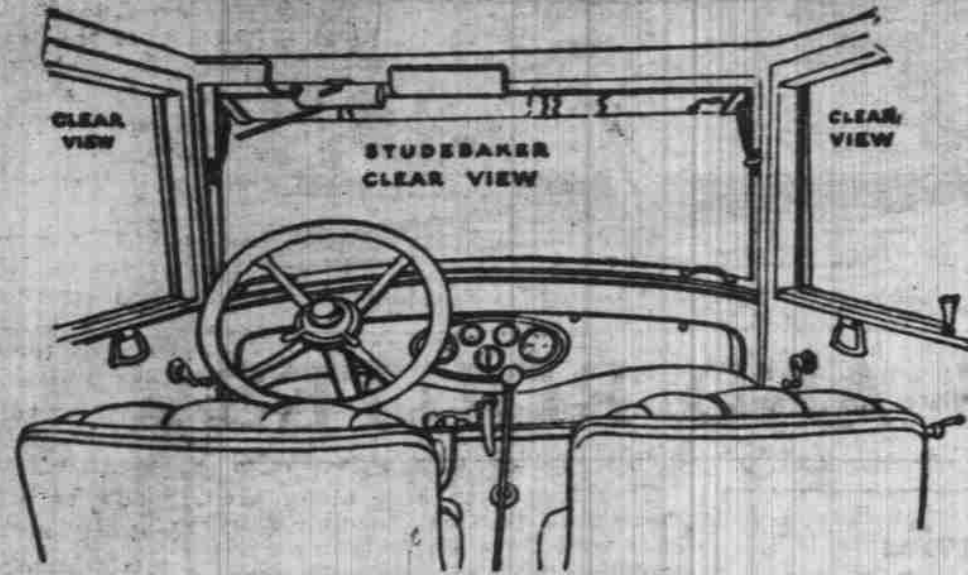


UNOBSTRUCTED VIEW



Every closed motor car should have an unobstructed view from the interior, not alone for the driver, but for passenger as well.

Driving through beautiful America has no pleasures for anyone shut in from the outer world.

A one-piece windshield, standard on most better cars nowadays, has

taken away that rubber gasket that formerly cut right into the view ahead. Great, wide side windows now give as open a view to the passenger as to the driver.

These are the things of benefit to the car owner and user to which modern motor car builders have had to give attention. They should be insisted upon.

BUS-RAIL MEET PLANNED

TRANSPORTATION OFFICIALS TO ATTEMPT SETTLEMENT

Hoping to find a way out of the conflicts which have arisen from rail, bus and truck competition, transportation chiefs are to meet at the Mid-West Motor transport conference at the Hotel LaSalle, Chicago, May 27-28.

The battle at this gathering will be a three-cornered one, with the farming element acting as referee.

The rail and electric lines have been claiming that they are suffering from cut-throat competition, while companies operating motor vehicles have charged that extension of their operations is being blocked in sections where they could give better service at lower prices. Meanwhile, the farming associations want to know when transportation is going to be improved and distribution costs lowered.

The mid-west region is the hotbed for these issues at the present time. Interstate commerce commission representatives are to attend the session on "Is Regulation of Interstate Motor Vehicles Necessary?" With many lines crossing between Indiana, Ohio, Illinois, Michigan and Wisconsin, this question is a major issue.

Charles W. Chase, vice-president of the Chicago, Lake Shore and South Bend Railway, is going to state the situation of the electric lines, and John A. Ritchie of the Chicago Motor Coach company, will present the position of the bus in the transportation picture.

Hon. Wm. M. Jardine, secretary of agriculture, will address the conference. W. H. Lyford, vice-president of the Chicago and Eastern Illinois Railroad company, and T. C. Powell, vice-president of the Erie Railroad, will be the opening spokesmen for the steam roads, to be followed on the second day by E. C. Woodruff, general freight

WILLIARD COMPANY IS PROOF AGAINST CROOK

SERVICE STATION NETWORKS OPERATE HARMONIOUSLY

Organization Brings About Down-Fall of Bogus Check Men And Others

The network of more than 5000 Willard battery service stations throughout the United States besides being a selling and servicing organization has proved a valuable adjunct in the detection of crimes as one man has found to his sorrow.

The sorrowful man is known under five aliases as a passer of bogus checks, supposedly issued by the Willard Storage Battery company. With them he has victimized hotels, leaving a trail from Georgia to Keokuk, Ia., where he was apprehended.

That's where the service station comes in for the glory. The Willard battery men tipped off the hotels in their own localities to watch for the check passer.

A. H. and T. J. Conrad, brothers, operating a Willard service station at Keokuk posted the hotel there and when "J. B. Watson" presented a "Willard" check for payment he was detained for investigation. He is still being detained and the underworld telegraph system is buzzing with the advice to "lay off" the Willard company if check passing is your "racket" because the service station organization of the company provides too clever an intelligence bureau and Bertillon system.

Underworld telegraph systems are spreading the advice to bogus check passers to keep away from using the Willard Storage Battery company's name. This is because one of the fraternity reckoned without the network of more than 5000 service stations representing Willard throughout the country.

A trail of fraudulent checks ended at Keokuk, Ia., after crossing half the United States when the Willard battery men, operating service stations, stepped into the picture and asked hotel owners to keep their eyes open for the man who had been victimizing hotels with bogus Willard paper.

CARS PAY HIGHWAY BILL

COST OF FEDERAL AND STATE ROADS COVERED BY TAX

Answering the current question "Who pays for the highways?" Alfred Reeves, general manager of the national automobile chamber of commerce, stated at the Portland Cement association in an address at the Hotel Baltimore, New York, tonight, that taxes paid by the automobile are greater than the entire cost of construction and maintenance of all the federal and state highways.

"Government figures now available for 1924," said Mr. Reeves, "give \$550,000,000 as the total for motor transportation taxes paid during the year. The cost of the federal and state highway programs during the same time was \$12,000,000.

"These roads constitute the main highways of the nation and serve about 80 per cent of the total vehicular mileage.

"The total highway bill, including county roads, amounted to about \$1,000,000,000. It will be seen that the special motor taxes now equal even more than one-half of this amount. The remainder is paid for out of general taxes, federal aid, and bond issues, the interest and amortization charges of which are borne eventually, in part at least, by the motor vehicle user.

The Statesman cover county news more thoroughly than any other paper in Marion county. Our special correspondents do it.

MOTORCYCLE CLIMB TO BE HELD TODAY

The annual hill climb of the Eugene Motorcycle association on Mt. David, Cottage Grove, Oregon, will take place today, under the auspices of the Lyons club of Cot-



Cody Evans, who rides for Harry Scott, Salem cycle man.



Mt. David, Cottage Grove, Ore.

LAMENTS LACK OF GOOD MANNERS IN MOTORING

CODE OF ETHICS SHOULD BE ADOPTED, EXPERT SAYS

Common Decency Ought to Be Many Habits of Autolists, It is Stated

The present lack of good manners in motoring calls for a code of ethics to be observed by automobile drivers, is the belief of Robbins E. Stoeckel, commissioner of the Connecticut state department of motor vehicles, whose views on this subject are being sent to the country-wide membership of the national safety council. Mr. Stoeckel's suggestions are intended to impress motorists with the importance of courtesy to fellow drivers and pedestrians alike. His advice should not only help to prevent accidents but should keep some motor operators out of trouble.

"To be a good driver, in the terms of applied ethics, is to be a person of good manners, truly an altruist, ready to see and appreciate the problems of others, to make proper allowances for them and to exercise even a little more patience, care and consideration than is actually called for by the letter of the law," declares Commissioner Stoeckel's bulletin.

Pointing out that there are certain actions which are so obviously bad manners that it becomes a source of wonder how any person can bring himself to commit one of them, Mr. Stoeckel cites examples, such as:

Driving an automobile through water or mud so as to splash same upon pedestrians, a common pastime with some motorists who have peculiar ideas of what constitutes a joke.

Failing to give proper warning to a pedestrian or other user of a highway. Even animals should receive reasonable notice.

Using the horn to signal a person inside a house or to attract the attention of people passing, instead of reserving the horn for safety purposes only.

Neglecting to give proper attention to headlights, thus often caus-

ing inconvenience and danger to others.

Disobeying the instructions received from traffic officers and trying to steal a few feet of space, instead of remaining in the proper spot, a practice that not only annoys pedestrians and other motorists but which is dangerous.

Starting an argument with the traffic officer is not only bad etiquette but is courting trouble with the law.

"Keep in the middle of the road" is a tip that has been construed literally by the road-hog. Drivers of heavy vehicles should keep to the right side of the highway where they belong.

The expert driver must tone down his skill by not swiftly weaving in and out of a moderately moving stream of traffic.

A common offense against road etiquette is committed when a motor car operator places his car at a crossing so as to obstruct pedestrian traffic, thus compelling pedestrians to walk around his machine.

Drivers who wish to be considerate of other people will concentrate on what they are doing, look where they are going, not attempt to gaze at passersby and stay in line.

In conclusion, Commissioner Stoeckel says:

"The exercise of kindness to others, consideration and true courtesy will prevent any operator from getting a wrong attitude of mind for driving in traffic. Any operator who loses his temper, who becomes sulky or is abnormal from any one of many different causes is unfit to drive because his automobile provides a medium of expression for his personality. If that personality is upset, he is bound to make trouble for himself or for others, generally for both."

KIEL CANAL TRAFFIC GROWS

BERLIN.—Traffic through the Kiel Canal last year had more than tripled since the close of the World War and the total tonnage surpassed that of 1913. In the latter year 53,382 vessels with a total tonnage of 10,349,929, passed through the canal. The number of vessels in 1918 was 15,929 aggregating 4,720,000 tons.

Last year's traffic showed 42,273 vessels with a total tonnage of 12,434,162.

HUDSON SETS RECORD

PRODUCTION OF SIX CYLINDER CARS SAID LARGEST

The biggest month's production of six cylinder cars in the history of the industry was scored in April by the Hudson-Essex organization, according to officials, who announced that 24,000 Hudson and Essex cars were made and shipped.

Even this production, according to word received by Fred M. Powell, distributor for Hudson and Essex in this city, was far from sufficient to meet the enormous demand which has developed all over the country. Mr. Powell said that he could use 50 per cent more cars than are coming to him, and that he is doing everything in his power to obtain cars for immediate delivery.

"Our business has been most active all spring," he said, "but it was still further increased when the price on Hudson super-six cars was reduced to the lowest point in the history of these cars. The public knows of the Hudson super-six as one of the world's fine cars, and this price reduction made it also a car with a moderate price. The super-six coach now sells at less than half as much as the Hudson open cars of only a few years ago, and yet the present Hudson car is superior in every detail to the products of former years.

"This betterment in every detail and this reduction of price have been made possible simultaneously because of the vastly increased Hudson-Essex business. Hudson-Essex is now by far the largest six-cylinder manufacturer in the world, and is one of the five

companies in the industry making 1,000 cars a day or more.

"The reduction in the price of the Hudson super-six is simply an instance of how the benefits of this great volume of business are passed on to the public.

"Better quality, lower prices"

when possible, and superior values are the keystones of the policy which have brought Hudson-Essex to six-cylinder leadership. The specialization on coaches has helped vitally in manufacturing economy. Ninety per cent of business is in Hudson and Essex coaches.

LOOKS LIKE NEW

But it isn't—
Just a New Top and New Upholstery
Put on by—

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2 decades of achievement built into C & L TIRES for you

The history of C & L TIRES dates back over 20 years to the founding of CHANSLOR & LYON CO. C & L TIRES and TUBES are made in the West by this pioneer Western firm—the world's largest exclusive distributor of automotive products and tires. All the progress achieved by this institution, all the resources and experience accumulated in two decades of advancement to world dominance, are built into C & L TIRES and TUBES to make them serve you better and longer. Sizes for all cars. Sold by

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WALTER P. CHRYSLER'S TRAFFIC TALKS

WHERE TRAFFIC IS A REAL PROBLEM



Fifth Avenue, New York, is one of the world's great avenues. It is one of the world's busiest streets.

The picture above was taken on the corner of 38th Street and Fifth Avenue. It shows two lines of parked motor cars and four additional lines of traffic, two running north and two south.

Buses which operate more slowly than passenger motor cars

complicate the handling of traffic on this street. From this picture it would be seen how difficult it would be to cut around a bus.

Heavy vehicles are not permitted on this street except during certain hours. Cruising taxicabs are not allowed at any hours.

The handling of traffic on this great street is expertly done and the credit must go to New York's finest—the traffic officer.

Buy the Boy a Columbia

BICYCLE \$53.50

\$5 Cash
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He has Always Wanted a Bicycle—Get a "Columbia"—While These Easy Terms Prevail.

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