

GRUPELLING TEST IS MADE BY STAR CAR

Gears Locked in High, Popular Machine Successfully Negotiates Hills

WATSONVILLE, Cal., Sept. 26.—A stock model Star car driven by D. C. Case of this city, has negotiated the steep and dusty road over Mt. Madonna with the transmission gears locked in high.

This latest demonstration feat of the Star car was witnessed by a number of Watsonville people and the car was officially checked by Guy R. Kennedy, Watsonville manager for the Standard Oil company, John G. Turney, member of the Watsonville police department and Clement R. Frye, Watsonville newspaper man.

The gear shift lever was removed and turned over to Turney who carried it throughout the run.

At the start of the run was from Watsonville; but the climb did not actually begin until the Gaffney road intersection was reached. The Star climbed the 3.4 miles of winding, steep and dusty mountain road to the summit in less than fifteen minutes. Case then drove down the mountain at the foot of the grade and drove back up the 2.6 miles of steep road to the summit again. The climb from the Gilroy side was even more difficult than the drive up the mountain from Watsonville; but the Star made the run both ways without any great difficulty, despite the fact that the road crew had that morning blasted out a large portion of rock and dirt for road repair. This loose dirt and rock covered about 300 yards of the steep road near the summit and added greatly to the difficulty.

At no time on the run did the speed of the car go above the 25 miles per hour mark and at the finish the radiator was cool. The temperature was so low that a man could place his cheek against the radiator.

The Mt. Madonna summit is 1700 feet above sea level. The raise is 1600 feet in the last 3.4 miles from Watsonville. The grade is increased in difficulty by many sharp turns. The road is rough and rutted.

The Star car has made another record run. This time it was a standard stock Star Coupster that was used on a remarkable power demonstration.

A. W. Thresher, Star dealer at Gridley, Cal., decided to create a real high gear record in his own territory and, instead of using the touring model which had been used for high gear record runs by private owners factory employees and Star car dealers from the Canadian line to the Mexican border, Thresher chose a Star Coupster. He drove from Gridley to Drakes and back in high gear by way of Chico, Butte Meadows and Chester, reaching an elevation of 6500 feet and covering 24.6 miles.

The time of the run was 7 hours 30 minutes and the average miles per hour was 24.6 which is excellent time for the run, even when not limited to high gear only. The oil consumption was practically none at all. There were two quarts of water used and the Star Coupster averaged

24.6 miles to the gallon of gasoline. No car had ever before made the trip in high gear and this run has been recorded as one of the outstanding demonstrations of the power of the "Million Dollar Motor" and the efficiency of the Star car.

DEMAND FOR BUICKS CONTINUING STRONG

Home Factory Is Swamped With Orders Sent in Local Dealers

In spite of the fact that the Buick factory has been swamped with orders for the new 1925 models from dealers all over the country, prospects continue to crowd the salesroom of Otto J. Wilson, local Buick dealer, according to reports.

"That motorists everywhere feel that Buick has fulfilled its pledge to build a better Buick is overwhelmingly proved by the actual orders that have been taken," said Mr. Wilson.

"The public has been quick to realize that Buick is far in advance of many other cars in the same price class. It must be remembered that Buick is a pioneer in the industry. Twenty-one years of accumulated experience, and the immense resources and facilities which it has built up, have put the factory in a position today to produce a car that has unrivaled value both from a quality and price standpoint.

"Although Buick has held a position of unchallenged leadership from the day the first car was built, the factory has never been content to rest with its achievements. Always they have kept before them the pledge that the slogan implies: 'When better automobiles are built, Buick will build them.' And so they have devoted all the immense experience and resources to produce the Better Buick that is rapidly going into the hands of the thousands of new owners.

"Word from the factory brings the message that the entire United States has gone Buick mad, and that at no previous time in the factory's history has there been a greater demand for Buick cars than at the present time.

"We are not at all surprised at this tremendous showing, realizing that the number of persons who have bought Buicks in the past 21 years is rapidly approaching 1,500,000."

Under the metric system a mile a minute or 60 miles an hour becomes 1.609 kilometers a minute or 96.44 kilometers an hour. Same speed but more figures and longer words.

BULLET BELIEVED FIRED BY TRADER

Type Common Among Early Settlers Declares Historical Society Curator

George H. Himes, curator of Oregon Historical society, who read of a bullet being found in a log at the Spaulding Logging company's plant here, has written the following letter of explanation to The Statesman:

"The large bullet of soft lead found in a log at the plant of the Spaulding Logging company, Salem, recently can be easily accounted for, even if the indications in the log pointed to a possibility of its having been in it one hundred years. Hunters connected with the North-West company, which succeeded the Astor party at Astoria, made trips up through the Willamette valley to some extent as early as 1814, and followed by the employees of the Hudson's Bay company which succeeded the North-West company late in 1824. The guns used by these men were flintlock muskets which carried an ounce ball of soft lead.

"As a general thing the hunter made his own bullets, as bullet moulds were an essential part of his outfit. These were smooth bore guns, and shot of various sizes as well as bullets were used them. The first gun of that type I ever fired was one of that kind in the winter of 1853; and, believe me, it had a very pronounced 'kick.'

"All the guns the Indians had prior to 1842 were smooth bore Hudson's company muskets, with flint locks.

"If the man who found the bullet had taken pains to count the annual rings, if possible, the exact year of its being fired might have been ascertained."

PIT SHAKEUP ORDERED MOVE IS MADE TO PURGE EVILS IN GRAIN TRADING

CHICAGO, Sept. 25.—(By Associated Press.)—Rules designed to eliminate many of the alleged evils of grain trading were approved by the directors of the Chicago board of trade tonight. The rules contained in a report from the program committee of the board are designed to curb wide price swings and improve business conduct and the methods of electing officials.

The report plans for the most extensive overhauling in the history of the Chicago exchange and will be submitted to a vote of the membership October 9. The right of outside members to vote by mail has been a controversial point for 20 years. One of the new rules would permit votes by mail. A committee known as the business conduct committee would be charged with prevention of such emergencies as that of last winter when public speculation caused wide price fluctuations.

To serve on this committee a member would be required to pledge himself not to speculate during his term and the committee would supervise the business conduct of members in their relation to non-members, the public, the state and the federal government and would be empowered to examine books and other records, its decisions being final.

FORMER DEPUTY HELD

SPOKANE, Wash., Sept. 25.—(By Associated Press.)—Indictment and arrest of Cline Ledgerwood, former deputy sheriff of Ferry county, Wash., on a charge of selling liquor to Indians on the Colville reservation, became known here today. Ledgerwood is in the county jail here in default of bond.

The manuscript of Scott's "Antiquary" sold recently for \$10,000. It brought \$200 when sold 93 years ago.

Photography has been substituted for typewriting in the office of the Register of Chicago, where a great saving is anticipated.

COMMERCIAL FLYING URGED BY AUTO MAN

Rickenbacker Says Business Men Should Take Hand in Development

DETROIT, Mich., Sept. 26.—"There is just one way to clean up this aviation muddle, and it is for the business men of America to take a hand in the matter," says Captain E. V. Rickenbacker, America's ace of aces and now head of the automobile manufacturing concern which bears his name.

"All aviation is commercial aviation," says Rickenbacker, military aviation is inseparably linked with the commercial developments of the art.

"If the business men of this country will inform themselves as to the fundamentals of flying and

the conditions now existing they will soon see that this is a purely commercial proposition and that each and every man that pays taxes is vitally and personally interested.

"It is futile to talk about military aviation without first discussing the commercial developments, of aeroplanes, air-ways, air-dromes and everything else pertaining to it.

"Just as only 15 per cent of the cost of flying, is in the air and 85 per cent on the ground, so the military phase is only the froth on the top.

"The only types of aeroplanes which will be of any earthly use in the event of war, will be those which are in production in large volume.

"Obviously the government cannot use a large volume of any type of plane. Therefore, even if the young engineers of the army and navy departments had the experience either in designing or production, necessary to develop a practical type of plane, there still would be no facilities for producing them either economically or in sufficient volume to serve any important purpose.

"On the other hand, any aeroplane which will serve any commercial purpose can also be adapted to serve a military purpose.

"An outstanding example of that as exemplified during the last war was the much abused, much laughed at 'flier.'

"Every automobile concern in existence designed an 'ideal' ambulance.

"But the war couldn't wait while these ambulances were put into production.

"There were Ford cars in existence—millions of them. The ambulance bodies which were quickly mounted upon them were by no means ideal—but the cars were available and they did serve the vital purpose of bringing the wounded quickly back to the first aid stations.

"Similarly with trucks: government engineers designed two or three models of trucks which they fondly believed would be superior to anything then in production. But while waiting for those trucks the government bought standard types from all manufacturers—and they were the ones that did the most to win the war although their original mission had been purely commercial.

"That the types developed by the government engineers were not better was best proven by the fact that nobody is producing those types now.

"The same holds true in case of aeroplanes.

"No less an authority than Colonel William E. Mitchell—

whom I consider the greatest authority on military aviation in America—concurs with me in the opinion that the development of aviation commercially will be our surest guarantee of a fleet quickly available in the event of trouble.

"It was unanimously agreed

that the most practical thing to do would be to offer a trophy which should be awarded to the aeroplane, which, designed for specific commercial purpose, could most quickly be converted to serve a specific military purpose."

"It was unanimously agreed

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

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Every car plainly tagged—and guaranteed as to year and model. All late models in Top Condition

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1924 Studebaker Demi sedan..... 925	1924 Gardner coupe..... 900
1924 Jewett Sport tour..... 875	
1924 Chevrolet tour..... 425	1919 Velie roadster..... 250
1921 Ford tour..... 175	1920 Studebaker Special..... 375

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In no other commodity does the buyer receive so great value for his money as in a motor car.

Thanks to keen rivalry, the values this season are greater than ever before.

And, leading as usual, you find this beautiful new Rickenbacker Vertical-8, the greatest value ever offered in a motor car.

It is difficult for the average buyer, who has been in the habit of paying \$5,000 to \$8,000 for a Vertical-8 car, to realize that there is now within his reach an eight of more modern design and better performance, at prices ranging from \$1,995 for a five passenger open phaeton to \$2,320 for the Sedan De Luxe.

When you consider that a similar model—but with a smaller engine—sold for \$600 more up to July 1st:

When you realize also that besides the more powerful motor, many other refinements have been incorporated in this latest Vertical-8.

Then the wonder is that such a beautiful thing can be sold at anything less than twice the present price.

There are good and sound reasons for this however. One is the fact that so many parts in the new "Eight" are interchangeable with those in the famous Rickenbacker Six.

Space forbids telling this full story—but we will be glad to do so if you will but indicate your desire to know. And you will find it absorbingly interesting.

In fact it is one of the romances of this amazing industry—just as this Vertical-8 is one of the most amazing things this romantic industry has ever produced.

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