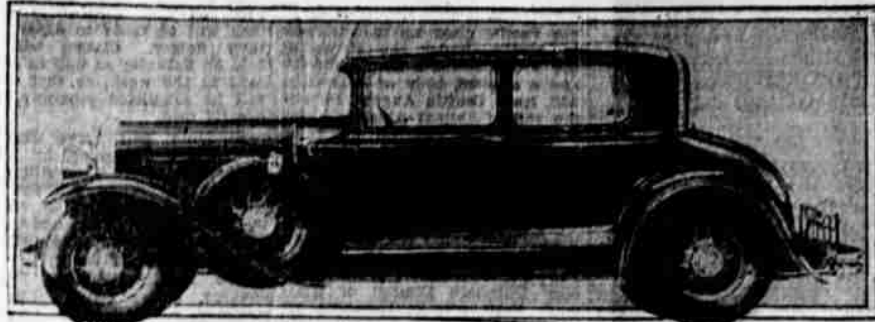


# Latest Buicks Bring General Motors Into Straight-Eight Class

Starting with a two-cylinder car in 1903, Buick changed to a four and then to a six. Now, with a reputation of 27 years' standing in the manufacture of outstanding values in the automobile field, Buick offers the public a complete line of eight-cylinder automobiles. The eight-cylinder engines were adopted to give greater performance, speed, power and efficiency. Improved road conditions throughout the country permit increased speed in travel and it was to meet this need that Buick adopted the eight as lending itself more readily than the six to superior power and smoothness because of the greater number of cylinders and its lighter reciprocating parts.



Chassis construction follows the same general lines that have given Buick its enviable reputation for road ability and sturdiness. Chassis and bodies have for the first time been developed as a unit and have been tested over thousands of miles of the most severe types of roads to eliminate body rattles, squeaks and breakages. Chassis are of the sealed type, using the Buick torque tube drive.

The frames are of double drop construction with exceptionally heavy cross members, the one placed at the center being of a heavy type. A new type of double acting shock absorber is used which is built directly into the frame and which takes up the give of long semi-elliptical springs having soft action. The car is equipped with four-wheel controlled internal-servo brakes of an improved pattern.

A worm and roller steering gear is used. An improvement has been made on the rear axle by the use of a one-piece pressed steel housing which makes it oil tight and of exceptional strength. The whole chassis is lubricated by oil lines which run to a centralizing position for easy access.

**Improved Fisher Bodies**  
The Fisher bodies used on the cars have been improved in construction and design, although the cars retain the same general body lines as last year. The changes include a reviver of roof construction and the use of metal brackets in place of glued joints. The front compartment is insulated from the engine to keep out all sound, heat and cold.

All wheels used on the new cars have been accurately balanced, a factor which is very important at high speeds. Special wheel equipment is available for all models, including metal tire covers for use with fender-heel assemblies. Gravel deflectors protecting rear wheels and hub caps are furnished with all cars using special wheel equipment.

**Six Body Models**  
Six body models are furnished in the 8-50 series, five in the 8-40 and nine in the 8-30 and 8-20 series. A wide range of fashionable new model colors have been created for the new Buicks. The interior finish and equipment of the 1931 models set new standards in style, quality and value. Fine quality mohair plushes, broadcloths, whipcords and leathers in a wide variety of colors and finishes are available.

The following features are found on all closed bodies: Fisher VV ventilating motor, windshield, distinctive visors, screened ventilators in each side of cowl, adjustable front seats, lower front seats and deeper cushions, mahogany finish garish moldings, button style trimmings on all cushions and backs, insulated floor mats in front compartments.

The following features are found on all open models: Ventilators in the top and sides of the cowl, ample room in driving compartment, genuine leather upholstery in three colors—maroon, maroon and black, maroon and black, and Spanish grain. The tops are new, with long, low rakish lines, and fold into an exceptionally neat and smart package when down, the slat racks are nickel-plated and the bows of natural wood. Windshield frames are chrome plated.

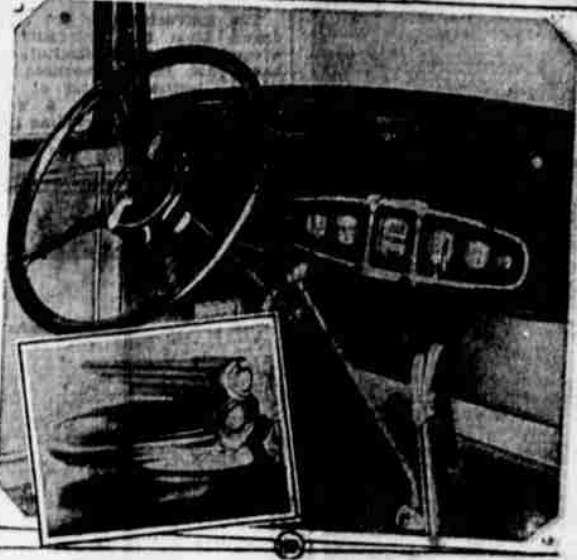
**Dixons Feted at Party at Reames Club on Saturday**  
The Reames Golf and Country club was the setting for a party Saturday night, given in honor of Mr. and Mrs. Thomas F. Dixon, who will make their future home in Havre, Mont. Mr. and Mrs. F. R. Hauger and Mr. and Mrs. J. Royal Shaw were hosts and hostesses for the lovely affair.

Dancing was enjoyed until a late hour, and refreshments served later. The club was decorated with baskets of sun flowers and Japanese lanterns for the occasion.

Mr. Dixon is leaving this evening to take up his duties with the Havre Division of the Great Northern. Mrs. Dixon, who has been prominent in social circles since her arrival here two years ago, will remain in the city several weeks before going to Montana.

**Pioneer Escaped Cascade Massacre**  
PORTLAND, Ore., July 28 (AP)—Mrs. Sarah Jane Watkins Pariah, 57, survivor of the Cascade Indian massacre and the Indian wars of 1855 and 1856, died at a hospital here yesterday. Death came suddenly. Mrs. Pariah had been in vigorous health for one of her years.

Mrs. Pariah was born in Missouri in 1832. When she was 9 years old her parents left Kentucky, Iowa, for the Oregon country, arriving in The Dalles in 1852.



New features of the 1931 Buicks are more under the hood than outside, but the five-passenger coupe above, the new instrument arrangement in the driver's compartment, below, and the swanky radiator cap design, inset, give an idea of the improvements in this new straight eight.

## Copco Report Indicates a Substantial Growth, Much Construction Work Underway

Local shareholders of the California Shareholders of the Copco have just received an interesting quarterly report of the company's principal activities during the past three months. The report, which accompanied the regular quarterly dividends on Copco preferred stock, indicates a substantial growth of the territory served with much activity noted in the rural districts. Among the subjects of local interest contained in the Copco letter are the following items:

**Construction**  
The new Medford Substation is nearing completion and as soon as final work upon the terminal poles and underground cables is finished this splendid new addition to your company's properties will be placed in active service. Plans are going forward on the construction of the new Grants Pass transmission and distribution substation which will be built to take care of the increasing business in and about the city of Grants Pass and to insure adequate service for the future needs of this progressive section.

A large number of rural extensions are being constructed throughout the territory served to bring the comfort and convenience of electric service to local farms and rural districts. Although many of these extensions are less than a mile long, several rural lines are being built which will range from 15 miles in length. Two typical extensions of this type are now under construction in the Langell Valley in Klamath division and Mission bottom in the Ukiah division, both of which will serve a considerable number of new rural customers.

**New Extension Policy**  
In order to extend present power lines to serve as many rural districts as possible and give the farmer the same service as the city customer, the company has recently put into effect a new extension policy. This new policy provides for considerable additional investment to serve new rural customers and is based upon the estimated annual revenue. It represents a substantial increase over the former extension policy and means that many farmers who have been unable to secure the benefits of electricity will now be in a position to enjoy the efficiency of electric labor-saving devices. The new extension policy was approved by the Public Service Commission as of June 15, 1930.

The company was successful in receiving the bid for constructing a new ornamental street lighting system to consist of 88 modern standards on Klamath avenue in the rapidly developing city of Klamath Falls, Oregon.

This new system, which will give Klamath Falls one of the most up-to-date street lighting installations in the state, is expected to be completed in August. A five year contract covering the service to this new system has also been awarded to the company.

**Child Hurlled to Death by Rocker**  
CHICAGO, July 28 (AP)—Three-year-old Ellizabeth Gratzke rocked to her death last night as her mother watched, helpless, from another room. The child, standing in a rocking chair, was swaying back and forth, the chair steadily edging toward a third floor window. Before the mother could reach the child's side, the screen was knocked from the window and the child hurled to her death on the sidewalk below.

## Chiropractors Average Sixty-Four Per Cent In Recoveries

Living is a divine process. It is a precious privilege, and the body we record as the dwelling place of the soul. To care for the body, then, is the most important thing in life.

Surgeons of great repute, a century ago, advanced a theory that spinal deformities might affect organic conditions of the body. Twenty-eight years ago this theory was embodied in an expressed conviction that readjustment of bones of the spine had a directly beneficial result on organs, the condition of which affect the health of the whole body. Working conscientiously along these lines, the present school of Chiropractic has been evolved and twenty-five states have licensed it as a science for eliminating bodily ailments. Thousands of Chiropractors in America are working to prevent ill-health and banish disease.

The Chiropractor considers "disease" as what it literally is, "not ease." He aims not to cure, but to restore "ease" and let nature do the curing. He works solely through readjustments of the bones of the spine, made with the hands alone — the "Chiropractic Thrust." It is called, and preaches the gospel that the ordinary laws of health and hygiene must be obeyed to prevent conditions calling for exercise of his skill.

No drugs are used in Chiropractic. No remedies are prescribed, no operations are made. There are no complicated examinations and no embarrassing situation. The human spine alone is examined and that only by using the finger tips to precisely determine the shape of its parts. Adjustment of displaced sections of the columns is made with the bare hands. There is no danger and no bad after-effects. People are not inconvenienced from their usual avocations nor ordered to bed for long confinement.

Chiropractors have 64 per cent of cures to their credit in statistical tables made up by non-partisan agencies interested only in gathering facts for public health reports. This proves more to the advantage of chiropractic than the fastest-spun theories of all our brightest minds in the health books of the world. Health theories are valuable in proportion to the facts which they rest upon. Sixty-four per cent is a triumph for the underlying theory of Chiropractic, which is that compression of nerves by displaced spinal bones is the cause of human disease, and that health is the result of adjusting these bones to remove the causative pressure from the nerve line.

Simple, you say, and is a sense it is. But in its very simplicity it is highly scientific. Removing the pressure from the nerves to the intestines will insure a good digestion. Adjusting pinched nerves will relieve aches and pains everywhere in the body. Men, women and children get equal results. Health is not a matter of sex, age or ordinary occupation. It is a matter of perfect action of the natural forces of the body. Vital force in normal quantity and degree is insured to every part of the body when the nerves supplying it are free from spinal pressure to carry it. Chiropractic adjustments are given to effect this freedom. The part will get well when that object is accomplished.

There is, as a matter of common knowledge, a great many disorders said by health scientists to be incurable. Among these are many of baffling ailments that result from disturbances of kidney function. These glands have a work to perform that designates them as practical controllers of the system of dispelling waste product from the body. If they work in excess it will affect the bowel by depriving it of due moisture. Then arises a situation of unnatural retention of fecal matter to poison the entire system through blood circulation.

Like all other body parts, these organs receive their power from the brain through the nerves. They are healthy for their work when the nerves connecting them are free from spinal pressure for the normal transmission of vital force. The results reached by the chiropractors in this one particular alone is a real triumph for the theory underlying their entire work and fully justifies the claim of the members of this profession of far-reaching benefits to be found in scientific beneficial adjustment. Especially is this true in chronic conditions of any character, even though they are said by others to be incurable.

It is much easier to pursue a beaten path than it is to build a new one. It is less difficult to doubt than it is to believe. There are people who would rather hold to prejudice than have their opinions disproved. Chiropractic is a new, strange and unusual health idea. Many doubt it. Some are prejudiced for other methods in spite of the fact that they find no relief in them.

If you are sick you are interested in getting well. Make your own investigation of chiropractic. (All Rights Reserved.)

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## LATTER JULY LETHARGY IN MARKET FELT

Inactivity at Present Taken as Seasonal By Mill Men

BY C. C. CROW  
Editor Crow's Pacific Coast Lumber Digest

The lethargy which is always felt in the lumber market during the latter part of July and first half of August, regardless of conditions, is very noticeable at present, and as an accepted condition is doing considerable to reconcile lumber manufacturers to the extreme inactivity in trading.

The very slight indications of a prospective improvement in the domestic water market, which were noticeable last week, have not developed sufficiently to allow of determining as yet whether they have any depth or are just a flash.

The rail demands are still extremely dull, with the bulk of buying being confined to hard assortments placed by the retail dealers upon which, for the most part, they are demanding immediate shipment. This is working a great hardship on the small and medium-sized plants that are not equipped to furnish kiln-dried upper grade items such as flooring, ceiling, drop siding and finish. Ordinarily there is enough of a difference in prices at which straight cars of small-mill dimensions are being sold, as compared with those which the buyers have to pay for the same items when loaded in with uppers, to justify anticipating their needs and buying the lower-priced items in straight cars from the smaller mills.

The weakness of the market has made it possible for the dealers to supply their needs at attractive prices in mixed-car lots, which, combined with the saving in handling where the lumber is taken direct from their side tracks to the customer's job, discourages purchasing straight cars of common dimension.

**Small Mills at Disadvantage**  
Another feature which is proving of disadvantage to the small and medium-sized mills is the lack of satisfactory cutting orders, that is, such as timbers, ties and bridge plank. The small mills depend to a large extent upon orders of that kind for the disposition of their entire production. Such plants generally do not operate in a class of timber which carries much clear. The shortage of cutting business is causing the larger mills to

take on orders which ordinarily they would not be interested in, and that means that the larger plants are to a considerable extent taking the small-mill cutting, due to the very limited amount of cutting business of any kind which is available. As a result of this unfortunate situation a majority of the small and medium-sized sawmills are idle. In the aggregate the plants of this class cut a very sizable footage of lumber, but due to their locations their crews find it much easier to obtain local employment, especially during harvesting seasons, than those of the larger mills, where releasing of big organizations throws too many men out at one time to be absorbed in other lines in the immediate district where the mill is located.

**Retailers' Stocks Are Low**

While there is very little of a tangible nature upon which to base a prediction as to what the future holds for the market, a majority of lumbermen are of the opinion that conditions will not get worse even if they do not improve. One thing that justifies such a belief is the knowledge that the retailers have practically no stocks at all and the volume of their placements now represents a very close tie-up with the actual consumption, which is admittedly at a low ebb and is more liable to increase than to fall off farther.

To bear out such an opinion prices on retail yard items, while by no means firm, have lost much less ground during the past two weeks than for any similar period in several months. In the meantime production continues to fall off and the difference between the supply and the current demand is only trivial.

While it is poor consolation at a time when mill stocks are unusually heavy the manufacturers do glean some satisfaction from the generally recognized fact that basically the situation of the supply, while heavy on the producing end, is

such that the market should react very quickly at the first sign of a turn. Where the retail yards carrying their normal footage, the mills would not have the excess accumulations which they now have. In other words, the footage in pile at the mills when viewed alone does not give a true picture, as ordinarily the retail yards would have the much lumber on hand and nothing would be thought of it. As a result of this unusual carrying situation, when the dealers become sold on the idea that the market has reached bottom and that it is a safe time to buy, it is not improbable that the manufacturers will quickly be given the upper hand and the lumber which they now have in pile will soon filter out into the consuming fields without any adverse effects.

**SYSTEM OF FINES**  
LOGAN, Utah.—A new system of fining speeding materials was inaugurated by Judge Joseph E. Rich on the following scale: \$10 for speeding up to 40 miles per hour, an increase of \$10 per mile up to 50; an increase of \$5 per mile over 50.

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We guarantee this Miller Geared-to-the-Road Tire to outwear any other tire of equal price when run under the same conditions.

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AKRON, OHIO, U. S. A.

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(Phone or drive in for appraisal)

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