



utomobilists





FEBRUARY WAS **GOOD FOR OLDS**

Sales Exceed Those of Jan- A. A. A. Promote Uniform And uary-Sales Increasing on New Six

In the month of February the Olds Motor Works broke all previous sales records for a single month. February sales exceeded evolved by the American Automotions of January, previous high bile Association to promote unimonth, by over 1300 cars.

340% over February 1923 and erally. 220% over February 1919, next highest February.

starting with October 1st, the time | vehicle laws is the unfamiliarity | Ca introduced, the number of cars conditions prevailing in another, sold was greater than the total for and it is the opinion of A.A.A. ofthe entire year 1923. It also ex- ficials that uniformity would be same five month period a year ago automobilists would familiarize by almost 26,000 cars and bettered | themselves with the conditions unthe next highest similar period-1919-1920-by over 20,000 cars.

In fact since the introduction of Production plans for the remain- other cities with a view to determ- D for the year 300% greater than selves are on the right track. If any previous year in Oldsmobile's 27 years of manufacturing exper-

ers are said to be puzzled just now at a sudden invasion of Germans, would be eliminated.

The sudden invasion of Germans, would be eliminated. anxious to buy expensive are books and pictures in London. The buywhat they pay for them.

SUGGEST UNIFORM TRAFFIC RULES

Regulations—Want Help of Motorist

Motor tourists will have a new duty to perform as they travel to and fro across the land from now on if they are willing to aid a plan Be formity of traffic regulations and B The figures show an increase of provide better motoring laws gen-

It appears that a main difficulty in the way of effective uniformity Ca During the five month period of traffic regulations and motor when the new Oldsmobile Six was of one section of the country with ceeded the total figures for the several steps nearer a reality if Co der which other folk operate their | Co

According to President Thos. P. the new six each month's sales Henry of the A.A.A., heads of traf- D exceeded the previous fic bureaus in many prominent citmonth's figure by a wide margin, les are now studying conditions in der of 1924 call for a total figure ining whether or not they themmotor tourists would make a similar effort to study conditions as they find them in various parts of the country and make recommen- ant of the motor regulations in virtually blocked by reason of the are giving the same rates of inter- on a new machine. This is the would be eliminated.

"With respect to uniformity," ers are most insistent for impressionist faced with a problem of first elimwork, and aparently do not minds inating the sort of situation which lations are necessary. makes the people of one city ignor-

Distances From Salem

List Provided by Oregon State Highway Comission—Clip it Out for Future Reference

Warring 26.0 Via Clarkamas 27.0 Via	Albany	26.0	via Clackamas.		McKensia Baidas	07.0	25.0	
via Portland				71.8		21.0		
Via Rickreal Via Corvallis Via Corvalli				11.0	McMinnvilla	30.8		r
Associated 1962 1			Eugene	77.8		50.0		L
Sale City Sale		272.2	via Corvallis		Medford	50 0		1
Forest Grovy Section 1905 Seasible 170,9 Seasible 170,9			Falls City	24.1	Mehama	30.3	via Tillamook.	
Value Valu	win Doubland						Seaside 176.9	
Vis Tillamook 1570 Vis Pores Grove & Vernonis Vis Poreiland. Gaston Vis Poreiland. Gaston Vis Poreiland. Gaston Vis Rickreall. Vis Rickreall Vis Rickr	Astoria	166.5	via Rickreall					
Astoria 157.0 Via Foreland. 157.0 Via Foreland. 158.0 Via Rickreal 157.0 Via Rickreal 158.0			Fores: Grove 2	75.0		13.10		
Via Ports of Grove & Vernonia, Via Mickreal Via		157.0	via Portland	0.0		15.4		1
Aumwaille				49.5		20.4		
Staker 392 Gerhart 143 Staker 392 Gerhart 143 Staker 392 Gerhart 143 Staker 392 Gerhart 143 Staker 143		15.0				16.3	via Rickreall & Amity.	
Saker				43.5		* ***	Sherwood 40.0	0
Via Purland. Via	Baker	392.2				54.4	via St. Paul or Wheatland Ferry.	-
Send	via Partland		via Tillamook	2.0			Sherwood 54,0	a
via McKenzie Pass. via Portland. via McKenzil. via McK	Bend	189.9	Gearhart	174.4			win Dinlemon II	
Serial S	nia Makannia Desa		via Postland				Silver Creek Palls 26.0	
Start Star	Rend	291 8	Gervais	14.0	Netaris	99 6	via Macleay	
Barlow 27.0 Goble 92.4 Neskowin 84.3 Sodaville 46.0	via Partland		Gladstone	41.0		55.0	Silverton 15.0	1
Bay City 98.2 Government Camp 90.0 Newberg 30.5 Newberg 30	Rarlow	97.0	Gable	92.4		84.3	Sodaville 46.0	1
Via Boring	Ray City	98.2	Government Camp	90.0			via Albany.	10
Via Portland & Canyon Road Brownsyfile 51.3 Grands Roade 44.5 Via Wheatland Ferry 51.3 Grands Roade 44.5 Via Wheatland Ferry 51.3 Grands Roade 44.5 Via Wheatland Ferry 51.3 Grands Roade 44.5 Via Rickreal 51.5 Via Rickreal 51.5 Via Rickreal 51.5 Via Rickreal 51.5 Via Portland & Canyon Road Via Wheatland Ferry 51.5 Via Rickreal 51.5 V	Beaverton	59.3	via Boring.			2010	Springfield	e
Brownsyille	via Portland & Canyon Road		Grants Pass	225.8	Newhere	31.0	via Eugene	1 2
Via Halsey 29.0 Carbon 29.0 Carbon 29.0 Via S2nd St. St. Helens 80.3 Via Rickreal 29.0	Brownsville	51.3	Grande Ronde	48.8	via Wheatland Ferry		Stayton 21.1	10
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Clatskanie	Cascadia	70.5				48.0	Tacoma, Wash214.0	t
Classop Crest 131.5 65.2	Clatakanie	116.6	Hillsboru		Ontario	47.6.2	The Dalles144.8	10
Via Harrisburg Via McMiniville Via McMiniv	Clatson Crest	131.5	via Portland & Canyon Road.		via Portland.	access.	Tillamook 91.6	1
Via Harrisburg Via McMiniville Via McMiniv	Coburg	65.2	Hillsboro	62.6	Oregon Caves	275.0	via Rickreall & Amity.	I
Cornelius	via Harrispurg.		via McMinnville,		Oregon City	38.2	10 iedo	1
Via Rickreall 1	Cornelius	59.2	Hood River	120.3			via Corvallis	1 3
Corvallis 37.0 Huntington 440.3 Via Albany. Via Portland 1 1 1 2 2 2 2 2 2 2	min Diekmanll		Hubbard	208	via Forest Grove		Trcutdale 67.3	1
Via Albany Via Portland Via Portland Via Rickreall V	Corvallis	37.0	Huntington	440.3	Oswego	43.8	Tualatin	1
Corvallis 27.0 Independence 12.7 Via Rickreall & Amity Pendleton 285.9 Via Rickreall & Amity Pendleton 285.0 Via Rickreall & Amity Pendleton Via Rickreall & Amity Via McKeuzie Pass Via McKeuzie Pass Via McKeuzie Pass Via Pendleton Via McKeuzie Portland Via McKeuzie Pass Via Pendleton Via McKeuzie Pass Via McKeuzie Pass Via Pendleton Via McKeuzie Portland Via McKeuzie Pass Via Pendleton Via McKeuzie Pass Via McKeuzie Pass Via McKeuzie Pass Via Pendleton Via McKeuzie Pass Via Pendleton Via McKeuzie Pass Via McKeuzie Amity Via McKeuzie Pass Vi	ria Albany		via Portland		Pacific City		via St. Paul or Wheatland Ferry.	L
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via Medford. Via Medford. Junction City 63.7 Via Corvallis. Portland 51.3 Waldport Waldport 103.3 Via Medfort Crater Lake 257.4 Via Corvallis. Via Corvallis. Prineville 206.8 Via Trillamook. Via Tillamook. Via McKenzie Pass. Via McKenzie Pass. Via Portland. Via Rickreall & Amity. Via Rickreall & Amity. West Linn Via Rickreall & Amity. Via Boring. Via Boring. Via Boring. Via Rickreall & Amity. Via Ric	Crater Lake	339.3	via Albany & Harrisburg.		Philomath	45.8	Vancouver, B. C	1.5
Crater Lake 257.4 via Oakridge & Crescept. Via Corvallis. Prineville 206.8 via McKenzie Pass. Warrenton 160.0 via McKenzie Pass. Dallas 15.1 via Oakridge. 23.0 via Oakridge. 292.3 via McKenzie Pass. Via Tillamook. Warrenton 165.0 via Portland. Dayton 60.2 via Ashland. Via Ashland. Via Portland. Via Atlange. Via Boring.			Junction City	63.7			Waldport103.3	8
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dations for improvements accord- force in another. When we have fact that the motorist from Oregon est on a buyers note when made cheapest rate of interest to be hed the unnecessary regulations because everybody in every section of tween their respective states there

"As matters stand, uniformity is

may suspect that somewhere in beperior to those in the west or the

"But how are the bulk of the Nation's motorists to know what is going on in other sections of the land unless the tourists themselves who have intimate touch with the subject make their observations

"Traffic officials are making some important discoveries in their tours of investigation, but the motor tourist could do even more for the Nation's motoring.

"The motorist is the party who knows whether the laws are working properly, and when he tours he has a unique opportunity to get an entirely new viewpoint on the whole subject. When he returns from a trip on which he has discovered important improvements in traffic regulation, he should report the facts to his local automobile club immediately. The information would then be tabulated and forwarded to A.A.A. headquarters in Washington.

"I am of the opinion that useless or even dangerous laws and regulations exist in many parts of the country without the local public being fully aware of it, and that sane ideas which should be standardized have not been brought to

the fore. "With the opening of the travel season it is hoped that automobile tourists will assist the A.A.A. in the work of 'clearing' these facts by studying traffic conditions as they find them and by speaking up."

What will they do in Washington when they run out of officials to be investigated?

Now Sir Oliver Lodge is worried about the world, indicating he is getting along in years.

ASSISTANT MANAGER

Howard Ackerman has been employed as Assistant manager of the Certified Public Motor Car Market. Because of Mr. Ackerman's years of experience in the automobile field as a salesman, factory representative, and dealer, he has a very accurate knowledge of sales conditions as they exist

The Certified Market now is in a position to make quick and accurate appraisals on all cars brought in for attention. Formerly, if the manager was away on other business customers were often caused a delay which was more

or less annoying. The Market is doing a thriving business which is evidenced by the fact that the new building has been filled and the stock moved out twice over, in the two and onehalf months of operation. People are buying good cars at a fair price. The banks realize the value this kind of merchandising at

PRICE REDUCTIONS

Increase of Overland and Willys-Knight Sedan

No better indication of the increased demand for Willys-Knight and Overland closed cars during the current winter can be given than the announcement from Willys-Overland headquarters that prices on two of its most popular enclosed types have been slashed as a result of a factory output in excess of all original anticipa-

According to the announcement the price affects the Overland Champion model, which has been reduced \$40, while the Willys-Knight standard sedan has been reduced \$100.

sons for this remarkable action:

"January and February production has exceeded all expectations. During the first month of the new year we manufactured 22,048 cars, more than double the output of a year ago. In February we maintained an average shipping record of more than a thousand cars daily, closiong the month with total shipments of 22,136.

"This remarkable increase in demand has stepped up production (Continued on page 2)

MAP NOW READY

Demand Permits Production New 1924 Issue of State Department Distributed by Roy A. Klein

> Copies of the 1924 state highway department map of Oregon are now available and were distributed to each member of the Realty club after this week's luncheon by Roy A. Klein, state highway

Two general tables are given, one a general table giving distances between the more important cities of the state, via the shortest route and the other table the distances of cities from the intersection of Broadway and Washington, in Portland. In addition there is Accompanying the announce- a good map of Portland, showing ment is a brief statement from the different routes and entrances John N. Willys, president of Wil- to the city and which streets to lys-Overland, setting forth the rea- follow in order to hit the highwavs.

Another section of the map denotes the places where non-residents are required to register upon entering the state and the more important of the state traffic regulations.

The interest on \$70 will amount to \$14,000,000 if you can afford to wait 300 years for it.

In St. Louis, a man of 76 marto a point where our production ried a woman of 74, this being the first sign of spring in St. Louis.

NINETY DAYS SERVICE

ON OUR

Nearly New





Here's the Secret



How We Get the Nearly New Ones

We pay cash for our cars and take only the cream of the market. Oft times people need money and need it badly and are willing to sacrifice a great deal for ready cash, that's where we buy our Fords. Our buyer takes only the late model ones that have been driven only a short distance and are practically as good as new. While we do not take unjust advantage of people who must sell we do buy at a price that will enable us to go over every car and put it in shape so that we can guarantee it for ninety days (the same guarantee as is given with a new Ford) and then sell it with a small margin of profit to our customers at a price \$100 to \$150 lower than a new Ford. Many of our cars have cord tires and other extra equipment which the buyer gets advantage of.

USED CAR CORNER

Ferry and Commercial 1924 LICENSE ON OUR NEARLY NEW FORDS EASY TERMS OPEN SUNDAYS



Oldsmobile SIX is a great success. It's good looking and roomy, weighs 2300 pounds, and the supple springs are extra long. It has a 110-inch wheelbase; powerful and smooth six-cylinder engine (40 H. P.); body finished in black enamel, a lustrous finish baked on to last the life of the car; oversize cord tires all around, and the finest chassis units, such as Delco ignition, Harrison radiator, and Borg & Beck clutch.

All this is made possible through the cooperation of Oldsmobile and General Motors. You, as the purchaser, reap the benefit.

F. W. Pettyjohn Co.

219 N. Commercial St.

LDSMOBILE