

DISTANCE FROM SALEM TO	San Francisco	600 miles
	Seattle	263 miles
San Diego	1139 miles	
Los Angeles	1007 miles	
	Vancouver, B. C.	428 miles
	Mt. Rainier Nat'l Park	281 miles

Genuine Perfection Timing Gears Will Quiet That Motor

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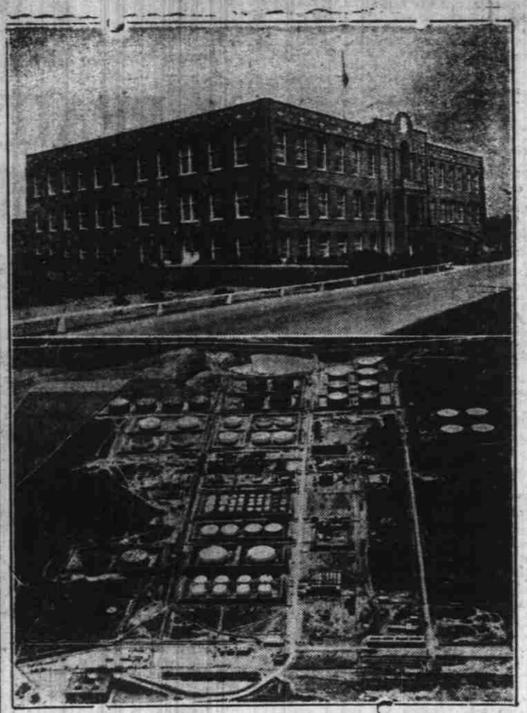
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236 N. High Street. Phone 203

**TWO VIEWS OF THE UNION OIL COMPANY OF CALIFORNIA**



Top—Research Laboratory. Below—Aerial View Los Angeles Refinery, Union Oil Co. of California.

After more than two years' work, the Union Oil Company of California has completed what is generally regarded as the biggest and best equipped institution devoted solely to the securing of better gasoline, oils and other products of petroleum in the west. The structure is the Research Laboratory and is located at the Los Angeles Harbor, where the company's largest refinery is also operating.

The big experimenting institution illustrates the extent to which the oil industry goes toward giving the wide range of consumers of petroleum products the best fuel and lubricants for each particular use.

It was built at a cost exceeding \$300,000 and covers more than 40,000 square feet, all given over to laboratories, and the necessary work in connection with them, in which continual tests are being made to improve existing products manufactured from crude oil. It includes the most complete and advanced equipment for this work in this country.

Over the main entrance of the building the motto of the Union Oil research and development department is carved in stone—"Veritas Omnia Vincit" (Truth Conquers All) which serves to remind the chemists that all research constitutes searching for and using the truth.

The research building is on the same site as the Union's Los Angeles refinery, which was started in 1917 and is still being continually improved and added to. The refinery covers 250 acres and ranks with the country's best. In addition, Union Oil refineries are situated at Oleum, on San Francisco Bay; Avila, Malibu Brea and Santa Paula (in the various oil fields, and at Port Moody, British Columbia.

**FORD CAR RUNS WITHOUT ANY OIL**

The man who used to saw the horse's mouth with the bit until it reared up now has a son who jams on the brakes and smashes into the curb.

In this world, it is not what we take but what we give up that makes us rich.

Running a Ford car without oil through a territory in which none could be procured by stuffing the crank case full of fresh country butter, thereby making possible the continuance of a military trip, was an experience of Arthur E. Fox, first lieutenant, Field Artillery, U. S. Army, while in Poland with the American Polish relief expedition.

Lieutenant Fox was placed in command of a detachment of 18 men at Vilna to establish a quarantine of the Polish-Russian frontier, thus shutting off the principal sources of infection by "de-lousing" 32,000 persons in six weeks while operations were carried on before the Bolshevik advance to Warsaw broke up the work.

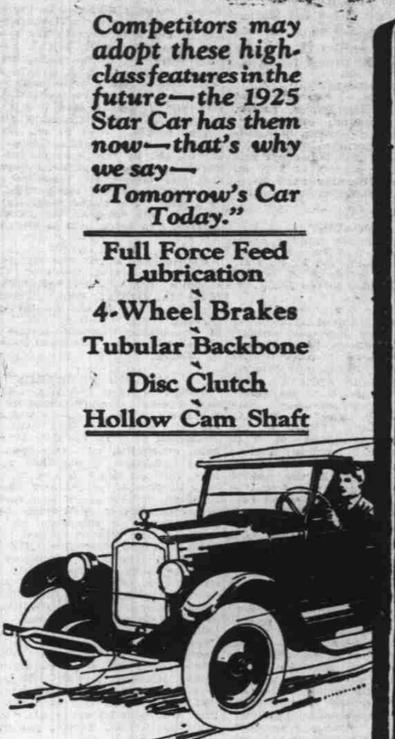
"During this time," Lieutenant Fox relates, "I used an old Ford touring car to make visits to my quarantine stations situated on four lines of railroad coming into Poland from Russia, traveling over indescribably bad roads in all kinds of weather along a front extending from the Baltic Sea to the Ukraine. The adventures of this Ford touring car would fill a book; but there is one episode in particular which is worthy of telling:

"On one occasion, I drove out from Vilna to the estate of a certain Polish countess who wanted to sell me fresh beef for the men of my detachment. Suspecting that the meat we were buying in Vilna had more in common with dead horse than with fresh beef, I was only too glad to go. On the countess' assurance that it was only twenty miles over good roads, I carried no extra gas or oil. After driving 30 miles, mostly in low gear, over or rather through roads where we sank in to the hub caps, we burned out a connecting rod bearing.

"I send my chauffeur and my orderly in different directions to find oil but with small hope of getting it; for oil was almost never to be had in that country. They were gone two hours; and at last in desperation, as night was coming on and the wolves were beginning to howl, I stopped a peasant who was passing through the forest and bought five pounds of fresh country butter which I stuffed down into the crank case. The chauffeur and orderly returned empty-handed just as I was completing this operation.

"Incredible though it may appear, we ran back those thirty

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The Car for the Millions with the Million Dollar Motor

- Value**—The Million Dollar Motor cost a million to build. Fast get-away, powerful pick-up—5 to 25 miles in 44 seconds—power, real power—for any need. "Tomorrow's Car Today."
- Value**—Four-Wheel Brakes that bring your car to an instant stop in any emergency. Safety on slippery streets—no skidding. Star is the only car in its class equipped with 4-wheel brakes.
- Value**—Force Feed Lubrication to all bearings—never a burned out bearing on the New Star Car. Full Force Feed is only one item of protection and long life built into the Million Dollar Motor of the 1925 Star Car.
- Value**—The New low price. Don't think of buying a car until you have seen this 1925 Star. It is the supreme value in comfort, power, safety, economy and appearance in a car priced so low. "Tomorrow's Car Today."



**SALEM AUTOMOBILE CO.**  
F. G. Delano :: A. I. Eoff

WITH THE MILLION DOLLAR MOTOR

**MARTIN LOSES IN WORLD TITLE BOUT**

Charley Rosenberg Outpoints Champ for World's Bantamweight Crown

NEW YORK, March 20.—(By The Associated Press.)—Charley Phil Rosenberg of New York won the world's bantamweight championship tonight when he outpointed Eddie (Cannonball) Martin, defending champion in a 15-round match in Madison Square Garden.

Rosenberg won the title by a clever use of a tantalizing left jab and a right uppercut. Outboxing Martin at every turn and toward the latter part of the fight holding his own in a furious toe-to-toe skirmish that featured the latter

**THE FIRST HUNDRED DAYS**  
Little Mayme Bower, four years old, had attended her first four weeks of school when she was asked how she liked it.

Now little Mayme, may it be said, was always extremely lively and needed almost daily spankings.

"I like school pretty good," answered Mayme, "only the teacher thinks I have a birthday every day."

—Frances Wehnes

**SOME TRIP!**  
Motorist: "Say, buddy, how far is it to Hingville?"  
School-boy: "Well, mister, the way you are headed now it is just 24,996 miles; but if you turn around it is only four miles.—Ex change.

There is one solace for pedestrians: They are responsible for a lot of cauliflower fenders.—Life.

**WALTER P. CHRYSLER'S TRAFFIC TALKS**

**EVERY CITY SHOULD PLAN ITS FUTURE.**

THESE weekly traffic talks are appearing in selected newspapers in every State of the Union. They are read by thousands of men and women in small towns as well as by hundreds of thousands in the larger cities. Those who live in small towns and have not at present anything which resembles a traffic problem should give a thought to the future.

When the city fathers of New York back in 1830-40 decided to set aside what is now Gramercy Park there were those who said that no one would ever get out to that bit of forest. And today Gramercy Park is "away down town" in New York.

In the history of Central Park there is a lesson for every town and city builder. When the city fathers of New York proposed to lay out the great park there was tremendous opposition because it was argued the city never would make use of such a vast area. The park itself was laid out beginning in 1857. Today it is one of the great parks of the world.

The point is that the planning of a town or city should be in hands of sane, sound, thoroughly practical men with imagination. They must be able to look ahead.

If the city builder of a few years ago could have anticipated the growth of motor cars, our cities would look much different today.

The wise small town is the one which anticipates its growth and avoids the mistakes of the big cities. Streets and highways should be wide. Houses should sit back from the street. Building lots should be deep. Sidewalks should be wide.

Wherever there are a few buildings and a hundred people living today there is a community-planning problem. The Easterner who goes West for the first time comes to the conclusion that those who were responsible for the building of many of the smaller towns of the West profited by the mistakes made in the East. Room is provided for lawns between sidewalks and pavement, between houses and sidewalks and all around houses.

The wise city, regardless of size, will actually plan its future.

**Buick**

WHY THERE ARE MORE THAN A MILLION

**Buick Torque Tube Drive**

The fine engineering in Buick motor cars is demonstrated by the torque tube drive. This is a steel tube which transmits the drive from the rear wheels instead of adding this important duty to the burden of the rear springs. The torque tube also encloses and protects the propeller shaft. This type of construction also holds the rear wheels in alignment regardless of road conditions.

**OTTO J. WILSON**  
388 N. COMMERCIAL ST.



WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

WILLYS-OVERLAND FINE MOTOR CARS

**World's lowest priced four door All Steel Sedan with Sliding Gear Transmission**

**\$715** f. o. b. Toledo



The new Overland All-Steel Sedan is giving people much bigger ideas of dollar-for-dollar value... a body entirely of steel, with greatly increased driving vision... greater safety, longer life... light in weight and easy to handle... a big engine of remarkable power... extra strength in size and design of axles... the buoyant riding smoothness of patented Triplex Springs... the advantages of a modern disc-type clutch... amazing economy in upkeep... a phenomenal money's worth at the new low price!

**OVERLAND ALL-STEEL SEDAN FOUR DOORS**

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