

AUTOMOBILES, TRUCKS AND TRACTORS MOTORCYCLES — BICYCLES — ACCESSORIES

MINE RESCUE TRUCKS TRIED

Stiff Competition Won By
Graham Truck With Dodge
Brothers Power Plant

For the urgent demands of mine rescue work, the State of Ohio required five more sturdy trucks, in which the hardy crews of the rescue stations could be rushed to the scene of mine fires or explosions. To prove which of many competing trucks was most suitable for this rigorous work,

the official committee in charge of this purchase decided to hold a test run starting from Columbus, and open to all comers. When the test began, it was found that seven different trucks of well-known makes were entered in the competition.

The run began from Columbus to Jacksontown, thence over a detour to Thorntown, and on to New Lexington. After covering 49 miles over good pavements varied with moderately bad roads, the trucks were strung out for many miles along the road. The first to reach New Lexington was Graham Brothers truck with Dodge Brothers power plant.

For a conclusive test of hill-climbing power, the committee decided to continue the run to Lick Run Hill, considered the worst hill in the state. It is a mile and a quarter long, unimproved, with many bad curves and a grade of

from 18 per cent to 22 per cent. For this final test, each truck was loaded with approximately 4,000 pounds of pay load and body.

Graham Brothers truck, as the first to reach New Lexington, was chosen to break the way. At a point 100 feet up the hill it lost traction and the driver was forced to back down 20 feet and start again. This time he plowed through to the top without any trouble. No chains were used. One after another the six other trucks made the attempt to plow up through the mud, all of them using chains. One advanced 50 feet in 7 minutes. Another took 14 minutes to make the initial 50 feet of the climb, then stalled for lack of power. None of the six advanced more than 75 feet towards the top of the hill, a mile and a quarter distant.

For the committee, the test was conclusive, but certain of the competing drivers pointed out that the only truck to make the grade had the advantage of going up before the road was cut up. Billy Morris, the driver of the Graham Brothers truck, overheard them. He proceeded to the top of the hill, brought down his truck, and this time using chains, sailed up the hill a second time without halt or hesitation.

As a result of this official contest, Charles Zimmerman Son Co., Dodge Brothers dealers in Columbus, are delivering to the State of Ohio five Graham Brothers trucks equipped with Dodge Brothers power plant.

Seven Fatal Accidents Are Reported for Week

Seven fatal accidents out of a total of 325 industrial casualties were reported to the state industrial accident commission for the week ending February 9. The fatal cases were:

Frank E. Trefren, Butte Falls logger; Robert D. Parker, Cochran, machinist; Amos Nelson, Portland, engineer; Daniel Farmer, Salem, carpenter; Lloyd W. Bergstrom, Oregon City, powderman; Silas Adkins, Mulino, baker; Clifford West, Portland, fireman.

Of the total number of accidents reported, 30 were subject to the provisions of the workmen's compensation act, 17 were from firms and corporations that have not elected to come under the act, and six were from public utility corporations not subject to the act.

She kept her fowls in her back yard. "Are your hens good layers?" asked a neighbor.

"Oh, yes," she replied, in a delighted tone, "they haven't laid a bad egg yet!" —North China Herald.

WENDEROTH HAS FINE NEW AUTO

Member of Ladd & Bush Staff First to Purchase
1922 Studebaker

Harry Wenderoth, head of the collections department of Ladd & Bush bank, is the purchaser of the first 1922 Special Six Studebaker owned in the city of Salem.

The new model has many surprises in the way of additional equipment and changes for comfort and mechanical efficiency. Among these are new body lines, a dash clock, a cowl ventilator, a locking side pocket for tools, a one-piece windshield, latest style barrel head lamps, built-in parking lamps, transmission lock cover and bevel plate crystalline ignition and lighting switch.

Mechanically, the new model has several improvements which add materially to the car. The most radical change is in the clutch, which is a single disc dry plate clutch, with an anti-spin brake. The new car also has an improved hot-spot intake manifold which vaporizes the gasoline, a feature not generally found in cars selling under \$3000. Both carburetor and manifold have changed positions rendering the working parts more accessible. Another feature not found in cars in less than the \$3000 class is found in the Timken roller bearings in the steering knuckle and steering worm. These give the new car a maximum of ease in steering and prevent wear on the working parts.

Marion Automobile company, Studebaker and Franklin distributors, also report the following deliveries since February 1: Dr. L. A. Ballman, Dallas, Franklin demi-sedan; Emil Timm, Salem, light six Studebaker; T. K. Ford, Salem, Franklin demi-sedan; T. S. Billingsley, Salem, light six Studebaker.

SHERIDAN NOTES

SHERIDAN, Ore., Feb. 11.—Mrs. Annis Noe of Bellvue, an old resident of the community, died at her home Monday after an illness of only a few days. Her husband died several years ago, and she leaves no children.

Mrs. R. O. Pray and daughter, Betty, who have been visiting in Portland have returned home.

Mr. and Mrs. Stater and Ann Stewart of Portland, were weekend visitors in Sheridan.

Miss Alda Faulconer and Miss Florence Lamson of O.A.C., were home over Sunday.

Mrs. Frank Shalek, bookkeeper at the telephone exchange, has been ill with pleurisy, but is able to be at work again.

The infant son of Mr. and Mrs. Bob Shipley, is on the sick list.

The little daughter of Mr. and Mrs. Fred Thomas is ill.

The Missionary meeting of the Methodist Episcopal church, met Tuesday afternoon with Mrs. George Payne.

Circle No. 3 of the Methodist Episcopal church held its regular meeting at the home of Mrs. John Mayfield Wednesday afternoon. Circle No. 1 gave a social tea at the home of Mrs. Ernest Dilley, and had as their guests Circle No. 2.

The Get-Together meeting of the American Legion, auxiliary, Relief corps and G.A.R. was held

at the I.O.O.F. hall Wednesday evening. A large crowd, fine program, games, and excellent lunch made the evening pass off very pleasantly. The next meeting will be held the second Wednesday in March.

Dates Are Announced for
Better Music Week Here

The Salem district of the Oregon State Music Teachers' Association has planned a "Better Music" week in Salem, April 16 to 23. The program will be along the lines of similar activities held in Portland, Yakima, Bellingham and many other cities.

To observe the event properly, organizations will take part from churches, schools, orchestras, bands, music clubs, theaters and Parent-Teacher associations. Wo-

men's clubs and fraternal organizations have been asked to take part in "Better Music" week.

An invitation has been sent to all music organizations to take part in the activities of the week through Mrs. William Everett Anderson, chairman.

Aberdeen and Hoquiam are

planning to put on a "Better Music" week, similar to the one planned for Salem.

An irate husband is said to be on the hunt of Al Jennings, the reformed bandit, and O. Henry is not alive to frame up a story for him. But there is no account

ing for the tastes of women, as anybody who has ever visited Jennings ought to be free to confess.

Hugo Stinnes is said to be a German millionaire, but whether in German marks or real money, nobody seems to know.



The Buick Disc Clutch Is the Great War-Tank Clutch

These monstrous, powerful war tanks, plowing their way through swamp and forest—over trench, embankment and shell hole—barreling their way through every obstacle—required above all things a clutch absolutely positive, dependable and easy to operate. This is the clutch that is used in Buick Cars. It provides the same certainty and safety either for ordinary service or unforeseen emergency.

This disc clutch is a development of twenty years of consistent effort. Rome was not built in a day—neither is a perfected clutch.

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| 22-Six-45 Five Pass. Touring | 1620 |
| 22-Six-46 Three Pass. Coupe | 2135 |
| 22-Six-47 Five Pass. Sedan | 2415 |
| 22-Six-48 Four Pass. Coupe | 2350 |
| 22-Six-49 Seven Pass. Touring | 1820 |
| 22-Six-50 Seven Pass. Sedan | 2650 |

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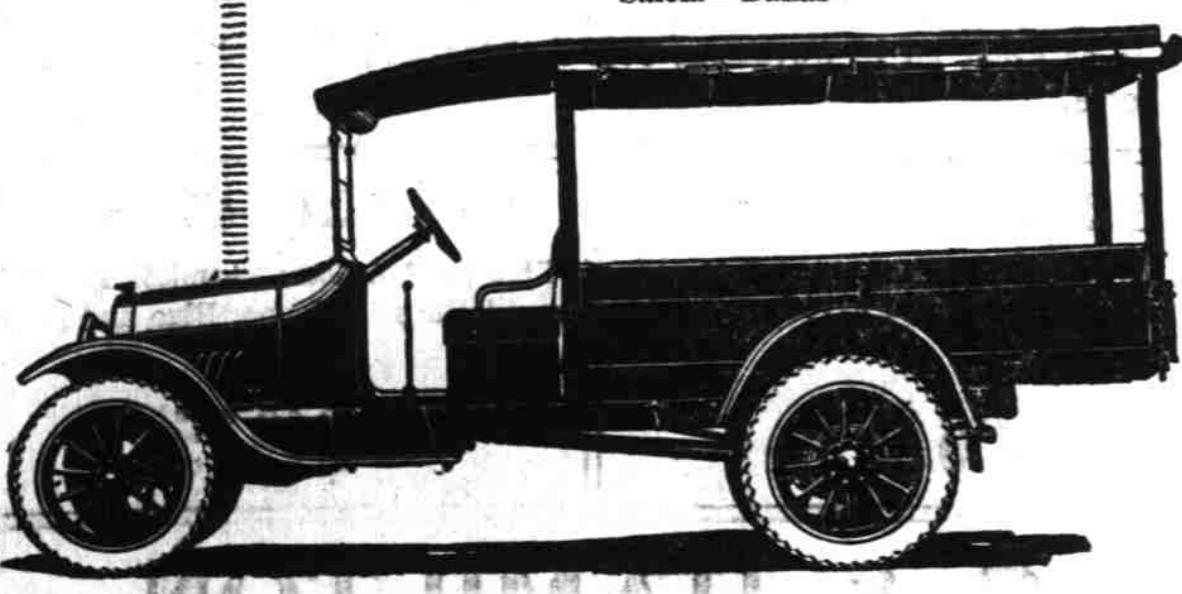
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