

THE DINGBATS' ROAD RAMBLES

Not a Drunk Man on the Highway from Oregon to Michigan, and the Road Hogs Were More Scarce Than Expected

Dear Statesman: Having heard for some time of a species of the swine family known as the "road hog", on July 25th, the Dingbat family gathered in force and started out in pursuit. It was our aim and purpose to capture a full grown live specimen for close scientific study before he is driven into the morass of final extinction by the unsympathetic public that cherishes the idea that it has some rights on our highways. We were determined to make this conquest if we had to chase him clear through to Chicago, on to Detroit and back over the mountains by way of Denver, Salt Lake and other hibernating places, where he seems to thrive and grow fat. We thus hoped to become benefactors to the race of road runners, and incidentally, (only incidentally, of course) to see the honored name of Dingbat written in letters of fire all along the highway of our country.

Alas! Worthy ambitions are often side tracked by untoward circumstances. Best laid plans go awry. So up to the present, with about half the ground covered, we have achieved no tangible results. True we saw several splendid specimens, but they were always going so dinged fast we couldn't get our hands on them. The one we wanted most got away clean, while we were paying \$4.53 for spring axle. We hoped to find him in the ditch further on, but the fates, fickle as some judges I have known, ruled against us. We have not entirely abandoned hope, but must say that this species of the swine family is more rarely met with than we anticipated. "There is a reason." Possibly there many minor reasons; but the one outstanding, and predominant reason is sobriety.

Thanks to Volstead and his recipes. It must be admitted that in many, very many cases, sobriety is not a matter of choice yet. You will meet men who would be delighted to get gloriously drunk, to enact the old drama of the western miner's camp life. But their number is dwindling. Not all who played prominent parts in the hey day of the western mines would take up the old life again if opportunity offered, and of those who yet long for the "flesh-pots," the rapier of time is rapidly thinning their ranks. Say what you please, the general enforcement of the prohibition law has had a wonderful effect for good clear across the continent. Let me say that in traveling on the principal highways clear across seven states and probably 50 or 60 miles of the eighth, we never met or saw a single man or woman that showed any signs of intoxication. So I place the Volstead act prominently first as a reason for our failure to bag the road hog we started after. In the old days, can you remember the "dead men" (whiskey bottles) strewn by the wayside on our principal roads? They seem to have all been buried out of sight, for though I kept close lookout all the way I saw but one, and I was told that rattle snakes were mighty bad in that zone. (Everything is divided into zones on these state roads.) And in my great charity I can forgive that fellow for providing his family with plenty of camphor, though I contend, and shall continue to insist, that since the bottle was empty, he should have hid it. My record then would have been as free of "dead men" as of drunks. One more thing I want to mention that contributes to the safety of motor traffic on the state highways: All paved roads are marked in the middle throughout; not on curves alone, but the entire length, with a stripe, say, three inches wide, and every motorist is required to keep inside the stripe, except he may pass the one-handed love-loan idler under proper re-

strictions. We have covered nearly 3000 miles of our trip and have not seen a single accident, except of minor importance, as punctures, flat tires, etc. We did pass one boy who had fallen off his motorcycle, scratched his face a little, just enough to gather a crown and have a good time retelling his wonderful adventure; but he couldn't interest the Dingbat family, since we noticed that he selected a nice soft, level place to fall on, when plenty of precipices were all about. On our course of 3000 miles, we never traveled an inch after dark, nor did we encounter any rain till just as we reached this point in Michigan, near Detroit.

If your readers can "stand the gaff" it will be our pleasure to take up some other subject, feature of our rambles, in the near future, for further infilling.

—DINGBAT.

Tokyo Newspaper for Blind Is First of Kind in Japan

TOKYO—A daily newspaper printed in Braille, the first publication in Japan for the blind, recently has been issued. It consists of two sheets printed on both sides, giving four printed pages of news for those who can not see. F. Kimura, a wealthy Japanese philanthropist, is financing the enterprise and the editor is S. Hirohata.

As all newspapers in Japan are censored, the Tokyo police authorities are somewhat embarrassed as to how censorship can be applied to the new publication as it is claimed no one in the police department is familiar with the Braille system.

Animals in Park Are Terrified by Tumult

SEATTLE — Long suffering deer, elk and bears in Woodland Park Seattle's zoological tract, verged so wildly on nervous prostration this summer that preparations were set afoot to provide them new quarters. Fumes and noises from automobiles and the chatter of the crowd have been too much for them. Other animals in the park do not seem to mind civilization.

The deer and elk are confined in half-acre tracts which are bounded on three sides by roads and crowded with traffic. The bears are in cages of steel and concrete.

Plans for relief centered on quarters deeper in the park, which contains 200 acres, covered in large part with heavy Douglas fir forest.

SAMMY SPARK PLUG



Says: A pusher never needs a pull, but a puller may need a push. If your engine lacks pull try a push—give it new spark plugs. **AUTO LAUGHS** Said the interested bystander to the tired motorist, who was changing tires, "Having much trouble with blow-outs?" "Now," said the motorist, bitterly, "they blow out fine. The trouble comes in patching them."

Rail Engineer, Driven to Verge of Madness by Autoists, Quits



WICHITA, Kansas, Aug. 21—Because motorists threatened to make a nervous wreck out of him, George Lahey, veteran locomotive engineer, has stepped from his cab and accepted a Missouri Pacific pension. He was in the railway service for a half century and an engineer for 46 years.

"You can't tell what the motorists will do," he complains. "Some of them deliberately tantalize us by driving up to a crossing at full speed in sight of an approaching train and then just as a crash seems unavoidable and the engineer is putting on the brakes for all he is worth, the motorist comes to a sudden stop and laughs. He thinks he has done something smart, but it sure shortens the life of an engineer."

"Other motorists approach more slowly, then speed up just before they reach the crossing in an effort to beat the train. These are the ones usually involved in crossing crashes."

Thrice did an engine Mr. Lahey was piloting strike an automobile. Each time, however, the motorist escaped injury. So he quit the road with a record clear of any serious accidents.

"Guess how he intends to spend the rest of his life?"—In traveling.

cent of the proceeds up to 17,800 marks. The latter amount was named as the price for a performance demanded by Madame Jeritza.

As a sort of compromise the court suggested that the salary limitations for "prominents" expire July 30, 1928, but the association flatly refused. Another effort to reach some sort of settlement will be made in court at a later date.

Shears to clip fruit and a bag to catch it have been mounted on a pole by an Iowa inventor to save tree climbing.

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Claims Made for Insulin in Non-Diabetic Patients

VIENNA—At the last session of the Austrian Medical association investigators reported, and others corroborated, that the administration of insulin to non-diabetic persons resulted in a very intense and healthy stimulus of the appetite, enabling amaiciated and convalescents to eat three or four times what they had been eating and resulting in a rapid increase in weight.

In some cases the accumulation of fatty tissue was so great that it was found necessary to decrease the doses soon after the beginning of the treatment to prevent desaturation of the blood beyond the

normal degree. This is considered as welcome news for those engaged in the treatment of the early stages of lung affections as well as unsightly thinness.

DAMAGES AFFIRMED

OLYMPIA, Aug. 21.—The supreme court affirmed the Yakima court in awarding Hugh McGinnis a verdict of \$400 for personal injuries received when he fell into a light well of an apartment house in Yakima on the evening of September 26, 1923. The courts held that owners, L. C. Keyton and Edward B. Luckri, were negligent in that they had not kept a light burning to light the passageway so that it would be safe for ordinary use.

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