

FREE WHEELING INVOLVES NEW ENGINEER FEAT

Greatest Advance in 19 Years Made in New Studebakers

Free wheeling, the greatest advance in automotive engineering in 19 years, is announced by the Studebaker Corporation in its new series President and Commander Eight. In addition these new cars are provided with longer wheelbase, quieter operation, greater smoothness and new and improved body design.

This announcement is of especial interest to motorists of Klamath Falls in view of the championship performance of the past President Eight and Commander Eight models which have built up an enviable record of achievement attested by five world records, 13 international records and more American stock car records than all other makes of cars combined.

New Engineering Principle

Free wheeling, according to the manufacturer, involves a basic engineering principle which its engineers have developed and perfected over a long period of research and testwork. Studebaker is the first American car to offer free wheeling.

Free wheeling, as embodied in the new President and Commander Eight, offers in addition to an entirely new and pleasurable driving sensation a host of engineering advantages not to be found in the conventional car, it is claimed.

For example, car momentum never "forces" the engine with that sensation of "pulling up" which is so common in conventional cars when deceleration takes place. At any speed, as soon as pressure is relieved on the accelerator, the engine immediately drops to idling speed while the car continues to glide forward as smoothly and as a bird on the wing. Throughout this process, the gears are constantly in mesh, leaving the driver in complete control of his car.

Use of the free wheeling principle permits the motorist to do things with his car which at first experience seem incredible, it is said. He may shift gears from second to high and from high to second at any speed without touching the clutch. The clutch is necessary only to start and back up.

Saves Gas and Oil

Free wheeling results in an appreciable saving in gas and oil, because this new principle permits the engine to drop to idling speed as soon as the foot is removed from the accelerator. Strangely enough, the greatest economies are effected, it is claimed, in heavy traffic and hilly regions where the conventional car makes its greatest demands on gas and oil. Under such conditions free wheeling has resulted in a saving of 12 per cent in gasoline consumption, and 20 per cent in oil.

Free wheeling eliminates the reversal strains thrown on the rear axle, universal joints, clutch and transmission of an ordinary car when the foot is lifted suddenly from the throttle. Carbon is also reduced because the engine is never forced by car momentum to pump excess oil and gasoline into the cylinders when decelerating.

Free wheeling renders the car surprisingly quiet at every speed. It adds to safety because it leaves the driver in complete control of his car at all times, allows him to shift gears at any speed and reduces the hazard of skidding. There is no sudden grabbing or jerking when the brakes are applied, just a smooth and reassuring drop in speed, as swiftly as used to dictate.

When the driver wants to use his engine as a braking medium in descending hills, a slight touch on the gear lever places the car

BYRD, RETURNING FROM SOUTH POLE, FINDS LITTLE OF WORLD LEFT TO BE EXPLORED

NEW YORK, July 14.—When Rear Admiral Richard E. Byrd stepped down the gangplank here on June 19, he came in for a whole lot of cheers, ticker tape and all-around fame, but he also stepped into the unusual position of a grade-A explorer who hasn't much of anything left to explore.

The biggest stunts available he has tackled and accomplished. Like Alexander, he has no worlds left to conquer.

He has flown over the North Pole, being the first man to do that with an airplane. He has, likewise, flown over the South Pole, being the first man to do that. He has also flown across the Atlantic. He has traveled around the world, he has served on warships, he has been given medals for such extraordinary stunts as saving men from drowning. He has been the start of a nationally watched football game and he has been made a rear admiral for his exploits, and there doesn't seem to be a great deal left for him to do.

A good deal of speculation has been indulged in regarding his next venture. It has been reported that he will take a voyage of aerial exploration up the Amazon, across the Arabian desert, over the limitless wastes of the Gobi or around Mount Everest. Nobody knows. Those, however, seem to be about the only things left for him.

When Byrd was 14 years old he wrote in his diary that he was going to explore the North Pole. That was in 1923, at about the time when the Wright brothers were making the world's first airplane flight. Very likely it never entered his head that when he finally went to the North Pole he would travel through the air.

He went to the famous Virginia Military Institute and the University of Virginia for his education, and at the university injured his foot while playing football. In 1925 he entered the naval academy at Annapolis, where he became a football star, and in 1927 he played quarterback on a navy team that beat the army. In this game Byrd injured his foot again—an injury that nearly kept him out of the navy.

Graduating as an ensign in 1927, Byrd spent three years with the fleet and one year on the presidential yacht, Mayflower; then, in 1930, he was promoted to lieutenant, junior grade, and retired by the medical board of the navy because of his injured foot. Undaunted, he went to the United States coast guard, where he was assigned to the cutter Itasca, and in 1931 he played quarterback on a navy team that beat the army. In this game Byrd injured his foot again—an injury that nearly kept him out of the navy.

During the war Byrd got the idea of a trans-Atlantic flight by navy seaplanes, and broached into conventional gear and suspended the free wheeling operation for as long as the driver desires. Even this change does not require the use of the clutch.

Free wheeling, as one of the most significant advances in the American automotive field, is a triumph of that same Studebaker engineering genius which placed the car on a new plane of perfection. It is the satisfaction of over 100,000 owners until today the whole industry is following the eight cylinder trend inaugurated so successfully by Studebaker three years ago.

Far reaching as this new development is towards perfection in automobiles, Studebaker engineers are not satisfied to stop there. Longer wheelbases, roomier bodies, smarter design and a host of additional improvements contribute to even greater beauty, smoothness and quieter operation.

Wheelbase in both new series has been lengthened. In the large President, wheelbase has been increased from 135 to 136 inches, and in the Commander, President model from 125 to 130 inches. Wheelbase on the new Commander has been increased from 120 to 124 inches.



The world is a pretty small place, after all, for Rear Admiral Richard E. Byrd, right, whose three greatest exploits are shown on the above map—his airplane flight to the North and South Poles and across the Atlantic. Above is the plane in which he flew across the North Pole, starting from Spitzbergen, while below is his trans-Atlantic plane as it landed in the surf on the coast of France. Left is Mrs. Byrd.

It to his superiors. The idea was accepted, and in 1919 he flew up the northeast Atlantic coast testing navigation instruments for the NC boats that were to make the trip. To his disappointment, he was not allowed to go himself, but when the NC-4 became the first airplane to fly across the Atlantic, Byrd was commended by the secretary of the navy for helping to make the flight a success.

Later in that year Byrd was detailed as navigator for the non-rigid navy dirigible C-5, which was to make a trans-Atlantic flight. The ship was wrecked by a storm while awaiting the trip, however, and again Byrd missed his chance.

In 1921 he was sent to England to help bring back the dirigible ZR-3, just bought by the U. S. government. This airship was wrecked in a test flight, and Byrd—who was praised by the British air ministry for bravery in rescue work—again missed his chance.

In 1924 the Jinx hit him again. He was assigned to the dirigible Shenandoah for a flight from Alaska over the North Pole to Spitzbergen; but the Shenandoah was wrecked before the flight could be undertaken. Also in 1924 Roald Amundsen asked the navy to give him a pilot for a North Pole flight he was contemplating. The navy recommended Byrd—but he was rejected because he was married. Amundsen wanted only single men.

Finally, in 1925, the navy approved Byrd's plan for an Arctic flight. Byrd thereupon went north with the National Geographic Society's expedition, flying more than 8000 miles over Arctic territory. In the following year he realized his boyhood ambition by flying over the North Pole with Floyd Bennett, accomplishing the 1300-mile hop in 15 1/2 hours.

The next year came his famous flight from New York to France—a flight that nearly met disaster because of violent storms, and that finally ended when the plane landed in the surf along the French coast. In this flight Byrd and his three companions flew 4200 miles in 42 hours.

Then came the Antarctic expedition, which reached its climax last November when Byrd became the first man to fly over the South Pole.

And now he's home again—to what? More aerial exploration, probably—but where? What is there left for this flying explorer to do?

TOLLES LEAVE FOR ST. LOUIS

Many Social Functions in Merrill During Past Week

WILMA OFFIELD

MERRILL, Ore., July 14. (Special)—Mr. and Mrs. H. F. Tolle and daughter, Miss Gertrude, and Miss May Tolle, departed recently for a visit in the Middle West. They expect to go as far east as St. Louis, where May will remain to attend school this year.

Miss Mona Faus has returned to her home in Merrill after visiting at the home of her aunt, Mrs. A. L. Coan.

Mr. and Mrs. Robert Faus were visitors at the B. F. Faus home Sunday.

Mr. and Mrs. G. H. Carlton were dinner guests at the M. A. Bowman home Monday evening.

Mr. and Mrs. M. G. Hartlerode has finished his logging work up near Crescent, and was on his way to Davis Creek, Calif., where he will work in the timber for the next two months.

Monday evening the Rebekah lodge of Merrill held installation. The following officers were installed into office: Minnie Dillard, noble grand, Mae Anderson vice grand, Wilma Offield secretary, Millie Stokel treasurer, Anna Pralla, wardens, Goldie Kidwell, conductress, Pearl Moore, Rose Bowman, Eva Carlsson and Inez Cox officers, Myrtle Bensley inner guard, Annie Anderson outer guard, Lurena Frazier chaplain and Lola Myers musician.

Mr. and Mrs. Leonard Bowman and children of Central Point visited at the home of Mr. Bowman's parents, Mr. and Mrs. C. Bowman last week.

Mr. and Mrs. H. O. Cox motored to Daysville, Ore., on the Fourth, where they were called by the illness of a relative.

Mrs. Sol Dewey Jr. and children have returned to their home after visiting in California with relatives for several days.

Mr. and Mrs. Albert Myers departed for California last week, where they will remain, hoping that the lower attitude will be beneficial to Mr. Myers' health. The new sub-station of the Union Gasoline company is nearing completion. They have built a

cottage and garage for the use of the manager here.

Miss Louise Wheeler of Oakland, Calif., is visiting here at the home of her friend, Miss Bee Scoggins.

Little Bonnie Jean Smith visited her aunt, Miss Ray Pickett, this week.

Mrs. Veneta Bunting and sons of Glendale, Calif., are in Merrill on a business visit. Mrs. Bunting is an old resident of this valley.

Mrs. Sol Dewey Sr. arrived home Thursday. After an absence of several months spent at Glendale, Calif., visiting her daughter, Mrs. W. Ferguson. Mr. Ferguson lost his life in a fishing yacht disaster on May 30.

Mr. and Mrs. B. B. Luster of Redding, Calif., visited at the home of Mesdames Annie Anderson and Della Suokel the first of the week. Mrs. Luster will be remembered as Edith Bevans.

Mr. and Mrs. Tom Calmes and daughter, Monette, have returned from a visit to California.

Mr. O. F. Peterson, Southern Pacific agent, is enjoying a visit from his son, Billy.

The regular meeting of the Merrill Library club met at the home of Mrs. John Giamon Thursday afternoon. Mrs. Murray Howard assisted the hostess in serving dainty refreshments at the close of the meeting.

Mr. and Mrs. C. A. Brown and family and Mr. and Mrs. H. P. Blanton and family returned Sunday from a two weeks' sojourn at Medicine Lake.

BACHELOR DISAPPEARS

SALEM, Ore., July 14 (AP)—Fred Meyers, Mt. Angel bachelor, 40 years old, has disappeared. Last week Meyers visited Frank Hiding, a relative at Eugene. When the visit was ended Hiding took Meyers to Albany, where he visited a friend named Adams. Adams took Meyers to the Albany stage terminal Saturday morning, but did not wait to see him aboard the stage. Meyers has not been seen by acquaintances since.

GIRL'S PURSE STOLEN

PORTLAND, July 14, (AP)—Miss Patricia Sharp, Eugene, Ore., told police today two men entered her room in a hotel to inquire how she felt after she fell down stairs. She said when they left she missed her purse containing a \$500 diamond ring and \$108.

INSANE WOMAN LEAVES ESTATE OF \$12,000,000

Ida A. Flagler Passes At Sanitarium Home In New York

NEW YORK, July 14 (AP)—Mrs. Ida M. Flagler is dead, leaving a fortune of \$12,000,000 accumulated from a \$1,000,000 trust fund created for her by the late Henry M. Flagler when he divorced her in 1901 on the grounds of incurable insanity.

She died Saturday of cerebral hemorrhage in her private cottage on the grounds of a sanitarium at Central Valley, N. Y., and was buried yesterday in Cypress Hills cemetery, Brooklyn.

She was at the sanitarium when Flagler obtained a divorce in Florida under a special act of the legislature as the state statutes do not recognize insanity as a cause for divorce. The marriage was in 1883.

The trust fund consisted largely of Standard Oil security, dividends from which multiplied the original sum twelve-fold. Flag-

ler was one of the founders of Standard Oil.

The principal heirs are two nephews, George W. Taylor and William W. Taylor and a grandniece, Ruth E. Taylor of Pasco, Wash.

Flagler, who in addition to his oil interests was the builder and owner of the Florida East Coast Railway, married again. After his death in 1913 his widow married Robert W. Bligham, publisher of the Louisville Courier-Journal and the Louisville Times. She has since died.

Careless Driving Causes Injuries To Three People

PORTLAND, July 14 (AP)—Two men were near death here today, victims of automobile accidents, and several other persons suffered serious injuries. Norman Smith, 28, Astoria, was in a critical condition with a fractured skull, the result of a crash on the Beaverton highway. A. A. Poulson, 45, was knocked to the pavement by a car driven by Paul E. Wyman, 37, and his skull was fractured. His condition is serious. Wyman was arrested, charged with driving while intoxicated.

Mrs. Pearl Tupper, Forest Grove, was badly hurt in an accident near Bertha station, when her machine was struck in dead center by another unidentified car.

French Steam Permanent Wave Method

Most popular with many celebrated stars who frequented the famous Miramar Hotel of Santa Monica and Monte's of Beverly Hills, where Elaine catered to them for the past two years.

Now with Gertrude of

Murphy's Beauty Shop

Phone 1786 for appointment

DON'T FIGHT

When you're insured there is no occasion to become excited or get "hot around the collar" —perhaps neither of you are to blame.

Let the Insurance Company handle the case.

Let us work out a complete liability coverage for you; the cost is small and save you a great financial loss.

Wilson-Landry Co.

Opposite Courthouse

NOTICE To Property Owners

All property owners residing in Hot Springs Addition and all those living east of Ninth Street are invited to attend a meeting of property owners at the City Hall on Wednesday evening, July 16th at 8:00 p. m., for the purpose of organizing an improvement district and proceeding to improve 11th Street North from Main Street by widening and placing a bridge across the reclamation canal and by placing a new bridge across the Reclamation Canal at Esplanade Street. If this work is to be accomplished during the coming year it is necessary to get immediate action, and we therefore urge all property owners to be present so that there will be no delay in getting the matter under way.

Signed:

By Elmer Balsiger.

„ Paul Johnson.

„ J. Hirvi.

„ Dr. E. D. Johnson.

„ A. G. Hauger.

„ Glen Kent.

„ Percy Murray.

CAUSE OF NEURITIS NOT MYSTERIOUS

Clinic Proves Claims of Chiropractors.

This may be either a general condition involving many nerves throughout the entire body or it may be a localized condition involving only one nerve trunk or one of the branches. In the event, the fundamental changes that underlie the abnormality are the same, except in respect to the area involved. In any inflammation there is a condition of congestion, swelling, heat and redness. If these conditions occur in a nerve fibre or nerve trunk, they naturally impair the ability of that nerve fibre to properly transmit the life energy which it should carry. Whether or not there is pain associated with this condition, depends entirely on the type of nerve tissue affected. If it is a motor nerve which supplies the motive power to muscular tissue, there is not necessarily any pain associated with it. If, on the other hand, the involvement is of a sensory nerve, the pain is extremely severe.

Motion

If the carrying capacity of the nerve is decreased, the full amount of motor force cannot find expression in the muscles and as a consequence the member is weakened.

As the disease progresses, and as the nerve becomes more and more involved, its carrying capacity is decreased, until finally the motor power is reduced to such an extent that complete paralysis exists. The member then becomes useless—it cannot be moved, and the muscles which formerly were active, are now entirely passive. As a result of this, they gradually decrease in size. This, however, is only the condition when the motor fibres are involved.

Sensation and Motion

Occasionally the nerve fibres are involved, both of the motor and sensory variety, and in these events we not only lose sensibility eventually, but we also lose power over the muscles in that member. Furthermore, the neuritis may involve both arms or both lower extremities, or all four of them, and in various degrees, dependent upon the rapidity with which the abnormality progresses.

What Causes Neuritis?

Inflammation in a nerve trunk exists for the same reason that inflammation in any other tissue manifests itself. Every part of the body is supplied by nerve filaments which convey to it life energy in the form of heat impulses—in the form of secretion impulses, and many others. In the event that any of these nerve fibres are interfered with, they may express a lack or an excess of any of these several varieties. In the case of inflammation, we have an excessive expression of heat impulses, and this can only be due to an interference with the nerve fibres supplying the structures involved. This can only occur at the point where they branch off from the spine. There they pass out through tiny openings between adjacent segments of bone. If these segments of bone are subluxated (slightly displaced) a pressure is produced upon the nerve fibres, and their carrying capacity is interfered with.

How Does the Chiropractor

The chiropractor has a thorough knowledge as to what nerve trunks emit from between the various spinal segments. As soon as he realizes what part of the body is involved, he immediately knows in what region of the spinal column this abnormality exists. He locates the part of spine involved, and determines in what direction these spinal segments are displaced. An adjustment is given replacing them in their normal positions. This he does by mechanical means; using no instruments of any kind, but accomplishing the ends desired by the use of his hands alone.

For a patient suffering from neuritis, there is no method he can follow which will be as sure of giving him the desired results as the chiropractic method. The chiropractor can give you a reasonable, logical explanation for everything he does, and in the end he will absolutely prove his contentions by the results delivered.

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Cut Out—Sign—Mail Today

The Chiropractic Health Bureau of Klamath Falls, care of The Herald, Klamath Falls, Ore.

Please send me, without cost or obligation on my part, copy of the new Booklet describing Chiropractic Health Service.

Name _____

Address _____

City _____

(Paid Advertisement)

Charter No. 7167 Reserve District No. 12

REPORT OF CONDITION OF THE FIRST NATIONAL BANK

of Klamath Falls, in the State of Oregon, at the close of business on June 30, 1930.

RESOURCES	
1. Loans and discounts	\$1,583,242.10
2. Overdrafts	3,649.15
3. United States Government securities owned	\$80,900.00
4. Other bonds, stocks, and securities owned	479,673.22
5. Banking house, lot owned. Furniture and fixtures	\$24,906.95
6. Real estate owned other than banking house	\$4,343.20
7. Reserve with Federal Reserve Bank	195,185.19
8. Cash and due from banks	716,717.40
9. Outside checks and other cash items	4,134.85
10. Redemption fund with U. S. Treasurer and due from U. S. Treasurer	5,000.00
Total	\$3,979,652.09
LIABILITIES	
11. Capital stock paid in	\$ 200,000.00
12. Surplus	65,000.00
13. Undivided profits—net	61,509.96
14. Reserves for interest, taxes, and other expenses	8,544.74
15. Circulating notes outstanding	97,180.00
16. Due to banks, including certified and cashiers' checks outstanding	48,156.45
17. Demand deposits	2,065,425.48
18. Time deposits	1,431,067.49
19. United States deposits	2,467.94
Total	\$3,979,652.09

STATE OF OREGON,)
COUNTY OF KLAMATH) ss.

I, Leslie Rogers, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Subscribed and sworn to before me this 12th day of July, 1930.

CORAL J. SABO,
Notary Public for Oregon.
My commission expires January 23, 1933.
(SEAL)

14-11

Ashland Convalescent and Rest Home

Scientific sun baths, a building diet, and rest in lower altitude, near beautiful Lithia Park, will restore health and renew youth. Nature's own cures.

WRITE MRS. W. M. BARBER
Ashland, Ore.

MACHINE SHOP

THEORY AND PRACTICE—
are most effectively combined in our machine shop experimental work. Constant study of the best methods, augmented by long practical experience, enables our expert mechanics to follow accurately the simplest or most involved blue print specifications. Consult us regarding your needs. You will incur no obligation.

EXPERIMENTAL WORK

SHEDD STREET IRON WORKS
PHONE 100
CLAMATH FALLS

Announcing

the addition of Body and Fender Shop. Our repair jobs guaranteed to look like new. We match colors.

SNYDER'S REPAIR SHOP

8TH AND KLAMATH