

CERTIFICATE OF TITLE REQUIRED

New Law Will Protect Automobile Owners on Transfers Without Title

Probably no law enacted within recent years affects as many of the residents of Oregon as does the act enacted at the last session of the legislature for the protection of title of motor vehicles within the state through the issuance of certificates of title and evidence of registration, and to regulate the purchase, sale or other transfer of ownership of such vehicles.

This law went into effect July 1, 1925, and allowed the short space of a little more than thirty days within which to make provision for its administration, while in practically every other state having a similar law six months to a year was allowed for the purpose. It has been physically impossible to provide the necessary machinery and facilities within the limited time, but it is expected that certificates of title for every motor vehicle operated in Oregon will be issued by December 1, 1925, and to that end every effort is being made at this time. Every motor vehicle owner in the state who has not already applied for the required certificate of title should do so immediately. He should not delay the matter, for there may be some complications to be straightened out in connection with their showing of ownership before the certificate of ownership can be issued, all of which requires more or less time. At the end of 1924 there were nearly 192,000 licensed motor vehicles in the state. It is estimated that by the end of 1925 there will be between 210,000 and 215,000 motor vehicles, assuming that the same ratio of increase shall be maintained during the balance of the year over the 1924 registrations as exists up to the present time.

The purpose of the law is to

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25 Years Sees The Motor Truck Develop Into a Major Factor in Transportation

With the automotive industry observing its silver anniversary this year comes a realization of the tremendous development made in motor truck transportation in the last 25 years. From a feeble beginning, about 1900, when a few freakish looking contrivances classed as motor trucks made their appearance, it was not until several years later that the motor truck was given serious attention as a transportation medium. Once, however, the truck did begin to gain a foothold, around 1910, its growth was rapid and today the doughty carrier fairly swarms over our streets and highways. The extent of growth is best shown by



FIRST HEAVY-DUTY WHITE TRUCK



A WHITE HEAVY-DUTY TRUCK OF TODAY

truck production figures: Fifteen years ago, or up until 1910, less than 25,000 motor trucks had been manufactured by the entire industry. Over 2,350,000 trucks have been made since then. Present production is approximately 375,000 motor trucks a year.

Walter C. White, president of

The White Company, a pioneer truck manufacturer and a leader in the industry since the beginning of truck transportation, gives an idea of the wide spread use of the truck in the statement that motor trucks serve 1450 lines of business. "Wherever goods are to be moved," says Mr. White, "the

truck, because of its flexibility and economy of operation, has in a large way revolutionized transportation and notwithstanding what may appear to be an almost universal use of the truck today, I do not hesitate in making the prediction that the next decade will see an even greater expansion of motor transport than any like period in the past.

"The motor truck and bus would not exist today in anything like the quantity they do unless there was a public demand for them. Significant present-day developments are tending unmistakably toward better co-ordination between motor transportation and the steam and electric railways. Both steam and electric roads have become extensive users of motor equipment and indications are they will greatly extend their truck and bus operations during the next year."

come to notice that purchase of a motor vehicle has been made without even knowledge of the name of the person from whom acquired, aside from any evidence of ownership of the vehicle on the part of such seller. No one would purchase a parcel of real estate without first having a status of the title thereto.

While the operation of the law in establishing title to a motor vehicle in the first instance may occasion some effort on the part of some motor vehicle owners in order to establish their ownership to the motor vehicle as the law requires, nevertheless, after such ownership is established any subsequent transfer of the vehicle will be facilitated, and it is argued by those who favored the enactment of the law that it will ultimately result to the benefit of the citizens of the state who may be the owners of motor vehicles.

Applications are being returned to the secretary of state at the rate of from 3000 to 5000 per day, and it will require the issuance of from 2,000 to 3,000 certificates each day up to December 1 in order that every motor vehicle owner will be provided with a certificate of title by December 1 of this year. No motor vehicle can be transferred from one person to another without a certificate of title, and in those cases of transfer since July 1st the recorded owner at that date will be required to make application for certificate of title, which certificate can then be transferred by him to the person to whom he has sold the vehicle subsequent to that date.

Again, no 1926 motor vehicle license can be issued for any motor vehicle owned and operated in this state unless a certificate of title is first issued therefor. In view of this it becomes necessary for every motor vehicle owner in Oregon to secure a certificate of title for his motor vehicle so as to pave the way for the issuing of 1926 licenses, which will be taken up early in the month of November, as has been the practice for many years past.

NEWS FROM BEACH RESORTS

(Continued from page 5)

cial of the Sunnyside school. Mr. and Mrs. C. A. Black and Mr. Black's parents of Portland, are in one of the R. L. Sampson



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SALES INCREASE IS 80 PERCENT BETTER

Hudson-Essex Sales Greater Than Last Year Says Powell

"In the first six months of 1925, 125,000 Hudson and Essex cars have been sold," said Fred M. Powell, distributor. "This exceeds last year's total for the same period by more than 80 per cent. It is all the more significant because in general the large manufacturers of cars in this field have shown no gain or have not equalled their 1924 production for this period."

"Hudson and Essex sales have not only surpassed every 6-cylinder car in the world, but every month witnesses a new high selling mark in Hudson-Essex own records. Their conspicuous and increasing success reflects the rapidity and completeness with which the real facts regarding automobile values have penetrated the entire market."

"Our sales here in Salem, as large as they have been, would have been even greater had we been able to secure all the Hudson-Essex cars buyers wanted. And this is typical throughout the country."

"The steady increase of factory production means that more cars will be available during the latter half of the year, and we shall undoubtedly exceed our remarkable sales record of the past six months."

Mr. and Mrs. J. W. Lamarrand, Miss Esther and Miss Grace Lamarr of Portland are at the Rock View Villa for two weeks. Visiting them this week is Miss Josie Hughes of Portland.

Mrs. Hugh O'Neill of Portland, entertained a number of friends at bridge on Monday afternoon. Mrs. O'Neill is spending the season at Scott Villa.

Spending three weeks in one of the Hadley cottages are Misses Jewell Jack, Sila Bentley and Helen Scott of Portland. Mr. and Mrs. Edgar Fuzella and baby of Portland, brought them down last Saturday in their car and spent the week end.

Miss Emma Steiner and Miss Mary Urbank of Portland, spent last week in the Hadley Pine View cottage.

Miss Edna and Miss Nina Cleveland of Portland, were hostesses of last week-end to a delightful house party. The guests were Mrs. Louise Goring and small son, Billy, Miss Faye Gentry, Miss Emma Tong and Miss Christine Schaffer, all of Portland.

Mr. and Mrs. H. Goodwin and children of Portland, are vacationing at Scott Villa for a fortnight.

Mr. and Mrs. R. R. LaMarr and Mrs. J. Goehring are spending two weeks at Firs cottage. Jerry Collins of Portland, visited them over last week-end.

R. L. Sampson of Portland, motored down Saturday evening and will spend a week with his wife and children at their cottage here. He was accompanied by his mother, Mrs. Mary Sampson, who has been visiting in Portland during the past week.

Mr. and Mrs. Robert Cook and daughters, Cleoda, Robert and Marian of Portland are at Scott Villa for the remainder of the season.

SALT AIR

Mrs. Nellie M. Shevlin, editor of the Pacific Northwest Olympiad magazine, Olympia, Wash., who has been spending the past two weeks at the Driftwood Inn in the interests of the magazine, is leaving this week for Portland to speak before several clubs. She is preparing articles on the Roosevelt highway and the Tillamook cheese industry which will appear in an early issue.

In the Villa cottage for a brief vacation are Mr. and Mrs. Norman O. Terry and three children of McMinnville. They had as their guests over last week end, Mr. and Mrs. D. Pearson and children of Carlton and Mrs. E. J. Reeves of McMinnville.

Mrs. J. M. Angus and son, Jimmy and Mrs. R. F. Strickler of Portland, are spending a few weeks in one of the Astman cottages.

Mrs. H. O. Neely and daughter and Mrs. T. W. Inman and daughter of Portland, are at the Adamsen Gladiolus cottage for a week.

In the Adamsen Daffodil cottage are Dr. John Kratal and his mother and sister of Portland.

In the D. W. Mann Sacajawea cottage for several weeks are Mr. and Mrs. B. B. Robinson and daughter, Dorothy, Mr. and Mrs. J. E. Robinson and Mr. and Mrs. C. B. Lawrence and children of Portland.

Mrs. R. L. Russell and daughter, and Mr. and Mrs. C. H. Russell of Portland, are domiciled in the Hartmus Oh, Boy! cottage for the remainder of the season. R. L. Russell is spending the week-end with his family.

Mr. and Mrs. I. A. Savage and two daughters of Portland, are spending a week in the Minnehaha cottage.

In the Relief cottage for a few weeks is Mrs. Alice Stewart of Portland.

Mr. and Mrs. A. F. Johnson of Independence, Kansas, Charles D. Johnson of Estacada and Mrs. L. Brown of Portland, are spending a couple of weeks with Mrs. Hawley at the fields cottage.

Mr. and Mrs. Frank Fields of

CLEVELAND OPENS AIRPORT

Daily air service between Detroit and Cleveland was started by the Ford Motor Company July 1 with the opening of the Cleveland municipal airport. The first Ford plane, arriving early that evening, carried a complete Ford runabout, the first automobile ever transported by air. The car was assembled before a cheering crowd of thousands.

Portland who are spending several weeks in the Jazz-Inn cottage, have as their house guest this week, Miss Louise Hoffman of Portland.

Mrs. Bertha Schuler and daughters, Miss Aileen and Miss Connie of Portland, and Mr. and Mrs. Max Harrison of Seattle are in one of the Astman cottages this week.

Miss Arabelle Shipley and Miss Clara Wind of Portland are in the Triplets cottage for two weeks.

France Rushes Saviour of Verdun and Best Troops to Besieged Fez

Extreme gravity of the situation in French Morocco, where Rif tribesmen are besieging the ancient city of Fez, is evidenced by the rushing of Marshal Pétain (left), hero of Verdun, to Morocco by plane. Several of the finest fighting regiments of France, some of them withdrawn from the Ruhr, are on the way to the battle zone. "Sultan" Abd-el-Krim, leader of the Rifis is seen at right. The map indicates the location of Fez. The arrows show how the tribesmen are directing their attack against the city.

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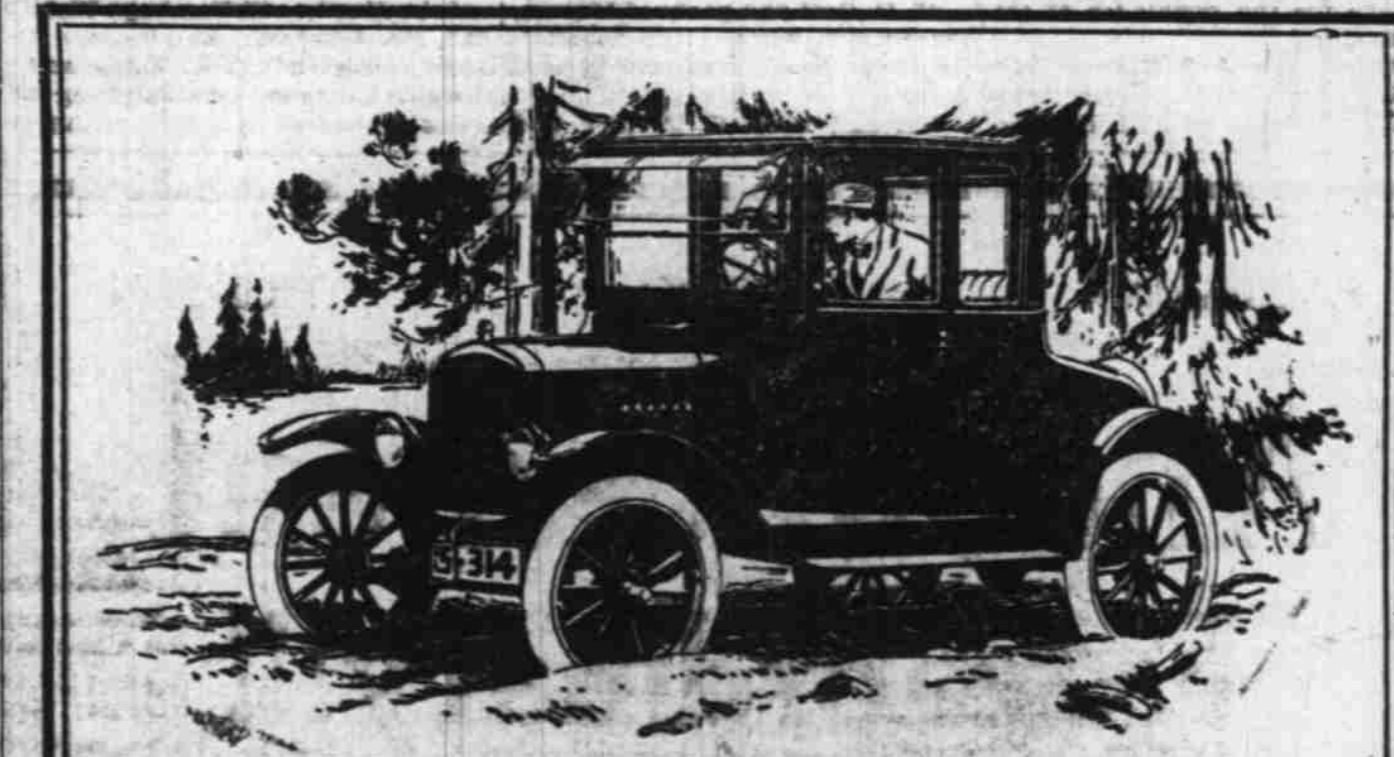


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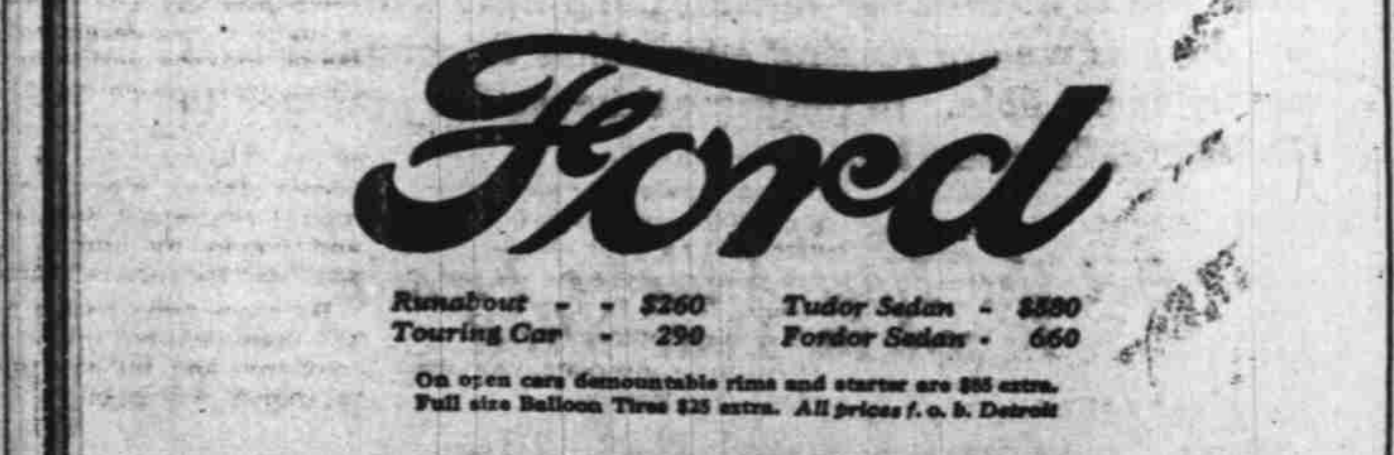
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