm. Sweeping economies are made all along the line in factories, distributing warehouses, and in our own store under the MOLINE PLAN.

Breakdowns in the midst of a busy season are many times more costly to the farmer than the price of a new implement. Be sure of your equipment. Look over the implements in your sheds and place orders now. Come and see us about the Plan to secure reduced prices on Moline Implements.

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