

SEVENTY-FIFTH YEAR

SALEM, OREGON, SUNDAY MORNING, OCTOBER 11, 1925

FOREIGN VEHICLE LIST COMPLETED

September Shows Gain Over Previous Periods According to Report

Foreign motor vehicle registrations for the month of September, 1925, in the State of Oregon, numbered 9,178, as compared to 8,401 for the corresponding month of 1924 and 6,852 for September of 1923, an increase of 9.25 and 34 per cent, respectively, according to the records in the office of the secretary of state. The registrations for the first nine months of 1925 numbered 72,111 as against 68,033 for the same period of 1924. The total registrations for the year 1924 was 75,671, and from May 23 to December 31, 1923, it was 40,600.

Every state in the United States, with the exception of New Hampshire and South Carolina, was represented among the motor vehicle visitors from without the state during the month of September. There were 124 registrations from Canada, three from Alaska and 13 from Hawaii. The total registration of foreign motor vehicles in Oregon for the nine months period, January 1 to September 30, inclusive, by states and countries, follows:

Alabama, 26; Arizona, 631; Arkansas, 85; California, 40,214; Colorado, 1,191; Connecticut, 51; Delaware, 5; Florida, 121; Georgia, 10; Idaho, 3,767; Illinois, 767; Iowa, 559; Indiana, 333; Kansas, 648; Kentucky, 37; Louisiana, 71; Maine, 18; Maryland, 28; Massachusetts, 117; Michigan, 460; Minnesota, 479; Mississippi, 36; Missouri, 444; Montana, 912; Nebraska, 576; Nevada, 371; New Hampshire, 12; New Jersey, 123; New Mexico, 122; New York, 336; North Carolina, 25; North Dakota, 186; Ohio, 516; Oklahoma, 529; Pennsylvania, 279; Rhode Island, 8; South Carolina, 3; South Dakota, 318; Tennessee, 41; Texas, 547; Utah, 815; Vermont, 19; Virginia, 55; Washington, 14,601; Washington, D. C., 43; Wisconsin, 284; Wyoming, 342; Alaska, 29; Canada, 922; Canal Zone, 7; China, 1; Hawaii, 68; New Zealand, 2; Australia, 1. Total 72,111.

The registration by stations for the nine months ending September 30, 1925, follows: Albany, 1,094; Ashland, 21,095; Astoria, 367; Baker, 1,639; Bend, 634; Corvallis, 501; Eugene, 1,987; Gold Beach, 265; Grants Pass, 5,522; Hood River, 618; Klamath Falls, 3,226; La Grande, 1,119; Lakeview, 138; Marshfield, 214; Medford, 10,796; Milton-Freewater, 1,026; Newport, 14; North Bend, 64; Yreka, 945; Ontario, 3,636; Oregon City, 236; Pendleton, 1,841; Portland, 7,704; Roseburg, 1,769; Salem, 3,604; Seaside, 178; The Dalles, 1,797; Vale, 45; Inspectors, 25. Total, 72,111.

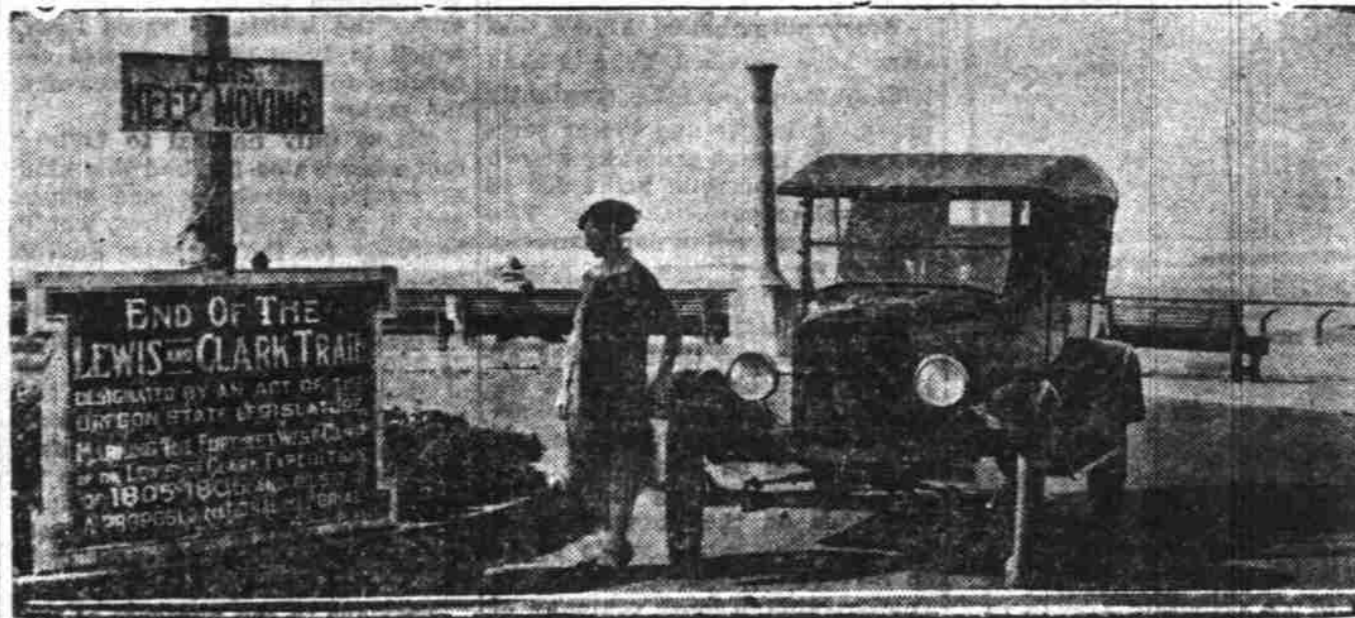
MOTORISTS SAID PLEASED WITH LAW

Light Adjustment Will Be Enforced Declares Secretary of State Kozer

On September 1, 1925, the new motor vehicle headlight law went into effect. This law provides that no headlamp lens or headlight control device shall be used on motor vehicles in Oregon after that date unless it has been approved by the secretary of state, and authorized for sale and use, after having been subjected to test by the United States bureau of standards as to conformity to specifications for motor vehicle headlamps prescribed in the law. Thirty-one headlamp devices have been tested and approved and are, therefore, legal in Oregon to date.

The traffic force of the state, and peace officers generally, are taking steps to enforce compliance with the law and those motorists who have not had the lighting equipment on their motor vehicles adjusted or secured evidence thereof from an official adjusting station, should do so at once, otherwise they subject themselves to the penalties of the law.

IMPROVED FORD AT END OF TRAIL



This machine, driven by F. J. Brennan of the advertising department of the Ford Motor company, Portland branch, is the first improved Ford to arrive at the end of the Lewis and Clark trail, and the first one to reach the Pacific ocean. The trip was made last week. The new lines of the car are plainly discerned.

for failure to conform to its requirements.

To date more than 465 official adjusting stations have been authorized throughout the state and more than 1270 mechanics have been examined as to their proficiency and knowledge of the law and have been licensed as adjusters. Additional adjusting stations are being authorized as rapidly as applications are received and conditions of the law complied with, and other adjusters are being licensed so that facilities for compliance with the law are adequate for all demands. These adjusting stations reported that substantially 65,000 cars had been adjusted up to October 1, 1925, which is about one-third of the licensed cars in the state. These figures indicate a general inclination on the part of motor vehicle owners to conform to the law.

Consensus of opinion among motorists who have had their headlamps adjusted in conformity to the law, reflect general satisfaction with the results. The Oregon law is substantially the same as exists with the most of the states wherein effort is made to regulate headlamps and control devices on motor vehicles. California has had a similar law in effect for the past four years and Oregon motorists who have traveled in that state and observed conditions are enthusiastic advocates of headlight regulation such as contemplated under the Oregon law.

DODGE 1925 PRODUCTION 275,000 CARS, SAYS HAYNES

NEW YORK, Oct. 1.—F. J. Haynes, president of Dodge Brothers, Inc., who sailed this week on the Aquitania to attend the London Automobile show, said on leaving that production of the company by the end of 1925 will amount to 275,000 cars. Mr. Haynes is a director of the National Automobile Chamber of Commerce.

"This will be the largest year in our history," he said. "Our largest previous year was 1924, when we produced 225,000 cars."

His Retirement Sets Army Agog



Why is Maj. Gen. Joseph E. Kuhn retiring in advance of the age limit? In Washington it is suggested that he is weary of battling an alleged army "clique," after having had younger men promoted over his head, and failed to receive the Distinguished Service Cross in recognition of his service as a division commander in France. Brother officers deny it. Maj. Gen. Kuhn is silent.

The automobile business was never better than it is today, and from present indications this will continue. "The Dodge company should export between 60,000 and 70,000 cars this year."

PART DISTRIBUTORS REPORT BIG GAINS

Automotive Industry Is Increasing in General Prosperity, Report Shows

DETROIT, Sept. 30.—The extent to which prosperity is general in automotive industry is revealed by a survey of the sale of parts by leading distributors. This indicates that business in the first nine months of 1925 is more than 40 per cent greater than for the same period last year. Wholesalers report a heavy demand from dealers, who in turn state that the distribution of parts has drawn stocks lower than they were in the spring.

The Automotive Parts Corporation, which handles more than 30 lines of accessories and replacements, reports an increase in business this year of 50 per cent over 1924. Its lines include parts for Continental Red Seal motors, Timkin-Detroit axles, Brown-Lipe gears, Borg-Beck products, Spicer universal joints and thermoid products for virtually all makes of cars and trucks.

The increase is general throughout this division of the industry, and jobbers report that the outlook is good for a continuation of volume business well into the winter months.

SNOW HITS NEW YORK

NIAGARA FALLS, N. Y., Oct. 9.—(By Associated Press.)—The first snow of the season fell here today. The mercury hovered around 36 degrees.

MOST MILES PER DOLLAR FOR TIRES

Local Tire Man Explains Difference Between Cheap and Economical

If a car owner buys his tires on the basis of long mileage service and freedom from trouble—he is practicing real economy, according to Walter Rydell, local manager of the Western Auto Supply company.

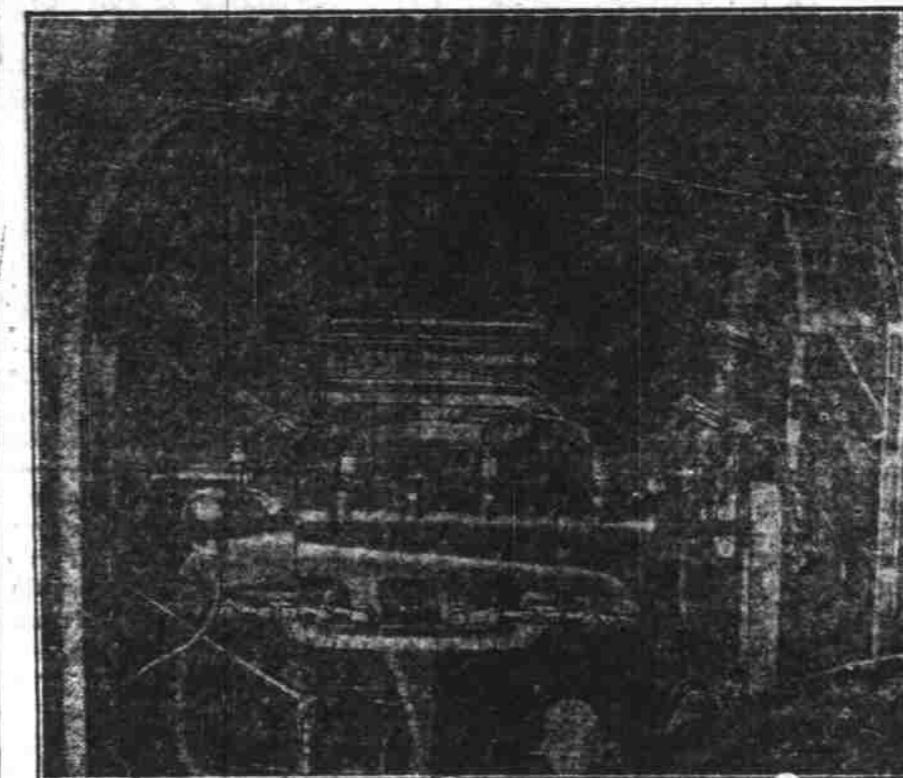
"There is a great deal of difference between a cheap tire and an economical one," says Mr. Rydell, "for in the long run, the cheap tire will prove to be more expensive than the tire bought at a standard price from a reliable company. True economy lies in getting the most miles out of the tire for the dollar spent. That is why we say that when a motorist selects either a Wear Well or a Western Giant cord, he is practicing real economy."

"These tires are specially made to meet western requirements and have been developed in order to secure a tire that will give high road mileage over roads and boulevards of the west. When it is considered that in the western states, the motorist finds not only paved roads but sandy or rocky ones as well, it is evident that in order to give good service, quality must be built into the carcass of a tire."

"That is one of the reasons why our tire business is so good. Motorists have discovered that we have a tire that is specially built for the west and designed to give maximum service under the most trying conditions. All of our own specifications. They are built by several of the leading tire manufacturers in the United States—tire companies who make and sell automobile tires under their own name."

"With the temporary reduction in price that is now in effect on Western Auto tires, hundreds of motorists are anticipating their future needs and buying now at the low prices."

Ford Improvements



Coil box and gasoline line sediment bulb—vital elements in the ignition and fuel system—have been placed under the hood within easy access in the improved Ford cars. As illustrated in the accompanying photograph, the coil box is now mounted on the left side of the motor. A felt gasket on the box cover protects the coil points from dust and the cover itself is so designed that it offers full protection from moisture. The change in the coil box also makes

the motor wiring an integral part of the chassis and high tension leads to the spark plugs are shortened.

Locating of the gasoline tank under the cowl permitted the placing of the sediment bulb in a convenient position almost directly over the carburetor, as shown. The fan bracket has been raised and is now integral with the cylinder head outlet and fitted with an eccentric permitting easy adjustment.

LAST EXECUTIONER FOR DENMARK

COPENHAGEN, Oct. 10.—Denmark's last executioner, Paul Seistrup, died at the age of 78. During 25 years he held office there were only three executions, as the death penalty has been virtually abolished.

MOTOR STYLE SHOW WAS HUGE SUCCESS

Cars Exceptionally Well Displayed and Handled by Pretty Ladies

The Motor Style show which was held on the closing day of the Oregon state fair was a success. It was indeed hard for the judges to decide just which cars should have the ribbons. All were well handled by the lady drivers and offered to Salem an array of motor vehicles never before equalled.

The grand prize was given to Miss Alta Jones, driving a Cadillac suburban sedan for the F. W. Pettyjohn Co.

First prizes were awarded as follows:

Miss Maxine Buren, driving a Chevrolet roadster for the Newton-Chevrolet company; Miss Evangeline Hall, driving a Cleveland touring for the MacDonald Auto Co.; Mrs. Orris Frye, driving a Willys-Knight touring for Vick Brothers; Miss Letta Baumgartner, driving a Buick touring for Otto J. Wilson; Mrs. A. C. Smith, driving a Franklin roadster for the Marion Auto company; Mrs. W. F. McGinnis, driving an Oldsmobile coach for the F. W. Pettyjohn company; Mrs. T. P. Risteigen, driving a Rickenbacker brougham for F. W. Pettyjohn company; Mrs. R. H. Lawson, driving an Auburn brougham for the Lawson Motor Co.; Mrs. Curtis Cross driving a Cadillac touring for the F. W. Pettyjohn company; Mrs. Walter Spaulding driving a Buick sedan for Otto J. Wilson and Miss Kathryn Savage, driving a Marmon brougham for the MacDonald Auto company.

a New STANDARD STAR COACH

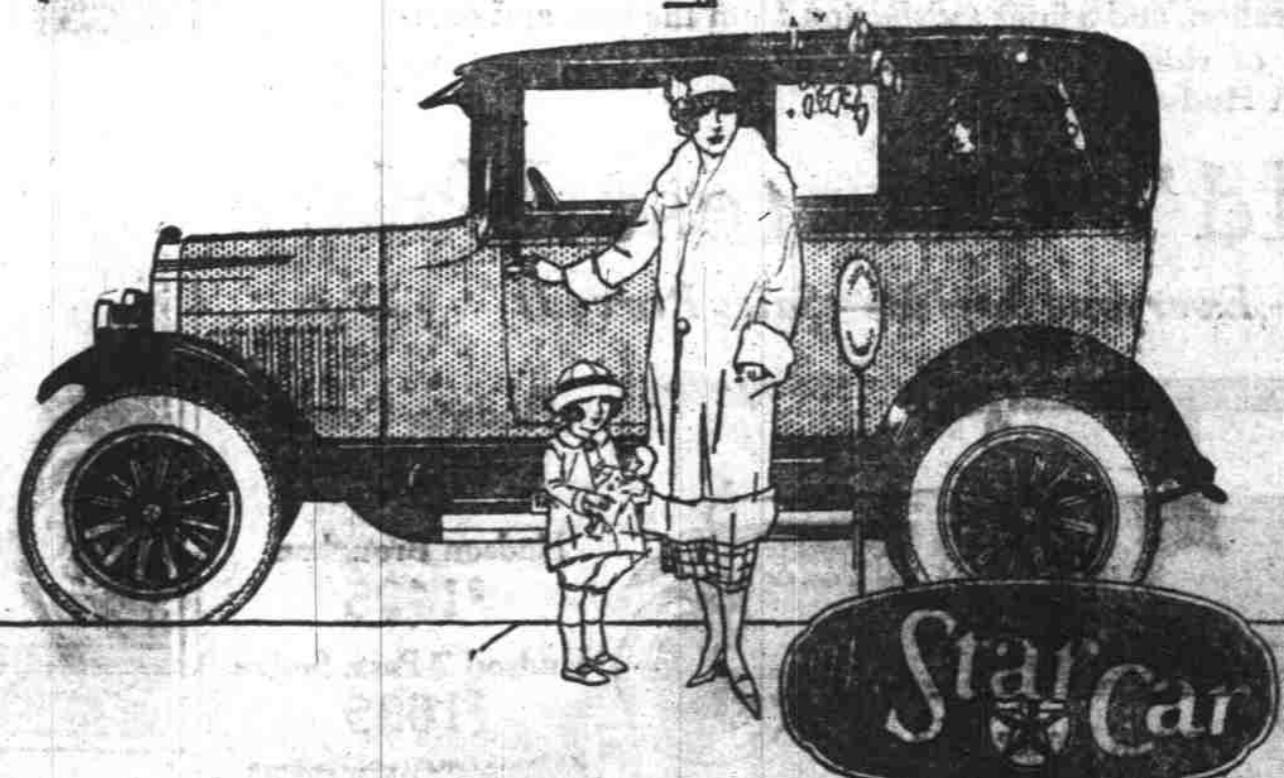
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