

SEVENTY-FIFTH YEAR

SALEM, OREGON, SUNDAY MORNING, JULY 5, 1925

## MAKES RECORD RUN CARRYING U. S. MAIL

### Gardner Eight Carries Mail 2107 Miles in Fifty- Nine Hours

Duplicating the thrilling dashes of the pony express men of pioneer days, Charles L. Goldtrap and James B. Thomas piloted a stock Gardner eight-in-line carrying the United States mails over 2107 miles of the worst roads in Arizona, California, Old and New Mexico in 59 hours, 27 minutes elapsed time on 133 gallons of gasoline and 2 1/2 quarts of oil—and average of 15 1/2 miles to each gallon of gasoline and more than 887 miles to each quart of oil.

Complete details of this amazing feat are revealed by a sworn statement now on file in the Phoenix, Arizona, offices of Harry L. Arnold, Inc., Gardner distributors for Arizona and Southern California. This statement is signed by Goldtrap and Thomas, drivers, and by James Marlow and Kay Robinson, official observers. The purpose of the run was to test the endurance and performance qualities of the Gardner eight-in-line under the most severe possible. The run started from Phoenix at 8 p. m. Wednesday, May 13, 1925, with Goldtrap at the wheel, accompanied by Marlow as official observer.

The route ahead called for two great loops across Arizona and into adjoining states, one loop extending northward from Phoenix and passing through Prescott, Ashfork, Hackberry, Kingman, Needles, Parker, Yuma, Aztec, Gila Bend, Buckeye and back to Phoenix.

The second loop—Southward from Phoenix to Mesquite, Florence and Tucson—then through Nogales, Mexico, Bisbee, Lowell and Douglas, Arizona, Rodeo, New Mexico, Lordsburg, New Mexico, Duncansville, Arizona, Safford, Pima, San Carlos, Globe, Payson, Lone-some Valley, Pine, Winslow, Flag-staff, Cedar Springs, Grand Canyon, Apex, Williams, Ashfork, Prescott—and return to Phoenix.

This gruelling grind was divided into three reliefs—Goldtrap driving the first 788 miles, Thomas the last 658 miles. Thomas piloted the car over the second lap of 661 miles. Astoundment was expressed by drivers and observers alike that any one car could stand the grinding, racking strain to which the Gardner eight-in-line was subjected from start to finish.

One of the official observers summed up the general sentiment when he said after the completion of the run: "Even now I can scarcely believe that any car could be punished as this Gardner was and at the end be free from rattles, squeaks and any mechanical troubles whatever. Not a wrench was put to the car from start to finish, except to change punctured tires. The four wheel enclosed brakes performed perfectly on tortuous grades and hair-pin turns which were taken at terrific speeds. We rode in remarkable comfort every foot of the way—it was a great trip in a great car indeed."

The Gardner eight is sold in Salem by the Burdett-Albee company 217 State street.

### OILING MT. HOOD LOOP

The oiling of 45 miles of road on the Mt. Hood loop is expected to be completed by the latter part of this week. This will be welcome news to motorists intending to make the trip this summer.

## 470 HEAT TREATMENT

### MILLIONS OF STEEL PARTS TREATED AT FORD PLANT

DETROIT, Mich., July 4.—If the average car owner gives any thought to the subject of heat treating these days other than to try motoring to a cool spot to escape it, there's one place where he can take a little lesson that will be as interesting as it is, perhaps, surprising to him. That place is in a department at the Highland Park plant of the Ford Motor company where he may learn how heat, when it is controlled and maintained to a certain definite temperature, works wonders in treating steel.

The purpose, of course, is to give steel parts used in the building of automobiles qualities that make for the greatest durability and thus insure the utmost in safety. It is demonstrated here more impressively than most anywhere else for in this division of Ford manufacture there are 470 heat treatment furnaces through which steel parts for the million pass daily in preparation for the particular duties they are to perform in the make-up of the Ford car.

Steel, as most everyone knows, may be given various degrees of hardness, strength and elasticity by heat treating and these heat-treatment furnaces maintain the standard conditions so uniformly that it is not only a scientific certainty that each part will come forth fit for duty but that it could not be made better by any other means at present known.

Intensive experiments carried on by the Ford Motor company determined the exact treatment needed to produce just the qualities required, processes varying according to the chemical analysis of the steel used and the function the finished steel part is to perform.

## Eminent Surgeon Claims Cancer Can Be Removed

"Cancer is the great human menace. It is increasing by leaps and bounds. If anything, it is increasing more rapidly in the United States than it is in the British Isles. Of those now living in the British Isles, 5,000,000 are doomed to die of cancer if they do nothing to prevent it. In the United States the doomed number is 10,000,000 and might easily rise to 15,000,000 or 20,000,000."

This remarkable statement is made by Sir W. Arbuthnot Lane, Bart., one of the world's most eminent surgeons and dieticians, in an article appearing in the June 20 issue of the Dearborn Independent.

According to Sir Arbuthnot, cancer is not caused by the bacillus that scientists have so long sought and not yet found, but rather by poisons created in the body by the food that is eaten. It is a fifth disease, and its prevention is accomplished by keeping the digestive tract thoroughly drained of its accumulations.

Continuing the doctor says: "What we should do then, if we would avoid cancer, is to eat whole-wheat bread and raw fruits, and vegetables, shunning all meat, first that we may be better nourished, second that we may more easily eliminate waste products and thus adequately drain the house in which our cells live. Whoever foregoes white bread will perform a great service for himself. It is deadly."

It is a difficult task to change the food habits of a nation or to induce the people to take sufficient exercise each day. Sir Arbuthnot says, however, that "whoever will correct his diet to a reasonable extent, take reasonable exercise and keep his digestive tract absolutely clean, need have no fear of cancer."

## MODERN GARAGE BUILDING IS SOLD



Modern fireproof reinforced concrete garage building sold by C. S. Parker to D. A. White. The sale was closed by the Salem office of the Parker Realty Company. While the consideration was not stated, it is understood to have been approximately \$23,000 cash. The property consists of a lot 50 by 348 feet fronting on both Commercial and Liberty streets. It is improved with the modern garage building at 444 South Commercial street and a residence on the Liberty street side. Mr. White stated that he planned on extending the garage building through the entire block, thus making one of the largest and finest garages in Salem. Mr. C. S. Parker, who has owned and operated the garage business in the past, will continue to operate the business, according to the Parker Realty Company who stated that as part of the transaction they had negotiated a ten year lease between the new owner and C. S. Parker. Under the terms of the lease Mr. White will receive over \$27,000.00 in rentals, according to the Parker Realty Company.

## Uniform Traffic Regulations Will Be Considered at Meeting in Detroit

### Conference to Be Held July 15th to Be Attended by Civic Officials and Representatives of Auto Clubs

The conference of civic officials and representatives of local automobile clubs to be called July 15 in Detroit to correlate the traffic regulations of the cities and towns of Michigan is an important constructive move in an attempt to formulate uniform nation-wide traffic rules, in the opinion of A. G. Glancy, president and general manager of the Oakland Motor car company.

"It must be borne in mind that before any attempt is made to correlate the laws of the various states to bring about a uniformity of traffic regulations, each state should have uniform ordinances in all the villages, towns and cities within its own boundaries," Mr. Glancy points out.

"The conference in Michigan is an effort to bring this about. Those who studied the situation in this state found that cities and towns within a very close radius

of each other often had very different ordinances for making turns, for signalling and for other phases of driving, including the various speed limitations.

"It was found that very frequently the many suburban towns surrounding the large cities had different sets of regulations, which only those who drove through these towns actually knew. Thus a problem was presented even for the driver who lived in the state, which, of course was even more complicated for the casual tourist who happened to be driving through.

"Uniformity of traffic within each individual state must precede any attempt to coordinate the traffic regulations of the different states, and this attempt by Michigan deserves to be watched with interest by most of the other nations. It is a movement that has nation-wide significance."

## Story of Pilgrim's Progress Found in Translation

SEATTLE.—An Old Testament Pilgrim's Progress has been found in four of the psalms by Dr. Herbert H. Gowen, professor of Oriental languages and literature at the University of Washington.

Dr. Gowen's translation differs from the standard one. He says he has preserved as nearly as possible the original meter of the Old Testament songs and has diligently connected the four chants into a continuous story of the pilgrim's return to the Promised Land.

"The conception behind the four psalms, which begin with the 124th, was the return of the Jewish exiles from Babylonian captivity," Dr. Gowen said. "The joy of the returning captives as they noticed the hills of their native land and the towers of Jerusalem is reflected in the songs."

## DEPARTMENT IS MOVED

### VALLEY MOTOR CO. USED CARS ARE UPSTAIRS

The Valley Motor company has vacated the room formerly occupied by the Church by the used car department and moved this department upstairs. G. A. Coffey and S. M. Hayes, former proprietors of the Western Garage, will open a modern and up-to-date machine shop in the front portion of the room vacated by the Valley Motor company. Parker stages will be given storage room in the rear.

## TO INDEPENDENCE

The delegation of Salem Lions motored to Independence last Monday to visit the Independence Lions club at the regular Monday luncheon.

## FACTORY MEN VISIT LOCAL DISTRIBUTOR

### Star and Durant Sales Have Increased Is Report of Visitors

E. T. Tuller, sales manager of the Durant Motor company of California, and S. S. Jones, representative of the company in this territory, visited the Salem Automobile company, local Star and Durant dealers, last week. Tuller and Jones are on a tour of all the Star and Durant dealers in western Oregon and northern California and are holding dealer meetings in those leading sales centers.

Tuller has recently returned from a swing of the entire northwest territory, having visited Vancouver, B. C., Seattle, Tacoma, Spokane, Bellingham and Portland. On the trip north to Vancouver he accompanied Norman DeVeur, vice president and general manager and George R. Scott, assistant general manager of the Durant company. These two officials of the Durant organization left from the Canadian city to visit W. C. Durant in New York, where they will go over western trade conditions and new country-wide movements in the trade. They will also visit the numerous plants that supply materials to the Durant Motor company of California for the manufacture of Star and Durant cars.

On the trip Tuller is making an analysis of business conditions in the northwest. Both Star and Durant sales have materially increased all over the Pacific coast, he states, and he finds Oregon statistics particularly favorable to the Star and Durant cars. He was enthusiastic in his praise of the new Star computer, which has recently been placed on display here and has been received with such enthusiasm by local motorists. Since the introduction of the computer, he said, production on this one unit alone has more than doubled.

## GUIDE BOOK PUBLISHED BY CAMP NEW YORK

An attractively illustrated 48 page booklet entitled "Camp New York" describing the 40 acre camping ground of New York City first motor tourists' camp has just been published.

This book also contains maps of the neighboring states with the routes of the main arteries leading to the metropolis clearly defined. In an interesting style it briefly outlines the historical and important places which lure, daily, thousands of sightseeing tourists to the Wonder City.

Copies may be obtained by writing to the secretary, Camp New York, 191 Fulton street, New York City.

## ON VACATION

Ben Vick, manager of the used car department of Vick Brothers, left yesterday for Lake county, eastern Oregon, where he will visit his old homestead. From there he will go to Crater lake, then to the Oregon caves, and home by way of Grants Pass and Eugene.

A city of beautiful streets and well-kept lawns—Salem, Oregon.

## LIKES THE MARMON CAR

### OWNS TEN AUTOMOBILES BUT FAVORS THE MARMON CAR

Nothing proves the mechanical perfection or imperfection of an automobile so well as the use of it, day in and day out, for long tours over all kind of roads and under all sorts of conditions, according to E. S. Gorrell, vice president of the Nordyke & Marmon company. Of more than usual interest therefore is a letter which was received recently by Mr. Gorrell from Mr. Burns Lyman Smith, president of Smith Wheel, Inc. and a son of the founder of the L. C. Smith Typewriter company.

At the present time, Mr. Smith owns ten automobiles including several which are higher priced than the Marmon but his favorites, according to his letter, are his three Marmons.

"Without any solicitation or suggestion by anyone, I am writing this letter to you only actuated by my personal feelings and estimation of the Marmon car," Mr. Smith wrote.

"Last year about this time, I purchased a Marmon car and liked it so well that about two months later I purchased another and about three months after that, a third one was delivered to me. "I have personally driven these three cars, all told, more than 20,000 miles and I am wont to see wheeften they fall short of the mark in speed, durability and other features that go to make up the desirability of the highest class of automobile, regardless of price.

## Announce New Officials Of Willys-Overland, Inc.

Three of Willys-Overland's officials, all well known in the automobile industry were promoted, according to the announcement following the last stockholders' meeting of the company in Toledo.

A. B. Qualy who has been for years secretary to President John N. Willys of Willys-Overland, Inc., was announced as the new secretary of Willys-Overland, Inc. Mr. Qualy's association with automobile men throughout the country has resulted in a wide acquaintance of friends who are now offering congratulations to him in his new position.

Secretary and Treasurer of Willys-Overland, L. A. Miller's elevation to first vice presidency of the company has received considerable comment throughout the industry. Mr. Miller's acquaintances include men in every branch of the industry.

H. J. Leonard, formerly the general manager of the Stephens Motor Car Company was announced at the stockholders meeting as new vice president of Willys-Overland.

## LIKES OREGON ROADS

Phillip Mendelsohn of Los Angeles, Cal., who stopped over in Salem last week visiting his father Dr. M. P. Mendelsohn, admitted that there is one thing Oregon has better than California, and that is good roads. Mr. Mendelsohn motored from Los Angeles in a Chevrolet sedan and is going to spend the summer months in the vicinity of Puget Sound.

## BONESTEEL IN EAST

H. F. Bonesteel, president of the Bonesteel Motor company, is visiting the Dodge Brothers and Graham Brothers plants in the east. He is expected back in Salem in a few weeks.

## JUNE IS RECORD MONTH FOR SALES

### More Than 100,000 Cars Made and Sold by Hud- son-Essex Since Jan. 1

June is another record-breaking month for Hudson and Essex cars, with business good and public demand exceedingly active, according to Fred M. Powell, Hudson-Essex distributor.

"This will prove the sixth successive month in which all previous totals of Hudson and Essex business are surpassed," said Mr. Powell. "Starting with January of this year, Hudson-Essex started in the habit of breaking records. In each month since then it has bettered all former marks."

"In so doing, Hudson-Essex has become the largest and most popular line of six cylinder cars which this or any other year ever knew. The more than 100,000 cars which have been made and sold this first six months of 1925 would be in fact a most handsome output for an entire year. But the public for the cars which has called for this volume is on the increase and still greater Hudson-Essex marks may be looked for in the last half of the year."

"The reasons behind this extraordinary record are of vital interest. There is no one single feature of Hudson-Essex construction on which public interest has centered; but there is an all-around standard of well balanced value which we considered unmatched elsewhere—and apparently the public agrees with us.

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