

Willard Batteries

—for every make of car

We can fit you out with a brand new battery and have it in your car in five minutes. Threaded Rubber or Wood Insulation, whichever you prefer. We suggest Threaded Rubber. It makes the battery last longer.

"The boss forgot to tell you that we agree to replace Threaded Rubber Insulation if it does not last for the life of the plates," says Little Amper.



JOE WILLIAMS

The Battery Man

531 COURT STREET PHONE 198



NEW TRUCK IS DESIGNED FOR ECONOMY, LONG LIFE

Speedy, Well Made Federal-Knight Truck Tested to Stand Rigorous Service Over All Kinds of Highways

Probably no other features are as important to the purchaser of a motor truck as long life and small upkeep costs. All other items fade into insignificance compared with those that stand for the servicing and road expense of trucks in all lines of service.

To that end, a truck announced last year had several unusual features. The Federal-Knight truck manufactured exclusively by the Federal Motor Truck Company of Detroit, is the only standard truck now on the market that boasts a Willys-Knight sleeve-valve motor in a specially constructed chassis.

For fourteen years the Willys-Knight motor has been turning our records of performance and endurance in the hands of pleasure car owners that have proven to be revelations. These sleeve-valve motors, better at 25,000 miles than when new and improving steadily with use, have been the source of a wealth of favorable comment.

Now, with the acquisition by the Federal Motor Truck Company of the right to use a Willys-Knight sleeve-valve motor in their product, truck owners can purchase this same motor of fine performance, long service and economical upkeep.

The Federal-Knight truck is unique in that it is composed of two tried and true products, making a new product for a demanding market. No one questions the quality of Federal products long on the market. With this new combination of the sleeve-valve motor and a specially constructed chassis of pressed steel, equipped with high test forgings instead of the older type of castings, a remarkably short steering radius of 23 feet, the prospective truck owner has something that more than fills his needs.

PLANS INCREASE OF TRUCK SALES

Chevrolet Sells Nearly 24,000 Trucks During 1924

During 1924 the Chevrolet Motor company was the third largest truck manufacturing concern in the world, being surpassed in the number of trucks sold by only two other automobile companies. Plans are now being formulated which, it is expected, will greatly increase truck sales during the present year and may place Chevrolet in second position for 1925.

There were nearly 24,000 Chevrolet trucks sold last year. These included both the commercial chassis and utility express types, the greater portion sold, however, being of the latter style.

An analysis of 1924, R. H. Grant, vice-president and general sales manager asserts, shows that farmers, dairymen, stock raisers, oil dealers and urban business requiring medium weight delivery car were among the larger buyers of the utility express. A considerable number also were used for school busses.

The utility express has the regular Chevrolet valve-in-head motor but is constructed heavier at various points to conform to the requirements of a speedy, easily operated truck of one-ton capacity. It has exceptionally heavy semi-elliptic springs in the rear. The driving pinion and shaft are integral to eliminate any chance of back lash. Gears are specially heat treated and there is a special bevel gear drive at the rear axle.

The frame is of heavy channel steel, well supported by five sturdy cross members. Extra large brakes are used with an automatic brake equalizer. The transmission and disc clutch introduced on the new 1925 passenger cars are used on the utility express.

The commercial chassis is for lighter delivery work and closely follows that of the regular passenger cars except that it is equipped with heavier springs.

PARADISE REGAINED The world was dark and gloomy as he motored down the street. He'd lost his friends; he had no home; his plans had met defeat. One tire was flat and punctured, and the engine missed on three. His countenance was blacker than the memory of a spite.

Yet when he pined into the curb, joy lighted up his face. And life seemed sweet again—he'd found a parking place. —Los Angeles Evening Express.

Air Route Over North Pole Arouses Interest in Japan

BERLIN, April 4—Germany, the Scandinavian countries and Japan, all are showing interest in a proposal to operate an air route over the North Pole area from the coast of Russia to Alaska. The idea is not particularly new, but it has been revived recently because of the improvements of late years, in airship construction. It is understood that Dr. Fridtjof Nansen has offered to lead such an enterprise, under international support.

An airship a little larger than the Los Angeles is contemplated for the trip. May is regarded as the best month in which to start. Mürmansk, on the north coast of Russia, would be the European point of departure. The route would be over Emperor Francis Joseph Land to the Pole and then over the unknown territory of North Canada to Alaska. The return trip would be over Bering Strait, Wrangel Island, De Long Island, and the unexplored territory of Nova Zembla.

The Japanese are especially interested because success might result in quicker communication between Europe and Japan.

Rickenbacker

A CAR WORTHY OF ITS NAME

Performance

Why is it, that you can drive a Rickenbacker "Six" at 50, 55, or 60 miles per hour for hour after hour, day in and day out, and never over-heat the motor, burn out a bearing, or seize a piston?

You know you can do this, because Cannon Ball Baker has been doing it right along in his sensational feat of breaking the trans-continental, the "Three Flags" and other long-distance records.

That oil film is kept always the same by a pressure of 150 pounds or more—pumped positively to each bearing. And that is just how it is done in the Rickenbacker.

In this case, the maximum speed of the crank-shaft is 3500 R. P. M.—at which the car is going 70 miles per hour; 50 pounds pressure here, is equivalent to 500 in the other case.

Tell you:— Steam turbines in large ships; Dynamos in electric plants, turn up 30,000 to 40,000 "revs" per minute.

Do it 24 hours a day—several days at a stretch. That is possible because there is always a thin film of oil between the rapidly revolving shaft and its bearings.

Always!—because, if for a second, that vital film of oil were not there, the bearing would run hot—and the whole thing go to pieces.

This force pump—this lubricating system—guarantees you that precious film of oil all the time so long as there is any in the reservoir.

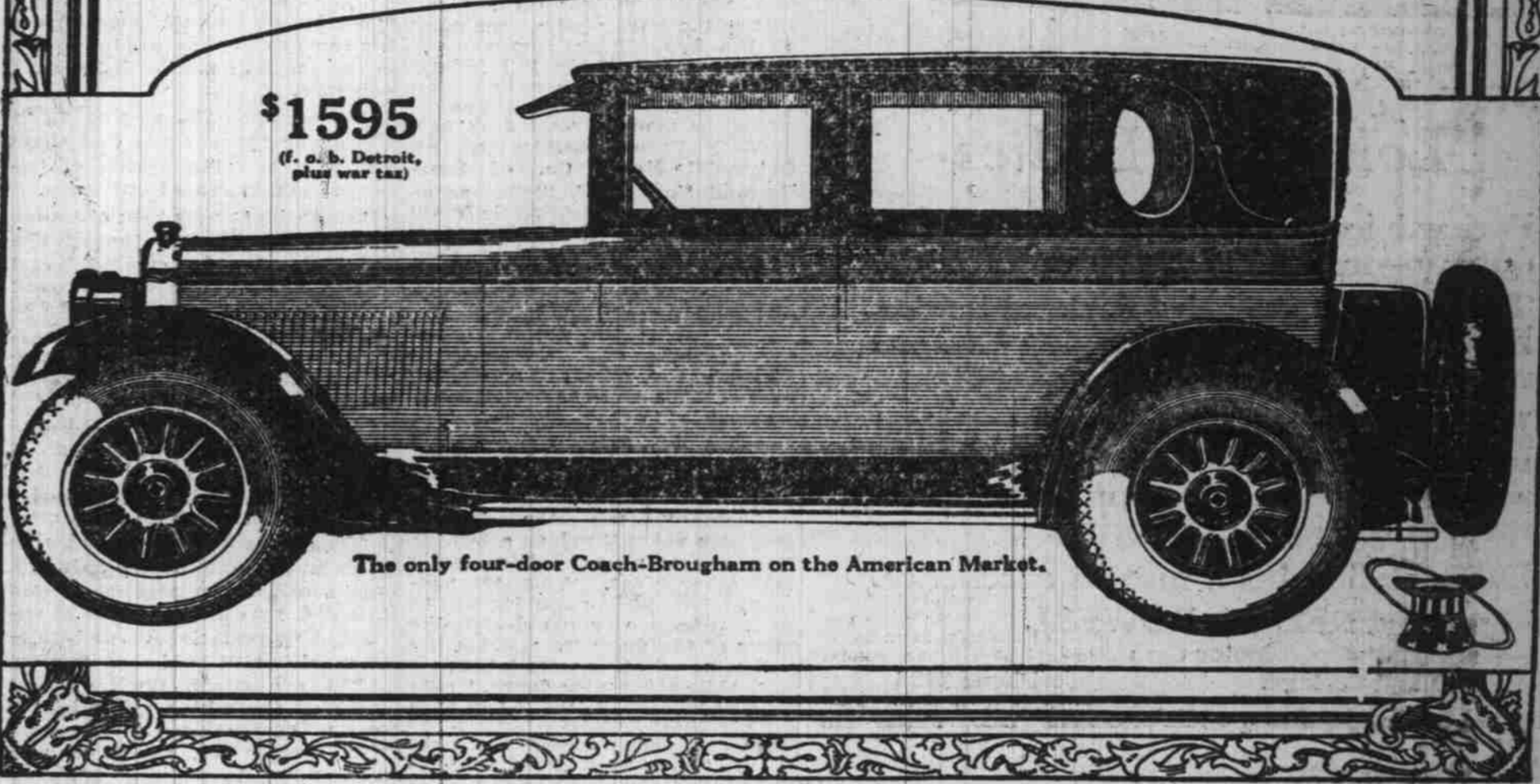
Sustained speed—full power with open throttle, hour after hour—is possible only when the motor has a perfect system of lubrication.

This is only one feature in which the new Rickenbacker is supreme. Drive this Rickenbacker Six yourself—it will be a revelation to you.

F. W. PETTYJOHN CO.

After We Sell We Serve.

219 N. Commercial



\$1595 (f. o. b. Detroit, plus war tax)

The only four-door Coach-Brougham on the American Market.

Petrified Trees Resist Winds and Rain of Nevada

TONOPAH, Nev., April 4—That there is a petrified forest, one of the most beautiful in the country, within 40 miles of Tonopah, is a fact not generally known. More than 100 petrified trees are still standing, just as they grew originally. Little has been written about this forest on account of its inaccessibility.

The unique forest covers several hundred acres. The ground is strewn with the fossilized bones of animals, and here and there are small caves. The entrance to the forest is through a small canyon which widens into a river bed which, in design, reminds one somewhat of the Grand Canyon.

William Gomm, of Tonopah,

with a party, recently visited the scene and brought back several sacks of bones and teeth of enormous size. He said the trunk of one of the petrified standing trees was fully 50 feet high and 15 feet in circumference.

Gomm has written the secretary of the interior suggesting that the forest be made a national park.

IRISH AUTOS MULTIPLY

DUBLIN, April 4—Northern Ireland is proud of its development of motor traffic. In the past two years the number of motor vehicles licensed in the six Ulster counties has risen from 17,200 to 26,000, of which about 2,000 are heavy lorries. There is now a motor for every 58 people in the six counties, as against one for every 67 in Great Britain.

"Just Living" Is Nazimova's Youth Secret



Vitagraph Star Keeps Young by Taking Interest in All That Goes On.

By DOROTHY MALDEN

THE secret of eternal youth has been discovered at last. It's in the keeping of the great emotional actress, Nazimova.

Almost every fellow of Vitagraph's "The Redempting Sin," produced by J. Stuart Blackton, in which she stars, emphasizes one fact in particular—that Nazimova is growing younger every day.

Everybody knows, of course, that she has always been a favorite of men picture-lovers everywhere. Her alluring glances, her perfect form, her marvelous dancing—here's a collection of charms to which no man could possibly be indifferent.

But a far more significant thing is this: She's at the same time that greatly to be envied rarity, a woman's woman. It's the women who are commenting most upon her personal youthfulness and who comment not in a spirit of envy, but rather, with a wealth of admiration—and awe.

Nazimova is young, and she keeps her precious youth by owning a multitude of varied interests. She differs from the traditional artist who passes the hours of the stage or the production lot in solitude and the nursing of her temperament. She lives life. She's interested in those about her. She belongs. And foremost among her interests is her home.

In Hollywood is an artistic little house that the barkers on the ruble-neck wagons point out as "The house that Nazimova built." Between pictures Nazimova, having turned over and over in her mind her conception of a homely nest, sketched it on paper just as she wanted it. She did more than draw a few lines and curves. She figured out everything according to scale. She didn't stop figuring until she knew the exact linear distance from the bottom step of the project to the top. She even

placed the drain-pipes—on paper—with the exact indications of the space they were to occupy. And when she submitted the specifications to an architect, there was mighty little left for that trained expert to do.

Now there is no disputing that a woman who, in building a home, is her own architect and engineer hasn't time to grow old, at least until the house is ready for occupancy. Even then Nazimova didn't sit down and bid the wrinkles come. When the carpenters and plasterers moved in, and the interior decorations to an architect, there was mighty little left for that trained expert to do.

Interiorly the house has never been finished—perhaps never will be—for she is constantly revising the color scheme. Logically, if one's emotions change from day to day, so also must emotion-expressing decorations.

Nazimova, don't forget, is the Polish girl who entered America by the melting-pot route, whose home for months was on New York's so-called, throbbing East Side. Just as for a long time before that it had been in London's drab, tooming Whitechapel—because she could afford no other. There's a wealth of romance in her rise to fame and affluence.

When she acted first in London it was in the production of the first Russian play that city had ever seen. Owen Johnson, the American novelist, who is a Russian scholar, was there at the time, and was of great assistance in acquainting her with English customs and the mysteries of the London



theatre. When she had come to this country Richard Barthelmess' mother became one of her early American friends, and proved invaluable in helping her to widen her English vocabulary.

Nazimova is intensely American now—and a feminist in spirit. The solitary rift on her domestic sea is the fact that her husband, who is English born, has neglected to be naturalized—hence she isn't an American citizen and can't vote.

But the husband considered the other day that he is going to make amends very soon. It's because he, too, is a home-body that he hasn't done it already.

Next to home planning—and executing—Nazimova, say those who have had glimpses of her intimate home life, finds her greatest pleasure in the company of books. She reads Russian, French, German and English indiscriminately. There's a select little group of friends who, on rare occasions, are afforded the treat of hearing her read aloud. When she has a novel in her hands the artist acts it, translating the emotions of her characters, through gestures and vocal modulations, just as if she were giving a performance on the stage.

And so Nazimova keeps young. An emotion a day keeps the wrinkles away.

ITEMS FROM THE INDIAN SCHOOL

Some Clippings From the Newspaper Published at Chemawa Institution

(Following are some items clipped from the Wednesday issue of the Chemawa American, the weekly newspaper published at the Salem United States Indian Training school of Chemawa.)

The engineers have recently placed new arches of fire brick at the rear of the boilers at the power plant.

This week sees preparation for the yearly brightening up of fences, barns, and other places, through the use of whitewash.

All girls' companies came out in new spring uniforms last Sunday evening at flag salute. Miss Vesper and her sewing classes in the domestic art department deserve much credit for the pleasing appearance of companies A, B and C.

The carpenters, electricians, plumbers and masons are bringing our shops to a rapid completion. Floors are going in and radiators are ready to set. Wiring is nearing completion, and windows between carpenter shop, shoe shop, and new exhibit hall, will soon be closed up.

Many applications have been made to join the Scouts. Remember, scouting is not all play; it is the making of future men.

Chief Scout Executive West of the national headquarters in a speech in Portland recently said, "that during his visit to West Point he found that 62 per cent of the cadets had been scouts, and at the Navy Academy 42 per cent had been scouts." So it must be a good organization.

the country had a population of 52,000,000.

One cause of the increase is found in the fact that women are smoking, not only after meals, but at all times of the day and everywhere. Also, there is no

age restriction on the sale of tobacco to juveniles.

A recent local exhibition arranged by the Anti-Nicotine union, designed to portray the alleged harmful effects of tobacco, failed to interest the public.

YOUR CAR NEEDS NEW PARTS

SEE US

"JIM" "BILL"

Smith & Watkins

Rings	Gears	Bolts
Pistons	Gaskets	Bushings
Wiring	Grinding Compound	Brake Lining

Come on over!

Austrian Factories Active Rolling Tobacco for Women

VIENNA, April 4—The use of tobacco is increasing enormously in Austria. Although the population today is 6,750,000, the state factories now turn out more cigars than they did before the war when

Duco—Duco—Duco

First a Whisper, Now the Thunder of Appreciation For Duco

The leading cars of America are using genuine Duco as standard on all models.

Come in and see us and make arrangements to have your car refinished in some of the beautiful new colors

O. J. HULL AUTO TOP & PAINT CO.

Rear of Fire Dept.—In Alley. Phone 578

Spring Opening Week

April 6th to 11th

THE latch string is out all day and every evening of our Spring Opening Week. Drop around and give the 1925 "Stream-Line" Harley-Davidson your once over. Low hung for luxury and easy control—better sprung and bigger-tired for luxurious comfort. Twenty-seven new features you'll like and yet the price is reduced.

Spring Opening Week is the start of the big riding season. It's the best time of the year to get acquainted with Motorcycling—Outdoors' Greatest Sport.

Come on over and let's go for a ride. Then ask us about our new easy Pay-as-You-Ride Plan.

Harry W. Scott

"The Cycle Man"

147 So. Com'l St. Salem