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REDUCING REPAIR BILLS IS TOPIC

Mike Panek, Local Brake Specialist, Gives Information

The American public last year paid five billion dollars for automobile repairs. How much of that could have been avoided?

A large proportion of the sum annually expended for motor car upkeep, of course, is a necessary expense, the result of ordinary wear and tear. Authorities, however, estimate that at least \$200,000,000 is paid each year for avoidable repairs. This is a truly staggering toll to pay for neglect and a toll that the motoring public does not have to pay.

If the tremendous amount of money which is paid out every year by motorists for avoidable repairs is to be saved, the motorist must realize the importance of regular and thorough chassis lubrication.

Most automobile authorities are agreed that 30 per cent of all repairs to moving parts of a motor car and most of the replacements and excessive depreciation are caused by lack of proper lubrication, especially lack of proper chassis lubrication. Failure to lubricate chassis bearings causes these bearings to become dry and worn, and this in turn causes squeaks and rattles to develop, brakes to get stiff, springs to become hard to ride upon, and many other difficulties that, unless they are immediately checked, will necessitate expensive repairs and

80%

of Repair Bills Could Be Avoided By

Proper Lubrication

We have the best lubricants and the best equipment for every part of your car.

Mike Panek's Greasing and Brake Station

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"Conscientious Lubrication"

The North Wind's Sister

Apropos the discussion in Salem as to various pageants and the interest that has been aroused in them, the Oregon Statesman publishes herewith an article from the Social Progress, Chicago, called "The North Wind's Sister," the Indian history of upper Wisconsin as told in a paper by Vera Brady Shipman.

The article gives some idea of what can be accomplished in the way of pageantry in telling history in a way that will be impressive and entertaining.

They call it poetically "The North Wind's Sister." Ke-wa-de-no-kwa, this pageant in the glorious north woods' natural setting, four miles north of Bayfield, Wis. Around the bend of Chequamegon Bay, almost at its meeting place with Lake Superior, among the pines, a natural amphitheatre has been found. The hillside forms Nature's bleachers, and you watch the 250 Indians, real Indians from reservations at Couderay, Odanah, and Red Cliff, Wisconsin, taking part in the costumes of their ancestors.

It is the story of a vanishing race. These Indians are enacting their tribal history, the coming of the white man and his gradual pushing them back into the reservations set aside for them. There are 250 white people in the organization, too. Most of them are residents of Bayfield, Washburn and Ashland, around Chequamegon Bay. King Louis XIV is represented by Julliah Wachsmuth, the young son of Bayfield's well-known lumberman philanthropist. The dancers, pretty girls admirably trained by Lucile Stoddard, a Milwaukee dancing instructor, dance as the spirits of the vanished pines. Genuine Indian girls whose winters are spent in high schools and colleges, bring the touch of modernism into this bow of primitive beauty. The pageant shows you De Luth and his courtiers of France, Father Alonzo, Raddisson, Jean Nicollet and Illinois' beloved Marquette and Joliet, their costumes flaunting the French splendor of the early 17th century with all its gorgeous coloring.

As the pageant Indians are in council, canoes come around the bend of the bay, land on the shore, and priests and courtiers greet chiefs and medicine men. By signs they unite in council. The pageant sweeps on with its dignified detail. Gradually a settlement is built up from a wigwam mission to a group of log houses within the stockade. Thus the story is told of the life of the Ojibway Indian, his meeting with the white man, his early knowledge of the white man's god, the first use of firearms, and step by step, the sorry fate of the red man in America is portrayed.

Here may be heard traditions which have never been written, folktales, of the Ojibway which are sung through the treetops as the papooses swing to the crooning lullaby of the pines. There are delineated the hopes and disappointments, the crowding back of the Indians to make way for civilization. Many tales have been told and printed of the Sioux, the Apache, or the Navajo, but many of the Ojibway stories have hitherto been unsung and unprinted. They are brought to our notice for the first time here on the bay, with its blue not unlike the Mediterranean azure and celebrated in song and story. Across the bay are the Madeline Islands, where tribal history tells was the birthplace of the Ojibway god.

There is a little river at the base of the cliffs, from which the canoes round the bend and enter the pageant picture. The stage is a hill in its natural state, the throngs of interested spectators sitting opposite, encircled by hundreds of waiting motor cars. The pageant has the coloring of a perfect painting. Details is forgotten in the vast whole portrayed by Nature.

The program is a varied one: The Indians dance to their sacred drum, a thing seldom done outside the reservation. The Indian daughters dance in buckskin dresses. Baby Billy Conger outdances

many of his elders. There is Johnny Frog, a dancer of rhythmic intensity. Frank Smart of Odanah, college-bred, is an assistant director and announcer of the Indian special dances. Chief James White of Odanah, and many more of especial interest, take part. Frank Allain, a Bayfield farmer whose ancestors were French pioneers in the pageant country, has grown a beard in order that he might faithfully depict the early voyager. There, too, may be seen Jack Robr whose fire dance is worth the price of the show.

From the bow and arrow warriors of the early days when the white man first came, to the regiment of Indian Yanks at Chateau Thierry (many who took part in the pageant were actually in overseas encounters as Uncle Sam's soldiers) a fine and consistent picture of the development of the Indian is given. The scenic work was done by Kirk Davies, an artist who was general manager of the show; the music was rendered by the 105th Cavalry band of Eau Claire under the direction of Theodore Steinmetz. But the "real man behind the gun" who through all the months of labor gathered the red and white men and women into a picture which is a credit to the state of Wisconsin and to America, is the pageant director who staged the entire show, Kenneth Ellis, formerly of Chicago and Milwaukee.

It is pleasant to pause a few moments in our busy days and dreams of how our nation began, of the pioneers who struggled through every hardship that they might seek a new empire in a new world? The first annual Indian Pageant at Bayfield, Wisconsin, has been, in spite of its crudity, an artistic success. The three day's pageant repeated seven times has given a number of America's tourists a chance to learn authentic facts about the red man. The pages of traditional history are as yet but lightly touched. There are many picturesque features still to be incorporated in the pageant. Some day Americans will be making an annual pilgrimage to Lake Superior's edge, to visit Upper Wisconsin where Chequamegon Bay will show them her pictures of the colorful America of yesterday.

AMERICAN PLAYERS LEAD IN CONTESTS FOR TENNIS TROPHY

NEW YORK, Sept. 6.—Although 27 nations in all parts of the world have sought possession of the Davis cup, emblem of team tennis supremacy, only three, the United States, Australia and Great Britain, ever have held this coveted trophy, which will be defended by America in the challenge matches beginning Sept. 11 at Philadelphia.

Of these three, the United States, chiefly through its triumphant march of the last four years leads with seven victories, while Australia has six to her credit and Britain five.

The historic cup, a perpetual trophy to be contested for by nations having recognized lawn tennis organizations, was donated by Dwight F. Davis, present assistant secretary of war, in 1900. Since that time it has been contested for 18 times, competition this year marking the 19th annual play for the trophy.

In 1900, the first year of the competition, but two teams, the British Isles and the United States, played; but since then nations have swung into line until this year 23 teams entered the lists to compete for world tennis honors.

The United States scored the first victory in 1900 at Boston when Dwight F. Davis, donor of the trophy; Holcombe Ward, holder with Davis of the national doubles title in 1899, 1900 and 1901, and M. D. Whitman defeated the British team, three matches to none. In 1901 there were no challengers and the cup rested in this country. In 1902 the British Isles challenged again but the United States won its second victory.

From this point, however, America's tennis star was dimmed and supremacy passed first to the British Isles which chiefly through the brilliant work of the famous Doherty brothers, held the cup from 1903 to 1906, and then to Australia, where Brookes and Wilding, another great combination, kept the trophy from 1907 to 1911.

Britain finally broke through the Antipodean defense, and won the trophy in 1912, only to lose it the following year to the United States. But Australia came back with a great victory by Wilding and Brookes in 1914 at Forest Hills and, with the world war causing a sudden break in the series, held the cup until Wilder and Johnson brought it back to America in 1920.

A recapitulation of the series follows:
Year Winner Runner up score
1900 United States, British Isles 3-0
1902 United States, British Isles 3-2
1903 British Isles, United States 4-1
1904 British Isles, Belgium 5-0
1905 British Isles, United States 5-0
1906 British Isles, United States 5-0

PROMINENT MAN BUYS PACKARD

H. Hirschberg, of Independence, Buys Packard from MacDonald Auto Co.

MacDonald Auto Company sold Mr. H. Hirschberg of Independence a five-passenger sedan last week. The Packard which Mr. Hirschberg purchased is identical the same as the one Claude Belle bought about ten days ago.

Mr. Hirschberg is one of the richest men in Polk county and has tried many makes of cars and has finally decided that the Packard is the best car on the market.

IN PASSING MOTOR CARS

Be willing to allow another car to pass you either when meeting or overtaking you, if at a point that is safe and practicable, by giving it enough clearance.

It is unwise to pass two vehicles in the act of passing each other. They have the right of way while so doing.

You should not pass any vehicle you may meet or overtake at a point where other cars are stopped or parked at the roadside, where there is a safety zone or where other obstruction is present.

It is risky to pass any vehicle you may overtake until you can see ample clear space ahead to avoid pedestrians or other traffic. For like reason do not overtake and pass another vehicle on a curve, near a "blind" or obstructed corner or on a steep ascent or short bridge or on a street intersection.

Wives cost eighteen in Zealand because they do the work of more.

TO ORGANIZE TRUCK AND BUS USERS

NEW YORK, Sept. 6.—Bus owners, as well as truck owners, will have an opportunity early this fall to join a national association devoted to their interests. The American Automobile Association with the hearty approval of the National Automobile Chamber of Commerce, is to set up a commercial vehicle users' division.

"Facts About Women," says a newspaper headline, but there isn't any such things as facts about women.

EGYPTIAN ARCHAEOLOGISTS UNEARTH TOMB OF HYKSOB WOMAN WHO LIVED ABOUT 1,700 B. C.



Archaeologists sent out by the University of Philadelphia Museum have dug down into another obscure chapter of Egyptian history. The ruins about the tomb of a woman of the period of the Hyksos or shepherd kings probably about 1,700 B. C. indicate that after their defeat and expulsion from the Nile valley, the shepherd kings sought refuge at Helwan, ten miles from Nazareth.

SMOOTH PERFORMANCE

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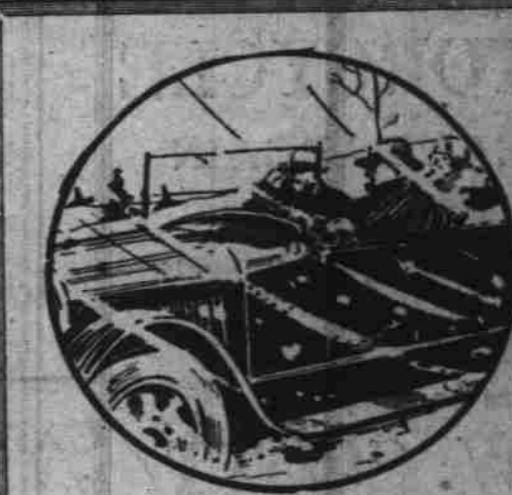
In keeping with the policy of constant improvement, effective measures have been taken to minimize vibration. Applied to the body, engine, clutch, brakes, and other vital units, these refinements add immeasurably to the comfort of travel over boulevards and country roads.

The effect is so pronounced, in fact, that it is entirely fitting to classify smooth performance as one of the outstanding attributes of Dodge Brothers Motor Car.

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| | |
|-----------------------------------|-----|
| 1907 Australasia British Isles | 3-2 |
| 1908 Australasia, U. S. | 3-2 |
| 1909 Australasia, U. S. | 5-0 |
| 1911 Australasia, U. S. | 5-0 |
| 1912 British Isles Australasia | 3-2 |
| 1913 United States, British Isles | 3-2 |
| 1914 Australasia, U. S. | 4-1 |
| 1915 Australasia British Isles | 4-1 |
| 1920 United States, Australasia | 5-0 |
| 1921 United States, Japan | 5-2 |
| 1922 United States, Australasia | 4-1 |
| 1923 United States, Australasia | 4-1 |



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meanor you will find in the Landau Sedan. Here is beauty of an exceptional type conceived by Fisher and installed on a chassis that is True Blue to the last bolt and the last nut—
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Drop in today and ask to see this new Oakland. It is a great deal more than a good looking car. It is one of the world's very finest!

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