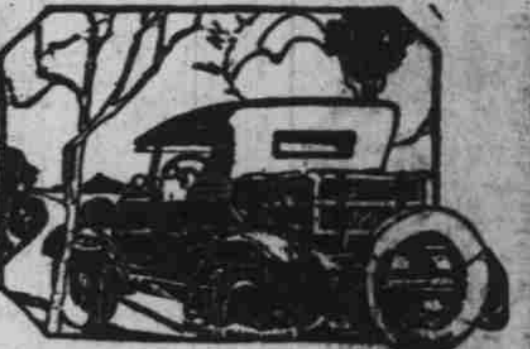


SEVENTY-FOURTH YEAR

SALEM, OREGON, SUNDAY MORNING, DECEMBER 21, 1924



Automobile News OF THE DAY



AUTO BETTERED BY WINTER USE

Stored Car May Be Harmed By Cold, Moisture and Lack of Care

Strange as it may seem, it is usually better for an automobile, and it may be cheaper, to keep it in operation all winter than to lay it up. Outside of a slightly larger consumption of gasoline and the cost of alcohol or other anti-freeze compound, it is scarcely more expensive to run a car during the winter than during the summer, while it may be most expensive to lay up a car and have it meet with harm through cold, moisture and lack of attention. For a car that is in daily use must receive a certain amount of care to be kept running efficiently, while a car that is locked up in a cold, sometimes snowbound garage scarcely invites attention. If you intend to run your car through the winter, as most people do, you must do three simple things, writes George A. Luers in the January number of Popular Science Monthly. You must prepare the engine for anti-freeze compound, put in anti-freeze compound, and renew the latter as it evaporates or is lost through leakage. The first of these precautions amounts to little more than seeing that your water circulation system

is tight. A small drip during the summer is inconsequential; it means merely adding water from time to time. The same drip in the winter, though, is likely to run into money, since it is carrying away an anti-freezing mixture that costs you between 50 cents and a dollar a gallon.

Rubber hose connections are the most frequent cause of leaks, and it is usually well to renew these before filling with anti-freeze if doubtful. Renewal of the pump packing is another job that should be done before the anti-freeze is placed in the radiator. It is also well to tighten the hose clamps and pump gland every two weeks or so during the winter, since these parts may become loosened in driving.

Small leaks in the radiator can be repaired with a radiator leak-sealing compound. This should be done a couple of weeks before the anti-freeze is put in, to give the cement a chance to set and harden. In addition to the various commercial anti-freezing solutions, denatured alcohol, a mixture of half denatured alcohol and half glycerine, and calcium chloride, mixed with the water in the cooling system in correct proportions, supplies effective means of preventing a car from freezing.

If your car is in good mechanical condition the foregoing is really all you need do to enjoy it through the winter.

Scientist having now discovered that King Pharaoh had hardening of the arteries, we get a new light on the passage in Exodus, "and Pharaoh hardened his heart."—Cleveland Plain Dealer.

FRED M. POWELL BACK FROM SOUTH

Local Packard Dealer Returns From San Francisco Convention

Fred M. Powell local Packard dealer, returned from San Francisco last Monday, where he attended a convention of Pacific Coast Packard dealers, held at the St. Francis Hotel. A number of Packard officials from the big Detroit factory were present and told the dealers many things of vital interest to them in connection with Packard business and increased service to Packard owners. "The Packard Motor Car company will close 1924 with one of the most successful years in their history," said Mr. Powell, yesterday when interviewed by the Statesman reporter. "The Single Six has proven universally satisfactory and the popularity has increased to such an extent that the factory is preparing for a record breaking year in 1925."

The Packard has always been popular in Marion County and it is surprising to note that there are over seventy Packard cars of various vintages owned and operated in this small territory.

Mr. Powell has been associated with Packard cars since 1904, having been sales manager for the first Packard dealer in the city of Seattle, subsequently becoming a dealer himself and on account of his long experience, Packard owners in this vicinity are fortunate

in having a dealer who is so well qualified to care for their cars and render them real Packard service.

Alterations and improvements will be made in the garage and sales rooms at 680-690 Ferry Street and an organization of Packard specialists is promised.

Hudson and Essex Dealer Enjoys the Cold Weather

This cold snap takes me back to my old home days in south western Iowa, said Fred M. Powell, Hudson and Essex dealer, last Thursday. "Except that I had to ride in a buckboard drawn by a flea-bitten old mare with no windshield and the snow and sleet would beat against my cheeks until they were almost raw."

What a difference today between that old buckboard and a warm Hudson or Essex Coach. Now we step into the car, sit comfortably on a finely upholstered seat, step on a button and the engine starts, throw out the clutch and push a handle and the car moves forward at any rate of speed desired. No cold, no sleet, no raw cheeks and no uncomfortable jolting. Great stuff, we are certainly living in a wonderful age.

School Census Shows Increase Tracy Staats, clerk of the Dallas school district, assisted by C. E. Staats, has just completed the annual census of the district. This year 1342 children of school age—672 boys and 670 girls—were listed as residing in the district. This is a total increase of 31 over last year.—Dallas Itemizer.

LACK OF WATER IS HARD ON BATTERY

Local Battery Man Says That Overfilling Is Also Dangerous

Back in the adventurous days of '49, many a gold seeker died in his covered wagon from thirst. Cattle, horses and other live stock fell beside the various trails that would ever westward to the promised land of plenty.

History tells us that the trails could be followed by the bones of animals that had died from thirst on the westward journey. Bones in little heaps; bones, scattered, bones in great piles—bones. The westward trails of three quarters of a century ago were blazed with them.

Today, these trails are national highways, paved and wide, where speeding automobiles have taken the place of the plodding ox teams and the tourist replaced the pioneer. Where water is needed there are reservoirs and irrigation projects. Today the wayfarer dies not of thirst, at least from lack of water.

"Yet there are many deaths from thirst along these old historical trails, says Joe Williams, the local Willard storage battery dealer. "These are battery deaths, however," he adds. "If every storage battery that dies from thirst were discarded on the road, these highways would soon resemble the

trails of the Forty-niners, with battery cases, jars, plates and separators strewn along the way in place of bones.

"Permitting a battery to go thirsty is the quickest way to kill it," says Williams. "The water evaporates. The generator on the car that charges it produces heat in cells. The quick discharge of starting the motor heats the battery. The heat of summer keeps the battery at a high temperature while the car is running. All these will make the plates buckle and destroy their life unless the battery is filled to the proper level with water regularly," he says.

"Overfilling is also bad. It will cause the acid to overflow and eat away the case and any part of the car it touches," he warns. "Any owner can service his battery if he cares to do so," says Joe, "if he will follow the simple directions that any battery man will give him. It is better to have it done by reliable repair men, however, as they are quick to detect hidden trouble, and it is less expensive in the long run."

AUTOS KILL ANOTHER INDUSTRY

LONDON, Dec. 20 (AP)—Another of Britain's industries is disappearing with the increasing use of motorcars. This is the selling of old horse-shoes.

Scrap-metal merchants formerly made much money through contracts with horse owners for cast off horseshoes, which were shipped to Manchurian ports and forwarded into the interior for natives to convert into utensils. With a decreasing horse population this business is gradually dying out.

GROWTH OF PARTS BUSINESS GIVEN

10,000,000 Active Automobiles in Use Today Is Claim

The newest feature of the automobile business to define itself, is the replacement parts division. The term "replacement parts" as explained by Mr. Jim Smith of Smith & Watkins, includes those parts which go to make up the mechanism of the automobile such as the motor, differential, transmission and front axle parts, in fact the whole of the chassis.

For many years past during the automobile progress the mechanics and car owners only source of supply for parts needed in making repairs was from the car distributor who was often unable to supply the parts needed.

They were forced to resort to the slow and expensive method of making them. The development of the demand for replacement parts in this day of 10,000,000 active automobiles was what inspired Smith & Watkins local automotive supply house to add a stock of genuine replacement parts for all makes of cars.

After an ambassador to a foreign nation has been at his post for a little while about the only way for him to get into print again is to resign.—Pathfinder.

GUARANTEED

to cost less per mile than any tire, regardless of the make or price paid.



McLAREN CORD

"Jim" Smith & Watkins
Snappy Service.
PHONE 44

The nose, of course, is the scooter of the human body.—St. Louis Globe-Democrat.

Announcement

To the Citizens of Salem and Vicinity:

The Portland Motor Car Company, distributors of Hudson and Essex Motor Cars, announce the appointment of

FRED M. POWELL
MOTOR CARS

As Dealer for Salem and Vicinity for

HUDSON AND ESSEX Motor Cars

Fred M. Powell is well versed in the requisites of an organization which makes for permanent friendship, loyal, faithful service, and we bespeak for him that success which is merited by the rigid service policy which is a requirement of the Hudson and Essex franchise.

PORTLAND MOTOR CAR CO.
R. S. W. Peters, Vice President

We have on our sales floor the latest models of both Hudson and Essex Coaches for your inspection and will be glad to give a demonstration to any owner or prospective purchaser.

A FACT—The present models will remain standard and no change is contemplated either mechanically or in style of body.

IMPORTANT—In order that you may receive the full benefit of our service and receive the Hudson and Essex Bulletin and also that we may check and correct our records, please sign and mail the coupon.

Price F. O. B. Salem
Essex Coach \$1070

FRED M. POWELL
MOTOR CARS

Price F. O. B. Salem
Hudson Coach \$1585

Cottage and Ferry Sts.

SALEM, ORE.

Phone 523

Fred M. Powell—Motor Cars,
Cottage and Ferry Sts.,
Salem, Ore. Make
Name _____ Type _____
Address _____
City _____
Please send your request service bulletins