

WORST IS PAST, SAYS GOVERNOR HARDING

Return to Normal Conditions Held Under Way.

SALVATION SEEN IN WORK

Hard Labor in All Lines Necessary, Declares Federal Reserve Board Chief.

W. P. G. Harding, governor of the federal reserve board, in a recent address before the New York Bankers' association, gave an illuminating and encouraging discussion of the present business situation throughout the country. While Mr. Harding was considering business in general, his remarks may be taken with particular force in regard to the automobile industry. Excerpts from his address follow:

"It should be clearly understood that we cannot get back to normal by the mere stroke of good fortune. While truth is stranger than fiction, we are not living in fairyland and we cannot summon by rubbing Aladdin's lamp some good genie and have him bring conditions back to what we think they ought to be. A return to normal, which under the most favorable circumstances will be a slow and gradual process, involves work—hard work of every description. It is for the best efforts of those who manage the commercial and industrial enterprises of the country, the intelligent guidance of those who direct the use of capital and credit, the productive energies of those whose contribution is manual labor and full cooperation all along the line. No satisfactory substitute for work has ever been devised.

"While working back to normal we may perhaps have times when conditions are just what normal conditions are. They are conditions which we hope will exist in the future, but which never exist in the present. The term is relative rather than absolute and 'normal times' can properly be defined as a period when conditions are such that the general community has become accustomed to and which it accepts without any unusual degree of dissatisfaction.

"The process of readjustment set in almost simultaneously in all countries of the world. It is evident now that the readjustments which have taken place were inevitable and unavoidable and in view of worldwide conditions could not long have been deferred in this country, no matter what expedients might have been resorted to.

"There has been no deflation for the sake of deflation, but expansion during the year just closed has been checked. The readjustments which have taken place in this country, painful as they may have been, have been attended with less privation, less unemployment and have been less severe than in other countries where the expansion of bank credit and currency had been excessive and the result greater, and the prospect for revival also is far better here than elsewhere.

"In working back to normal an important step has been taken in the recovery of a normal state of mind in business, of a better sense of proportion and in the restoration of wiser and sounder judgment. Many are in evidence that the country now appreciates the fact that in order to prosper it must produce, that in order to continue production it must sell and in order to sell it must buy.

"Trade Vitiates Importance. "It is of vital importance to us that our trade with Europe be continued and it is of scarcely less importance that the trade relationships of other countries with Europe be maintained.

"The war finance corporation has been revived and has been authorized to issue bonds to the extent of \$100,000,000. It is supposed to extend credits in support of foreign trade, but it is evident that new agencies must be created in order to furnish Europe with long-term credit, which is so essential for her rehabilitation and for her continuance as a potential power in the world's markets.

"The gloomy forebodings which many felt a year ago because of the knowledge that readjustments were impending have given way, in the assurance that the most trying and critical stage of the readjustment period is safely over, to a feeling of conservative optimism, of courage and restored confidence."

ESSEX HERE WEEK MORE

FAMOUS RECORD-BREAKER GOES NEXT TO SEATTLE.

Auto That Set Transcontinental Record Carrying United States Mail Is in Demand.

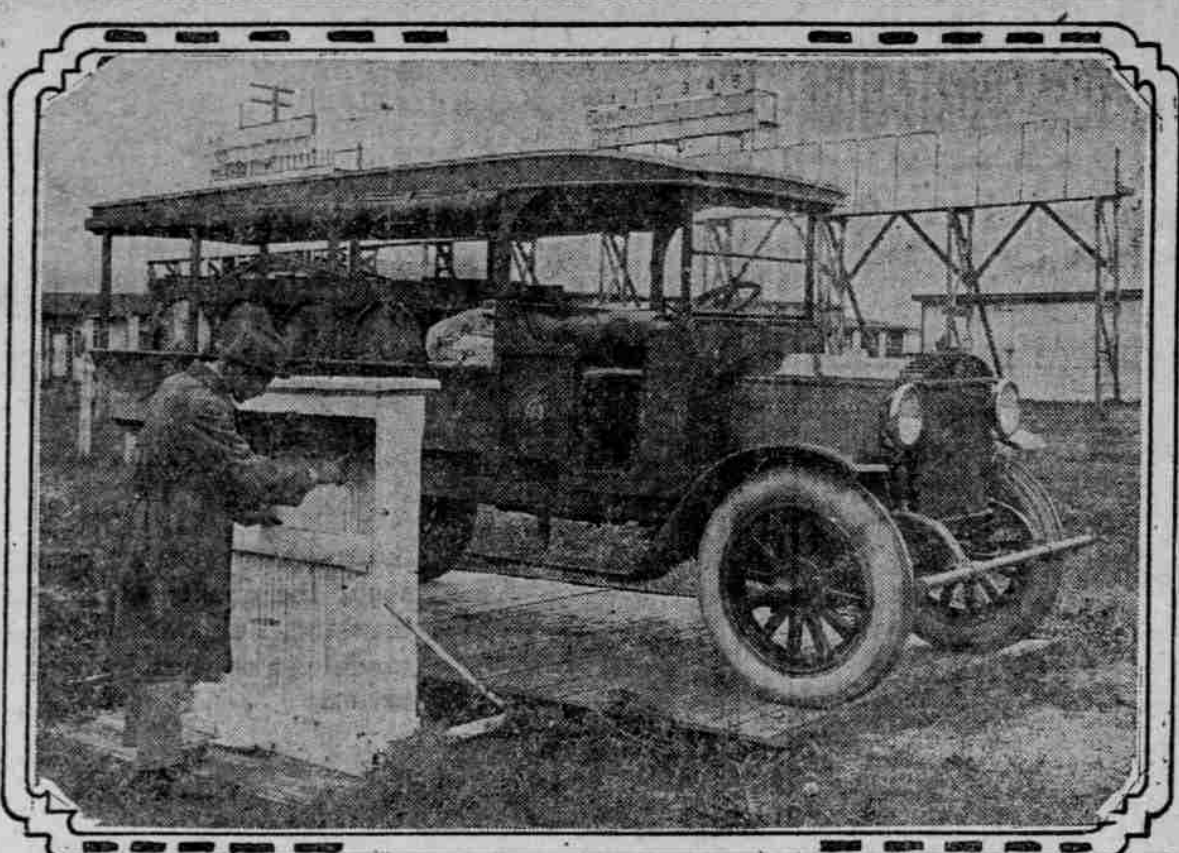
The famous Essex United States mail car that set the new transcontinental automobile record last fall of 4 days 14 hours and 43 minutes between San Francisco and New York, will be on exhibition again this week at the showroom of the C. L. Boss Automobile company, 617 Washington street, but next week is scheduled to go to Seattle for a stay there.

This is the automobile that was shipped by railway express from San Francisco to Mr. Boss to be here in time for the Portland automobile show, from which it was barred on a technicality. Since the show, however, it has been exhibited in several Oregon cities, including Astoria, Clatskanie, Albany and McMinnville, and in all of them has aroused the greatest interest.

The car, which is a stock model and one of four that carried United States mail between New York and San Francisco or vice versa, all of them breaking the former record, is in exactly the condition in which it finished its famous run. Not even the mud of the long tour was washed off it. This car was to have been sent to Seattle this week, but Mr. Boss obtained permission to keep it here for exhibition one additional week.

From Seattle it will be shipped to other towns throughout the United States for exhibition purposes. Already the Hudson-Essex factory has dated it long ahead and it will travel from town to town on regular schedule. Several thousand people have visited the little car since it arrived in Portland.

DUPLEX TRUCK MAKES REMARKABLE NON-STOP RUN AT INDIANAPOLIS SPEEDWAY.



TRUCK AND LOAD BEING "WEIGHED IN" JUST BEFORE IT ESTABLISHED RECORD. The Duplex Limited shown above recently established what is thought to be a new non-stop record for trucks by averaging 35 miles an hour for 24 consecutive hours. The run was made at the Indianapolis speedway. During the entire 24 hours not a stop was made for repairs or adjustments of any description. Not only was the motor kept running continuously, but the truck itself never stopped from the start to the finish of its 846-mile run. The lower drums carried gasoline and the one shown in front just behind and above the driver's seat was filled with oil and directly connected to the engine filler pipe. The weight of the "pay load" was 3300 pounds. The truck shown above is similar to the one recently established on daily early morning service from Portland to Astoria and ways points to deliver Oregonians daily to residents of that section before breakfast. The photograph was received from the factory by the Shives-Howe company, Duplex distributors for this territory.

CHICAGO GETS EXCHANGE

18 AUTHORIZED FORD DEALERS FORM COMPANY THERE.

Windy City Plans Will Follow That of Universal Used Car Exchange Here.

Chicago is the latest city to adopt Portland's method of handling second-hand Ford automobiles, taken in all which the general community has become accustomed to and which it accepts without any unusual degree of dissatisfaction.

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STUDEBAKER HAS SPEED

SAN FRANCISCO-LOS ANGELES TRIP DONE IN 21 HOURS.

Distance Covered 864.4 Miles or 40 Miles an Hour; 10 Hours Passed in Night Driving.

CALIFORNIA MOTORISTS ELECT George S. Forderer Named Successor of Percy E. Towne.

SAN FRANCISCO, Feb. 12.—George S. Forderer, president of the Forderer Cornice works and a prominent San Francisco business man, has been installed as the new president of the California State Automobile association. Other officers elected were: First vice-president, W. S. Clayton, San Jose; second vice-president, W. T. Sesson, San Francisco; third vice-president, Burton A. Towne, Los Angeles; treasurer, Edwin P. Merry, San Francisco; secretary-manager, D. E. Watkins, San Francisco.

A vacancy on the board of directors caused by the resignation of Elmer McKinnon of Salinas was filled by the election of Harvey E. Abbott of Salinas. Abbott is a former supervisor and has been prominent in progressive movements in Monterey county for many years.

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Service Motor Trucks

"AS GOOD AS THEY LOOK"



What Other Truck Combines All of These Super Specifications?

- Buda Engines. Providing 11 per cent extra power.
- Timken Taper Bearings throughout from "stem to stern."
- Timken David Brown Worm Drive. Most durable, most efficient and absolutely silent.
- Brown-Lipe Transmission—the type proved unequalled.
- Eisemann High-Tension Ignition. Water-Ross Steering Gear. Irreversible. Unusually easy to operate.
- Borg & Beck Clutch. Smooth and positive. Adjusted by two bolts.
- Stromberg Carburetor. Power, acceleration, speed, economy.
- Long's Vertical Tube Radiator. Flexibly mounted.
- Guernsey Fabric Universal Joints.
- Semi-Elliptic Springs front and rear. Silico-manganese steel.
- Pressed Steel Channel Section Frame. Holes drilled, not punched.
- Bronzed Bushings in Spring Eyes.
- Fourteen Spokes in Every Wheel. Fourteen hub bolts per wheel.
- Seamless Pressed Steel Gasoline Tank. Can't leak.
- Rear Axle—Full Floating. One-piece pressed steel housing.
- Front Axle—Drop-Forged "I" beam. Carbon steel, heat treated.

Imagine the best features of the best trucks made combined in one truck and you have a splendid idea of the efficiency, quality and reliability of the wonderful SERVICE Motor Truck.

1, 1½, 2½, 3½ AND 5-TON MODELS

All models are now on display at our salesroom. See them.

We carry a complete stock of parts, which is a vital point in service.

WE GUARANTEE IMMEDIATE SERVICE TO ALL OWNERS

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States Auto and Truck Company

430 Burnside, Between 10th and 11th, DISTRIBUTORS

Phone Broadway 486

HIGHWAY NEGLECT CITED

CONSTRUCTION OF NEW ROADS HINDERS MAINTENANCE.

Government Bureau Points Out New Roads Sometimes Are Detrimental.

That interest in the construction of new highways should not divert attention from properly maintaining highways already improved is a point which the bureau of public roads of the United States department of agriculture has had occasion to emphasize many times in recent months, particularly in view of the enormous increase in motor vehicle traffic which is taking place.

The bureau recently completed a compilation of statistics from all the states of the union showing that there were 7,665,446 registered motor cars (including motorcycles and trucks) in the United States in 1919. This is an increase of 23 per cent, or 1,418,823 motor cars over 1918. Such figures indicate that the country's highways are being used far more than in the past, it is pointed out, and in consequence added attention must be given to the repair problem.

The increase in the number of cars for 1919 over 1918 represents about 10 per cent more cars than the total number registered in the entire United States for 1918.

Additional use of roads and streets has, of course, paid to state and local governments in the form of license fees, which in nearly all states are devoted to highway needs. The registration and license fees for automobiles, trucks and motorcycles in use in 1919 totaled \$64,697,355.48—an increase of 20 per cent over 1918. The total revenues for New York and Pennsylvania the last year were about double the revenues received for all motor vehicle registrations and license fees in the entire United States in 1918.

Certain of the states, notably Maryland, have experienced difficulty in securing road-building material, owing to labor shortage, hampered transportation facilities, etc. Maryland has had to make a special appeal to the interstate commerce commission for aid in getting enough material shipped in to properly care for road repairs.

Here's Tip Worth Remembering. In cases where the starter is out of business and the crank handle is not available, it is possible to start the engine by jacking up the rear wheels, blocking the front wheels, and then shifting into high, after which the cylinders are primed, the spark and

throttle are set, and the engine is cranked by turning a rear wheel. In doing this the operator should take hold of the tire rather than the spokes, and must be careful not to get caught when the wheels start to revolve.

Motorcycles Found Safest. According to figures compiled by Robert W. Kinsey, secretary to the chief of police at Indianapolis, Ind., the motorcycle was the safest means of transportation and the automobile the most dangerous during 1920 in that city. Motorcycles were responsible for but 37 accidents, whereas automobiles accounted for 1222. No deaths resulted from the motorcycle accidents but 652 persons were injured and 34 killed as a result of automobile accidents. Bikes caused 55 of the year's accidents, but no deaths resulted. Horse-drawn vehicles were responsible for only 31 accidents but caused three deaths. Railroads caused 46 accidents and 22 fatalities and street cars caused 296 accidents, in which 27 fatalities resulted. A total of 1789 accidents occurred on the streets of the city during the year.

By official proofs as well as in the constancy of more than 100,000 owners Hudson has won an endorsement no other car holds. And an imposing number of these owners now know a satisfaction in the Super-Six that they did not find in their former costlier cars.

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THE SERVICE IS ONE OF THE OLDEST TRUCKS IN AMERICA.

It has a record of strength and endurance throughout the U. S. and abroad.

Twenty per cent super strength of SERVICE trucks guards against delays on the road or in the repair shop.

Seventy-one per cent of all sales last year were to former purchasers—a world's record and an enviable one.

Free Service

Our engineers will solve your transportation problems, no matter what they are, absolutely without cost to you.

SERVICE superiority is due in large measure to unseen features of quality and refinement. They might be absent. Inexperienced buyers would never look for them. But without them SERVICE trucks would be merely ordinary trucks. It is these important features that give SERVICE trucks character and extra worth.

The simplicity of SERVICE engines and the truck as a whole, is noteworthy. And with all their over strength and 11% extra power, there is not an ounce of excessive weight. The massive 3½-ton chassis, for example, weighs but 6740 pounds.

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H U D S O N

Compare Hudson's Price With Cars to Which You Compare Its Quality

HAVE you considered Hudson's real price advantage?

Remember that the cars with which you habitually rate the Super-Six in quality and performance are much costlier than it.

Yet where will you find any desired quality that Hudson does not possess in equal measure?

By official proofs as well as in the constancy of more than 100,000 owners Hudson has won an endorsement no other car holds. And an imposing number of these owners now know a satisfaction in the Super-Six that they did not find in their former costlier cars.

C. L. Boss Automobile Co.

615-617 Washington Street

S U P E R - S I X

Buy One. Then You'll Buy Another FEDERAL

Wm. L. Hughson Co. Broadway at Davis



The photograph shows B. B. Robb of Gunnell & Robb, Salem photographers, and the new Packard single six which he purchased from Vick Bros., Willamette valley distributors for the Packard line.