

## FLINT SIX FORTY SELLING RAPIDLY

Big Brother of Flint Big Six  
Fifty-Five in Great  
Demand

Little has been said about the Flint light Six Forty for the reason this model is selling so rapidly that it is impossible for dealers to keep an adequate stock.

Some idea of the popularity of this model may be had when the demand has been so great for the regular touring with four wheel brakes and balloon tires, that the Flint factory have not had time to get into production on the roadsters and enclosed models.

Durant announces that to date he has not been able to manufacture either the big six or the light six in sufficient quantities to store a single car to take care of future demands, but every car is sold as fast as completed.

The light Six Forty has one hundred fifteen inch wheel base, Durant perfected shoe type four wheel brakes, balloon tires, disc wheels, large Boyce Motometer and bar cap, rear view mirror, wind shield wiper and extra balloon tire, a complete equipped job and weights but twenty-four hundred pounds.

This car like its big brother,

the Six Fifty-five, is remarkable for its performance and general good looks, and is the ideal car for the family that wants something a little larger than the ordinary light car, being roomy and very easy to handle.

The clutch is the same "Durant" single disc type, same as in the big Flint and other cars in the Durant line; one of the features that make all Durant built cars so popular.

The purchaser of a car may try out all other types of clutches in every conceivable way, but he will find this unit in Durant built cars outshine all others.

All standard cars today will give any man who will give them proper care good service, but in the Flint there are certain features that stand out prominently, and make them in a class by themselves, and among these features will be found the wonderful clutch, the perfected four wheel brakes, the balloon tires, the motor with drilled cam shaft and crank shaft, that positively eliminates burnt bearings, and the easy riding and handling qualities, coupled with the wonderful smooth quiet motor and the wonderful getaway makes it doubly desirable.

### AN ARTICLE ON THE AMERICAN CONSTITUTION

Written by Lawrence C. Lockley,  
Prof. of English, University  
California, Los Angeles

In 1787, at the Constitutional Convention, the fate of a nation rested on the deliberations of a handful of men. Thirteen colo-

## WALTER P. CHRYSLER'S TRAFFIC TALKS

EVER MEET THIS MAN?



Here is a picture of the man who shoots out his arm at the last minute and see what happens.

Be careful and thoughtful.

### MOTOR CARS AND STREET CARS

The motorist in the city has some choice of routes. The street car hasn't. It must follow the steel rails.

The thoughtful motorist won't impede the movement of surface cars. He will get out of the way when need be.

Give the pedestrian plenty of time to board a street car. The pedestrian still outnumber the motorist and much good will result if the motorist will be more thoughtful about the men and women who walk rather than ride.

Street cars are usually equipped with air brakes and can stop quickly. So if driving a car don't crowd a street car unless your car is equipped with four-wheel brakes and even then it is best not to take any chances.

### BE CAREFUL IN PASSING

Country roads are sometimes flanked by steep banks, ditches, holes and swamps which cannot be seen easily, especially if one is driving in a closed car. Play safe and keep to the roadway. In going off you may never know what you are getting into.

Be careful not to overtake and pass another vehicle either too fast or too slow. If too fast you may surprise other traffic or pedestrians and find yourself on the wrong side of the road without your car under sufficient control. If too slow you tend to block by remaining too long on the left side. Then too you may crowd the car you are passing.

Overtaking cars is frequent cause of accidents. Be certain you have plenty of room, and know the speed of the approaching car.

Never pass a car on a curve or on the brow of a hill.

DO YOU KNOW THIS MAN?



He is the road mope. He likes to travel along about 7 miles an hour. He is more of a menace sometimes than the speeder.

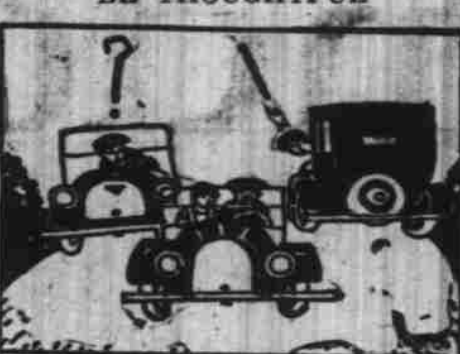
### IF FOUND IN COURT

W. Bruce Cobb, associate magistrate, traffic court, New York, offers this advice to the motorist who finds himself in court:

"Don't be afraid to speak up distinctly in court. If you are guilty, say so and briefly state any explanation or excuse. Usually in a simple case, strict attention to what the court says and the aid that the court will give you and your witness will enable you to present your defense without a lawyer."

"If you feel annoyed by the decision, remember that it is not always easy to do exact justice. If you feel especially outraged, don't show your contempt for the court; conceal it. If necessary, appeal. But, most of all, don't let any unfortunate court experience of your own turn you into an enemy of traffic enforcement."

### BE THOUGHTFUL



Such a motorist is not only thoughtless but he is also a menace at times.

### ALWAYS BE REASONABLE

In motoring—as in all things—be reasonable.

If you have the right of way be reasonable.

To insist upon the right of way even though it may be yours legally, may result in an accident. The other man may be reckless. Regardless of the right of way rule for your locality:

Give the right of way to a street car between cross streets.

Give the right of way to fire fighting vehicles and to ambulances.

Give the right of way to police and emergency vehicles.

Give the right of way to the pedestrian who has reached your line of intersection.

nies—restless, jealous, and nearly bankrupt—waited eagerly to see what fruit a mere convention bear. England, France, and all of Europe waited, anxious to know what sort of a pawn for diplomacy would emerge.

The world may have waited impatiently, but behind these massive oaken doors, Franklin, Hamilton, Washington, Madison, and their colleagues wrought patiently, steadily, and profoundly. They took their wisdom of government from the whole experience of the Anglo-Saxon people. They utilized the sagacity of the political philosophers of the whole world. They found the principles of government—not of artificial, highly diplomatic government, but of the natural relationships of man to man. They drew the plans for a new government—they built a

humanistic Constitution.

Out of the chaos, this Constitution brought order. A government was founded; a people prospered; a commonwealth was built. Then began the glorious pageant that is the History of America. Men like Jackson, Lincoln, Grant, Roosevelt, marched in the vanguard—all trying to realize the goal set up by this same Constitution. Wilson who has just paid with his life for his efforts to interpret universally this Constitution, got the attention of the whole world. War-glutted Europe pressed to follow the man who pointed the way to a realization of the principles that underlie this same Constitution.

And what of today? What of us? Has the tide turned? Are we tiring of the restraint of a Constitution that has built up the

greatest government the world has experienced? Have we forsaken the serious task of government? Are we content to turn over to petty, self-seeking politicians the duty of administering, of interpreting this Constitution? Will the glorious up-building of years fall prey to disintegration? Or will the United States retain its place, and guide us on to the complete development of a government?

In 1787 the fate of a nation rested on the deliberations of a handful of men. They were the most brilliant statesmen of the eighteenth century. In 1924, the fate of a nation rests on the decisions of two people.

They are—you and I!

Nothing is so useless as advice on how to handle women.



### STAGES

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Will Advise

## THE McCLAREN CORD



NOTICE  
THE  
NUMBER  
OF USERS

WON'T  
SLIP IN  
SLIPPERY  
WEATHER

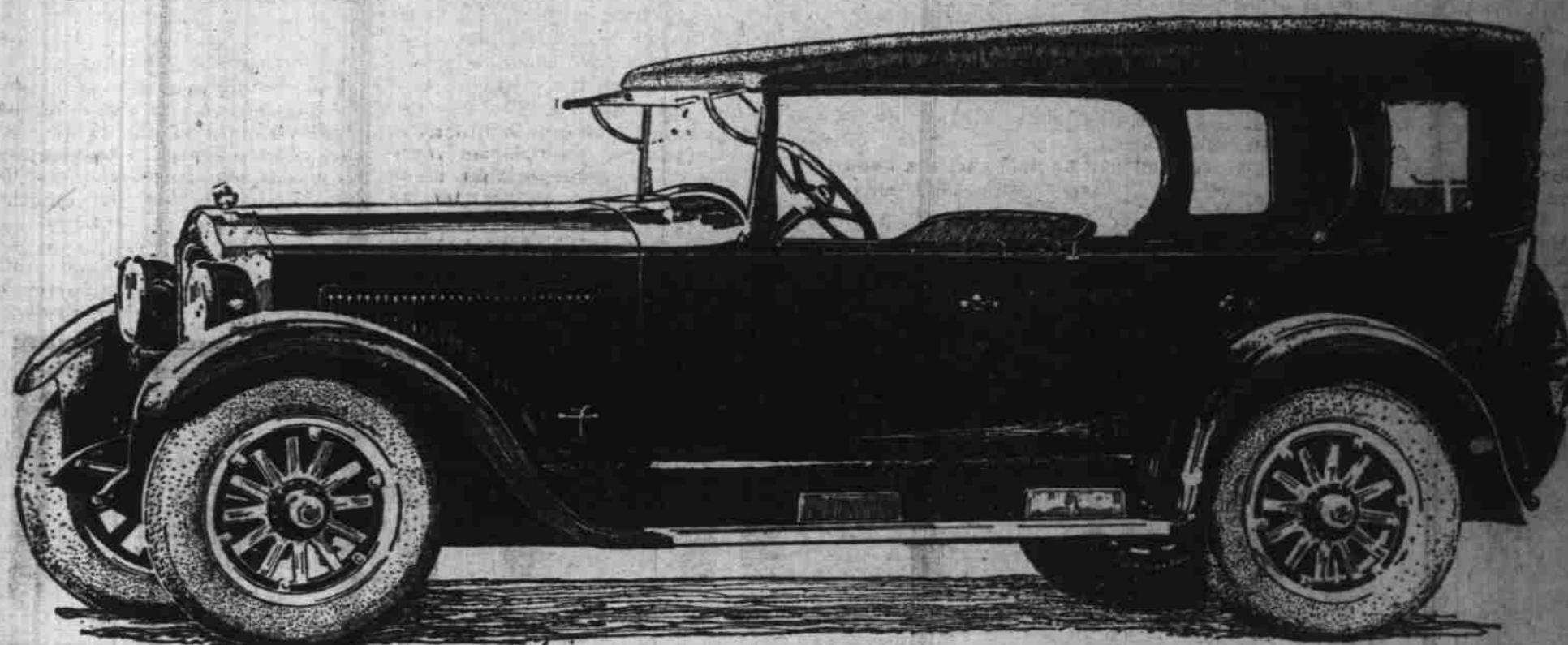
Unsurpassed for Wear

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N. W. Corner Court and High Streets

Martin Pulcher, member of National Automobile Chamber of Commerce Motor Truck committee, is visiting Europe to attend dealers regarding automotive business in London and Paris. He will also confer with and England.



Have you seen this new car?  
—It is a closed-open car!

A WEEK ago the new Studebaker Special Six DUPLEX-PHAETON was first announced.

Today, countless thousands of people are talking about this entirely new type of car.

One moment it is a closed car—in five seconds it can be transformed into a delightful, airy, open car. But it is always the closed car in deep soft cushions, beautiful fittings and finish and luxurious riding comforts.

When you see it and ride in it you will know why it has made so profound a sensation—you will realize then that it gives you more than the finest open car can ever give you, plus the comfort and protection of the closed car.

And all at the price of an open car!

And this is the new DUPLEX BODY on the famous Special Six Chassis.

Hundreds of thousands of owners all over this country and abroad have given the Studebaker Special Six a name for value, dependability and performance second to no other automobile.

The new Studebaker Special Six retains all the qualities which make great reputation—to these have been added every real improvement which science and owner-service could suggest.

Even aside from the sensational new DUPLEX BODY—the Studebaker Special Six has no superior in value in any car yet built. It was the conscientious intention of Studebaker in planning and designing the new Special Six to make it just such a leader—to that end every resource of the great Studebaker organization has been concentrated.

Even if we had the space we could not begin to tell you of the very many new and unusual features which indicate its superiority.

Certainly no words could do justice to its distinctive beauty.

In appearance it is unlike any other American car—yet its long, low, broad, sweeping lines are conservative, crisply stylish and in beautifully good taste.

Think of the new Studebaker Special Six Duplex-Phaeton as the ultimate in value and performance in a five-passenger car—think of it as a car matchless in practical convenience and desirability.

But to appreciate the sparkling beauty of its totally new lines you must see it. To know its perfection of operation and performance you must ride in it and drive it.

If you have not seen this NEW type car—come today!

### VALUE POINTS— New Special Six:

The New Duplex-Phaeton Body—it solves the closed-open car problem.

Genuine Balloon Tires—20 x 6.20 inches.

New Satin-Lacquer Finish.

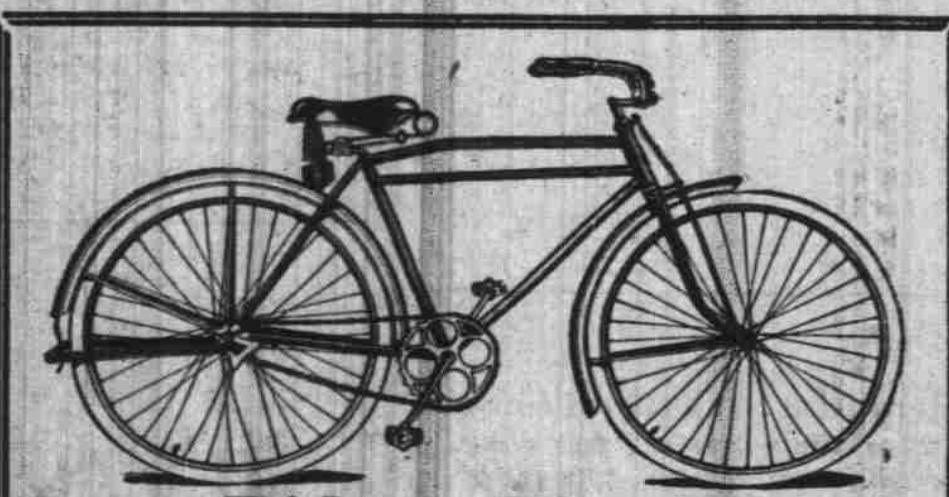
Spanish chrome tanned leather upholstery.

New idea in ease of operation and control.

Vibrationless Engine; forced-feed oiling system with new idea in oil supply.

Four-Wheel Hydraulic Brakes optional—totally unlike any other system on American cars.

Automatic braking pressure.



### Ride a Bicycle To School

You can now buy one on very easy terms—at prices you can afford to pay.

HARRY W. SCOTT  
"The Cycle Man."

Special Tire Sale. — Reg. \$4.25 Bicycle Tire now \$2.95

Studebaker

STANDARD SIX 113 in. W.B. 50 H.P.	SPECIAL SIX 120 in. W.B. 65 H.P.	BIG SIX 127 in. W.B. 75 H.P.
5-Pass. Duplex-Phaeton .....\$1385	5-Pass. Duplex-Phaeton .....\$1785	7-Pass. Duplex-Phaeton .....\$2185
3-Pass. Duplex-Roadster .....1360	3-Pass. Duplex-Roadster .....1745	5-Pass. Coupe .....2025
3-Pass. Coupe-Roadster .....1645	4-Pass. Victoria .....2375	7-Pass. Sedan .....3175
5-Pass. Coupe .....1765	5-Pass. Sedan .....2495	7-Pass. Berline .....3400
5-Pass. Sedan .....1865	5-Pass. Berline .....2565	
5-Pass. Berline .....1925		

Studebaker Hydraulic 4-Wheel Brakes, Optional Equipment.  
On all Standard Six models, with 4 disc wheels and spare rim, \$60.00 extra.  
On all Special Six and Big Six models, with 5 disc wheels, \$75.00 extra.  
(All prices f. o. b. Salem, and subject to change without notice.)

MARION AUTOMOBILE COMPANY  
235 South Commercial Street. Telephone 362.

THIS IS A STUDEBAKER YEAR

## GARDNER ECONOMY in First and Final Cost

Judged by purchase price or upkeep cost the 1925 Gardner represents the greatest economy possible with truly efficient performance.

First, because it is a Four, with the lightness and simplicity of construction that mean small expense for fuel, oil, tires and repairs.

Second, because it is a car of balanced value, sturdily made throughout, with no unit slighted that another may be extravagantly built as a "talking point."

Third, because so many items of equipment that are "extras" on other cars in its price class are standard in the Gardner.

Yet in service the smooth five-bearing motor of the guaranteed Gardner, its improved clutch and braking system, its attractive lines and durable body finish, will give you a new respect for four-cylinder cars.

Let us demonstrate the 1925 Gardner. The story is best told on the road.

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