

# 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, how-  
ever, 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 ra-  
tions when her husband has a  
pouting spell.

## More Miles Per Car in WINTER by Ray McNamara

### IMPORTANCE OF PROPER LUB- RICATION 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 lubri-  
cation should be governed by the  
weather and not by any predeter-  
mined distance or number of days,  
because road splash on the aver-  
age car removes the lubricant in  
the course of a day's run and in  
some cases where the steering tie  
rod connections and spring shack-  
le bolts 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 lubri-  
cant 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 develop-  
ed in which the driver starts out  
of his garage with a slight drag in  
the steering gear due to above  
conditions, but after driving sev-  
eral miles the steering keeps  
tightening up due to rust and grit  
shifting to the high spots in the  
knuckle bearings, until it is al-  
most impossible to make right an-  
gle turns or to control the car in  
the event of a skid. Whenever  
you feel such a condition develop-  
ing proceed to the nearest garage  
or oil station then lubricate all  
steering connections thoroughly.

Aside from the danger of acci-  
dent and personal fatigue, improp-  
er 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 reme-  
dy.

The steering gear case is usually  
located above the motor splash  
pan and does not require atten-  
tion as often as those parts ex-  
posed 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 be-  
come necessary to take the gear  
apart to free it up.

The conventional type of steer-  
ing gear usually contains a bearing  
above and below the worm or  
nut pinion which does not require  
very frequent oiling, but the diffi-  
culty 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 tak-  
ing 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 prop-  
erly, 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 direc-  
tion in order to work the oil or  
grease to all parts of bearing sur-  
faces.

This operation should be ap-  
plied 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 exces-  
sive 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 immedi-  
ately 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, par-  
ticularly after car has been in re-  
pair 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 steer-  
ing gears carefully just before the  
race even though they employ ex-  
pert mechanics. There's a rea-  
son.

**For Owners Scrapbook**  
Last Week—A Precaution Per-  
tinent to Safety.  
Next Week—Importance of Prop-  
er 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 Accom-  
modate 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 Commer-  
cial and Bellevue streets. The  
building will be of concrete con-  
struction 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  
Crysler 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 associa-  
tion.

Leaders in the construction in-  
dustry generally declare that the  
winter building movement has  
proved a success from an econom-  
ic viewpoint and that it has gone  
far in eliminating seasonal unem-  
ployment.

"Many cities have swung into a  
new phase of development, in the  
opinion of construction experts,  
who base their views on the tremen-  
dous activity in office build-  
ing construction during the last 12  
months," said the report. "This  
activity has been particularly  
marked in Chicago, Detroit, Cleve-  
land, Boston and Atlanta, and pro-  
mises to continue generally. Re-  
ports show building construction  
is being encouraged in the hope  
of gradually bringing the nation's  
building program up to meet exist-  
ing 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 sat-  
isfying fine-car buyers bet-  
ter than our rivals.

#### What extras cost

Lack of vibration is a  
famous Studebaker fea-  
ture. We get that by ma-  
chining crank shafts as  
they were in Liberty Air-  
plane 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 formulas exact.

Beauty of finish is another su-  
premaccy. 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 Stude-  
baker 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 em-  
ployees one week's vacation with pay.  
That cost us \$225,000 last year.

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

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

#### Not extravagance

Do such things seem  
extravagant? They are  
not. All those extra dol-  
lars 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 com-  
pare.

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

The cause of over-  
prices—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 be-  
lieve. Note what values and what  
prices have resulted. Note the amaz-  
ing demand—the overwhelming de-  
mand—it has brought for Studebaker  
cars.

of Methods and Standards. It is  
enormously expensive.

Our constant improvements are  
due to ceaseless research. 125 ex-  
perts 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 work-  
manship in each Studebaker car be-  
fore it leaves the factory. This re-  
quires 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 pros-  
pective German emigrants are  
turning their eyes since the United  
States quota became exhausted.  
Steamship offices are today be-  
sieged 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 impos-  
sible 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 emigration  
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 father-  
land. 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 employes and other  
"white-collar" workers. Such per-  
sons are not encouraged to emi-  
grate, but household servants and  
farm laborers are.

Emigration to Russia is not en-  
couraged. A few German scouts  
are going to that country to look  
over the situation with a view to  
locating colonies of farmers, es-  
pecially in Siberia, but the average  
German peasant has little enthu-  
siasm for the movement. Many  
Germans who were colonized in  
Russia before the war have re-  
turned home and told of the way  
they were treated when their land  
was taken and their crops confis-

cated. The newspapers have pub-  
lished 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 nick-  
named the "State Warning Of-  
fice."

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 writ-  
ter said openings were far more  
numerous in the United States  
than in South America, and ex-  
plained 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 CHIL- DREN 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 car-  
ried 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 weath-  
er.

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

### BANKERS DEBATE

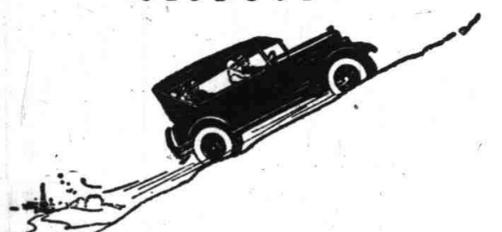
YAKIMA, Jan. 24.—Defending  
the affirmative on the ship sub-  
sidy question a team of three  
Yakima banker debaters debated  
a team of three Seattle bankers  
before the local chapter of the  
American Institution of Banking  
tonight, giving Yakima's bankers  
a claim for the state title, with  
wins over Spokane, Walla Walla  
and Seattle. H. C. Bryant and R.  
W. Pascoe of the Washington Na-  
tional bank represented the Se-  
attle chapter. J. W. Brislawn,  
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 per-  
formance of "Lohengrin."

# 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  
f.o.b. Toledo

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.

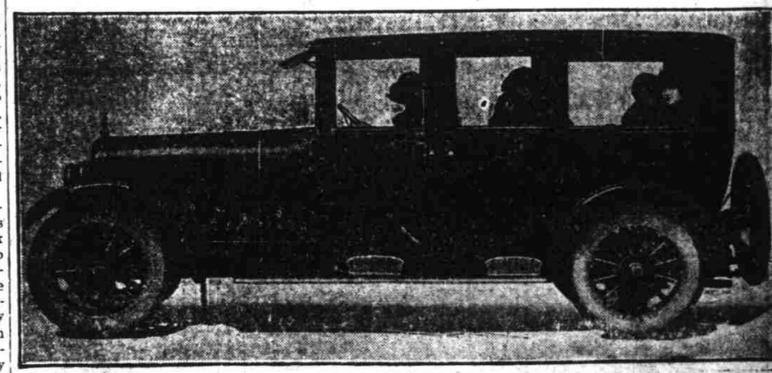
Best of all, go home for  
a hot lunch at noon—lay  
aside the old dinner pail.

Why not come in and see  
the new models we are offer-  
ing on easy terms.

\$10 Down and \$2.50 Per  
Week

Harry W. Scott  
"The Cycle Man"

147 South Commercial St.



CHANDLER'S NEW SEVEN-PASSENGER SEDAN