

75,000 POUNDS OF SALES SLIPS USED

Student Sends in Statistics of Interest to Western Auto Supply

In a recent advertisement, the Western Auto Supply company made the statement that during the year of 1924, more than five million sales slips were used in their chain of stores.

Evidently some statistics bug couldn't resist the temptation to figure it all out and the following information was received a few days later at the Western Auto Supply company.

"If all the sales slips used were placed end to end the result would reach from San Diego to Seattle, with enough remaining to run down to Spokane. If the paper was rolled toward the East it would reach from Los Angeles to Kansas City and still have a hundred miles of the paper left over."

75,000 pounds of paper was used in making the sales slips and if placed flat, one on top of the other, they would make four stacks the size of the Woolworth building.

Supposing one salesman could write the entire five million tickets; if he worked eight hours a day, six days a week, allowing one minute to each ticket, it would take thirty-three years and five months of continuous writing to finish the job. Over 70 gross of lead pencils would be consumed in the operation.

Who knows but that the student who compiled the above information may have started a new fad called "Statistics" that may even replace the cross word puzzle craze.



Large Amount of Blue Print Used By Packard

In an automobile factory where, to preserve the quality of the finished article, nearly everything that goes into the car is manufactured rather than bought, many miles of blue prints are used annually. In the factory of the Packard Motor Car company it was discovered that during a year 1,215,738 square feet of blue print paper are used. This represents 434,100 running feet, or 82.2 miles of paper ranging from 30 to 42 inches in width.

TOO MUCH LEGISLATION

That prevention of undesirable motoring legislation has become the outstanding automobile problem of 1925, is the belief of Thos. F. Henry, president of the American Automobile association.

In Mr. Henry's opinion there will be more legislation during the present year that will need to be killed rather than enacted.

Conditions, he says, have reached a point where it is easier to put through an adverse motor law than a helpful one, and with the motorist carrying about as much taxation burden as he is able to shoulder, failure to defeat a number of questionable bills now pending, or about to be introduced, will be a serious handicap to the further progress of motoring and motor transportation.

With forty-five state legislatures convening this year the A.A.A. legislative board is said to have good reason for issuing a warning to motorists through the organization's 700 affiliated motor clubs.

According to a recent A.A.A. bulletin the nation will be swamped with adverse motor laws unless the motorist recognizes the problems and takes steps to combat it.

HISTORIC FORK LANDS IN MUSEUM

LONDON, Feb. 5.—The first English silver table fork, made in 1632, has been bought by the Victoria and Albert Museum, South Kensington. The fork is engraved with the crests of the Manners and Montague families.

MANY CARBURETORS SOLD BY DEALERS

Smith & Watkins, Stromberg Distributors, Sell 560 Carburetors in 1924

Mr. Smith of the Smith & Watkins company, local distributors for the Stromberg carburetor, offers as positive evidence of their smooth performance and gasoline economy their sales record for the year of 1924. Having sold five hundred and sixty Stromberg carburetors to satisfied owners in the year of 1924.

The efforts put forth in the manufacture of the Stromberg carburetor is an education in itself.

The engineering staff of the Stromberg company have developed considerable special apparatus for testing carburetors and which eliminates all guess work in connection with mixtures which are suited best for each individual motor.

Their original plan of building special carburetor equipments for all makes of cars has reached such proportions that they have recently organized a special department to carry on that class of work.

This special corps of engineers prescribes carburetors, heaters and hot spots as they are called to a car, precisely the same as a doctor prescribes medicine to a patient to cure his ills. When the Stromberg engineers have decided that they have a carburetor equipment for any certain car that shows a noticeable improvement over the regular equipment that is furnished on the car, they immediately dispatch several of these equipments to their various branches and distributors throughout the United States who in turn test them out and send reports back to the factory. In this way they can get a check on the operation of the carburetor in all climates and altitudes.

Mr. Smith tells us we would be very much impressed with one of the tests made by Stromberg factory "the cold box" where the engineer drives a car in and bring the temperature down to twenty degrees below zero while the car is put through all the test under winter conditions.

PORTLAND ANNUAL AUTOMOBILE SHOW

By W. C. CONNER
The 16th annual motor show at Portland came to a close last evening and was one of the greatest automobile shows ever held in the Pacific Northwest. The attendance and interest increased with each of the eight days exhibit and many entertaining features were on the program from day to day. Manager Ralph Staehl, is receiving congratulations on every hand upon the success of this big show and he merits it for he worked untiringly to make this show bigger and better than any former show of its kind held in Portland.

On Wednesday and Thursday nights style show was held, which brought out the ladies in large numbers who are always interested in the latest wearing apparel. A draping contest was a feature of the style show and special music was provided. Musical and vaudeville numbers added to the interest of this big show every evening.

After viewing the many new models of automobiles one could but realize that the outstanding feature is the great length to which the designers have gone to increase the comfort of riders, to make both the cars and the occupants safer and to promote the convenience of the owner. Although it cannot by any means be

said that the engineering advance has reached the ultimate, the automobile industry for a time at least, has attained a period of stability.

No really great changes have been made in design or construction during the past 12 months. There have been many small, but nevertheless, important improvements in practically every car on the market. They have to do with things that cannot be seen and are not thought of often.

A feature for making cars safer and easier to ride in is the increasing use of balloon tires and four wheel brakes. Though they are an old story to motorists by now, their general adoption stood out at the 1925 show.

Lubrication has come in for a great deal of attention, and rightly, too, for at the end of a couple of years service its value in the used car market depends. Its trade-in value is dependent upon how little the dealer accepting it has to spend on it to put it in first class condition for resale. Better lubrication means less wear. Hence the adoption of systems that supply lubricant under pressure to all moving parts has become almost universal, and several manufacturers have carried such development to even greater lengths.

It is in the little things, though, that engineers have striven hardest. Motor vibration, for example, has been practically eliminated. Some of the modern four cylinder motors run as silently and as sweetly as did the sixes of a short time ago. New methods of balancing reciprocating parts, pistons and connecting rods, the elimination of surplus material and the reduction of necessary metal to the minimum consistent with required strength and wear have brought very noticeable improvements in smoothness of operation. In one case the adaptation to a moderate priced four cylinder car of a special balancing medium heretofore used only in high priced cars has worked wonders.

Incidentally, the factory equipment of both open and closed models with a variety of accessories which hitherto have been considered "extras" is another of the ways in which makers have increased the comfort, safety and convenience of their products. There is scarcely any excuse now for a purchaser buying anything but gasoline and oil when he takes delivery of his new car—and even that is supplied by quite a few dealers.

There were however, a few new ones which afforded surprises to the automobile public, among which was the new Gardner straight eight, the Willys six and the new Overland six cylinder line as well as the new steel frame Overland fours in closed models. The Jewetts, Hups, Cleavelands, Maxwells and many others came out with distinctive new lines and features, including the Chevrolets.

Sidelines at the show that attracted considerable attention were the motor boat section, the motor truck exhibit and the automobile accessories departments, all being of more than usual interest.

Every visitor commented most favorably upon the beauty of the decorations and lighting effects, the entire show room being done in Spanish style, the young lady ushers also wearing Spanish costumes. All this blended very harmoniously with the new color schemes adopted by the automobile manufacturers who have dipped in pastel shades for their 1925 models including suburban blue, Buckingham blue, Canterbury blue, Collins blue, Dorothy blue, ultra-marine blue, Marine blue, robin's egg blue, Algerian blue, bamboline thistle green, sage green, Bolling green, Buckingham gray, French gray, torpedo gray, moleskin gray, Dundee gray, chipmunk brown, Orriford Lake and Derby red. Even the old masters would have found inspirations in such a variety of new color schemes.

The gradual trend towards the closed type of body has recently been given decided impetus through the introduction of the coach by some of the largest pro-

ONEIDA COMPLETES MAIDEN VOYAGE

First Ocean Voyage of Ford Freighter Shows Feasibility of New Methods

DETROIT, Michigan, Feb. 7.—Demonstrating the feasibility and economy of shipping automobile parts from Detroit to southern and southwestern points by rail and water rather than by all-rail routes, the S. S. "Oneida," Ford-owned freighter, successfully completed her maiden voyage around the coast of the Atlantic and Gulf of Mexico, arriving at Houston, Texas, the terminus of her route, December 13. The "Oneida's" cargo, loaded at the River Rouge plant and Norfolk, Virginia, to be delivered to Ford assembly plants in Jacksonville, Florida; New Orleans, Louisiana; and Houston, was stowed and unloaded by methods new to this class of shipping, which showed marked economies in time and labor. Schedules were closely met, motors carried on the "Oneida" to the New Orleans plant being assembled into cars on the day she arrived.

Unloading methods first put into effect at the Jacksonville plant when the "Oneida" tied up at the recently completed Ford docks there proved unusually efficient, so that arriving at 2 p. m. December 1, she was ready to leave at 2:30 p. m. December 2. With parts stowed "loose" in the hold, classified in vertical "piles" the unloading simply consisted in removing a horizontal layer of parts to secure the needed quota for the Jacksonville branch. Motors were run directly into the new assembly plant stock room on trucks, drawn by Fordson tractors while the smaller parts were taken from the hold in large pans. This is practically an application to marine shipping of the Ford principles of loading freight cars with parts unit assemblies.

Arriving at New Orleans, December 7, the "Oneida" unloaded at Chalmette pier less than a mile from the assembly plant, the parts being transferred by freight cars.

With two-thirds of her original cargo discharged, the "Oneida" was loaded with 80 Ford closed-car bodies for the Houston branch. (New Orleans assembles these for Houston.) Commercial cargo for Houston was also taken aboard.

Leaving New Orleans December 9 the "Oneida" reached Houston via the 50-mile-long Galveston-Houston ship channel and was the first boat to tie up to the new Municipal pier No. 12.

The cargo, including parts for approximately 3,000 automobiles was equivalent to approximately 125 carloads, 17 per cent of which was unloaded at Jacksonville, 33 per cent at New Orleans, and 50 per cent at Houston.

The "Oneida" carrying 1,650 tons of sugar as a commercial cargo began her return trip December 13, bound for New York, arriving December 26.

OPERATING COST HIGH
"Financially speaking, many American car owners are motoring on thin ice. The manufacturers have gone the limit in offering exceptional values in new cars at exceptionally low prices. But operating costs are mounting. If motor vehicle taxes continue to increase, motoring may be badly crippled, for thousands of persons who now motor, and who support business in general as a consequence, will be obliged to cut down. They cannot burn the candle at both ends," says Thos. P. Henry, president of the A. A. A. ducers in the industry. The price of this closed style of car is, on an average, not a great deal higher than the open type. As a result, the closed body type is bound to predominate and this tremendous increase in good roads, particularly in the rural sections, means that more and more the closed motor car will be used for winter driving.

Utility

Every Day in the Month Twelve Months in the Year

More motorists every day come to the conclusion that for year 'round utility there is no more practical or convenient car than a Ford.

The Fordor Sedan is roomy, comfortable, and attractive in appearance—inside and out.

In city traffic it handles and parks so easily that thousands drive it who could readily afford costlier cars.

On country roads it comes through where heavier cars frequently cannot. Such qualities as these have brought the Ford its well-deserved reputation as the "Universal Car."

Ford Motor Company
Detroit

Runabout	\$260	Tudor Sedan	\$580
Touring Car	290	Fordor Sedan	660
Coupe	520		

All prices f. o. b. Detroit
On Open Cars Starter and Demountable rims are \$85 extra

See the Nearest Authorized Ford Dealer

VISITORS ARE ALWAYS WELCOME AT ALL FORD PLANTS

FEDERAL TIRE SERVICE

MALCOLM HAS THE DRIVE IN TIRES

FEDERAL CORDS

BALLOONS REGULAR TRUCK

Fisk Solids

100% SERVICE

COMMERCIAL AND COURT STREETS, SALEM

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Our plant is now fully equipped with a modern Bake-Oven and we are ready to

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an enamel coat on your entire automobile in any color desired

With the BAKALL System

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The only system in the state which bakes an enamel coat on the entire car.

Reliance Auto Paint Co.

219 STATE

BRAKE SPECIALIST

Are You Taking Advantage of Our FEBRUARY SALE?

Here are a few sample prices on relining service brakes

	Reg. Price	Sale Price
Buick 6—4 wheel brakes	\$21.75	\$16.19
Hodge	11.50	8.52
Hoax	10.40	7.80
Maxwell	9.20	6.90
Oakland—4 wheel brakes	16.20	12.22
Overland	7.50	5.69
Studebaker	11.44	8.58

These prices include labor, rivets and Raybestos Brake Lining. Guaranteed for a year.

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275 SOUTH COMMERCIAL
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"Jim" Smith & Watkins
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This booklet tells, in detail, the things you want to know about a used car before you buy it. It tells you, point by point, just what to look for and how to find it. It is written in plain, easily understandable language that any one can follow. It takes all of the guess work out of used car buying. By following the instructions it contains you can't make a mistake in the car you buy. Here is information the used car buying public has wanted for a long time. Now it is available, in book form, and it is free for the asking. Come and get your copy today, before the supply is exhausted.

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