

REAL ESTATE Continued

FOR SALE - NEWLY BUILT 5 ROOM house, full basement and unfinished upstairs. Price \$2000, very good condition.

FOR EXCHANGE - 50 ACRE DAIRY ranch, 1 mile from McMinnville, for Salem property.

Compton Real Estate 469 State St.

WHEN YOU THINK OF REAL ESTATE think of Robinson His listings are complete.

ROOM HOUSE ON CHEMEKETA street, furnace, garage, corner lot, \$4200.

Winnie Pettyjohn 218 Oregon Bldg.

Special 4 rooms, 2 lots, A bargain for \$1200, with \$200 down.

Thomason 331 1/2 State St.

LET ME BUILD FOR YOU I have formed building connections that enable me to build the best of houses at prices 20 to 25 per cent lower than are commonly quoted and that make it less costly to build what you want than to buy it ready-made.

Reminding You That if you want a home at a reasonable price and one that will have one of 5 rooms not very modern, with a good well and two lots. Price \$1250; \$150 down and \$15 per month.

J. A. Mills 331 1/2 State St.

FOR EXCHANGE - OUR MODERN 8-room house in Portland for livestock and farm machinery. Box 89, Route 1, Salem.

NOTICE OF ASSESSMENT FOR IMPROVEMENT OF FIRE STREET FROM SUPERIOR STREET TO LUTHER STREET

Notice is hereby given that the common council of the City of Salem, Oregon, will, at or about 7:30 o'clock p. m., on the 20th day of August, 1923, or at the same hour at any subsequent meeting of the said council thereafter, in the council chambers of the city hall in Salem, Oregon, proceed to assess upon each lot or part of lot liable therefor its proportionate share of the cost of improving Fire street from the south line of Superior street to the north line of Luther street.

All persons interested in the said assessment are hereby notified to appear at said time and place before the said common council and present their objections, if any they have, to said assessment and apply to the said council to equalize their proportionate share of said assessment.

By order of the Common Council the 6th day of August, 1923. M. FOULSEN, City Recorder.

Date of first publication hereof August 10, 1923.

NOTICE OF ASSESSMENT FOR IMPROVEMENT OF FIRE STREET FROM LUTHER STREET TO RURAL AVENUE.

Notice is hereby given that the common council of the City of Salem, Oregon, will, at or about 7:30 o'clock p. m., on the 20th day of August, 1923, or at the same hour at any subsequent meeting of the said council thereafter, in the council chambers of the city hall in Salem, Oregon, proceed to assess upon each lot liable therefor its proportionate share of the cost of improving Fire street from the south line of Luther street to the north line of Rural avenue.

All persons interested in the said assessment are hereby notified to appear at said time and place before the said common council and present their objections, if any they have, to said assessment and apply to the said council to equalize their proportionate share of said assessment.

By order of the Common Council the 6th day of August, 1923. M. FOULSEN, City Recorder.

Date of first publication hereof August 10, 1923.

"More Miles Per Car" Ray McNamara's Tips for SUMMER Trips

BE CAUTIOUS ON STRANGE ROADS

In some sections of the USA a short vacation trip of one or two weeks duration will take the motorist over every conceivable kind of road condition: mountains, valley or prairie, with sand, dirt or paved roads. Very often on a trip of this kind a great many motorists who are not seasoned tourists, or who are only used to the paved streets of their home town, or improved suburban routes, meet up with a lot of new conditions that they are not familiar with, and get into trouble on long grades, wet dirt roads, or deep sand. Even in sections where roads in general are paved obstacles of the above nature are often encountered on detours.

Therefore, it behooves every new car owner or those living in sections free from hills with good paved highways to proceed very cautiously on strange roads, particularly when entering mountainous sections, sandy or wet dirt roads, until you have had enough of this kind of driving to gain confidence in yourself, and familiarize yourself with gear shifting, brake and clutch operation, etc.

As an example of how a motorist, used to flat roads, will become confused in driving over hills, the writer directed a friend who wanted to know the best road to Chicago from Detroit through a hilly section of Michigan. The hills did not amount to much to any average motorist who has traveled anywhere at all, and knowing that this friend had been driving cars for a number of years and that the Irish hills of southern Michigan, between Saline and Coldwater are of no consequence, the old Chicago road was recommended. A few weeks later this party returned to Detroit via Bryan and Toledo, Ohio, a somewhat roundabout way, in order to miss the Irish hills, and with blood in his eyes he stated that this was the most dangerous road he had ever traveled; in fact, he thought it was a frame up on the writer's part. Wonder how he

would feel negotiating Blewett Pass in Washington state, or crossing the Rockies?

Other instances of how slight grades baffle the motorists accustomed to level roads comes to my attention every day in Detroit on Grand Boulevard. On the north section of the boulevard there is a bridge crossing a railroad with approximately 3 per cent grade approaches. During the evening rush hundreds of motors are stalled, causing traffic blocks a half mile long, simply because the drivers do not know how to handle their throttle, clutch and gear shift lever when forced to pick up load from stand still on such a slight grade.

In addition to the grade over railroad, there are one or two other slight grades leading from the river front streets up to Jefferson avenue, which are used as demonstrating hills. These will not exceed 5 or 6 per cent, but are often referred to as 15 per cent grade by local auto salesmen. Just recently an account was given in local paper by enthusiastic auto salesman telling how he climbed this 15 per cent grade (not over 6 per cent) on high.

If you are only used to driving on level roads, you will observe from the above that you must proceed very cautiously when first encountering hills. Remember that when your brakes are in 100 per cent condition, you can stop in approximately 40 feet at 20 MPH on a level road with a normal load. Now with a heavily laden car, it might, going down a 10 per cent grade, require 100 feet for a stop. Therefore, hold your speed down on grades.

In a tour from New York City to Thousand Island via Albany and the Adirondack mountains, the motorists from New York City and surrounding territory will not find anything very new in the line of hills, until he reaches the long mountain grades above Albany, because there are plenty of steep grades on Manhattan Island. However, he may find with his touring equipment and full quota of passengers that his brakes are not as good as he thought they were, if an emergency arises going down a steep grade, also he may find that the motor does not show as much power because of high atmospheric temperatures, heavy load and the consequent higher temperature in cooling system. Therefore, always give your car a chance when traveling under new conditions. If it won't take the grade on high, don't try to force it. The same idea applies to second speed. If necessary, use slow speed and reduce your touring schedule. You will save time in the long run, for by forcing a car on high gear, or by excessive speeds in low and second gear, you are liable to damage motor seriously on the first long grade encountered.

For the Owner's Scrapbook Last week - Hints on Driving on Transcontinental Tour.

Next week - Watch Your Cooling System.

(Copyrighted 1923 by The Christy Walsh Syndicate)

SALEM MARKETS

GRAIN AND HAY No. 2 wheat, sacked, 96 No. 3 red wheat, sacked, 97

EGGS, BUTTER, BUTTERFAT Creamery butter, 45 @ 41 Butterfat, delivered, 22.25

POULTRY Broilers, 18 @ 24 Heavy hens, 11 @ 12 Medium, 11 @ 12

PORK, MUTTON AND BEEF Hogs, top 150-225 lbs., cwt, \$8.75 Hogs, top, 225-275, cwt, \$8.25

ORANGES "Bonded" Brand Sunkist Valencia - Offering: 11 1/2's and larger, \$5.50 150's and smaller, \$4.50

APPLES Cooking, Oregon grown, \$1.50 @ \$2.00 Greenastela per box, \$2.75

LEMONS Leffingwell "EER" all sizes, cts \$9.50 NEW SUNKIST VEGETABLES All offered by the dozen baskets:

Beets, Carrots, 50 Redishes, long or round, 48

SWEET POTATOES New Yakima carrots, per sack, \$2.25 All Sweet Potatoes 1c per lb. highest when desired in less than sack lots.

NEW VEGETABLES New celery, per bunch, 80 @ \$1.25 Green beans, per lb., 04 @ 06 Green corn, doz., 20 @ 23 Tomatoes:

Mercades, in bags, \$3.50 The Dallas, per 2-layer box, \$2.00 Cabbage, local, crated, lb, .02 @ .02 1/2 Head lettuce, local, crates \$1.50 @ \$2.50 Egg plant per lb., .15 New potatoes, New Oregon, cwt, \$1.75 Bell peppers per lb., .20 Green peas, home grown, per lb, .08 Cucumbers:

The Dallas, outdoor, .75 Onions, Walls, outdoor cwt., \$2.00 Parsley and onions, .40

Potatoes (Yakima netted) same, per cwt - \$1.50 Oregon Whites, per cwt - .75

NEW FRUITS Apricots, 3-basket, crate, \$1.50 Watermelons, crated, per lb., .03 1/2 Raspberries, selling today, \$1.75 Raspberries, selling today, \$1.50 Bartlett pears, per box, \$3.00 Peaches - California:

Fine Ribbotta, per box, \$1.15 Early variety Oregon grown, per box, .75 @ .85 Fresh berries, selling today, \$1.50 Fresh figs, per flat box, \$3.04

Chantaloup, \$4.56 Pines, per crate, \$3.56 Flats, per crate, \$2.06 Ice cream melons, crated, per lb., .05 Bananas, "Red Cord" per lb., 11 1/2 Grapes, Thompson seedless, \$2.50 1/2-basket crates, \$2.50 In bags, per lb., .09 Sweet potatoes, in bags, per lb., 17 1/2 Dill weed, per lb., .10 Pickling onions, due next week, 10 Sack lots, lb., .08 1/2

PORTLAND MARKETS

WHEAT PORTLAND, Aug. 11. - Grain futures: Wheat, No. 2, white, feed, August \$2.50; September \$2.5; No. 2 gray, August \$2.4; September \$2.3.

Corn, No. 2, yellow, August \$2.7; September \$2.6. Mill run, August \$2.8; September \$1.8.

they enter into international obligations which might lead to military measures not compatible with Sweden's own vital interests and national independence.

Meanwhile, the government repeats a recommendation previously made to the effect that compulsory arbitration should be provided for all disputes of a judicial nature. And it hopes that conditions may develop to such a point in the future that any disturber of political peace will be considered the enemy of all nations, and that such a disturber will be furnished by the joint action of all nations.

PROBE EXPLOSIONS FROM DUST CAUSES

Effort Now Being Made to Perfect Successful Testing Instruments

WASHINGTON, Aug. 11. - Development of a method of testing the amount of explosive dusts in suspension in the air at commercial plants, with the aim of reducing the number of disastrous explosions, is under way by engineers of the Bureau of Chemistry of the Department of Agriculture which expects shortly to announce the perfection of a successful testing instrument. Such a device, it is said, would result in the saving annually of many lives and an untold amount of property.

Processes in many industries are productive of considerable dust clouds, which, hanging finely suspended in the air, form a combination that is highly explosive. Among the establishments in this category are given elevators, rubber working plants, spice, flour and feed mills, and plants in which powdered sugar, corn starch, sulphur and aluminum are used or manufactured.

Through a period of many years fires and explosions in these and other industries have taken an immense toll. The attention of engineers has been applied to their prevention, and the government has organized a laboratory under the direction of David J. Price, in the department of agriculture, for the sole study of dust explosion prevention. As a result fires and explosions in several industries have been reduced almost to a minimum; especially is this true in flour mills.

The problem of the engineers has been to discover how much dust must be suspended in the air to form an explosive mixture. While the lowest limit was not definitely ascertained, it seems to range from a content of from 7 to 35 ounces of dust per thousand cubic feet of air. The instrument devised by Mr. Price and his engineers is to enable plant engineers to check up on this condition by drawing the dust-charged air through a paper filter, and comparing the weight of the collected dust with the amount of air thus analyzed.

Prohibitive Tax Imposed On Gamblers' Uruguay Boat

BUENOS AIRES, Aug. 11. - A bill designed to discourage Buenos Aires from crossing the River Plate to gamble in Uruguay was passed by the Argentine Chamber of Deputies. It imposes a tax of 10,000 pesos a voyage on any passenger steamer from an Argentine port which calls at any port situated within 80 kilometers of Buenos Aires, where roulette or other gaming establishments are maintained.

The measure directly affects a river steamer which nightly carries several hundred gamblers to the Uruguayan port of Colonia, returning in the morning. Sulfides of Argentina who lost fortunes on Argentina's roulette wheels were cited when the bill was proposed. Gambling resorts are prohibited in the Argentine capital, but are legal in Uruguay.

SWEDEN QUESTIONS IMPORT OF LEAGUE

Universal Character and Strength are Lacking, States Government

STOCKHOLM, Au. 11. - The Swedish government has just published its reply to the inquiry circulated by the General Secretary of the League of Nations as to whether the various members of the League favored a special pact for general reciprocal guarantees, stating that, in its present form, and under present conditions, the government cannot endorse the proposal.

The Swedish reply says that as long as the United States, Germany and Russia are not members of the League it cannot be looked upon as having a universal character. Although the League has gained in power and authority during its three years of operation, it cannot yet be considered strong enough to deal effectively with the larger international problems which are at present menacing the peace of the world, and Sweden thinks that the guarantee system proposed would be of little value without the powerful authority that might come from universality of membership.

The government holds that if Sweden, with her stabilized relations with foreign countries, were to sign the guarantee proposed she would expose herself to comparatively larger risks than those of other states. It would be impossible, says the reply, for a Swedish government, under the present status of political unrest in the world, to propose to the representatives of the people that

can alike in Warsaw and Moscow, obstacles that left both bride and groom too tired to enjoy a honeymoon.

HEARTLESS LAWS HAMPER MARRIAGE

Foreign Girls Have No Easy Task in Becoming Legal American Wives

MOSCOW, Aug. 11. - When the American Congress passed the law annulling the previous rule that a foreign woman automatically became an American citizen by marrying an American, it put Herculean difficulties in the path of Dan Cupid in the document-cursed countries of Eastern Europe most frequented by a certain fine type of young American men at an age when they are very susceptible to pretty foreign girls and matrimony.

The American Relief Administration, the Near East Relief, the Y. M. C. A. and other organizations which since the war have conducted relief operations in Poland, Austria, Greece, Russia, the Balkans and the Baltic states, sent hundreds of young Americans, mostly former army officers, into cities noted for their charming girls.

Before the law became effective last September, marriages of Americans to these girls was relatively easy, although even then it involved digging into records for documents, more documents and still more documents. Once this was accomplished, however, all the young American had to do was to go to the nearest American consulate, have his wife's photograph pasted on his passport, and, if he was ready, could take her home an automatic American citizen and show her proudly to his folks.

But today things are different. A few weeks ago one young member of the Near East Relief mission in Armenia got a brief vacation and came through Moscow on his way to Warsaw to marry there a lovely Polish girl who had waited for him two years. They had met when he was with the American Red Cross and she was a nurse on the Polish battlefields against the Russians.

"I'll be back in 10 days; save a room for us at the hotel," the American said blithely and confidently as he left Moscow.

Six weeks later he returned, with his bride, having miraculously untangled miles of red tape and overcome, with the assistance of every official, Polish and Ameri-

ger in 1914, and four years later to Norfolk.

COMMUNITIES STILL BID FOR FIRST CITY MANAGER

LAWRENCE, KAS., Aug. 11. - When Charles Edward Ashburner city manager of Norfolk, Va., assumes his new job as city manager of Stockton, Cal., September 1 at a salary of \$20,000 a year, he will continue to be the highest paid city manager in the United States, according to John G. Stutz of this city, executive secretary of the National City Managers' association. His salary at Norfolk is \$16,000 a year.

"An interesting thing about Ashburner is that he not only is the highest paid city manager in the United States, but he was the pioneer in the profession—he was the first city manager," said Secretary Stutz. "When he accepted the job of manager of the city of Staunton, Va., in 1908 he received only a nominal salary. It was largely through the successful demonstration he gave there that other cities accepted the idea. When Ashburner was asked by the city of Stockton to fix his salary he put the figure so high he did not imagine a city of but 50,000 population would accept. Although Norfolk, a city of 150,000 later met the rise in the effort to hold Ashburner, of course he could not annul Stockton's acceptance of his offer."

Ashburner went from Staunton to Springfield, O., as city man-

can alike in Warsaw and Moscow, obstacles that left both bride and groom too tired to enjoy a honeymoon.

HEARTLESS LAWS HAMPER MARRIAGE

Foreign Girls Have No Easy Task in Becoming Legal American Wives

MOSCOW, Aug. 11. - When the American Congress passed the law annulling the previous rule that a foreign woman automatically became an American citizen by marrying an American, it put Herculean difficulties in the path of Dan Cupid in the document-cursed countries of Eastern Europe most frequented by a certain fine type of young American men at an age when they are very susceptible to pretty foreign girls and matrimony.

The American Relief Administration, the Near East Relief, the Y. M. C. A. and other organizations which since the war have conducted relief operations in Poland, Austria, Greece, Russia, the Balkans and the Baltic states, sent hundreds of young Americans, mostly former army officers, into cities noted for their charming girls.

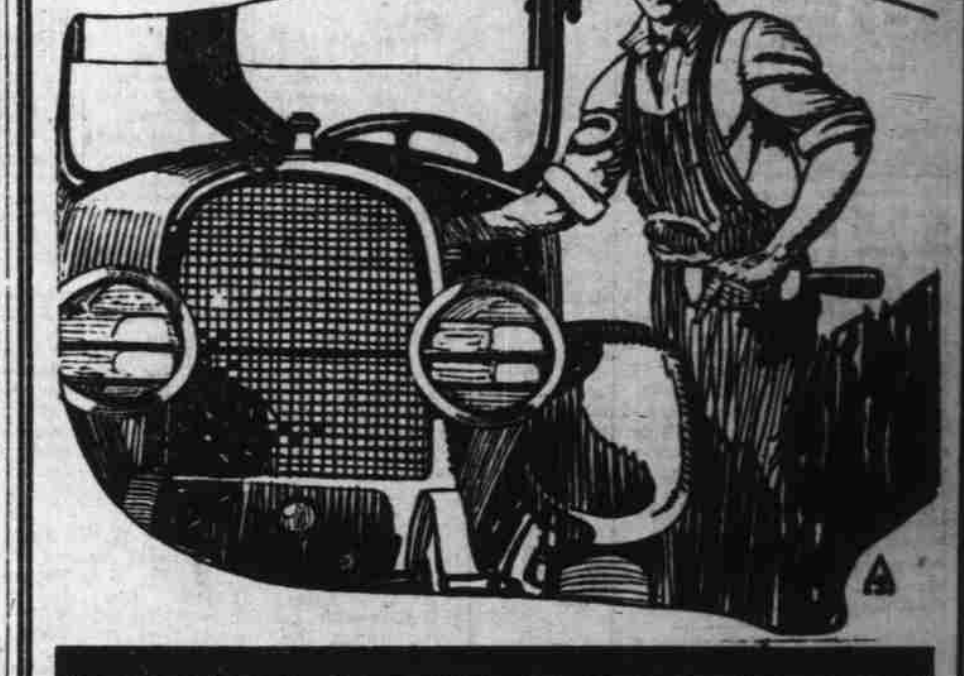
Before the law became effective last September, marriages of Americans to these girls was relatively easy, although even then it involved digging into records for documents, more documents and still more documents. Once this was accomplished, however, all the young American had to do was to go to the nearest American consulate, have his wife's photograph pasted on his passport, and, if he was ready, could take her home an automatic American citizen and show her proudly to his folks.

But today things are different. A few weeks ago one young member of the Near East Relief mission in Armenia got a brief vacation and came through Moscow on his way to Warsaw to marry there a lovely Polish girl who had waited for him two years. They had met when he was with the American Red Cross and she was a nurse on the Polish battlefields against the Russians.

"I'll be back in 10 days; save a room for us at the hotel," the American said blithely and confidently as he left Moscow.

Six weeks later he returned, with his bride, having miraculously untangled miles of red tape and overcome, with the assistance of every official, Polish and Ameri-

A Baltimore minister complains that children are taught that Adam and Eve were monkeys. Still, the orthodox view inclines one to the belief that Adam was made something of a monkey.



Satisfaction Is the Key-note of Our Business Dealings. Expert mechanics always at your service. Salem Automotive Service 271 Chemeketa Phone 361

The STAR Car Lubrication. Not only can practically every part of your STAR Car's Continental Red Seal motor be reached and taken out in half the time needed by other low-priced cars, but; Easy adjustment and automatic lubrication have been built right into it, so that dismantling becomes practically unnecessary. For example: Your STAR is the only low-priced car in the world with a hollow camshaft, for force-feed lubrication. And again: It is the only low-priced car in the world with a drilled crankshaft. Ask any mechanic what these advantages mean to your motor. Ask the mechanic what he thinks of any Continental Red Seal motor. Ask yourself what it means to have this kind of a motor in your car. \$599.50 here With Speedometer. Salem Automobile Company F. G. DELANO Phone 97 A. I. EOFF. Associate Dealers: Allen Bros., Silverton; Peter Deidrich, Stayton; J. W. Berkley, Woodburn; Dallas Garage, Dallas; Service Garage, Mt. Angel; C. H. Ernst, St. Paul; Grand Ronde Garage, New Grand Ronde; M. J. O'Donnell, Independence; Monmouth; Graham & Calbreath, Monmouth. Prices F. O. B. Salem: Chassis \$527.41, Rouser 589.17, Touring 599.50, Coupe 775.38, Sedan 842.98, Panel Delivery 641.10, Express with top 610.50. The above prices include shaft drive speedometer.