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and
How
to Go



For the Pleasure Seeker and the Automobilists



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to Go

New Overland Coupe Arouses Enthusiasm of Feminine Motorists

Unusual interest among feminine motorists has greeted Willys-Overland's announcement of its new two-passenger Overland coupe. Not only is it a light car embodying the manifold advantages of the entire Overland line, but it combines with these a driving comfort and convenience almost incredible in a car of these dimensions.

Nowadays, with the male members of the family requiring the use of the car during the day, there is a definite need for a second car in a good many homes, a car that can be used for shopping and visiting by the women folks of the home.

The new coupe has proved itself to be ideally adapted for this purpose. Ventilating windshield, Dura window regulators, rear win-

dow curtains are little touches that appeal to feminine taste.

Coupled with these features is the ease of parking, and the unusual riding comfort due to the 136-inch spring base. Its ease of handling in congested traffic areas because of the exceptionally large steering spindles and bearings are decided factors in this new car intended for feminine use.

The new coupe is equipped with doors that are over 31 inches wide, thus providing easy entrance. The body of exceptionally heavy metal, is sturdily reinforced. Unusual pains are taken with the painting operations, 14 coats being applied to give the car its lasting durable finish.

The interior of the body is finished in durable, long grain Spanish leather upholstery. The seat cushion is over 45 inches wide, being ample to accommodate three medium-sized people. There are 15 inches between steering wheel and cushion, rendering it convenient for the car to be entered easily from either side.

A roomy rear deck provided ample space for packages, which is an additional convenience for the lady's shopping. Its hinged cover is provided with a lock and is protected against dust and leaks.

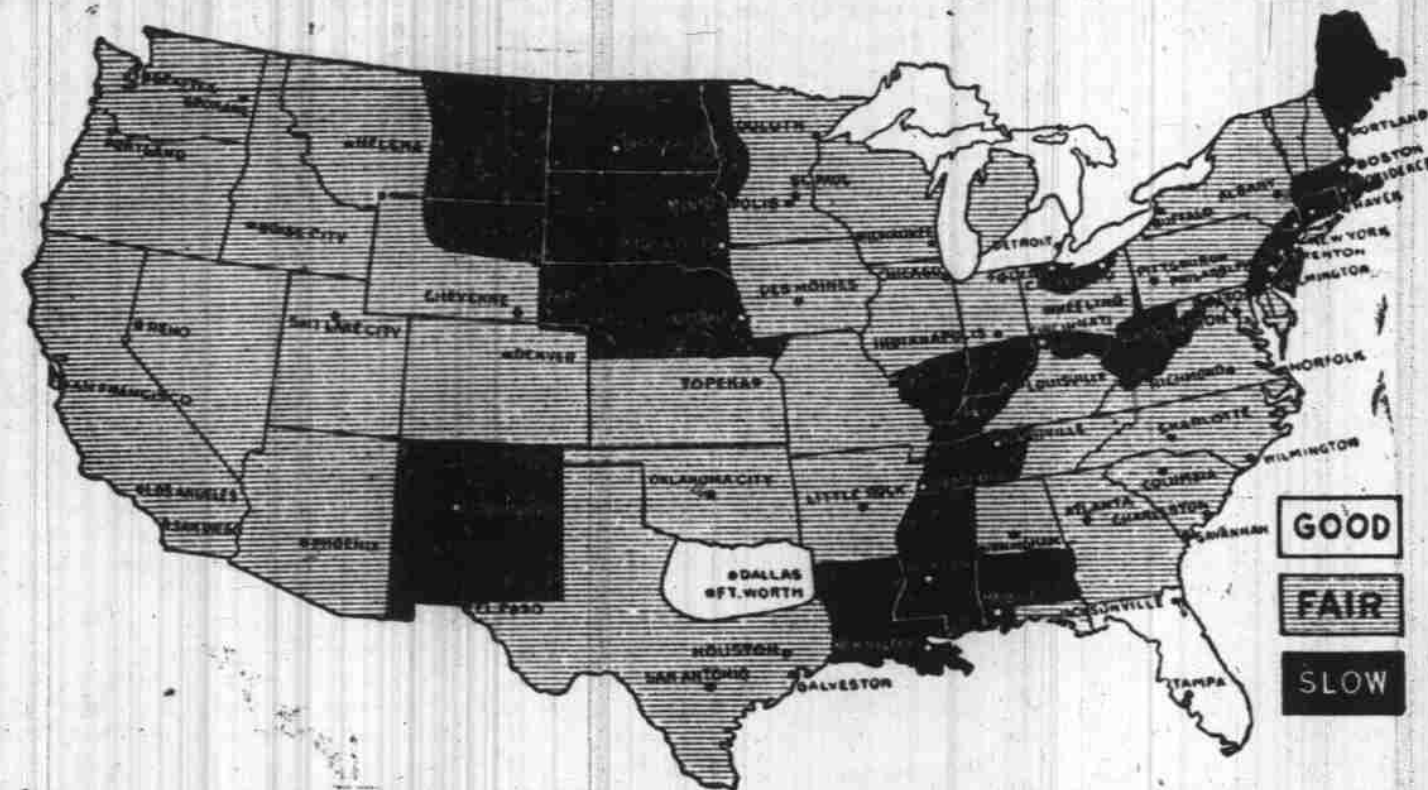
Demands for Long Credit Hamper Trade With Russia

STOCKHOLM, June 24.—(Mail.)—Requests from Russia for long credit in Sweden, in some cases for periods of three to four years; slow business procedure and severe maintenance of the soviet foreign trade monopoly, combined with almost insurmountable difficulties in the way of private Russian enterprise, are some of the things encountered by Swedish exporters dealing with Russia under the new trade agreement between the two countries, according to a statement given out by the Swedish General Export association.

Since the exchange of ratifications of the treaty May 1 the deals closed have totalled not more than about \$5,000,000, involving purchases of such Swedish products as paper, pulp, cream separators, steel plates, and agricultural machinery. Although the Russians have in certain cases asked for three or four years' postponement of payments, no credit of more than six months has so far been granted. The procedure is slow because all negotiations and orders must come through the Russian Trade Delegation in Stockholm, and this body must obtain competitive bids, not only from Swedish firms, but also from abroad.

While private enterprise is permitted in Russia, the soviet is itself in competition with such business, and the individuals and private firms find their activity severely inspected and heavily burdened with taxes. Swedish firms, therefore, do not at present look for much business with Russia except through the monopoly.

You read about many formerly rich men dying poor and just as many formerly poor men dying rich.



This map shows business conditions in every state in the Union, as reported in the July number of The Nation's Business, official publication of the Chamber of Commerce of the United States.

EARTHQUAKE HAZARD IN HAWAII INCREASES CONSTRUCTION COSTS

HILO, Island of Hawaii, June 15.—(Mail.)—The Hawaiian islands are intimately associated along the lines of human economic welfare with the earthquake danger on the Pacific coast, and the territory is a region where it is necessary to employ special building construction as a safeguard. It was stated here by Roy H. Finch, assistant volcanologist at the Kilauea observatory, in connection with the recent unusual activity at the Halemaumau fire pit of Kilauea.

"It is true," he explained, "that the Hawaiian group is not connected intimately with the earthquake lines which border the Pacific ocean. Still, so far as the island of Hawaii is concerned, it had a world-shaking quake in 1868 which was destructive to buildings over a radius of miles. On several occasions quakes have occurred under the ocean west of Maui or Molokai which were felt not only on those two islands, but on Oahu and Hawaii.

"It is quite possible that such slips occur along a fault of appreciable length, and a larger movement, easily possible, might cause a shock that could do considerable damage in Honolulu.

"The possibility of a movement of small land masses anywhere in the Hawaiian islands probably will be admitted by nearly every one. In most such cases, no doubt, the movement would be superficial and the resulting earthquake perceptible or destructive over a very small area. A recent example of such phenomena is that at Kapoho on this island. A block of land three miles long and nearly one mile wide was in motion, and a portion of it, at least, dropped from six to eight feet. The movement of this block was accompanied by numerous quakes that caused only slight damage individually. The total effects were to separate one part of a building from another, leaving them at different levels; to drop a portion of a railroad track eight feet and to cause great fissures in the roads and trails. Such a movement certainly would destroy water and gas mains.

"As pointed out, world-shaking quakes have occurred on the southwest side of Hawaii. If the possibilities of the movements of

large land masses are to be considered it might be well to look at the northeast side of the island. If we are to assume the possibility of superficial movements on any of the islands, certainly we must include the slope to the plateau in the ocean bottom from which they arise.

"Let us suppose a slight break originating a short distance under the ocean floor, say 20,000 feet below sea-level in the deep northeast of Mauna Loa. Such a break would be felt for only a short distance perhaps.

"Suppose again such a break were to occur at the same depth below sea-level at a point 20 or 30 miles nearer the summit of Mauna Kea, or where the elevation is 10,000 feet. Clearly such a land block in motion would be more than five miles thick, a mass of sufficient magnitude to shake the entire island group. On Hawaii one would be justified in increasing the cost of his building by 30 per cent to reduce the earthquake hazard. In Honolulu one would be justified, perhaps, in increasing the cost by 5 per cent."

AMERICAN PROGRESS IS BASED ON POWER SAYS GUY E. TRIPP

LONDON, July 12.—Super-power development is necessary in the United States in order to maintain the high standard of living in that country, Guy E. Tripp, chairman of the board of directors of the Westinghouse Electric and Manufacturing company, New York, today told the World Power conference which is in session here.

Mr. Tripp explained that "more and cheaper" electric power was what the term "super-power" included. This super-power development, he said, is now being carried out vigorously in America under private initiative. He maintained that government ownership is not essential to its accomplishment. Government-owned super-power systems, he declared, cannot furnish electric power at lower cost to the public than can privately owned systems.

"Super-power," the speaker said, "should replace a large portion of the steam power which is now used and which still furnishes perhaps one-half of the power used in the United States."

Extensive plans are already under way, it was explained, for a practical determination of the extent to which electric power may be used upon farms. A considerable area in one of the great farming districts of the northwest is to be equipped with an adequate distribution system, and with the cooperation of the farmers experiments will be carried out on a scale hitherto not attempted.

"The vision of the electric power leaders is so broad and comprehensive," said Mr. Tripp, "that it marks a new area in the application of power to industry; and, if they are allowed to go ahead without undue obstruction, we may look forward in a comparatively few years to practically a nationwide super-power system consisting of great high tension trunk lines receiving power not only from water powers and supplementary steam stations, but from all other cheap sources."

MUSEUM OF WINE CULTURE

FREIBURG, Germany, July 12.—A museum of wine culture has been established in this city. The city furnished the building, the historic old Peterhof, and the state of Baden has assumed the burden of upkeep of the undertaking. The museum will furnish a historical perspective of the development of wine growing and wine making in Germany.

40,000 JAPANESE SEE GARDNER WIN

American-Made Car Carries
Off Prize in 10-Mile Race
Before Vast Throng

Before a crowd of 40,000 spectators, an American-made car, the Gardner, triumphed in the recent 10-mile race for the Rising Sun trophy at the Tachikawa Aviation Field at Tokyo, Japan.

Seven entries competed for the silver cups offered by the Rising Sun Petroleum company, Ltd., for the first three cars to finish. Besides the Gardner, those entered included such well-known cars as Chandler, Chevrolet, Telco Biddle, Oakland, Warren and Locomobile.

Driven by Sugawa, a native Japanese driver, the Gardner jumped into the lead at the start and was never headed. At the end of the first of five laps, the Gardner was leading by a comfortable margin, with the Biddle in second place, and the rest stringing out behind. On the third lap, the Biddle spurred and cut down some of the Gardner's big lead, but Sugawa regained this easily on the fourth and fifth laps, finishing well in the lead under wraps.

INDIANS GET VOTE NEXT FALL UNDER NEW CITIZENSHIP ACT

WASHINGTON, July 12.—Provided the various states that embrace their reservations will set up the necessary machinery, thousands of Indians will become voters in the coming elections as a result of the citizenship act passed at the recent session of congress.

With the passage of the law every native-born Indian in the United States automatically became a citizen, Commissioner Burke recently estimating the number at approximately 125,000. At least one-fourth of this number, it is calculated, are adults and therefore entitled to vote except in states where the election laws fix certain qualifications, such as educational, property ownership or payment of poll taxes, that the new Indian citizens may not be able to meet.

However, this condition is believed by authorities on the subject to be only a minor hindrance to the newly enfranchised Indians going to the polls, the chief obstacle mentioned being the lack of organized machinery. Most of the Indians, it is pointed out, live in closed reservations located in unorganized counties where there are no officials to provide the necessary ballots, polling places and other election facilities.

Not only the Indians in the particular circumstances described are prevented from casting their votes, but even white citizens living on the reservations have no such opportunity.

In one or two states, however, this condition is said to have been remedied by counties bordering on Indian reservations permitting the citizens in unorganized jurisdictions to cast their ballots in the adjoining counties.

More than 200,000 Indians had been made citizens before the passage of the new citizenship act, and a large percentage of these are said to be placed in the similar position of not being able to vote solely because the facilities enabling them to exercise this right are not available.

INVENTORS PLANT BECOMES A GARAGE

Joseph Aspdin Obtained
Patent of Invention 100
Years Ago

Tourists in England of recent years may, by chance, have put up their motor cars for the night in a little garage in Ings Road, in the town of Wakefield, Yorkshire.

But it is doubtful if many of them have realized how important a part the little two-story structure has played in advancing automobile touring to the point where it is today.

This dingy old brick building once housed the cement works of Joseph Aspdin, the bricklayer who invented portland cement, without which the even concrete roads of today would have been impossible. The plant was erected by Aspdin about 1830, after his original plant had been torn down to make way for a railroad.

It was in 1824—just 100 years ago—that Aspdin obtained a patent on his invention of "An improvement in the modes of producing artificial stone." In the next year he established a factory to produce Aspdin's "Patent Portland Cement" at Wakefield.

Aspdin continued to operate the second cement works at Wakefield until about the time of his death, in 1855, after which the plant was operated by James Aspdin, a son. Another son, William, established a plant at Northfleet.

While the inventor of portland cement did not obtain his patent until 1824, he had been producing the artificial stone for some time—as early as 1811, according to his son William. Aspdin had

found that by mixing specific quantities of limestone and clay and then subjecting the mixture to an intense heat in a kiln the material had been burned into hard "clinkers" resembling marbles and then pulverizing these clinkers, he obtained a cement much stronger than the "natural" cements of the day.

Jealously he guarded the secret of the manufacture, allowing only trusted workmen and his sons to enter the little plant at Wakefield. His processes, however, about which he was so secretive, were far from accurate. Aspdin knew little or nothing about chemistry, and his manufacturing was done on a guesswork basis when compared with the careful laboratory methods of cement manufacture today.

Likely enough this extensive improvement of Joseph Aspdin's method of manufacturing cement is responsible to a large extent for the converting of the old plant at Wakefield into a garage, for without concrete paved roads the automobile could never have assumed such a prominent place.

A vacation in time saves nine.

New Connecting Railroad Opens Up Southern Bolivia

BUENOS AIRES, June 10.—(Mail.)—Railroad access to rich territory in southern Bolivia has been made effective by the opening of a stretch of new line connecting the Bolivian town of Tupiza with the Argentine state railroad system at the border town of La Quisica. Bolivian products of this region, including petroleum and various minerals, can now be transported by rail to Buenos Aires or to ports on Panama river.

Within another year this line will have been extended northward to Atocha where it will connect with existing rail line to La Paz, the Bolivian capital, and provide a new outlet for the foreign commerce of the entire country, which now has to go by the Pacific ports of Arica and Antofagasta in Chile, and Mollendo in Peru. It will also make it possible to travel from Buenos Aires to Lima, Peru, by rail, except for the boat across Lake Titicaca, and will complete another line in the projected Pan American rail route from Buenos Aires to New York.

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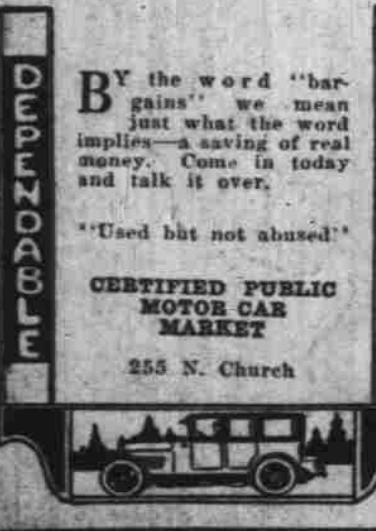
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