

STOP!



Think of the Guarantee on a McCLAREN CORD TIRE

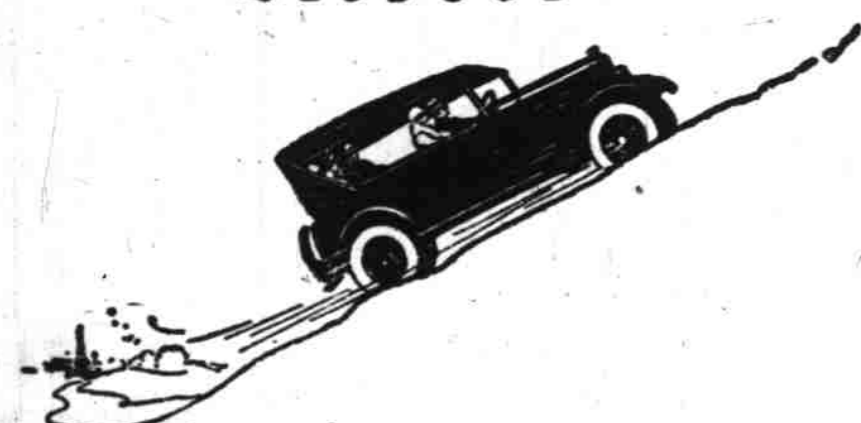
A New Tire Free or Money Refunded—If in a fair test a McClaren Cord fails to outwear any other Make of Tire.

"Jim" "Bill"
SMITH & WATKINS

Corner Court and High Streets.

You can't blame a girl, however, if she hears her proud mama telling what a whiz she would be in the movies. An experienced wife is one who keeps still and provides noble rationations when her husband has a pouting spell.

New POWER thrill



Hills just don't grow big enough to stop Overland! With the bigger power of its bigger new engine, Overland gives you a feeling that it would climb to the clouds if roads led up that far. Put this amazing power plant to a test today.

Vick Brothers

QUALITY CARS
TRADE AT HIGH

Overland

Touring \$495
c.o.b. Toledo

More Miles Per Car in WINTER by Ray McNamara

IMPORTANCE OF PROPER LUBRICATION FOR CHASSIS

The Steering Mechanism

I wonder how many car owners really appreciate the importance of proper lubrication for chassis during the winter months when there is so much slush and splash under foot.

The frequency of chassis lubrication should be governed by the weather and not by any predetermined distance or number of days, because road splash on the average car removes the lubricant in the course of a day's run and in some cases where the steering tie rod connections and spring shackles are not well protected, it only takes a few hours of road splash to remove and destroy all traces of oil or grease.

How many of you I wonder have ever experienced driving into your garage at night with a steering gear working perfectly free, but after standing over night or a few days, you find it very difficult or perhaps almost impossible to turn the wheel. This usually results from road splash washing the lubricant out of steering knuckle pins and other connections and the moisture that remains often dries out over night or in the course of a few days forming rust, which very frequently freezes bearings and connections so tight that it is unsafe to drive the car to shop for repairs. Seizure of bearings is more liable to develop in the car that stands in the garage a few days as in the case of owners who use their cars at week ends, as rust and corrosion have more time to develop.

Frequently cases have developed in which the driver starts out of his garage with a slight drag in the steering gear due to above conditions, but after driving several miles the steering keeps tightening up due to rust and grit shifting to the high spots in the knuckle bearings, until it is almost impossible to make right angle turns or to control the car in the event of a skid. Whenever you feel such a condition developing proceed to the nearest garage or oil station then lubricate all steering connections thoroughly.

Aside from the danger of accident and personal fatigue, improper lubrication causes excessive wear, not only on the knuckle pins and steering connections, but in the steering gear itself, which will result later in excessive play in steering wheel and steering gear rattles, that usually require a replacement of parts to remedy.

The steering gear case is usually located above the motor splash pan and does not require attention as often as those parts exposed to splash below the splash pan. For this reason a great many car owners forget that it requires lubrication until steering becomes difficult. This is dead wrong, for if neglected too long it may become necessary to take the gear apart to free it up.

The conventional type of steering gear usually contains a bearing above and below the worm or nut pinion which does not require very frequent oiling, but the difficulty in binding usually develops in the long plain bearing on the transverse or cross shaft of the mechanism. Because of its length it is more difficult to reach all parts of the bearing even with high pressure lubrication. This bearing as a rule is fit pretty close to prevent road rattle, for this reason it only requires a small

amount of dampness and gumming to cause a binding. Therefore, it is very important when lubricating this part to see that grease or oil squeezes out around the end of bearing.

Particular attention should be paid to see that steering gear is properly oiled and free when taking delivery of a new car, because there are so many cases in which this cross shaft is not thoroughly lubricated in the initial building. After a car in this condition has been in a freight car or store room for a week or perhaps a month or more dampness will form rust and may result in excessive wear or binding.

To lubricate steering gear properly, jack up front wheels then apply high pressure lubricator freely to bearings and connections at the same time turning the wheels to full angle in each direction in order to work the oil or grease to all parts of bearing surfaces.

This operation should be applied to your new car immediately after it goes into service and at least once a month thereafter, and remember, always lubricate all steering parts exposed to splash daily if touring any distance over wet roads and after washing car.

Low air pressures in front tires will cause hard steering and excessive wear. High air pressures will cause excessive rattles.

Frequently tie rods become bent from bumping curb stones too hard. It is a good plan to check the alignment of front wheels at least twice a year and immediately when any chaffing or scuffing is noticed on tread of tire.

Periodical inspection of all lock nuts, cotter pins and amount of free play in steering connections is a precaution worth while, particularly after car has been in repair shop for it is the easiest thing in the world for humans to error. Locomotives are inspected daily before they leave the round house. Race drivers examine their steering gears carefully just before the race even though they employ expert mechanics. There's a reason.

For Owners Scrapbook

Last Week—A Precaution Pertinent to Safety.
Next Week—Importance of Proper Lubrication for Chassis.

The Spring Bolts and Shackles.
Copyright 1924, by the Christy Walsh Syndicate.

NEW HOME FOR AUTO CONCERN

Oscar B. Gingrich to Build Modern Home to Accommodate Business

Final arrangements and plans are being completed for the new building which is to house the Gingrich Motor & Tire company at the corner of South Commercial and Bellevue streets. The building will be of concrete construction throughout and will be part one and part two stories. The dimensions will be 90 by 45. There will be seven big plate glass windows on the north and east sides which will give plenty of light and display. There will be a shop 30 by 45 feet, and the main building will consist of a spacious show room, modern offices, parts room and ladies' rest room.

Oscar B. Gingrich, head of the firm, looks forward to a good year for the automobile business and states that he will be better equipped to handle the growing trade in this new building. The company are the local distributors for the Maxwell, Chalmers and Chrysler motor cars.

Thousand Cities Report Active Winter Building

(By The Associated Press)
CHICAGO, Jan. 26.—Winter building construction is going steadily forward. It is shown in reports from nearly a thousand cities and towns to the Indiana Limestone Quarrymen's association.

Leaders in the construction industry generally declare that the winter building movement has proved a success from an economic viewpoint and that it has gone far in eliminating seasonal unemployment.

"Many cities have swung into a new phase of development, in the opinion of construction experts, who base their views on the tremendous activity in office building construction during the last 12 months," said the report. "This activity has been particularly marked in Chicago, Detroit, Cleveland, Boston and Atlanta, and promises to continue generally. Reports show building construction is being encouraged in the hope of gradually bringing the nation's building program up to meet existing demands."

"Cost of new Chicago buildings in the last 12 months totals \$331,852,354, with every prospect of the figures being surpassed in the next 12 months."

How We Spend Your Money in building Studebaker cars

Why people buy 150,000 yearly

IT is true that we spend lavishly on Studebaker cars. But it's all to your advantage.

It is by that spending that we give you the greatest value in the fine-car field. We offer prices no one matches on any comparable cars.

That lavish spending led people last year to pay \$200,000,000 for Studebaker cars. And that volume brings our prices down to where they are.

\$50,000,000 in plants

Studebaker assets are \$90,000,000. In modern plants and equipment we have \$50,000,000. Seventy per cent of that amount was spent in the past seven years. So it represents the latest word in equipment.

\$8,000,000 in drop forge plants, so every vital part is made to Studebaker standards.

\$10,000,000 in body plants, so Studebaker ideals may be shown in every body.

All that is staked in a permanent way on satisfying fine-car buyers better than our rivals.

What extras cost

Lack of vibration is a famous Studebaker feature. We get that by machining crank shafts as they were in Liberty Airplane Motors. That extra cost is over \$600,000 yearly.

Matchless endurance is another famous feature. One Studebaker Six, still in active use, has run 475,000 miles since 1918. We get that through costly steels. On some we pay 15% bonus to maker to get formula exact. Beauty of finish is another supremacy. But that finish requires many operations, including 15 coats of paint and varnish.

Our real leather cushions cost \$25 per car over imitation leather.

Every Studebaker car is Timken-equipped. The Special-Six and the Big-Six have more Timken bearings than any car selling under \$5,600 in

America. The Light-Six more than any competitive car within \$1,000 of its price.

In closed cars we offer wondrous luxury. The lining is Chase Mohair, made from the fine fleece of Angora goats. Velour would cost about one-third that, saving up to \$100 a car.

Note those bumpers, that steel trunk, those extra disc wheels with cord tires on some models. Note that extra courtesy light. Think what they would cost if you bought them.

The cost of care

The unvarying standards in Studebaker cars are fixed by a department

Then we pay extra for continuous service. Last year, 13,000 men in our factories got anniversary checks—total \$1,300,000. After five years of service those checks amount to 10% of their wages.

We spend \$2,000,000 yearly on our co-operative work for men.

Every year we give 'factory employees one week's vacation with pay. That cost us \$225,000 last year.

We sell them stock on attractive terms. We retire old employees on pensions.

All this to keep men happy, to foster morale, and to keep men with us when they develop efficiency.

No extravagance

Do such things seem extravagant? They are not. All those extra dollars save more dollars for our buyers.

They result in the cars you see, in the prices and values we offer. Nothing else in the field can compare.

Those values have resulted in a demand for 150,000 cars per year. That volume cuts our costs in two, as compared with limited production.

The cause of overprices—under-values—is not lavish expenditure.

It is

Limited production, Heavy overhead, Out-of-date machinery, Antiquated methods, Non-economical plants, Transient labor, Discontented workers.

We've eliminated those things. We've done it at what seems to you a heavy cost per car. But each of those extra dollars saves \$5, we believe. Note what values and what prices have resulted. Note the amazing demand—the overwhelming demand—it has brought for Studebaker cars.

of Methods and Standards. It is enormously expensive.

Our constant improvements are due to ceaseless research. 125 experts devote their time to the study of betterments. They make 500,000 tests per year.

That reliability is due to 12,000 inspections of the material and workmanship in each Studebaker car before it leaves the factory. This requires 1,000 inspectors.

Being generous with men

We pay maximum wages—at least as much as anyone else will pay.

LIGHT-SIX

5-Pass. 112" W. B. 40 H. P.	
Touring	\$ 995.00
Roadster (3-Pass.)	975.00
Coupe-Roadster (2-Pass.)	1195.00
Coupe (5-Pass.)	1395.00
Sedan	1485.00

SPECIAL-SIX

5-Pass. 119" W. B. 50 H. P.	
Touring	\$1350.00
Roadster (2-Pass.)	1325.00
Coupe (5-Pass.)	1895.00
Sedan	1985.00

BIG-SIX

7-Pass. 126" W. B. 60 H. P.	
Touring	\$1750.00
Speedster (5-Pass.)	1835.00
Coupe (5-Pass.)	2495.00
Sedan	2685.00

(All prices f. o. b. factory. Terms to meet your convenience.)

MARION AUTOMOBILE COMPANY

Salem's Largest Garage—Open Day and Night
235 SOUTH COMMERCIAL. PHONE 362

The World's Largest Producer of Quality Automobiles

STATE WOULD STEM RUSH OF GERMANS TO LEAVE COUNTRY

(By Mail)

HAMBURG, Jan. 9.—Canada, South America and Russia are the three countries toward which prospective German emigrants are turning their eyes since the United States quota became exhausted. Steamship offices are today besieged by disappointed Germans who had planned to go to America. Many of them had sold their farm utensils, their household goods and even their personal effects to raise money for the trip. It is impossible for them to wait in Germany till the new American quota opens next July, and most of them are determined to go somewhere.

"We can't be worse off than we are in Germany," is the universal reply they make when immigration officials caution them it is not wise to jump into some unknown land without funds and with no friends to look after them.

Many Germans seem obsessed at the present time by the idea that they must leave the fatherland. This is especially true of young men, who insist they can see no future for them at home, and it applies particularly to clerks, teachers, stenographers, government employees and other "white-collar" workers. Such persons are not encouraged to emigrate, but household servants and farm laborers are.

Emigration to Russia is not encouraged. A few German scouts are going to that country to look over the situation with a view to locating colonies of farmers, especially in Siberia, but the average German peasant has little enthusiasm for the movement. Many Germans who were colonized in Russia before the war have returned home and told of the way they were treated when their land was taken and their crops confiscated.

The newspapers have published this information, and it has dampened the enthusiasm for life under a Communist regime.

The government maintains a special office to deal with those who would leave the country. It is presided over by widely traveled officials who can give advice about all parts of the world. These men are so brutally frank in their statements about countries toward which visionary emigrants wish to go that the office has been nicknamed the "State Warning Office."

Professional men for the most part have their eyes on the United States. One of the best known German medical journals recently published an article by a physician who had passed the examination to practice in America. The writer said openings were far more numerous in the United States than in South America, and explained that Americans employed physicians more than do Germans. But he warned physicians not to

go to the United States without some money and without good friends to assist them until they could establish themselves.

CANVASS SHOWS MANY BERLIN SCHOOL CHILDREN NEED FOOD

(By Mail)

BERLIN, Jan. 10.—A canvass by teachers of six elementary schools for boys and six for girls in Berlin showed that in spite of the relief work which is being carried on by various organizations there are many hungry children in the schools.

The canvass showed that 16.5 per cent of the children had had no breakfast before going to school, and in the preceding day only 31.19 per cent had had only one warm meal. The clothing and shoes of 15.6 per cent were wholly inadequate for cold weather.

Slapping a bull dog or spanking a neighbor's child is bad manners.

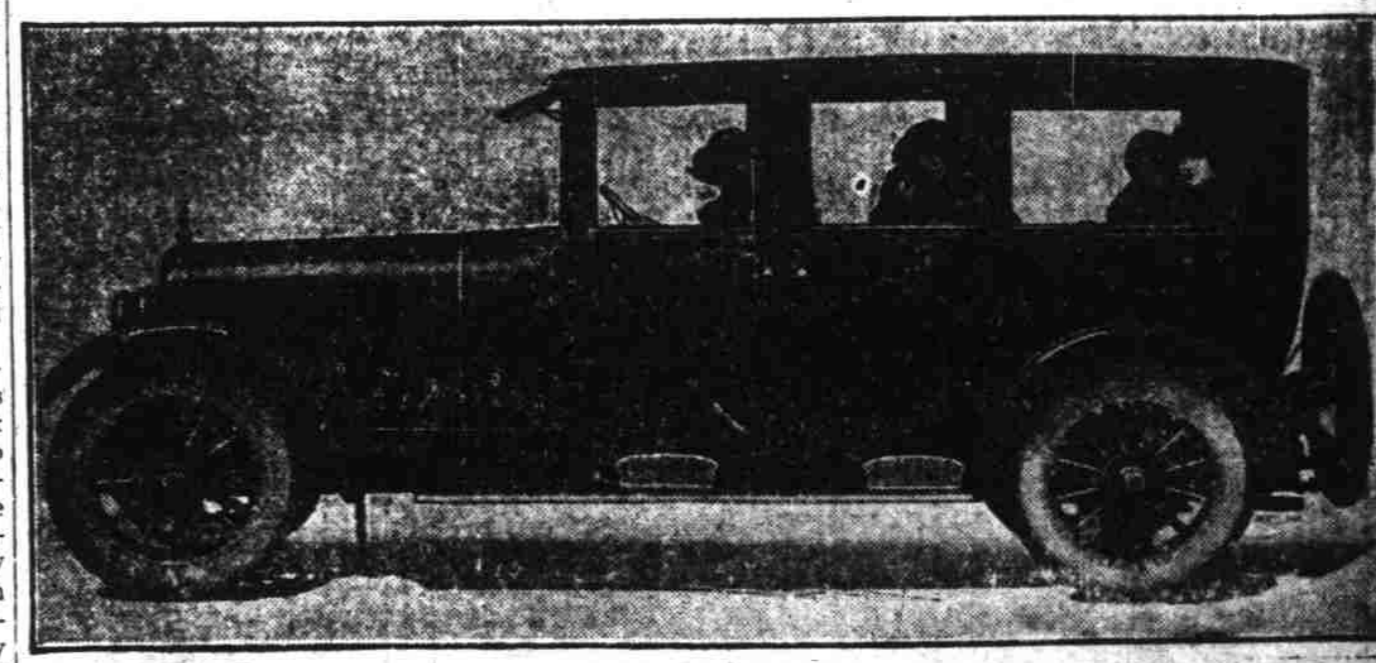
BANKERS DEBATE

YAKIMA, Jan. 24.—Defending the affirmative on the ship-subsidy question a team of three Yakima banker debaters debated a team of three Seattle bankers before the local chapter of the American Institution of Banking tonight, giving Yakima's bankers a claim for the state title, with wins over Spokane, Walla Walla and Seattle. H. C. Bryant and R. W. Pascoe of the Washington National bank represented the Seattle chapter. J. W. Brislan, Louis Martin and A. M. Johnson composed the Yakima team.

WIESBADEN THEATRE HAS BEEN REBUILT

(By Mail)

WIESBADEN, Jan. 9.—The former royal theatre which was destroyed by fire last summer has been rebuilt in record time with funds gathered from all parts of the world and reopened with a performance of "Lohengrin."



CHANDLER'S NEW SEVEN-PASSENGER SEDAN

You Save 8 Cents A Day

If you ride a Bicycle in place of going to and from work on the street car—You also save half the time, can be independent and go and come as you please.

Best of all, go home for a hot lunch at noon—lay aside the old dinner pail.

Why not come in and see the new models we are offering on easy terms.

\$10 Down and \$2.50 Per Week

Harry W. Scott

"The Cycle Man"

147 South Commercial St.