

OVER 6 MILLION GALLONS BOUGHT

Gasoline and Distillate Sales are Heavy During Month of November

A total of 6,695,527 gallons of gasoline and 82,822 gallons of

distillate comprised the sales of Oregon dealers during the month of November, 1924, according to a statement prepared by Secretary of state Sam A. Koser. These figures were taken from the reports of the distributors, submitted as required by the motor vehicle fuel license tax laws. Taxes remitted on the November sales aggregated \$202,936.28. Of this amount, the sum of \$67,369.39 resulted from the operation of the original law of 1919 imposing a tax of one cent per

gallon on gasoline and one-half cent per gallon on distillate, while \$135,566.89 was returned under the additional tax law providing for a uniform rate of two cents per gallon on all kinds of motor vehicle fuels.

As compared with the month of November, 1923, gasoline sales increased approximately 2 percent, distillate sales having declined about 70 percent.

To date, the motor vehicle fuel tax measures have brought to the state treasury the total sum of \$7,551,408.06. Of the amount collected under the law of 1921 there has been returned up to December 30, 1924, the sum of \$230,822.60 to operators of farm tractors, motor boats, commercial cleaning establishments, etc., pursuant to that provision other than in the operation of motor vehicles upon the public highways. Total refunds amount to approximately 3 1/2 percent of the total taxes collected.

The total cost of administering the motor vehicle fuel license tax laws, which included all expenses in connection with the collection of the tax such as clerical work in the state department and the auditing of dealers' records has been confined to less than one-fifth of one percent of the whole tax collected.

Motor vehicle fuel taxes are credited to the state highway fund being available for expenditure in the construction and maintenance of state highways.

DODGE BROTHERS BUILDING COACH

Attractive New Five Passenger Car on Display at Auto Show

An attractive new Coach has been added to Dodge Brothers line of passenger cars and is on display for the first time at the New York automobile show.

"Characteristically Dodge Brothers," is the comment most frequently made by persons examining it.

Careful regard for quality as well as beauty is evident in every detail of construction and appointment.

The graceful lines are set off to advantage by the lacquer finish in Dodge Brothers blue, with a body stripe of cartouche yellow. Shroud and belt are black and the artillery wheels are blue. Doors and windows are exceptionally large, affording a clear vision on all sides and permitting passengers to enter and leave the car with the greatest ease. Each of the two doors is equipped with a pull to handle on the molding, greatly simplifying the closing. The car is locked by a high-grade lock on the right door.

The two front seats tilt forward adding further to the convenience of occupants. The rear seat is spacious and comfortable, affording ample room for three adults. The upholstery is dark brown, attractive and of excellent wearing qualities.

The equipment also includes a rubber mat in the forward section and a carpet on the rear floor, some light, foot rest, mechanical window lifters, transmission lock and automatic windshield wiper. The latter is controlled by a valve on the instrument board and is regarded as unusually efficient. The windshield is of the one-piece self-ventilating type and carries a fixed visor.

Equipped with balloon tires and a non-rumble roof, and built on Dodge Brothers standard chassis, it rides smoothly and comfortably over any roads.

There is a reason to believe, according to Mr. Bonesteel, Dodge Brothers dealer, that demand for the Coach will quickly reach exceptional proportions.

"The sturdy construction and smartness of the lines and interior appointments, not to mention the proven dependability of the chassis, make it difficult to believe that this coach could be sold for \$1,095 f. o. b. Detroit," he said. "But that is the price—and I am certain the public will like it."

Salem Boy Sends Letter From London

London, Dec. 12, 1924
The parents of Arthur Rosebraugh, the Salem Rhodes scholar in London, is having a six weeks vacation and is spending it in Wales. He writes interestingly to his folks here as follows:

"I arrived here in the thick of one of the fogs that made London famous. It settled down Tuesday evening and is just clearing off. They say it wasn't really as bad as a London fog can be but it was surely bad enough. I should have been disappointed if I had not seen one while over here but now that I have been thru nearly three days of one I am quite satisfied. It was the thickest mixture of water, smoke and soot that you can well imagine. It is impossible to keep clean in London at any time but in a London fog there is no use trying.

It is comparatively clear this

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morning the you can see no distance. But it has turned quite cold. A wet penetrating cold which freezes your back while your front thaws before a pitiful little coal fire. Such weather, with the tragically inadequate heating facilities of England makes one quite miserable, but I suppose I can't hope for much else for two or three months now.

I appreciate your account of the waitings of the under dogs after the OAC game. It did my heart good and I should love to have been there to keep them a-long in placing the blame for their defeat. One of my letters was from Estelle and she refused to comment on the game otherwise than to say it was "sicken-ing." However, she enclosed two newspaper accounts of it.

On last Tuesday I saw the university Rugby match. There was a terrible crowd going out to the meet and I stood for three quarters of an hour going out on the train in a compartment intended for six but in which 15 had crowded.

It was quite worth while for it was a splendid game almost as good as a poor American football game. Oxford won 11-6. That afternoon we went to a theater which both the Oxford and Cambridge teams attended. The crowd was largely undergraduates from the two varieties and they nearly wrecked the place. When we got out, rather late, the fog had settled down and the only way of getting home was to walk. It was some miles and not too pleasant in a dense fog but we finally arrived at the club at about 1:30 a. m.

The morning before the Rugby match we got down to Buckingham Palace just in time to see the procession in which the king and queen went to open parliament. It was a most gorgeous affair and the king and queen looked quite like sovereigns but I won't attempt to describe it now.

Wednesday evening I made my way thru the fog, by subway mostly, and had tea with Lady Cecil and her two charming daughters. They were most human and pleasant and insisted that I should let them know when I was in town in the summer and they would plan some parties and such. They seemed to be sincerely sorry that they were leaving for the country right now.

I believe Ruth owes me a letter and I wouldn't mind hearing from the rest.

Love and best wishes to all

ARTHUR

Horses in Canada Laugh At Tractors and Autos

WINNEPEG, Dec. 27.—A n y fears that the horse would be supplanted by the automobile and tractor in Canada are unfounded, it is indicated in a report of the

department of agriculture, which shows the horse population in the dominion has increased 100,000 in the last year. The number was placed at 3,546,233, compared with 3,445,233 horses last year.

The principal increase was in western Canada. The increase was attributed to a revival of interest in breeding draft horses, the demand for horses for farming due to increases in

agricultural production, and the greater use of horses for lumbering activities, city transportation and in other fields where horsepower compares favorably with traction power.

A NEW COACH

Recognizing the demand for a truly comfortable and economical car of the coach type, Dodge Brothers have provided it.

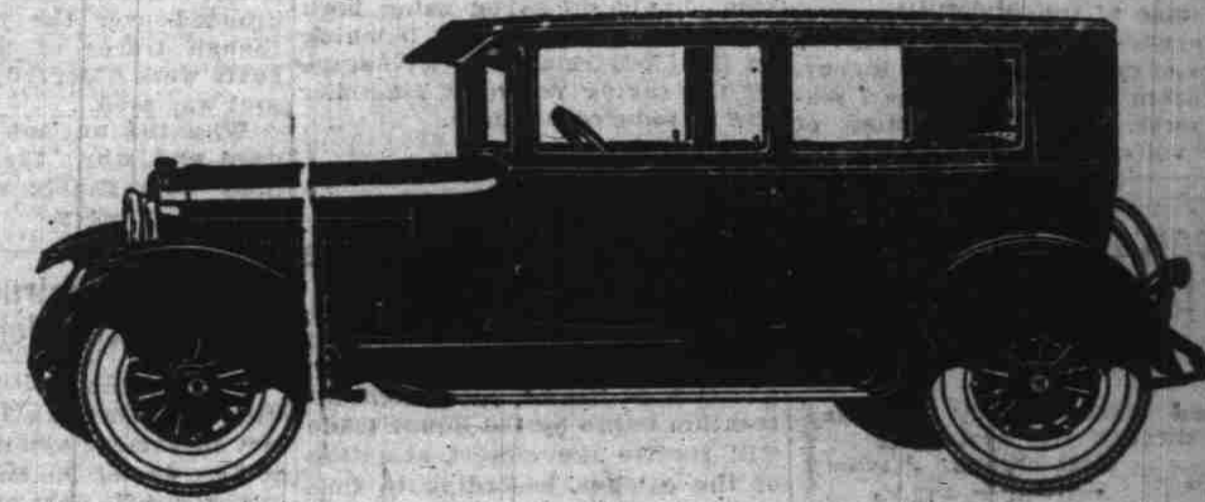
The new Coach reveals a characteristic maturity of design—in the low-swung lines of the body, in the arrangement of the interior for five-passenger comfort, and in the exceptional dimensions of the doors and windows.

The car is lacquer finished in Dodge Brothers blue with a body stripe of cartouche yellow. Fittings and fixtures are first quality throughout, and balloon tires are standard equipment.

So far as riding comfort and dependability are concerned, it is only necessary to add that the Coach is built on Dodge Brothers sturdy chassis and cushioned by Dodge Brothers underslung springs.

Bonesteel Motor Company

474 South Commercial



Nash Leads the World in Motor Car Value

Announcing Kirkwood Motor Company Nash Dealer

IT IS A genuine privilege and pleasure to announce that the Kirkwood Motor Company has assumed Nash representation in Salem, Oregon

We feel that Wentworth & Irwin, Inc., and Nash owners in this territory are fortunate in having the Nash franchise entrusted to an organization of such unusual ability and splendid reputation.

The new Nash home at 246 State Street, embraces not only attractively arranged show rooms, but also a service station ably provided with modern and efficient equipment.

And the mechanical personnel is of expert and specialized ability, each man being selected because of definite qualifications.

You are cordially invited to visit the new show room to view the entirely new line of Nash cars—the Advanced Six Series and the Special Six Series.

Both in engineering and body artistry these new cars offer advancements new to the industry. They are certain to compel your profound admiration.

Grouped among their many attractive features are new-type 4-wheel brakes of special Nash design; full balloon tires and disc wheels as standard equipment; new force-feed oiling system; and superb new performance qualities.

ADVANCED SIX SERIES—SPECIAL SIX SERIES

Models range from \$1095 to \$2290, f. o. b. factory

NASH

Wentworth & Irwin, Inc.

21st and Washington Sts.

Portland, Oregon

CHEVROLET HAS A NEW CAR

NEW value—new quality—a new line of Chevrolet models far better than ever before. The public has recognized that Chevrolet represents a high standard of quality at low cost. As a result Chevrolet has become the world's largest producer of automobiles with standard three-speed transmission. Now this Chevrolet quality has been greatly increased. The new Chevrolet embodies quality features such as you would expect to find only on cars of much higher price.

NEW bodies—of even greater beauty and comfort. Open bodies are longer and have new windshield with very low bottom panel, rubber weather stripping. All models have cowl lights and new instrument board refined and cut away for more leg room. The new radiator is of more beautiful design, made of non-rusting airplane metal. All closed models have new and exceptionally beautiful Fisher bodies with the new VV type closed body one piece windshield and automatic windshield wiper.

NEW chassis—with a larger, stronger frame; new semi-elliptic chrome vanadium steel springs; new and stronger front axle; completely new rear axle of finest construction—banjo type with one piece, pressed steel housing and greatly strengthened gears; improved fully enclosed, dry plate disc clutch which requires no lubrication; extra heavy brake bands on big 11-inch brake drums; a new and easier steering mechanism and many improvements on the famous Chevrolet motor.

NEW finish—all models are finished in Duco, the new finish that retains its color and lustre almost indefinitely and withstands very much harder usage. Here, again, is a quality feature hitherto not found in other low-priced cars. The new Chevrolet open models and coach are finished in rich dark blue—on the sedan is used a beautiful aquamarine blue for lower panels and hood, upper panels in black—coupe with lower panels and hood in sage green, upper panels in black.

Watch the papers for announcement of its arrival in Salem

Newton Chevrolet Co.

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