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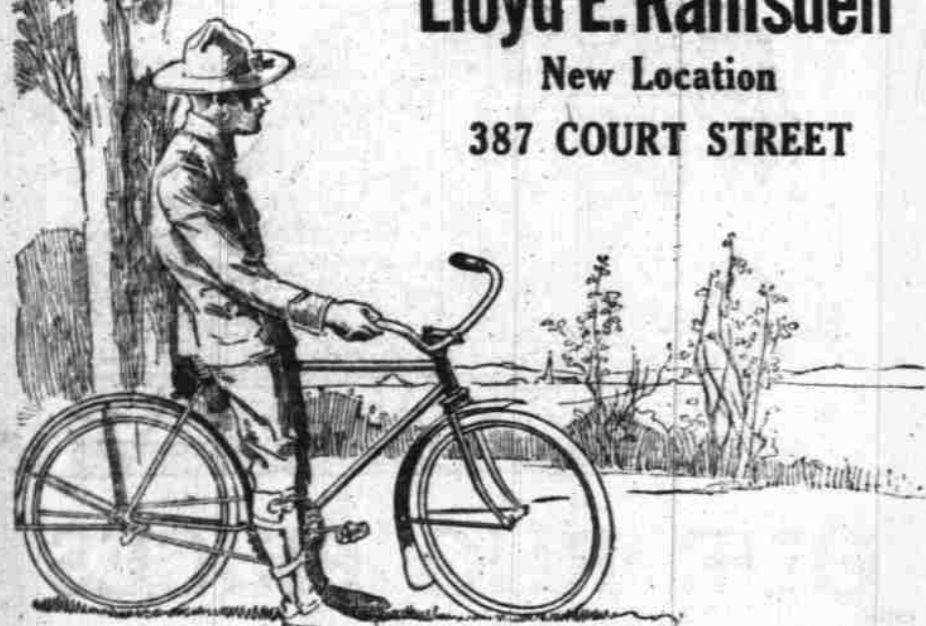
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**NEW ERA SEEN BY RUTHERFORD**

People Near Before Able to Deal so Effectively With Transportation

"The people of our land were never as able to deal as comprehensively with the problems of highways development and highways transport as today. For now, as a result of war's challenge and the demands upon all producers for their utmost endeavor, we know where people are in greatest need of additional transportation facilities. And from experience gained before and during this war, we have seen the manner in which highways transportation can be harnessed most effectively to the service of our people." So declares W. O. Rutherford, vice president of the B. F. Goodrich Rubber company.

"Take the great problem of rural highways transportation," he continues, "and consider a concrete and definite need that presented itself in the state of Utah during the war. In the vicinity of Loa, Wayne county, back 75 miles from the railroad, several carloads of fat hogs were available for the market, but there was no means of shipping them to the nearest rail point and an additional food supply thereby made available. In the solution of this problem had the effect of moving the whole back country, a vast area in itself, up closer to the railroads and the markets of the world. While the exodus of the hogs symbolized the creation of new wealth in Wayne county, the transport service was unable to return from the shipping point to Loa with the wares of our great industries, thus providing a larger market. Hence highways transport linked up the farms with the desired markets. It also spelled opportunity to the great body of loyal workers in America in that it provided for a larger field to be supplied by the indispensable products of their hands."

"What took place in Utah has happened in nearly every corner of our land. Our colleges and universities and other forces of education in several of our most progressive states are already setting up courses of instruction which will equip men to occupy important posts on the frontiers of this development. And of lasting consequence, they will commence to lay the foundation for the progressive science of transportation and communication."

W. D. Albright, manager of the B. F. Goodrich Rubber company, at Seattle, who is well acquainted with conditions in this section of the country, adds an important suggestion:

"The benefits to our section of the country following upon the improvements of highways and the effective and economical utilization of them by express and passenger cars, plac-

es us on the threshold of a new era of prosperity. And I am convinced that this and other state legislatures, as well as our state and county highway departments and commissions, were never in so fortunate a position with regard to having the support of a large portion of the intelligent and thoughtful taxpayers of the state."

"A great deal of transportation has now been made available through highways transport committee, of the council of national defense, pertaining to the most effective utilization on highways. No man today need vote or deliberate in ignorance of basic facts. Our own great state colleges should, and undoubtedly will do their part in collecting and disseminating facts which will create an inexhaustible supply of dependable data."

"Thus the people of the state are well justified in depending upon members of our state legislatures and others holding positions of trust, to seek the true sources of information when in doubt, and to seek the true sources of information when in doubt to know what they're talking about in connection with this great development. And for these reasons the Townsend bill, which aims to create a national highway system and a federal highway commission, to direct this great development should receive the close and insistent attention of all the people. Thus will be enacted into law one of the most powerful and constructive measures that this generation will have the opportunity to deal with."

"I'll give you \$2 for this anecdote about President Wilson," said the editor.

"What's the matter with you?" demanded the hack writer. "You gave me \$4 for that anecdote when it was about President Taft."—Boston Transcript.

**WOMEN! DRY CLEAN THINGS AT HOME**

Try it! For a few cents you can dry clean everything.

Save five to ten dollars quickly by dry cleaning everything in the home with gasoline that would be ruined by soap and water—suits, coats, waists, silks, laces, gloves, shoes, furs, draperies, rugs—everything! Place a gallon or more of gasoline in a dishpan or washbowl, then put in the things to be dry cleaned, then wash them with Solvite soap. Shortly everything comes out looking like new. Nothing fades, shrinks or wrinkles. Do not attempt to dry clean without Solvite soap. This gasoline soap is the secret of all dry cleaning.

A package of Solvite soap containing directions for home dry cleaning, costs little at any drug store. Dry clean outdoors or away from flame.

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**GREAT ORGAN WILL BE HEARD AT CENTENARY OF METHODISTS**

Vast Musical Program Takes Definite Shape Under Supervision of Professor Kraft of Columbia University Who Will Play \$50,000 Instrument in Auditorium Seating 7000 Persons.

The vast musical program being prepared for the Methodist centenary celebration at Columbus June 20 to July 13 is now taking definite form under the supervision of Professor William J. Kraft, of Columbia university. The work of installing the great \$50,000 organ has been commenced at the Coliseum, which after being remodelled according to the plans devised by the New York office of the joint commission, will provide a seating capacity for 7000 persons. Professor Kraft will himself preside at the organ on a number of days, and through his invitation, some of the leading organists of the world will be heard.

Mr. Moeller, builder of the organ said, "I know of no organ in the country which has the power or so many modern appliances as that being built for the centenary celebration. It will probably hold the record for being the largest organ used for any religious gathering in the world."

"The instrument compares favorably with the largest organs now in use," says Professor Kraft. "It is much larger than the municipal organ at Portland, Maine. The organ has 98 stops, having as subdivision the great, swell, choir, solo and echo. It will have the divisions of woodwind, brass, strings, harp and chimes."

The organ covers a floor space of 900 square feet, and weighs approximately eight tons. The blowers furnish 6,300 cubic feet of air a minute. Twenty-one miles of wire are being installed. The pipes range from three-quarters of an inch in length to 32 feet.

The vested trombone choir of 100 men and women gathered for the centenary is already diligently at work on a number of important selections. So much in advance of the general thinking was the idea of a trombone choir that at first it had to live down considerable ridicule. That day has now passed. At a recent rehearsal, Professor Herman Bellstedt, one of the leading band masters of the United States, said that the results obtained from 100 trombones working together for a period of three months was nothing less than amazing.

Professor Bellstedt is engaged in arranging a number of classical scores for the organization. A special feature which he is preparing for them, and which will have its initial

hearing at the celebration, is a musical treatment of Judges 7: 16-19. Professor Bellstedt says that the modern trombone is the practical equivalent of the horn used by the children of Israel in the memorable contest given in those verses.

Dr. Edgar Stillman Kelley, of Western College for Women, Oxford Ohio, composer of the "New England Symphony," "Pilgrim's Progress," "Aladdin Suite," and other orchestral numbers of international reputation was so impressed by the possibilities of the trombone choir, that he volunteered the use of the special harmonization of "America" which he had prepared for the initial use by the trombone choir. To make this possible, it was necessary to turn down a flattering offer from an eastern festival orchestra which desired to use it.

Dr. Kelley, who is probably the most conspicuous American composer of the day, also expects to provide a musical setting for the American creed, which will be used in connection with many of the patriotic exercises.

A third big musical feature under way is the mixed chorus of 1500 voices for the presentation of "The Messiah." Rehearsals recently begun have given extraordinary encouragement to the leaders of the musical program who were present. Prof. Horace Whitehouse of the Ohio Wesleyan university is directing the preparation of "The Messiah."

**Delano Tells How to Care for Radiator of Your Car**

"By neglecting details in the care of your car," says F. G. Delano of the Salem Automobile Co., local dealer in Chevrolet automobiles and trucks, "you will save yourself some time and inconvenience in getting on your way, but the day of reckoning is sure to come. What you have saved will be spent in expensive roadside repairs."

"Not the least in importance is the radiator of your car. At all times it should be kept full or trouble is sure to follow. It is a good plan to form the habit of inspecting and refilling the radiator before the car is taken from the garage. On long tours, especially when you have been traveling over hilly roads or those with a loose top surface, examine the water supply quite frequently. Consider, always, that the proper amount of water is as important as your supply of gasoline and oil. It is well to examine the water supply every time a stop is made for oil or gasoline. Always use clear water. If rain water can be had, use it, as less scale or deposit will result."

"Keep the cellular openings clean. Never allow mud to remain in them as it cuts down the radiation and prevents proper cooling. The entire circulating system should be thoroughly flushed out occasionally. This can be done in ordinary cases by disconnecting both the upper and lower hose connection and allowing fresh water to enter the filler neck and flow down through the radiator and out the lower hose. The motor water jackets can be flushed out in the same way."

"When hard water has been used, a scale or deposit will be formed which, unless removed, will obstruct the circulation, causing unnecessary heating and frequent refilling. In this case a good way to clean out the scale is to dissolve a half pound of lye in about five gallons of water. Strain the liquid through a cloth and pour in the radiator. Run the motor for about five minutes, then draw off the solution through the radiator drain cock."

"Henrietta" exclaimed Mr. Meek on all of a sudden, "I'm going to put my foot down."

"I was just going to speak of that," she interrupted. "You are going to put both feet down—on that mat on the front step and wipe them carefully the next time you come into this house."—Washington Star.



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If you have not used these husky, de luxe tires for the Ford car, go at once to a Goodrich dealer and say to him, "Give me a Goodrich Three-Seventy-Five."

Compare it with an ordinary Ford-size tire, and you will find it bigger and burlier in every way.

As a matter of figures and measurements, it is an inch bigger on the circumference, and much thicker in the cross section—that is, a 31 x 3 3/4 inch tire.

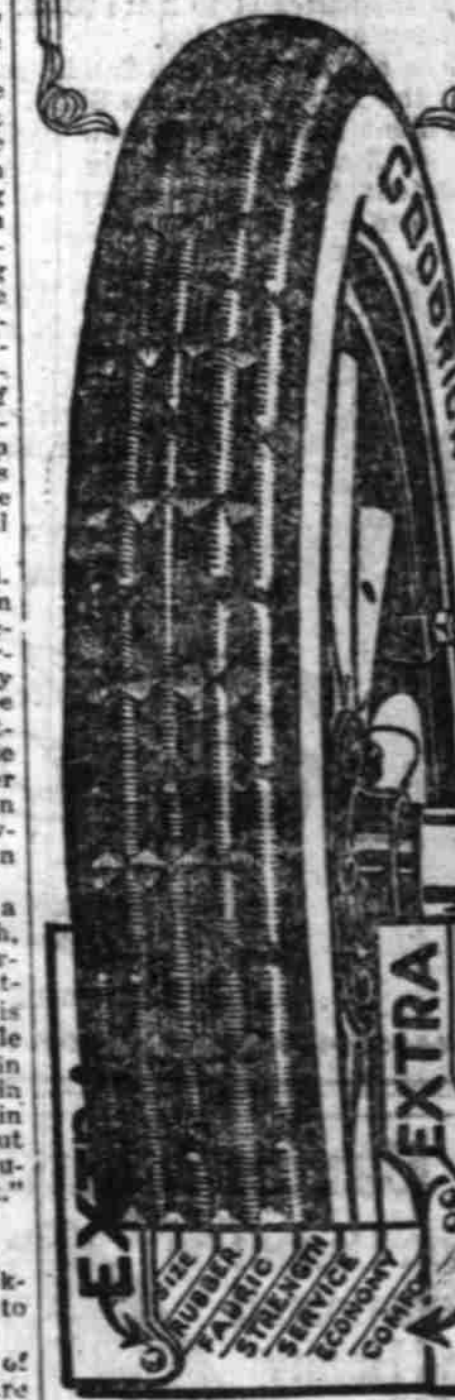
That extra size means a finer looking, easier riding Ford car to begin, and a longer lived car and tires in the end.

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And what is more, you are getting a VALUE that is unquestionably, indisputably the greatest at its price in America. You can prove this to your complete satisfaction by comparing the specifications of DAY-ELDER trucks with those of any other worm-drive truck costing hundreds of dollars more. Take the DAY-ELDER Model "D" 2--2 1-2 ton at \$2690.

Day-Elder Motor Trucks come in the following sizes: 1--1 1/2, 2--2 1/2, 3--3 1/2, 4, 5 to 6 tons. Trucks now on display at

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