

GREEK RULER FINDS TROUBLE IN HOMELAND

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ATHENS, Nov. 29, U.P.—King George II of Greece, restored to his throne only five days, Thursday neared an open break with Gen. George Kondylis, walrus-moustached premier and former regent.

The democratic, English-bred George insisted on extending political amnesty to Eleutherios Venizelos, exiled republican firebrand, and other republican leaders. Kondylis sought to rally the army and navy against the king's proposal.

Threatens to Quit
George's reply was to summon Constantine B. Demeritis, Athenian lawyer and veteran politician, to organize a new cabinet.

The king was reported reliably to have told Kondylis frankly that if the military openly resisted a sweeping amnesty to all factions, he would return to exile in England.

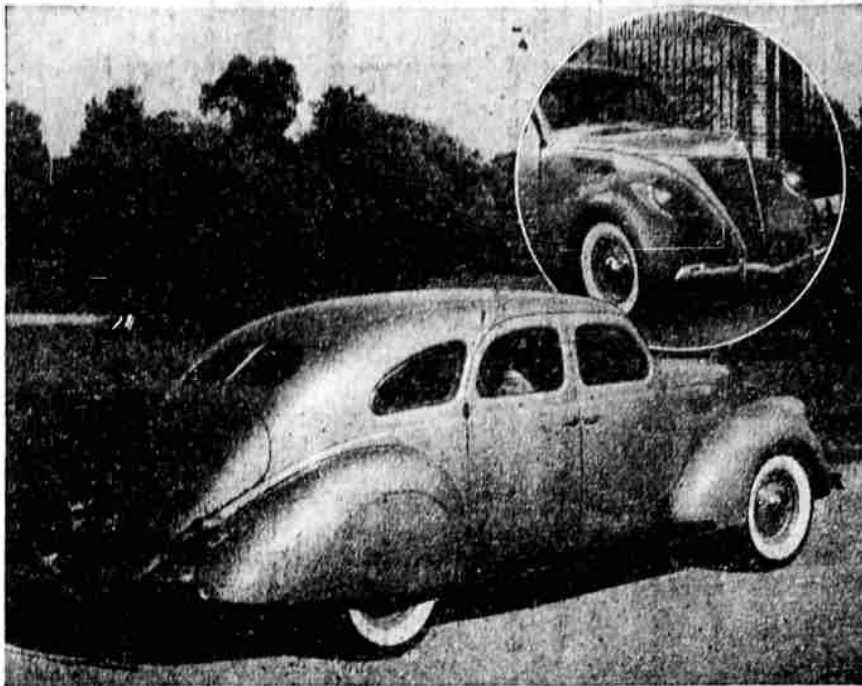
Sentiment against Kondylis was reported growing in the army, which previously the former war minister had counted upon as his source of strength. If he continues to lose ground it is believed his hopes of remaining as "strong man" in the restored monarchy will be shattered.

George Insistent
Kondylis' partisans attempted to hold an anti-Venizelist mass meeting in Constitution square late today but were dispersed by police. The prime minister's followers ran through the streets shouting "Down with amnesty!"

The king, meantime, indicated he intends to be ruler of Greece in fact as well as name by insisting upon having his way in his first clash with a prominent politician.

Kondylis informed the king

Lincoln-Zephyr Displayed



With the introduction of the 110 horsepower V-12 Lincoln-Zephyr, on display at Balsiger Motor company, Saturday, the actual production of a car in which an all-steel single-unit body structure completely assumes the function of a frame becomes an established fact. Developed from the original streamlined design shown at the Ford

Exposition at the Chicago World's Fair in 1934, the Lincoln-Zephyr is representative of the advanced conceptions of the streamlined form as applied to automobiles, and possesses many new features which caused it to be rated as one of the most important new developments in recent motor car history. In exterior appearance the Lincoln-Zephyr is graceful

and smoothly contoured. Fender lines blend into the wide central section of the body. Running boards are replaced by narrow rubber covered buffers set off with chromium plated strips. The body is low—below the eyes of a tall man—and the rear panel slants smoothly downward to house tire and luggage compartments.

among those who would quit the government if the king did not give in.

George then replied that he would quit himself if the amnesty did not include republicans. Despite the strong anti-Venizelist feeling among army and war veteran elements, the king has strong popular support and it is generally believed he will succeed in showing politicians

that he is the real ruler of Greece.

The day that the workingman shares alike with the owner of a business, we will see the end of communism. The greatest danger in the path of complete recovery is ourselves. Communism is only a symptom.—The Rev. E. A. Walsh, regent, Georgetown university.

The pig iron reduction control of the big steel companies in 1933 was in principle 1000 times as damnable as the pig reduction campaign of 1933.—Secretary Wallace.

BRANCH LIBRARY OBSERVES WEEK

Weyerhaeuser branch library celebrated Book Week by holding a homecoming evening last Monday. This was arranged by Mrs. Lloyd Harbin and Mrs. Momi Stacy, librarians.

The building was decorated with autumn flowers and holly, and exhibits were arranged, depicting travel and customs in various countries. Books of the country and objects appropriate to the theme, from various parts of the world, were placed in each exhibit. China was represented by chopsticks, incense, a real Chinese paper, wall prints, an oil lamp, and the book "Oil for the Lamps of China," by Phyllis Hobart. An exhibit of antiques was built around Lawrence's "Years Are So Long" in the adult section and "Children of the Covered Wagon Days" by Carr in the children's section.

The guests were greeted by Mrs. Lloyd Harbin and Mrs. Momi Stacy, present branch librarians, and by Mrs. D. H. Sloane and Mrs. H. C. Melans, who formerly assisted with the library. Letters were read from Mrs. Ernest Bolleau and Mrs. Lucille Moore, former branch librarians, who have moved away.

Miss Mary McComb, county librarian, talked briefly about the Klamath county library system and told the story of the Elephant's Child. Library patrons presented Mrs. Lloyd Harbin with a lovely gift in appreciation of the work she has done for the library in camp.

Mrs. Harbin has been very active in the work of the library ever since it was started, three and one-half years ago. At that time Mrs. Harbin and Mrs. Sloane made the necessary arrangements for the establishment of the library.

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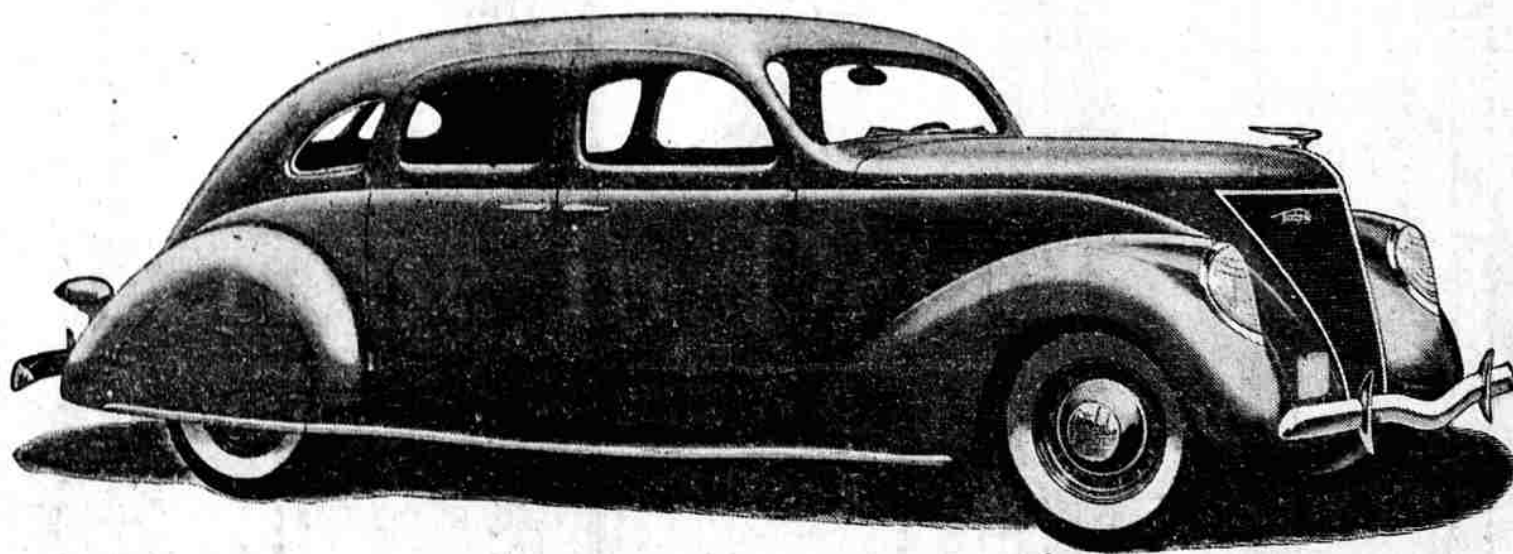
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The LINCOLN-ZEPHYR is, above all things, a new car, new in idea, performance, appearance. But it does share the background of experience, the creative engineering skill that have developed the Ford and the Lincoln cars. It is built in its own specially equipped division of the famous Lincoln precision plant. Workmen trained for years in building the Lincoln bring to it methods and precision they have learned so well. It reflects the Ford skill in organizing production that combines quantity with quality, that gives value to a

price. Only thus could a car of such power, size and beauty be offered for so little. Only thus could it represent in the medium-price field as genuine a value as the Lincoln and Ford cars in theirs.

As you inspect the LINCOLN-ZEPHYR for the first time, you will be impressed by the sweeping beauty of its every line. It employs fully the principles of aero-dynamic design. Streamlines flow not only from end to end, but from side to side. But grace of line, in this case, does more than express a style trend. It reflects principles of design and construction as new as the car itself.

Steel trusses make possible the bridge, the airplane fuselage, the Marconi tower—structures of light weight but great strength. Steel trusses underlie the flowing curves of this new car. Body and frame are one, welded together. Here is a steel bridge... the body... a rigid structure, supported at two points, front and rear springs. Roof and roof-members, with

floor and floor-members, carry the stresses.

The first result of this new construction, obviously, is great safety under all conditions.

Great comfort follows inevitably. The center of gravity is low; passengers step directly onto the floor of the car; and the weight of all passengers is poised between the axles. There is no "back-seat" ride.

Soft transverse springs minimize the "up-and-down" motion, the jounces, the bumps of the road that rob riding of comfort. We have no hesitancy in saying that this car, with its smooth V-12 power, offers a new rhythm of motoring. The gliding ride results naturally from its design.

Plan to spend at least an hour at the exhibit. A new understanding of the motor car awaits you. Arrange for a demonstration. Performance is as refreshing as appearance.

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