

OVERLAND MOTOR IS WELL CONSTRUCTED

Factory Said to Take All Measures to Insure Proper Part Fitting

A feature of the motor construction of the Overland low priced Standard sedan is the honing of the cylinder walls before the motor is finally assembled.

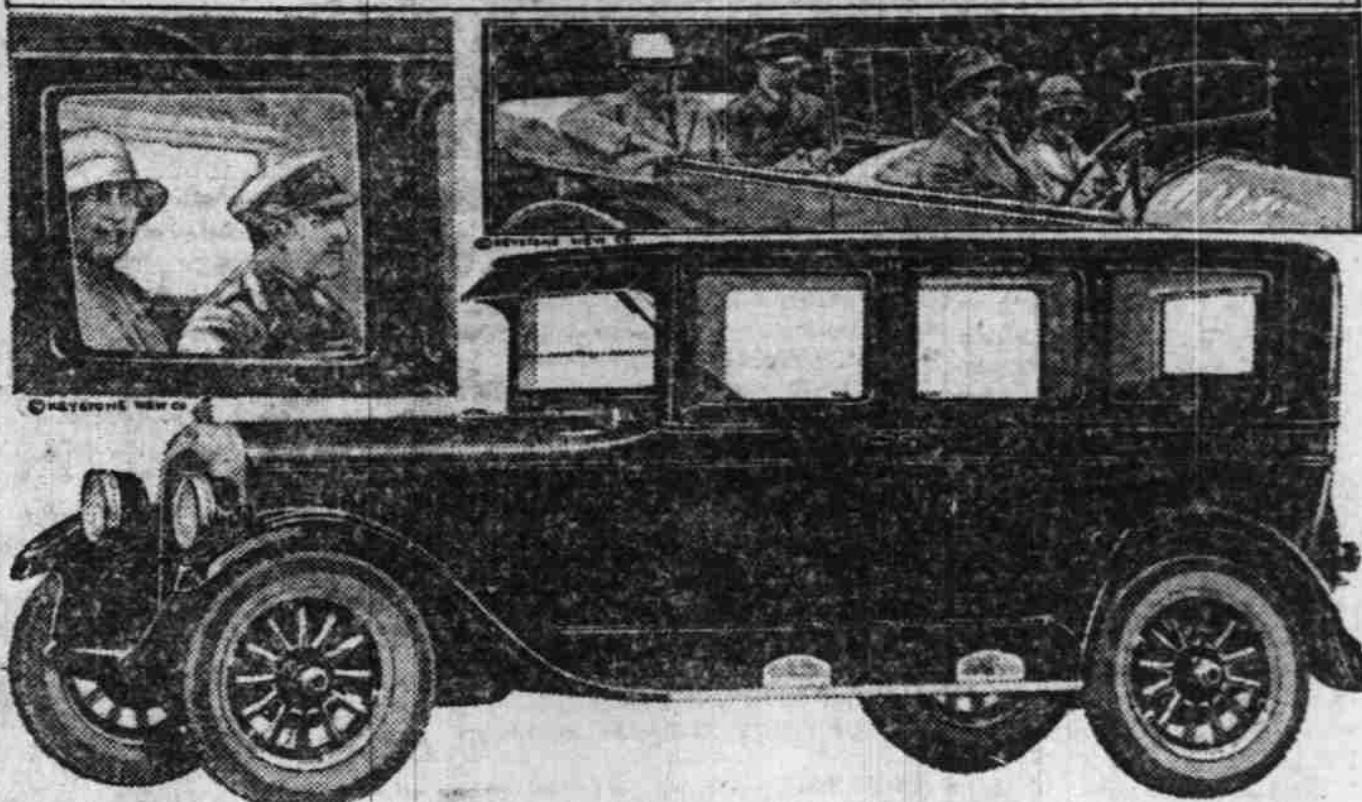
The usual practice is to bore the walls and let the pistons and piston rings take care of the polishing of the cylinder walls as the motor is put through what is usually known to the owner as the "running in" period, that laborious part of early driving of a new car when 20 miles an hour is the maximum safe speed.

In the construction of the Overland motor, after the cylinders have been bored in the regular fashion, they are again subjected to the honing process, which is in reality a cylinder wall polishing process, the polishing tools removing all rough and irregular spots and leaving the inside of the cylinders as smooth and shiny as glass.

The result of this honing process is to insure a perfect fit of the piston rings, eliminate oil leakage past the rings and to give a smoother and easier running motor.

Molybdenum steel is also used in many parts of the car. Molybdenum is an alloy which produces a particularly tough and hard steel and in the Overland it is used in the drive shaft and in the steering knuckles, parts subjected to extra hard wear. In the entire

King of Spain Selects Chrysler Six



Two Motoring Views of the King and Queen of Spain, and the Standard Chrysler Imperial Model Sedan

His Majesty, Alfonso, King of Spain, is able to buy any motor car he wishes. He is an expert driver and has driven most of the fine cars of Europe and America. Recently he drove a Chrysler for the first time. Immediately he ordered a Standard Imperial model sedan.

This is the first time that the King has ever ordered anything but a custom job. This is the first stock job he has ever owned. The speed of the car, its pick-up and acceleration, its hill-climbing capacities, its lines—all these impressed the King tremendously.

history of the use of this material, which covers three years with the Overland, no instance has ever been reported of a breakage in either of these two important members.

Chrome-vanadium is also known as an unusual steel alloy and in the Overland this material is used in the spring leaves, giving a spring construction which resists the hardest road shocks and saving the owner from the annoyance and often real danger of broken springs.

The ability of Willys-Overland

to use materials of this nature in their low priced cars is a tribute to the purchasing ability afforded by their tremendous size and their manufacture of cars at a wide range of price levels.

They are able to buy this material in such quantities that the use of it in their lower priced cars becomes possible because of the low purchase price obtained by quantity orders.

A feature of the molybdenum axle shaft construction is its size, which is the same as that used on one of the highest priced "sixes" built in this country.

Spitzbergen People Live in Comfortable Dwellings

BARENTSBURG, Green Harbor Spitzbergen.—Travelers who imagine Spitzbergen to be inhabited by a few rough trappers and seal hunters, living on raw blubber in wretched hovels, are agreeably surprised at the comforts and even luxuries enjoyed at the different administration buildings at Barentsburg, Longyear City and Ny Alesund.

These local headquarters of the different coal companies are veritable havens of refuge to the few visitors who lack the comforts of the tourist steamers which hunt up to these ports during Spitzbergen's brief summer season, between July 15 and August 15.

There is no field here for the "drummer." All supplies are provided by the coal companies, and may be obtained at reasonable prices fixed for the common benefit by the company administrators.

Here in Barentsburg, all the houses, which are of wood, as they are elsewhere in Spitzbergen, look trim and freshly painted. The local director's house, high up the mountain side, is easily the finest in the archipelago. Steam-heated, with double doors and windows, music and billiard rooms, a well-stocked library, priceless fur rugs on polished floors and old Dutch masters on the walls, Director Dresselhuys' far northern home appears as if it might have been bodily transplanted from the finest residential quarters of The Hague or Amsterdam.

Foreign Trade of Korea Shows Healthy Increase

TOKYO.—Following up last year's advantage of nearly a 20,000,000 yen export surplus, the trend in Korea's foreign trade continued to show remarkable improvement during the first five months of the year. Statistics show that Korea shipped abroad and to the mainland merchandise valued at 142,000,000 yen as against imports of 139,000,000 yen.

The favorable condition is reflected in the trend of the money and finance markets where plenty of credit is available for legitimate requirements. The statement of the clearing house banks in the territory shows deposits are ever on the gain, standing at 130,000,000 yen at the end of May, an increase of more than 15,000,000 yen over a year ago.

A study of the details discloses that, while there was a slight decline in current deposits, there were notable increases in fixed accounts, which were larger by more than 7,000,000 yen than a year ago.

On the other hand, advances were down to 139,000,000 yen at the end of May as against 167,000,000 at the end of January this year.

Expenses for Airships Pile Up in Peace Time

LONDON.—Operation of airships is an expensive hobby for any country. The cost of reconditioning the dirigible R33 by the British Government prior to April last was \$140,000 and the outlay for one charge of hydrogen gas \$4,000. It cost \$965 to get R33 into her hangar at Pulham on April 17 after her enforced voyage over the North Sea when she broke from her mooring mast.

The approximate cost of the R33 (flown 800 hours) and R36 (flown 97 hours) was \$1,750,000 each. Up to the present \$375,000 has been spent on R35 and \$1,625,000 on R37, both airships being yet in an uncompleted state.

The cost of R38 (70 hours), chargeable in part to the American government, is roughly \$2,500,000. This information was given by Sir Samuel Hoare in a written answer to S. B. Viant, parliamentary member for West Wiltshire.

FORD CHANGES ARE VIEWED WITH FAVOR

Improved Ford Touring Is in Salem; Coupe and Sedans on Way Here

At last one of the improved Ford touring car models has arrived in Salem and is now on display at the Valley Motor company, Ford distributors for Salem. The other models have not yet reached this city but are expected at any time. Orders are now being placed for the cars, although the date of delivery is somewhat uncertain, due to the unprecedented demand and to the shortage of the supply on hand.

Many new changes have been incorporated in the improved Ford. The chassis frame has been lowered for one thing, giving the popular "close to the ground" effect. The body itself is also lower and longer. Improved upholstery is also noted on all models.

In the closed cars a number of color effects may be obtained, the tendency being to get away from the staid black finish. In the closed models the seats are lower and deeper and more luxuriously cushioned.

Other improvements are nickel-plated radiator shells on the closed cars, a one piece windshield on the Tudor and Coupe. Ford owners will also welcome the fact that the runabout models are now equipped with two doors, and the Fordor sedans have four doors.

All models have larger and better looking full crown fenders, solidly attached and strongly built. The fuel tank is now located under the cowl, except in the case of the Fordor. Another important feature is the placing of the coil box under the hood where it is protected from the weather and is out of the way. A further improvement in the gasoline system is the new placing of the sediment bulb. The new position makes for much easier draining and cleaning.

All of the new Ford models are equipped with a new design of rear brakes, providing much greater safety and comfort. The transmission brakes are also made more powerful.

Amundsen's Book Barred by His German Publishers

MUNICH.—Roald Amundsen's latest book has been declined by

the explorer's former publishers in Munich. The manuscript was rejected because "Amundsen severed all connections with the German nation when, during the war, he returned his German decorations and resigned his honorary

membership of German societies." The publishers in their statement conclude: "Not until Amundsen has made proper amends for his offensive behavior to Germany, the result of misrepresentations by the anti-German press, will

this firm consent to publish any more of his works." Amundsen is scheduled to deliver a series of lectures in Berlin prior to sailing in September for America.

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**The New Special Six
4-DOOR SEDAN**

4-wheel brakes, full balloon tires and 5 disc wheels included at no extra cost

Greater quality plus greater value is the magnet that is drawing buyers by the thousands to this new Special Six 4-Door Sedan.

KIRKWOOD MOTOR COMPANY
Corner Commercial and Chemeketa

RADIO INDUSTRY THREATENED



"Unless something is done immediately, the very foundation upon which our business, radio broadcasting, is being built will quickly come under the control of an organization which has clearly within its power to financially bleed this industry to death," is the way Powell Crosley, Jr., analyzed conditions facing everybody connected with the manufacture and enjoyment of radio, at the recent meeting of the Radio Manufacturers' Association, with reference to the war now waging between the broadcasting stations of the United States and the Society of Artists and Composers.

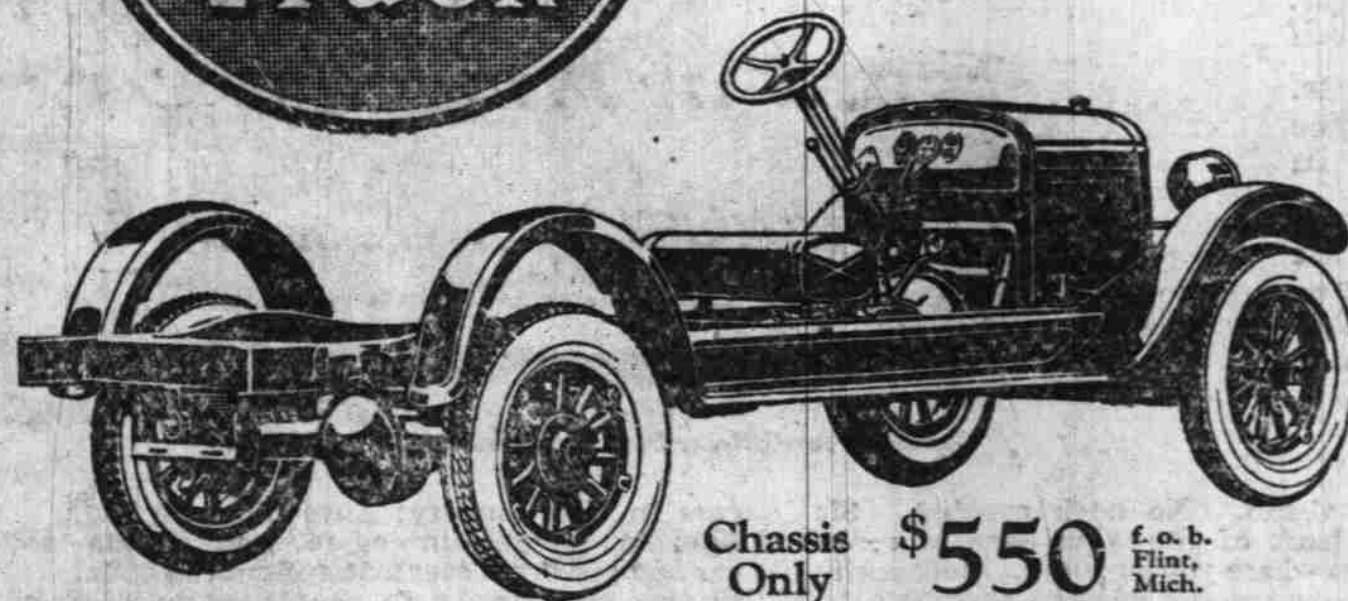
Fifty-five Miles of Wire Is Used on Eiffel Tower

PARIS.—Wiring the Eiffel Tower for advertising purposes required more than 20 miles of thick wire, and 35 miles of fine.

When it was first reported that the tower was to be used to display an electric advertisement, it was said that the state had consented to the scheme for the sake of the tax it would receive, which in the present condition of the treasury would be welcome. Later information, however, showed that the Eiffel Tower company is not obliged to ask for authorization for such action, having only to satisfy the Paris Municipal Council that no scheme could be adopted that would be in any way an eye sore to the town.

The company receives a lump sum of 350,000 francs or about \$17,000, of which the city gets ten per cent.

for Economical Transportation



Chassis Only \$550 f. o. b. Flint, Mich.

Chevrolet introduces a new one-ton truck, built according to the fundamental policy of this company to provide "Quality at Low Cost".

It has a fine appearance and is specially designed and constructed for commercial service. Its deep 6-inch channel steel frame, hung low to the ground on long semi-elliptic springs, allows the platforms to be placed at the right height for easy loading and unloading.

The powerful Chevrolet motor is famous for its ability to stand up under heavy service. It has well balanced crankshaft thoroughly lubricated, standard 3-speed transmission, fully enclosed dry-plate disc clutch, extra heavy rear axle with large spiral bevel driving gears and rigid one-piece pressed steel housing, heavy truck-type wheels and large tires, full running boards and fenders, Remy generator, starter and distributor ignition, and other quality features.

This truck is not only well adapted to city work but also for use in hilly country and over difficult roads.

For lighter loads there is a Chevrolet commercial 1/2 ton chassis possessing the same quality features, price \$425 f. o. b. Flint, Michigan.



The Chevrolet chassis may be fitted with a wide variety of bodies, suitable for any industry, including such styles of bodies as Panel Delivery, Stake, Open Express, Canopy Express, Bus, Dump and Tank.

Large 30" x 5" tires on front wheels only \$35 extra. See us today regarding a style of truck to fit your particular needs.

NEWTON-CHEVROLET CO.
OPPOSITE CITY HALL

Quality at Low Cost

Rickenbacker

A CAR WORTHY OF ITS NAME

Newest Models — Lowest Prices

Look them all over—study details of design, of machining and finish.

Compare point for point—and the closer you look, the more differences you will discover between other cars and Rickenbackers.

Compare performance—you'll find a Rickenbacker will out-perform anything else on wheels.

Compare prices—and let us say here, that at the price reductions recently announced, you get wonderful value in almost any automobile you may buy today.

But again—compare prices—past and present.

These things you will find—

That of all the new models you are offered, Rickenbackers are the newest in point of engineering advances and body refinements.

Because—they have always been a year or

two in advance of the standard practice; and Rickenbacker still maintains the leadership.

Of the many important contributions to science made by Rickenbacker, a few are now to be found in other cars—but only in a Rickenbacker can you find all of them.

In that important regard, the new Rickenbacker models recently announced are the "newest of the new".

Similarly with prices:—

With all their advanced features of chassis construction and body design these cars represent, at the new prices recently announced, super-value.

The greatest value ever offered, in a car of this size.

And, in addition to all other considerations, you obtain in a Rickenbacker, a degree of performance you never before knew.

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