

# AUTOMOBILE and TRUCK SHOW

Under Auspices of Marion-Polk Dealers Association

## SALEM ARMORY, FEB. 18-19-20

### THE MOTOR ERA IN COMPLETE EXHIBIT

#### 50 PLEASURE CARS—20 TRUCKS

Artistic Decorations--Orchestra Music Afternoon and Evening--Adm'n, to Partially Meet Exp., 25c

### HIGH SCHOOL STUDENTS TRAIN TO QUALIFY AS MOTOR CAR EXPENSES

In an unpretentious building on High street near Center is a veritable hive of industry. Little known to most members of this community, where 23 young men students of the Salem high school are perfecting themselves as automobile mechanics under the tutorage of E. E. Bergman.

"The shop" as it is known among the students, is a hobby with Superintendent of Schools John W. Todd, and offers a thorough course in mechanics. Automobile work is featured, and although this department is in its second year only it has turned out some young mechanics worthy of the name.

The capacity of the building is taxed to its utmost, and the increasing number of students who desire to take the course will soon make necessary larger quarters and additional equipment. The present building has a floor space of 800 feet.

Not long since a part was wanted for a high class automobile driven by a prominent citizen of Salem, but it could not be had this side of the factory. This would require several weeks, during which period the car would necessarily be out of commission. The school shop solved the problem. From raw material students fashioned the part and within

three days the machine was running as usual.

#### Company Organizes For Inland Freight Hauling

With a promise of rates approximately 10 per cent lower than those now charged by the railroads a new boat and truck transportation company will inaugurate service in the Willamette valley on March 1, establishing stations as far south from Portland as Eugene.

The plan as outlined to the Statesman by President M. E. Lee during his stay in Salem last week, is to operate two steamboats on the Willamette river with stops at Butteville, Crawford, Salem, Albany, Corvallis and Eugene, from each of which places truck lines will deliver freight to neighboring towns. From Butteville six towns, Aurora, Barlow, Hubbard, Woodburn, Gervais and Mt. Angel will be served; from Salem, Silverton, West Stayton, Turner, Dallas and Monmouth will be served.

The new company will be known as the Inland Empire Transportation company.

### ELGIN SIX TOPS IN ROAD RECORD

A recapitulation of various events and happenings in motordom during the past four years recalls to mind the repeated triumphs which the Elgin Six has made in stock car competition; and thus, the manner in which it has earned its title of "World's Champion Light Six."

Though the policy of the Elgin organization has never been to enter the kind of competition which requires specially built racing models driven by professional pilots, Elgin officials have been over zealous in entering strictly stock cars in scores of gruelling events of wide public interest. Most of these have been unrestricted to cars as moderate in price as the Elgin.

On numerous occasions Elgin officials have taxed their ingenuity to devise special feats of broad interest, imposing critical tests for economy, enduring and speed, in order to prove for their own satisfaction the full extent of the Elgin's efficiency and stamina.

The record which it established in winning the longest known cross country sealed-chassis endurance run during the summer of 1917 still stands as one of the most brilliant examples of high automobile achievement.

It was on this occasion that an Elgin Six (an all stock model) which had been selected by Secretary of War Baker to report road conditions for the U. S. war department, traveled from Chicago to the Pacific coast, a distance of 6202 miles with an average gasoline consumption of 19.4 miles to the gallon, and with its chassis officially sealed by President Chas. M. Hayes of the Chicago Motor Club in such a manner that neither the motor, clutch or transmission could be inspected or adjusted enroute. A handsome loving cup was awarded to the Elgin for winning "the longest cross-country, sealed-chassis run in automobile history."

A most spectacular achievement, and yet one which has become quite common to an Elgin car, is that of jumping, under maximum speed, from a small incline into the air and landing full force upon a solid macadam road, at a distance of from 50 to 70 odd feet. Tests such as these serve to prove the perfect balance of its parts and its rigid tenacity of construction. The world's record long distance jump of 73 feet, one inch was made by an Elgin Six at Bellville, Illinois, on June 18, 1917.

As racing cross country with fast express trains will always prove a most thrilling event of wide public interest among automobile men, just so do the many records that Elgin stock cars have established in numerous contests of this kind appeal to those who are most experienced in judging the comparative merits of speed and efficiency of cars in the medium priced category.

A recent run of this kind was made from Chicago to Indianapolis, when an Elgin Six Victory model, carrying four adult passengers, beat the time of the fastest express by exactly fifty-six minutes. William K. Gibbs, formerly of Motor Age, and Chester Foust of the Chicago American automobile department, were the official observers of this remarkable run. No water was added to the radiator enroute, and the car averaged seventeen and one-half miles to the gallon of gasoline.

working, but I honestly believe I was within the law. My car runs so smooth that 30 miles seems like 20."

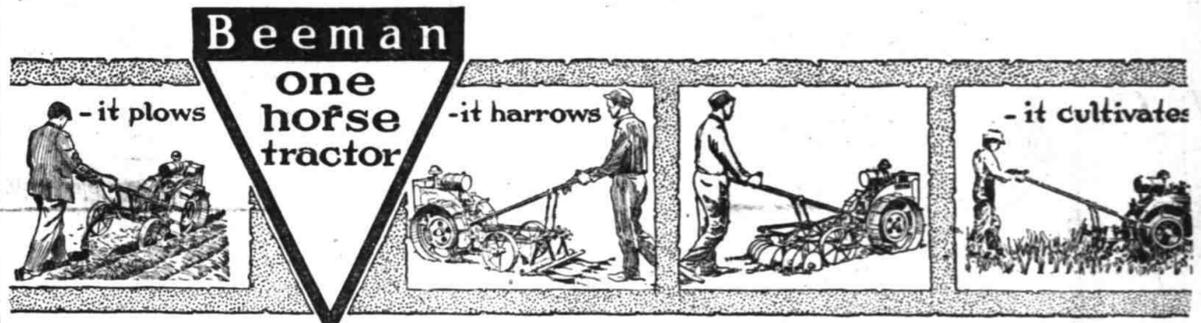
"That stall fails to turn the trick nowadays. The judge merely yawns and forthwith begins to enter the

sentence in the big book of doom, usually tacking thereto a reasonable sum as a penalty for springing such an ancient excuse.

Read the Classified Ads.

Visitor—Have you a papa and mamma?  
Little Girl—I should say so. I've had three papas by my first mamma and two mammas by my second papa.—Judge.

"Darling," he said, "I have lost all my money."  
"How careless of you," she replied. "The next thing you know you'll be losing me."—Detroit Free Press.



## It Replaces the Horse

—On Large and Small Farms, Truck Gardens, Fruit Farms, Suburban Tracts, Parks, etc.

You can now break away completely from the inefficient, unreliable and costly horse and man labor methods. The Beeman One-Horse Tractor has proven its ability, in years of actual use on thousands of farms, to supply the power needs left unfilled by the larger tractors and gas engines.

The Beeman does any farm work ordinarily done by one horse or mule or by hand. It will plow, harrow, seed, plant, cultivate, mow hay, mow lawns, haul wagons with loads up to 1400 lbs. It's always ready—any time of day or night—for any job, anywhere you want it done. It steps right off and starts to work—no harness to fuss with. And when the job is done you haven't got a horse to rub down or curry, or a bed to make, or a harness to clean and oil.

#### As a Power Plant For Belt Work

It is not only portable—it is also self-propelling—no pushing or pulling. It trots up to any job, under its own power, wherever you want it done—it will even run up the back steps into kitchen or down into the basement. It will operate the pump jack, buzz saw, feed grinder, churn, cream separator, washing machine—anything that any 4 h. p. engine will run.

horses you keep—or even do away with them entirely.

#### To the Truck Gardener, Fruit Grower, Flower Raiser, Beet Sugar Growers

—anyone with a small farm or one not suited to the use of a large tractor—the Beeman is the real successful solution of your power needs and labor problems. For instance—with the Beeman and a three-row cultivating attachment one man or boy can do as much or more work than five men ordinarily do in cultivating narrow-rowed crops such as onions, carrots, beets, etc.

#### To the Suburbanite

with his garden plot, the Beeman means independence from hired outfits. He can do his plowing, harrowing and seeding when the weather and soil conditions are best, he can cultivate his crop more intensively and get bigger yields. And all the while he has a power plant ready to do any one of the hundred and one little jobs that turn up on his place the year 'round.

#### To You Farmers Who Have A Large Tractor

or plan to buy one, or hesitate to buy one because you would "have to keep horses anyway" for the light field hauling and belt work—the Beeman now makes it possible for you to completely motorize your farm. It will do the work which it is not practical or economical to do with the larger tractor. It will make it more profitable and worth-while for you to have a large tractor, for it will enable you to reduce the number of

#### It's Dependable and Economical

It doesn't get sick, doesn't get tired or "het up"—doesn't waste time resting or cooling off. It will work continuously, day and night without a stop, to help you out in an emergency. It works all day on 2 gallons of gasoline and one quart of oil. You don't have to feed or take care of it when it's not working. It's so simple in design, so compact in construction, so staunchly built that the upkeep cost is very small.

Write For Interesting Illustrated Booklet giving full information, showing some of its many uses, and telling owner's experience. Tell us about the kind of farming you do, size of farm, or the use for which you want the Beeman and we'll advise you frankly whether or not the Beeman will be a profitable investment for you.

ROACH & TROVER

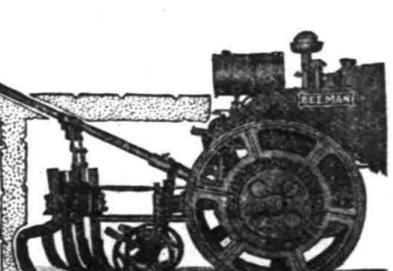
444 Ferry St.

Salem, Oregon.

#### it hauls



#### it mows lawns



RENEWAL OF Threaded Rubber Insulation never needs to be given a thought. But that of ordinary Insulation does, at least once before the battery is worn out. Threaded Rubber gives far better protection to plates and is the only kind that can be depended on to last as long as the battery. It can be had only in the Still Better Willard.

DEGGE & BURRELL  
Auto Electricians  
Through Service We Grow  
238 North High Street



### Oh, No, That Ancient Gag Won't Longer Work

A few years ago a fair percentage of motorists hailed before a magistrate for speeding could escape with a reprimand when they looked the judge square in the eye and with a sorrowful countenance said: "Judge, my speedometer wasn't