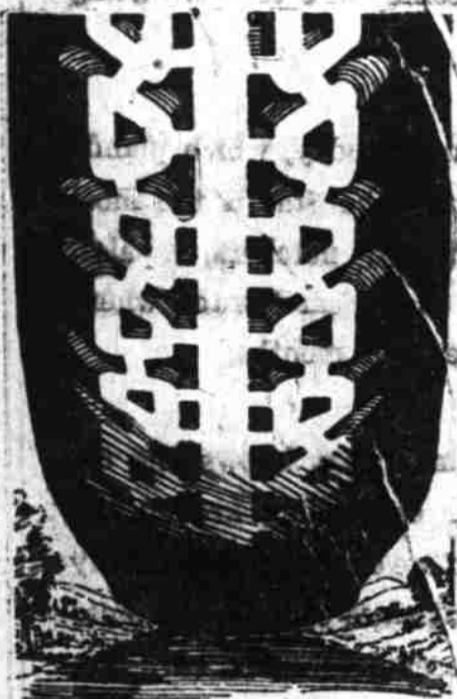


**WORLD'S FAIR IS COMING HERE SOON**

Security Benefit Association Plans Big Time at Armory on April 1

Salem is to have a World's Fair. Wonders of the world, exhibitions, dancing, fortune telling and merry-go-rounds will be there and everything else that goes to make up an excellent and first class exposition. The fair will be held in the Armory April 1, under the auspices of the Security Benefit Association.

The Shaw Amusement service has been retained to have direct charge and arrange all attractions.



**The More Durable Semi-flat Tread**

Under weight the massive tread on these big oversize C-T-C hand-built low inflation cords compresses into a greater wear-resisting mass.

With this scientific semi-flat tread the natural "hinge" is thrown up into the body of the tire instead of occurring near the junction of sidewalls and tread where extreme bending more easily causes separation. Mark the powerful sloping buttress to each giant traction block. This prevents tearing loose by stress or blow.

There is also a C-T-C hand-built Bead-in for extra low inflation, which fits any standard wheel and rim.

C-T-C Tires add mileage to almost any casing.  
Marion Automobile Co.  
Salem Automobile Co.  
Valley Motor Co.  
Ira Jorgenson  
Vick Bros.  
Columbia Tire Corporation.  
Factory Branch 477 Court St.



ions. This service includes the Musical Coopers, Laura Morris, Bigelow and Curtiss and a variety of other specialties.

**AUTO EXPORTS BOOMING**

The year 1920 went down in the annals of the automotive industry as breaking all records for shipments to foreign countries. Yet 1924 has begun even more auspiciously than did 1920. The total value of automotive exports from the United States during January was \$18,465,202, compared with \$16,892,651 in January, 1920, an increase of 9.3%. Compared with \$10,787,344 worth of automotive exports in January of last year the increase was 71%, according to figures compiled by the Department of Commerce.

Every class of passenger car witnessed a large increase in shipments abroad, but leadership was taken by those valued up to \$500, which advanced from 2099 in January, 1923, to 4734 in January, 1924. The class valued from \$500 to \$800 and \$800 to \$2000 approximately doubled their shipments, but those over \$2000 increased only from 204 to 231.

Australia is still the chief market for American passenger cars, taking more than three times as many in January, 1924, as in January, 1923. Argentina took second place in the first month of the present year, rising from tenth place in 1923. Japan stood first in the purchases of trucks, her imports of American-made machine increasing from 10 in January, 1923, to 1245 in January, 1924. This increase, which is due to the demand resulting from the destruction of vehicles in the earthquake and which has continued since September of last year, is the most noteworthy item in the export statistics in January.

**THE AUTOMOBILE**

**Dr. Woods Hutchinson's**  
"The deadly summer sickness, or summer dysentery, of young children, the greatest dread of the dog-days, which was looked upon as inevitable as hot nights in July, and which swept away more little lives under 5 years of age than any two other diseases, has now lost three-fourths of its dreadfulness, so that our national infant mortality rate has fallen in 20 years 170 to 98—per 1000 babies born."

"This splendid drop is partly from scrupulous cleanliness of milk, food, water and housing maintained by health officials and intelligent parents, partly to decrease of bottle feeding and in part to successful anti-fly campaigns."

"These last have received yeoman support from a most unexpected source, and that is the priceless and everywhere prevalent automobile."

**JAPAN INCREASES SHIP SUBSIDY**

(By Mail)  
**TOKIO, Feb. 16.**—To encourage trade with South America the government has decided to increase the subsidies granted steamship companies maintaining South American services from 650,000 yen annually, the present figure, to 900,000 yen. The Osaka Shosen Kaisha and the Toyo Kisen Kaisha are the principal lines affected.

**ECONOMISTS DENY THAT LADING COSTS INFLUENCE PRICES**

**CHICAGO, March 22.**—Cost of hauling freight in the United States has undergone little change in the last 40 years, according to a survey just completed by the research council of the national transportation institute, comparing freight rates with wholesale prices since 1867. While the costs of basic commodities have undergone wide fluctuations, the survey points out, the cost of freight transportation has jogged along close to the base level, apparently having little effect on prices or on the changes in industrial costs.

"Prices in the United States have gone through two major movements in the last 55 years," the survey discloses. "From the late sixties to 1897 the trend of prices was steadily downward, with the exception of brief rallies in 1872, 1880, 1888 and 1893. After the 1921 depression prices rose until April, 1923. The price level at the beginning of 1924 stands somewhat above the price level of 1870."

"From 1867 to 1897 freight rates and prices fell together. Freight rates remained at the depression level until 1917, a period of 20 years, while prices were rising. When freight rates began to rise in 1918 they did not rise as fast or as far as prices. Since 1921 freight rates again have fallen."

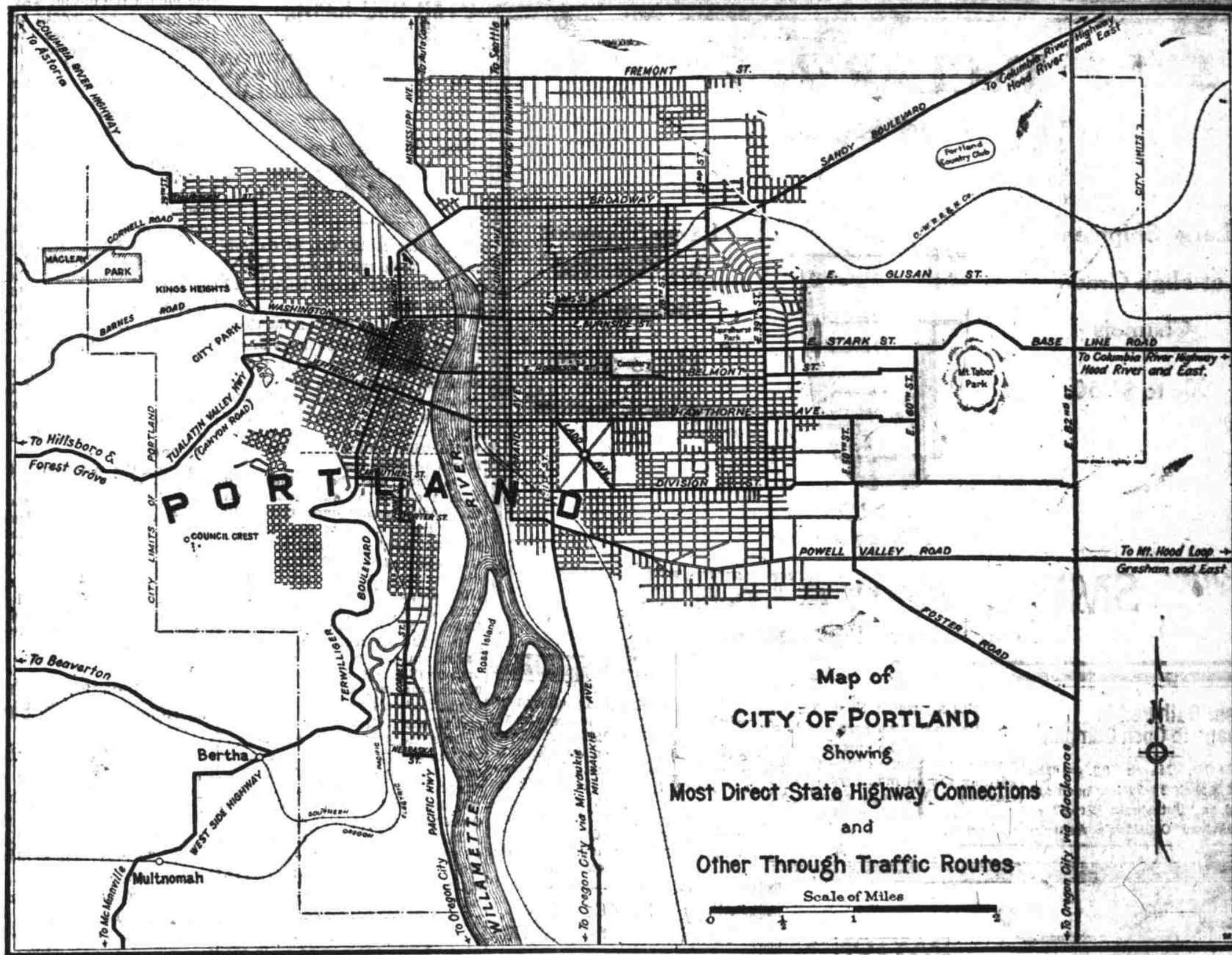
The research council, taking 1885 as 100 both for freight rates and wholesale prices, shows the highest point for freight rates in 1867 at 190.4. Wholesale prices then stood at 197. Lowest mark for freight rates was 70.7 in 1916 and part of 1917, at the beginning of which year wholesale prices stood at 148, then shot up to 207. High water mark for wholesale prices was in 1920 with 263, at which time freight rates were 104.1.

"High mark for freight rates in the post-war period was 126 in 1921, but it quickly dropped to 116 in 1923, and now is at 110. The big spread between freight rates and wholesale costs began in 1899 and has widened ever since, so that, according to the charted figures, freight rates have only exerted a minor influence in determining the course of wholesale prices. Strict regulation of railroad rates down to a bare subsistence basis, while industrial production has been free to go after profits, is reflected in these figures."

**Plan Proposed to Reduce High Fares for Taxi Hire**

**DUBLIN, March 4.**—Dublin has no taxi cab plying for hire in its streets. The combination of javeys has always succeeded in preventing the competition of taxis which can only be hired by private contract. The taxi owners can thus fix their own fares, and they have fixed a minimum of five shillings however short the distance. It is now proposed to register the taxis as hackney cars and have the commissioner of police fix the fares.

The rate suggested is one shilling and sixpence for the first mile in the day time and three pence for each additional one-fifth of a mile. The night charge to be 50 per cent higher.



**The Chrysler Six Truly a Sensation**

The Chrysler Six is literally "packing the house." Never has a new car attracted such interest as this phenomenal quality light Six. Experienced motorists say the Chrysler is the most sensational and most important engineering development of a decade. They are enthusiastic over its smart European beauty. They marvel at its phenomenal speed and power—68 h. p. and top speed of 70 miles per hour from a motor of 3-inch bore. The sensational pick-up and the gasoline mileage safely above 18 miles per gallon, which result from the perfect Chrysler gas distribution, are enthusiastically praised. The total elimination of vibration, due to the 7-bearing crankshaft and the perfect balance, is a constant delight. The extraordinary steering ease and the perfect control of Chrysler-Lockheed hydraulic 4-wheel brakes elicit the enthusiasm of the most critical. And, finally, even those who have regularly driven cars costing twice as much as the Chrysler Six, tell us they have never seen finer equipment, better materials or more perfect workmanship. You simply must see the Chrysler and test its extraordinary abilities. Come in or phone and arrange for your demonstration.

Oscar B. Gingrich Motor & Tire Co.

**The Chrysler Six**  
Pronounced as though spelled, Crif-ster

Why does the True Blue Oakland Six appeal to every member of the family?

Because it has so many new features which add to the pleasure and safety of driving.

**VICK BROS.**  
High Street at Trade

True Blue  
**Oakland**  
SIX  
PRODUCT OF GENERAL MOTORS