

Darr Defeats Tiny Hayes in Vicious Fight

Following ten rounds of rather tame fighting, Orville Darr, Klamath Falls, was given a decision over Tiny Hayes, Portland, in the main event of the Chilquin fight card last night. The main event was fighting in the 155-pound class.

Preceding the final bout, fans were treated to three as lively preliminaries as could be wished and they drew many box office customers.

In the semi-windup Mike Daly, Pelham City, was given the decision over Terry Killen, son of Erin, hailing from Eugene, after six rounds of interesting fighting in which many hard blows were exchanged. They fought at 155 pounds.

In a six-round special event Austin Rosander, the "Ashland Wild Man," took a decision over Tony O'Dell, Eugene. Both weighed in at 142 pounds. These boys snuffed it well and kept the fans on their seats' edges throughout the bout, which was close.

Jimmy Lee and Harold Wright fought a draw in the "Battle of the Races." Lee, a Chinaman from the University of Oregon at Eugene, and Wright, a member of the Klamath Indian tribe, drew many of the large audience who wished to see Lee, said to be the only Chinaman in the boxing game, mix it with Wright, who is fast and clever. They fought in the 130-pound class.

Two local boys opened the card with a certain rouser.

Joe Swindler refereed. The bouts were staged by Matchmaker Damon Savage under the auspices of the Chilquin boxing commission. Arthur Prilauk announced.

'Bad Boy' of Sox in Fight With Manager

CHICAGO, May 16, (AP)—Art Shires, the White Sox "Bad Boy" engaged in a fist fight with his boss, Manager Lena Blackburne, in the clubhouse after yesterday's game and announced forthwith that he was leaving baseball "for good" and would return school to obtain his degree in law. Blackburne, decorated with a discolored eye and a cut ear, took the altercation like the seasoned campaigner he is and announced:

"It was just one of those things that had to happen sooner or later."

The added that since Shires is under contract with the White Sox his further legal education will be delayed, at least temporarily.

"He is still the property of the club," Blackburne said, "and will remain so, but in what capacity, I don't know. If Shires gets on the right track he will be reinstated and given another chance to make the grade."

Ruth Would Be Lost Without Sniff o' Snuff



By AL DEMAREE
(Former Pitcher N. Y. Giants)

Babe Ruth never can get enough snuff. Many people do not know that Babe is a snuff-taker, but he probably is the world's greatest old-time snuff-sniffer.

He uses only one brand, Copeland's, and if that little box of snuff gets lost, Babe is a wild man until he finds it again. On the golf links when among people he doesn't know, Babe usually "sniffs" his snuff.

There is a reason for snuff in Ruth's case. He has been afflicted with sinus trouble, the ball player's great trouble maker, and he sniffs snuff to clear out his nasal passages.

P. O. CRAWFORD IS PROMOTED

(Continued from Page One)

to Stanford and graduated the next year with an A. B. degree in electrical engineering. Following his graduation he constructed three hydro electric power plants for the Northern California Power Company. April 1912 found Mr. Crawford as assistant engineer on the Jab-us-Suraj hydro electric development, in Kabul, Afghanistan. When his three year contract had expired, he returned to the United States and entered Leland Stanford University again, devoting his efforts to high voltage research under the direction of Professor Harris J. Ryan. In March 1926, he accepted a position with the California Oregon Power Company as construction engineer and had charge of the construction of the Copco No. 1 hydro electric plant. Upon completion of this project, Mr. Crawford became chief engineer of the company and later was appointed vice president and chief engineer, continuing in this capacity until his election as vice president and general manager of the company in September, 1926. During the period Mr. Crawford has been with the company the generating capacity of The California Oregon Power Company system was increased from \$149 kilowatts to \$8,848 kilowatts, and the number of communities served by the system increased from 33 to 58. Mr. Crawford has been active in civic affairs throughout the territory served by the California Oregon Power Company and is well known in the public utility industry.

Mr. Brewer has been vice president and general manager of the Mountain States Power Company since January 1, 1919, and has been connected with the Byllesby organization since August 15, 1909. He served as sales manager of the Muskogee Gas and Electric company during 1909 and 1910 and as sales manager of the Mankato office of Northern States Power company during 1910 and 1911. In January 1911, he went to the Pacific Coast to become sales manager of the new business department of the gas company in Everett, Washington, and later was manager of the Sandpoint division of the company. In June, 1912 he became manager of the Western States Gas and Electric Company in Richmond, California and served in that capacity until January 1, 1919, when he was appointed vice president and general manager of the Mountain States Power company.

Mr. Brewer's new duties as vice president and general manager of both Mountain States Power Company place him in charge of utility properties having a total generating capacity of 115,358 kilowatts and serving 158 communities in the states of California, Oregon, Washington, Idaho, Montana, Wyoming, and South Dakota. His appointment as vice president and general manager of The California Oregon Power Company becomes effective June 1.

GRAND JURY TO HOLD SESSION ABOUT JUNE 15

A session of the Klamath county grand jury will be called shortly after the middle of June, W. S. Wiley, district attorney, revealed today.

The district attorney's office and Circuit Judge W. M. Duncan have an understanding that the inquisitorial body will convene the middle of next month, but have not yet set a definite date.

OLD CORNS COME OFF BY THOUSANDS

Our clinics are demonstrating how easily "END-O-CORN" removes the most stubborn old corns or calluses—even Verrucae.

All this and next week hundreds of men and women will profit from the demonstration being given at our stores about END-O-CORN.

All those who have stubborn corns or calluses and who have become discouraged by the poor results obtained from the use of advertised "corn cures" should surely come right away to hear about "END-O-CORN," the only remedy that will surely remove all corns and calluses quickly and without pain.

If you live too far away, write to END-O-CORN LABORATORIES, 4 Garfield Bldg., Chicago, and we will see that you receive a jar.

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To Be Sure Genuine Alemite Lubricants—Lubricants Made Especially for Use in Alemite High Pressure Lubricating Systems—Are Used in Your Car

Go to the Alemite-ing Stations Listed Below
—Look for the Yellow Sign

Owners of cars, equipped with the Alemite High Pressure Lubricating Systems, frequently ask whether or not a special type of lubricant is required in those systems.

The answer is, "yes." All greases are not fitted to the Alemite Systems. The use of unknown, inferior greases, frequently found in haphazard "Greasing Stations" claiming "High Pressure Lubrication," is seriously urged against.

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For your own protection, the obviously sensible thing is to go direct to a genuine Alemite-ing Station for lubrication service. To have your car Alemited; not "greased."

These stations, listed below, identified by the Yellow Sign shown here, use special Alemite Lubricants, Lubricants developed by the makers of the Alemite Systems, themselves, after years of research, as CORRECT for those systems. Lubricants that NEVER VARY in quality.

Look for the Big Yellow Sign



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Alemite High Pressure Lubricating Systems together with Alemite Lubricants especially designed for the most efficient results in these systems, lengthen car life and largely eliminate 80% of all repair bills. Car manufacturers recognize this—so more than 95% of today's cars are equipped with Alemite. A properly lubricated automobile means a long-lived automobile—one that naturally commands a higher trade-in value.



So Alemite now offers Recorded Alemite Service—a certified record of all the lubrication services performed on your car. A record that "pedigrees" it and will increase the re-sale value of your car 10% or more.

The dealers whose names appear in this advertisement offer genuine Alemite-ing with genuine Alemite Lubricants. Ask them about the new R. A. S.—Recorded Alemite Service.

Efficient mechanics serve you at these stations. You get the *ultimate in scientific lubrication* to protect your car's life; to give you smoother operation and amazingly fewer repair bills.

What Alemite-ing Consists Of

1. BEARINGS: Alemite High Pressure Lubricant forced into every vital chassis bearing with Alemite equipment by expert Alemite mechanics—every 500 miles.
2. GEARS: Differential and transmission thoroughly flushed out by a special Alemite process. New Alemite Gear Lubricant forced in—every 2,500 miles.
3. SPRINGS: Springs sprayed with special Alemite Graphite Penetrating Oil—every 500 miles. Eliminating ALL spring squeaks and making the car run immeasurably smoother.

Just drive your car to one of the stations listed

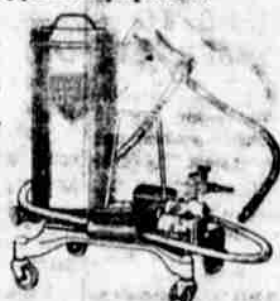
below and try this service. You will notice an immediate difference in the way your car runs.

Specially Designed Equipment for Alemite-ing

Now you can be sure. Watch the work yourself. Not a bearing will be missed. And the work will be done in just a few minutes with latest type super-machines. Most of the Alemite dealers listed below use this type of equipment.

1—Alemite Guns

(typical example at right)
Special Alemite high pressure guns are used. Guns that produce pressures of thousands of pounds per square inch, and will force fresh, clean lubricant into the chassis bearings, replacing the old dirt and grease. Work done in a few minutes' time.



2—Alemite Gear Flusher

This type of machine washes out the transmission and differential with a strong, forceful stream of distillate. The electric motor gives sufficient force to clean out the metal filings and other foreign matter.

3—Alemite Spring Sprayer

This spray operates by compressed air and forces Alemite graphite penetrating oil between each leaf of the spring. It is also used for taking out squeaks located in the body of the car. The oil evaporates and leaves a dry film of graphite. No more collection of road dust, because we do not use cheap crank case oil.



In having your car lubricated insist on genuine Alemite lubricants. These lubricants cost the dealers more money—but costs you no more than ordinary greasing.

We Are the Dealers Who Can Give You This Service

Balsiger Motor Company

828 Klamath Avenue, Klamath Falls, Oregon.

Imperial Garage

Third and Main Streets, Klamath Falls, Oregon. "The Garage that Never Closes." Harry Goeller, Proprietor.

Locke Motor Company

522 South Sixth Street, Klamath Falls, Oregon.

Monarch Service Station

Sixth and Walnut Sts., Klamath Falls, Oregon. Teed & Nitschelm.

Paul Johnson Super Service

Eleventh and Main Streets, Klamath Falls, Oregon.

Southern Oregon Service

Second and Main Sts., Klamath Falls, Oregon, W. H. Ayres, Prop.

Chiloquin Garage & Auto Co.

Chiloquin, Oregon.