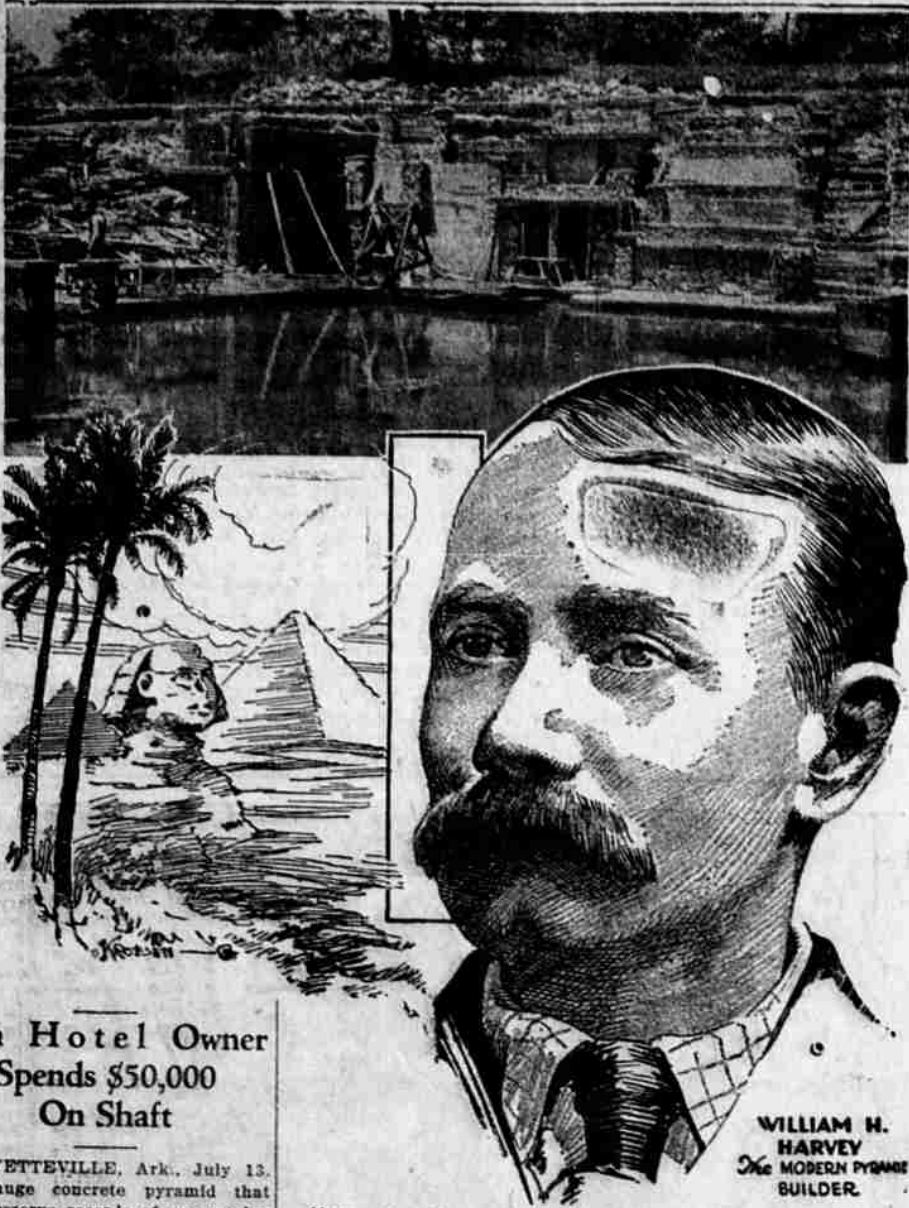


A BIT OF EGYPT IN THE OZARKS



Rich Hotel Owner Spends \$50,000 On Shaft

FAYETTEVILLE, Ark., July 13.—A huge concrete pyramid that will preserve records of present-day civilization for millions of years, if necessary, is being built among the back hills of the Arkansas Ozarks by William Hope (Coin) Harvey, wealthy resort hotel owner.

On the passageway leading to the central crypt will be a copper tablet for some archeologist of the year 121,027, or thereabouts, to decipher. It will read:

"When this is read, go below and find a record of and the cause of the death of a former civilization."

A Friend of Bryan
Harvey, who was a close friend and co-worker of the late William Jennings Bryan, and a leader in the free silver movement that Bryan espoused in the "nineties," believes that some day our civilization must pass away—just when, he doesn't pretend to know, except that it will be a great many years hence. And he wants future generations, who poke around in our ruins, to have as full and complete an account of our customs and in-

Above, the site of William H. Harvey's pyramid, showing how work on the foundation is progressing.

ventions as possible. Hence the pyramid.

"Our civilization of today is rich in intricate inventions and cultural devices, but it can leave little, if anything, in the way of lasting records for the ages to come," he says.

"This pyramid, which I regard as the greatest undertaking of my life, will preserve records of the world of the present for the greater civilization of the future, and those nations and civilizations may have the opportunity to build up a happier world through finding out the mistakes and advantages of the life of our age.

"I have decided to erect my pyramid here because, geologically, the Ozarks are among the oldest mountains in the world. The process of erosion has diminished their origi-

nal height of more than 14,000 feet to less than 1400 feet above sea level. The hard limestone base, which I have effectually protected from the action of ground water, is as enduring as any substance known, and the hills have already become so worn that it is impossible for the pyramid to become buried through erosion of the nearby mountains."

Work Already Begun

Work on the foundation of the big pyramid has already begun, and construction of the main body will start within a few weeks. The pyramid is 40 to 130 feet high, 40 feet square at its base and six feet square at the top. Its construction will require 16,000 sacks of cement, 30,000 cubic feet of sand and 58,000 cubic feet of gravel. The total cost is estimated at \$50,000.

The top of a rounded hill has been excavated to bedrock limestone for the foundation, and approximately 150 holes have been

drilled 25 feet into the rock, in which cement shafts will be sunk as protection against erosion.

In the center of the pyramid there will be a room 20 feet square, surrounded by a solid concrete wall eight feet thick. This chamber will contain two vaults from which the air can be exhausted by a system of pipes leading to the outside.

Samples of Machinery

In these vaults will be placed various examples of this generation's achievements—miniature airplanes, radio sets, phonographs, linotype machines, steamships, automobiles and other mechanical devices. Magazines and newspapers, their pages covered with waxed paper to prevent the ink from fading, will be placed in the vaults, as will a copy of "Common Sense," a book by Mr. Harvey.

There will be nothing to perpetuate the names of any people aside from the records in the books and magazines. No names will be engraved on the walls.

After the vaults are filled they will be hermetically sealed and the air will be exhausted by means of the pipes. Then the mouth of the shaft leading to the crypt will be sealed—and the pyramid will be left to wait for the prying eyes of some curious scientist, scores of centuries in the future.

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AID LAW

LOS ANGELES — "Make certain that into no title there be allowed to enter any word, phrase, clause or sentence that directly or indirectly encourages slightest disregard for law," said Will H. Hays in commenting on such a policy adopted recently by picture producers and distributors of America.

The policy emphasized the prohibition law.

Autoist Seeks Car Comfort, Makers Think

Oldsmobile Made with this Object in View

What the great mass of the automobiling public wants today in a car is comfort in all seasons, good looks, a flexible and powerful engine, economy of operation and moderate price, according to conclusions reached by executives of Olds Motor Works.

At any rate this is the word received here by C. H. Washburn, head of Klamath Valley Motor Co., Oldsmobile distributor, who pointed out that one of the factors in the past which militated against the sale of closed cars in big volume was the substantial difference in price between open and closed models of the same make.

"While it was, and is, possible to buy a closed car at a price to fit most any pocketbook, there were many persons who preferred to sacrifice closed car comfort to get a smoother, higher powered open car at the same price," continued Mr. Washburn.

"Economies in manufacture made possible by the scientific design of the new Oldsmobile coach, however, has almost totally removed this condition by bringing the coach price down to within a hundred dollars or so of an equally good open car. The price difference is so small that it rarely proves a sales barrier.

"The design of the coach, besides removing the price differential factor, has also eliminated some other objections to closed cars. With windows lowered, the new one piece ventilating windshield raised, the

coach gives the same delightful airiness in summer as does the touring car.

"The Oldsmobile coach is constructed of metal panels extending from floor to roof, with graceful curves at the rear. It is finished in the new lustrous Duco. The interior is upholstered in long wearing fabrics and finished with the same care and careful attention to detail as are the sedans. Front and rear seats are deep and restful and so spaced that more than ample leg room is provided for both front and rear seat passengers.

"The front seats are unusually comfortable, the backs as well as the seat cushions being well padded over springs, and can be folded forward under the cowl. It is equipped with automatic windshield cleaner and cowl lights and is powered by the famous six cylinder L-head engine that has made such a name for itself for smooth power and economy.

"Important announcements of the past year, and continuance of Olds super-performance qualities for the new models, will be made next Sunday," said Mr. Washburn.

FORCED TO WORK

REDDING—Inspecting the county roads is always a favored pastime for supervisors on fair summer afternoons. But the Shasta county board ran into a cloud of forest fire smoke yesterday and was hauled out of automobiles and put to work until relieved by tourists passing in automobiles.

EMBARGO PROTESTED

SALEM, Ore., July 13.—(AP)—Officials of the state of Washington will be asked to postpone for one year the effective date of the state's embargo on Oregon chicks.

The embargo is to apply to all chicks except those certified to be free from white diarrhoea.

\$\$\$ saved, using Classified Ads.

Eight Motor Is Declared Ideal

That the eight cylinder motor is the design in which automotive progress will ultimately attain its greatest perfection and that this motor will eventually replace all other types in the higher priced field is the opinion of Dabols Young, vice-president of the Hupp Motor Car corporation. His opinion is based primarily on the inherent capabilities of this motor—more than any other—to give complete satisfaction and secondarily it is based on the preference that is everywhere shown by motorists toward the multi-cylinder motor.

"In the eight cylinder motor," points out Mr. Young, "is obtained a complete blending of power impulses that brings the maximum in smoothness and quietness. Each thrust is perfectly balanced by another to bring a refined vibrationless motor performance such as is unobtainable in motors with less cylinders. Although for some years past engineers have recognized the superiority of the straight eight, it was never marketed in any large sales volume until the introduction of the Hupp eight famed the world over for the precision of its engineering design and the marked adherence to these designs in production. Hupp's eight was in a most favorable position to successfully meet this growing demand for the eight cylinder car.

"It has been shown that the trend of the buying in the two great fields—which are the lower and medium priced cars—has been decidedly altered in the past year. The lighter six is rapidly becoming a pronounced sales leader in the price class under \$1500, while in the \$2500 and up classification the trend is undoubtedly toward multi-cylinder cars.

the power plant has created a new idea of engine efficiency



ALL records for sales among cars of its size and price class are being broken by this new Willys-Knight Six "Seventy". All records for engine efficiency, car performance, operating economy and smooth running, in its class have been set aside by what it has been doing in the hands of owners. It has created an entirely new idea of what engine efficiency can really mean.

Throughout its entire range, the motor in this great favorite develops greater horse-power per cubic inch of piston displacement, than any other stock, American built power plant.

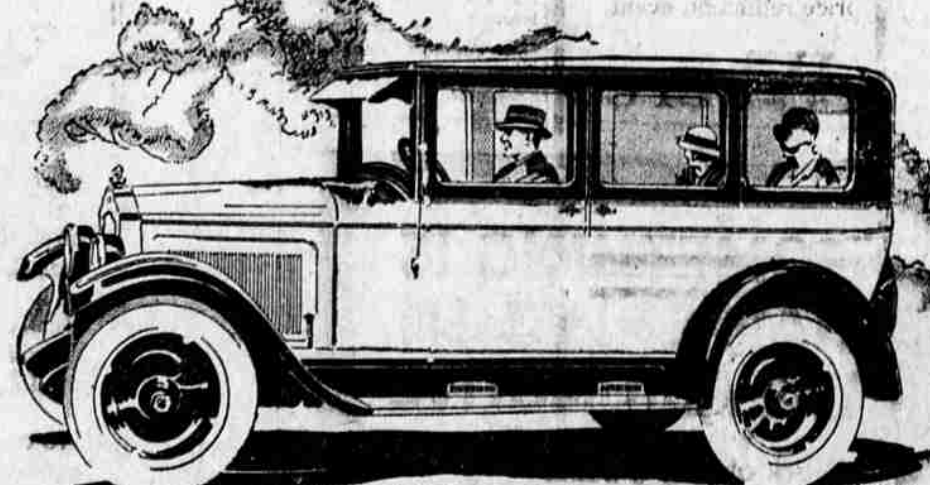
At speeds well over 60 miles an hour, this engine runs as smoothly and silently as at a loafing speed of 25-30 miles an hour—and there is not the slightest feeling of strain or labor in the power plant.

The chassis matches the power plant in its superior construction and great reliability. Engineers say it is practically unbreakable. The powerful four-wheel brakes are of the type used by 93% of all European cars. See this remarkable car—test its riding and driving qualities.

Paradise Inn, Mt. Rainier, Washington



THE Willys-Knight sleeve valve motor—eliminating all of the usual carbon troubles, valve adjustments and complications... The engine that improves with use.



\$1495

TOURING \$1295
COUPE \$1395
STANDARD SEDAN \$1595
Prices f.o.b. factory
Through the new Willys-Knight finance plan, buy this car on smaller down payments & smaller monthly payments—the lowest credit cost in the industry.

The new 70 WILLYS-KNIGHT 6



PONTIAC SIX

CHIEF OF THE SIXES

The Pontiac Six won instant acceptance—first as a quality car and then as a car at a price made possible by the gigantic resources and purchasing power at the disposal of a division of General Motors. Entirely disregarding price, the Pontiac Six would be an outstanding car by the grace of its Fisher body and the smartness of its Duco

finish, by the size, power, and flexibility of its engine, by the exceptional ruggedness and "heft" of every unit, from the dashing radiator cap to the tall light—but a price of \$825 literally throws this high-quality Six into bold and impressive relief against the entire industry.

Oakland Six, Comparison to the Pontiac Six—\$1025 to \$1305. All prices at factory. Easy to pay on the liberal General Motors Time Payment Plan.

R. R. R. GARAGE
820 Klamath

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