

NEWS IN BRIEF

Former Resident Dead—

Funeral services were held yesterday afternoon in Myrtle Point for Harold Schroeder, 27, of Dora, who was instantly killed Monday when his head was caught between two logs, during the process of loading logs upon a truck there. The young man was employed by the Mack Baker logging camp at Dora, where he had been working since last June. The deceased is survived by his wife of one year, his father and mother, Mr. and Mrs. Finley Schroeder, of Norway, and five sisters. The sisters are Hilda Yarbrough of Myrtle Point, Mary Warner of Norway, Hazel Freeman of Fairview, Eva Schroeder and Joyce Schroeder of Norway. Harold Schroeder was born at Norway and had lived in that area during the greater part of his life. A little more than a year ago at Klamath Falls he was married. The young couple were living at the Dora camp at the time of the mishap. The deceased was the only boy in his family. —Marshall News.

Martin Returning Home—

Mr. and Mrs. Ira Martin and daughter Dolores, who have been visiting in Indiana and other middle states, are on their way back to Klamath Falls, according to word received by friends in the city. Mr. Martin is interested in the produce business here.

Donnelly Visiting—

H. H. Donnelly of San Francisco is among the guests at the Hotel Hall for several days. Mr. Donnelly made the trip by motor.

Visiting From Yreka—

Mrs. Stella Shoels Mani and daughter Miss Vivian of Yreka, California, former residents of this city are here for an indefinite visit with relatives and friends. Last evening Mr. and Mrs. Edward Propst entertained at their home on Pine in court-ney of Mrs. Mani and daughter. Covers were laid for Judge and Mrs. R. A. Emmitt, Mr. and Mrs. W. Paul Johnson, Mrs. Stella Shoels Mani, Miss Vivian Shoels and Mr. and Mrs. Propst.

Hannon's Have Son—

Announcement of the arrival of a son, Robert Edward, at the home of Mr. and Mrs. Frances Hannon of Richmond, Calif., on Friday, August 9, was received here yesterday by Mr. and Mrs. P. E. Hannon, parents of Mr. Hannon. This is the third boy born to Mr. and Mrs. Hannon, John Frederick is 3 years old and William Francis is 2.

At the Brown Home—

Dr. and Mrs. Harold Brown of North Fifth are enjoying a visit from Mr. and Mrs. B. B. Plack of Salem. Sunday the visitors will enjoy a motor trip to Crater Lake with Dr. and Mrs. Brown. From Crater Lake they will motor on north to their home. Mr. and Mrs. Plack have been here since Thursday.

De Mattel Left—

A. E. De Mattel, chief clerk and superintendent of telegraph lines for the Southern Pacific, returned last night to San Francisco. Mr. De Mattel has been here for several days on business.

Child Fatally Hurt—

Believed to have been looking at the swimmers in the tank at the Jackson Hot Springs last night as he was driving by, F. J. Swenning, Ashland painter, swerved off the highway and rammed into a telephone pole, seriously injuring a three-year-old nephew who was riding with him. There were five persons in the car, the others being bruised and cut. The little boy suffered a fractured skull and is not expected to live, according to advices received from the Ashland Community hospital. He was sitting on Mrs. Swenning's lap and was thrown from the car when it collided with the pole. The car was badly damaged and considerable excitement reigned at the swimming pool, which was then crowded with swimmers and spectators. —Medford News.

Breakfast At Molatore Home—

Miss Deena Molatore, registered nurse is entertaining with a waffle breakfast Sunday morning at her home in Hot Springs. Covers will be laid for Eve Powers, Lillian Beaker, Nina Kitwell, Deena Molatore, Zed Barnes, Frank Bort, Charles Maguire, Roger Montgomery, Louis Stewart and Harry Molatore.

Former Residents Visit—

Mr. and Mrs. R. B. Knapper, formerly of Klamath Falls and more recently of Joseph, Oregon, were visitors in the city last night. The Knappers resided here in 1925 and 1926, going from here to Joseph. They left today for Medford where they will reside.

Malarkey Writes—

Tom Malarkey, until three weeks ago editor of The Evening Herald, has written friends here from Portland. "Out of the hospital but still pretty weak in the pins," he writes. He expects to leave Portland for Butte, Montana, some time shortly after September first.

Almanac Move—

Mr. and Mrs. C. Alman, who have made their home for the past three years in the Arcade apartments have taken an apartment at the Linda Vista. Mrs. Alman is a teacher in the city schools and will teach at the Hot Springs school this year.

Mrs. Osborne Improving—

While still unable to leave her room, Mrs. Nell Osborne of the Blue Bird is reported somewhat improved. Mrs. Osborne has been confined to her home on Pine for the past ten days.

Enroute To East Lake—

K. J. Sallder and a party of friends from Whittier, California are here today enroute to East Lake. Mr. Sallder is with the State School at Whittier.

Left For South—

Lewis R. La Fleur left last night for San Francisco, having completed his work with the new line between Alturas and Klamath Falls.

Paroute To The Dalles—

Travelling in a beautiful 1923 Cadillac Mr. and Mrs. W. J. Parry of Oakland, California visited here today enroute to The Dalles and other points north.

De Marlas Left—

Karl De Marlas of the Southern Pacific is in Eureka, Calif., with other Southern Pacific officials today on the educational tour.

Leaves Sunday—

Robert Galoway, editor of the Klamath News leaves tomorrow for Eugene and other northern cities to enjoy a two weeks vacation with relatives and friends.

Visiting From Kirk—

Mr. and Mrs. Lester Langer nee Evelyn Propst are spending the week end here from Kirk visiting relatives and friends.

Visited Erdman Home—

Miss Sylvia Erdman of Eugene has been visiting here at the home of Mr. and Mrs. L. Erdman for several days.

Returned North—

After an enjoyable visit of a month with the E. Scherer family, Mrs. L. A. Anderson has returned to her home at Chehalis, Washington.

Returned Home—

Mr. and Mrs. R. W. Nelson and F. T. Nelson of Keno are home from Agnes, Oregon where they visited for several days with Mrs. Helen Lucas and family.

Mother Reported Ill—

Mrs. Ben Kerns has been in southern California for the past week, called there because of the illness of her mother.

Visiting From Los Angeles—

J. Etta Stimmell of Los Angeles is registered among the guests at the Hotel Valley today.

Motoring o Valley—

Mr. and Mrs. Edward Propst and grandson, Jimmy are home from a business trip to Medford.

Hemmingway Returned—

J. C. Hemmingway, San Francisco returned south this morning after spending several days here on business.

Visited In City—

Mrs. B. H. Knappen and family of Ashland visited friends in Klamath Falls yesterday.

Visiting Here—

Miss Edith Werts of Dunsmuir, California is enjoying a visit here with relatives and friends.

Cottonwood County Is Choice of Zeke Squeke

Captain Jack, Modoc Leader, Wanted Section North of Dorris For His Own But Was Too Much of a Renegade to Be Trusted.

By ZEKE SQUEKE
DORRIS, CALIF., Aug. 9. (Special)—Here we are pestering the subscribers in the section of northern California made famous by those two old Indian fighters, John Fairchild and Press Dorris.

IN FACT, the country north of here where a million ducks once matured without irrigation and herds of fish blossomed and ripened for the fall picking without requiring a single hoeing or weeding, is where the dusky braves once roamed in peace and comfort, the aquas did the work and every day for the bucks was Sunday morning.

AS A MATTER of history the strip of land lying nearer Dorris than Klamath Falls was demanded by Captain Jack in his peace parley with General Canby in 1873 but the treaties had already been made, the Indian lands allotted and the government could not have a bunch of renegades, such as composed Jack's band, out where they could not be watched.

AS A RESULT the territory demanded by the reds and known then as the Cottonwoods is now used for stock ranches and one of the prominent ones is the J. F. ranch, carved out of the vast western wilderness by John Fairchild.

TRIBUTARY to Dorris is a community known as Sam's Neck. At first blush it strikes the ear drum as rather an odd name. And so it is.

YEARS AGO when the country was new and the price mark was still worn on its coat-tail, there roamed over Butte valley great

bands of wild horses.

NO ENDLESS barbed wire fences separated the goats from the cucumbers as domestic animals and garden truck were scant in the land, and one could travel for weeks without stopping "to let the bars down."

THE BEAUTIFUL basin was covered with rich grass growing belly-high and on the succulent stems grazed thousands of mustangs whose ancestors might have escaped from Coronado in the early days of Spanish exploration.

DIVIDED OFF into bands each group was presided over by a stud which had landed his job as head of the household after a life and death battle with a competing stallion.

THEN THE leader was safe to enjoy life with his harem until a younger and stronger animal came over the hills and got a mash on his mares.

AT SUCH times the lady horses would look on kindly while the two vicious beasts contended for the honor of their society. A fight between two stallions is an awful spectacle. Biting, kicking, rearing, plunging and screaming are the tactics until one or the other is killed or withdraws from the contest.

IN CASE the intruder became champion and took over the flock, the mares accepted the change into the democratic administration without so much as holding their noses out of the buffalo grass.

BUT WE hear the reader dinging as to how Sam's Neck got its name. One of those stallions was named Sam; the neck of the woods where he and his mares roamed was called Sam's Neck and so another fine, truthful story winds out.

Yours truly,
ZEKE.

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Warford tran., 32x6 10-ply tires, closed cab, large stake body, overload springs, frame, etc.	
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FEAR IS FELT FOR SAFETY OF SWISS AIRMEN

LE BOURGET, France, Aug. 10. (AP)—Fears for the safety of three Swiss aviators who left here Thursday afternoon for Lisbon on the first leg of a transatlantic flight to New York were felt among officials at the air field today.

Pilot Koenig, navigator Tschopp and mechanic Leuscher, who have been flying only since 1927, planned to dare the difficult westward crossing of the Atlantic despite their few years of experience in flying.

Nothing has been heard of the Swiss aviators since they left late yesterday afternoon for Lisbon, which they should have reached early this morning.

GREATEST BUSINESS MAAN

CAMBRIDGE, Mass., Aug. 9. (AP)—Owen D. Young voted to be "the greatest business man in America," by 200 business men from 27 states and three foreign countries enrolled at the Harvard Business School summer session. Henry Ford was second, secretary of the treasury Andrew Mellon third, while President Hoover placed fourth.



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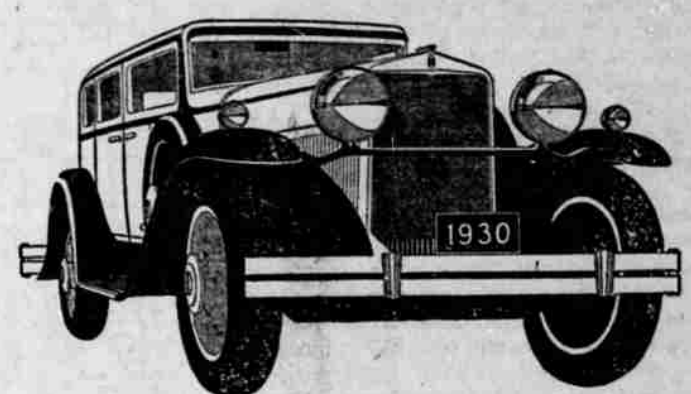
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THE 1930 HUPMOBILE SIX

It has long been the ambition of Hupmobile engineers to build a Hupmobile at a price within the thousand-dollar class... but each year they have said: "Let's wait until we can build, not just another automobile, but a greater Hupmobile. A car that will add new lustre to Hupmobile's 2-year prestige"... Today, this goal of years has been attained—in the new 1930 Hupmobile Six... It is a car which Hup is proud to call a Hupmobile, because it IS a Hupmobile in every detail of its design and construction... It is powered by the self-same Hupmobile motor which made the Hupmobile Century Six a spectacular success... It is built to the rigid Hupmobile standards of precision-manufacture... It is 100% a Hupmobile—but a more powerful

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HUPMOBILE SIX
1930

Hupmobile. With its time-tested Hupmobile engine made still smoother and sweeter running... It is 100% a Hupmobile—but a handsomer Hupmobile. Made still smarter by further advances in Hupmobile's innovation of tailored sheet metal and by new, lower-slung and dashing lines... It is 100% a Hupmobile—but a still sweeter riding and driving Hupmobile. Made more comfortable by more seat and leg room and by many engineering refinements, adding to speed, safety, ease of control and restful traveling... Hupmobile's long renown as "The Car of the American Family" takes on a new significance today.

HIGHLIGHTS OF THE NEW 1930 HUPMOBILE SIX
19 miles per hour... 70 horsepower... Acceleration from 0 to 55 miles per hour in 7 seconds... 16 to 20 m. p. h. in 3 seconds... The famous Hupmobile Century 6 engine improved with completely redesigned crankshaft and valve mechanism... minimum vibration at any speed... Improved 4-wheel Hupmobile steering... Long springs of matched tension, with improved hydraulic shock absorbers, not subject to temperature variations... Safety tri-plate steering wheel... Foot operated disc brake... Non-glare slanting windshield, full ventilating type... A big car, 20 1/2 inches across rear end, 49 inches across front end... Unusually generous head room... Further advancement of Hupmobile's introduction of tailored sheet metal... New 8-spoke aluminum hub caps with concealed hub bolts... New front fender parking lights of same design as headlights... 6 wire or disc wheels, two spare wheels mounted in fender cradle... available at stock price, cost.

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