

### DRIVER OF COVERED WAGON NOW DRIVING NEW-FANGLED GAS RIG

The drama of American transportation has been enacted within the 90-year life span of Captain Joel Muley Hoback, one of the few surviving links between the romantic day of the covered wagon and the modern automobile.

Captain Hoback who formerly drove a covered wagon now is an enthusiastic motorist.

In 1845 when only 10 years old, he drove four yoke of oxen as they plodded slowly westward with a creaking prairie schooner in which he and his parents migrated 150 miles to Winnemac, Indiana, then a frontier town.

In crossing the Wabash river the eight oxen became frightened, got beyond control of the child driver and lunged away through shoulder-deep water. They nearly upset the wagon but finally returned to the east bank of the river at the battle ground near Lafayette, Indiana, where Harrison a few years before had defeated a large band of hostile Indians.

Today, 80 years later, Captain Hoback, erect, alert and with the clear eye of the frontiersman, is enjoying transportation of a far different type. After hesitating for 10 years "to tackle the new-fangled gasoline rigs," he has purchased a Chevrolet touring car.

"Goes like a scart rabbit," said Captain Hoback. "Easy to drive too. I thought a body had to be pretty good with machinery to handle a car. Mebbe that was true way back when I first started to hanker after a car—when I was only 80 years old—but it shorely isn't true now. I missed a lot of fun by waiting so long."

Captain Hoback drives free-

quently in the vicinity of Britton, Oklahoma, where he now resides. He has built a garage for the car. The Captain rents out the large farm which he homesteaded after joining to land rush from Oklahoma City in 1889.

"I had been prosperous and successful in Indiana and later Arkansas," he explained. "I owned two saw mills and a planing mill, but lost them during the Cleveland administration. I went to Fort Smith, Arkansas. Learning of the proclamation opening land in Oklahoma, I walked from Fort Smith to Oklahoma City. My dog, Old Pal, went with me. I was broke, but that didn't matter to Old Pal. It took us nearly 10 days. We lived off the country. Antelope and deer were as thick as crows in a cornfield.

"During the excitement of the land rush I lost my Old Pal. A man offered me a ride in a wagon. Old Pal was standing nearby when the whistle blew as a signal that the rush was on. Guns were fired, everybody shouted and lashed their horses. The long race over the prairie was very thrilling. I staked one of the most valuable farms in the state but I lost Old Pal.

"That was long ago and of course he's dead now," the old man added wistfully. "But I would give the whole farm to have him back with me now."

After living 16 years on the farm, Captain Hoback moved in 1905 to Dixon, Oklahoma, where he was postmaster, railroad agent, marshal and mayor. He came to Britton in 1909. He has been reported dead at the Battle of Shiloh. The Captain still has the sword which he carried through the war.

On the occasion of his 90th birthday recently, Captain Hoback entertained his friend M. E. Trapp governor of Oklahoma, and 100 other guests including many pioneers and members of Grants Post No. 1, G. A. R., of which he is the only surviving charter mem-

ber. In the near future Captain Hoback will test his newly-acquired skill as a motorist on a tour to the home of his daughter, Mrs. Louisa Hale, at Heber Springs, Arkansas.

### SALEM IS 'SHOWN' TO MANY TOURISTS

Visitors Always Eager to See Surrounding Country; and More Routes Needed

The following interesting discussion of the tourist and road problem is taken from a recent issue of the Salem Chamber of Commerce bulletin.

Hundreds of tourists who stop at the office of the Chamber of Commerce all ask one question: "What is there to see out in the country?" Tourists, many of whom are looking for locations, want to make a loop drive into the country.

For the prairie country, tourists are often routed south through Liberty, to Rosedale, thence east to the Pacific Highway and then back to Salem.

For the cherry country and a fine view of Salem, tourists are sent across the river, thence north to the Oak Grove or Orchard Heights road. Thence west swinging around to the Dallas paved road.

Tourists would like to travel out by the Cottage Farm, the State Training School for Boys and then back by the Institution for the Feeble Minded. But it is not all paved.

If there was a loop to Silver Creek Falls by way of Howell Prairie, Silverton, thence to the Bridge at Silver Creek Falls and thence back to Salem through the Waldo Hills, Marion county would have as guests for several days, thousands of tourists.

As it now stands; according to the five year program laid out by the county court, there will be no good roads into Silver Creek Falls unless the road district in which the Falls are located will vote a millage road tax.

### AJAX SIX WINS IN RECORD TRAIN RUN

Trip From Los Angeles to Albuquerque Trims Time From Fastest Train

From Los Angeles to Albuquerque in 26 hours and 8 minutes! That is the record just established by a strictly stock Ajax touring car.

The time of the fastest train between the two cities is 28 hours and 6 minutes. Two hours longer than it took the Ajax, and the distance by rail is shorter by 14 miles.

The Ajax left Los Angeles with two members of the local Ajax dealer organization as drivers, and a newspaper man as observer. The party traveled through Victorville, Barstow, Ludlow and Amboy, reaching Needles, 300 miles in 7 hours and 45 minutes.

From there the car sped on through Kingman, Seligman, Flagstaff, Winslow, Holbrook, and Gallop to a point just 836 miles from Los Angeles, where the 24 hour part of the run was completed. Then it crossed the Continental Divide, and ploughed on through the mud to Albuquerque. The total distance of 906 miles was covered in an elapsed time of 26 hours and 8 minutes. The fastest limited train was beaten by exactly 2 hours and 1 minute.

The car was an Ajax touring which had done a little over 2000 miles as a demonstrator and was absolutely stock mechanically, its only extra equipment being a spotlight, bumpers, motometer, stabilators and two spare wheels (with tires mounted) instead of the one which is regular equipment. The tires were those which were on the car when shipped from the factory. In addition to the three passengers, it carried considerable baggage—in fact an average tourist load.

The run was performed under the most trying conditions. All sorts of bad roads were encountered—deep heavy sand, rutty rocky roads and steep winding

trails. The last 60 miles was a sea of water and slippery adobe mud that made going both difficult and dangerous.

The run was completed without a single motor adjustment, and with only one minor adjustment to the left rear brake. And in checking over the car in Albuquerque before the return trip, it was necessary only to tighten one bolt on the spare tire carrier.

### FISHER BODY PLANT HAS LARGE ADDITION

Expenditure of Over Half Million Dollars Is Found to Be Necessary

PONTIAC, Mich., Nov. 21.—In order to meet the demand for an increasing number of bodies for the Oakland Motor Car Co., and to provide adequate facilities for producing bodies for the new six cylinder car to be introduced early next year as a companion to the Oakland Six, the Fisher Body Corporation is expending approximately a half million dollars in additional building and equipment at its Pontiac plant.

The present Fisher Body Corporation's \$2,000,000 plant has been devoted exclusively, beginning two months ago, to building Oakland bodies, due to the tremendous demand that followed the appearance of the new Oakland and the monthly breaking of sales records since that time. The building additions will add 60,000 more feet of floor space.

This enlargement for body building requirements follows closely the appropriation of three quarters of a million dollars for equipment in the Oakland factories to increase production on the Oakland Six and three million dollars for tools and equipment to build the new six cylinder car which will be produced and distributed by the Oakland organization.

All additions and equipment at the body building plant will have been installed before the end of this year.

Nash has reduced the price of this Special Six 4-Door Sedan to \$1445 f. o. b. factory—without sacrificing one iota of QUALITY. It's exactly the same car with the same fine features—including luxurious mohair upholstery, silver-finished fittings, heater, Nash-design 4-wheel brakes, full balloon tires and 5 disc wheels.

Kirkwood Motor Co.

311 North Commercial—Telephone 311

### What More Could You Ask?

Long Mileage and Perfect-Non Skid



McCLAREN CORD

"Jim" "Bill"

Smith & Watkins

Snappy Service

PHONE 44

**EIKER'S GUARANTEED USED FORDS PRICED RIGHT THE BLUE FRONT Liberty and Ferry**

Phone 122

## Where is the Car that Equals It?

Before buying any automobile in the thousand dollar field, ask yourself these five questions—

- 1 Is it as beautiful and comfortable as the new Oakland Six?
- 2 Has it mechanical Four Wheel Brakes?
- 3 Does it combine such advanced features as Air Cleaner, Oil Filter, Full Pressure Oiling, and The Harmonic Balancer—an exclusive Oakland feature imparting unmatched freedom from vibration?
- 4 Can it duplicate Oakland speed, power, acceleration, flexibility and year-in-and-year-out dependability?
- 5 And can it equal Oakland's amazing value at the new prices—\$70 to \$350 lower?

Because no car in the field can answer these questions satisfactorily—because no car combines these features at anywhere near Oakland's new low prices—this is the car for you.

Roadster	\$ 975	(Old Price \$1095)	Landau Coupe	\$1125	(Old Price \$1295)
Touring Car	1025	(Old Price 1095)	Sedan	1195	(Old Price 1545)
Coach	1095	(Old Price 1215)	Landau Sedan	1395	(Old Price 1645)

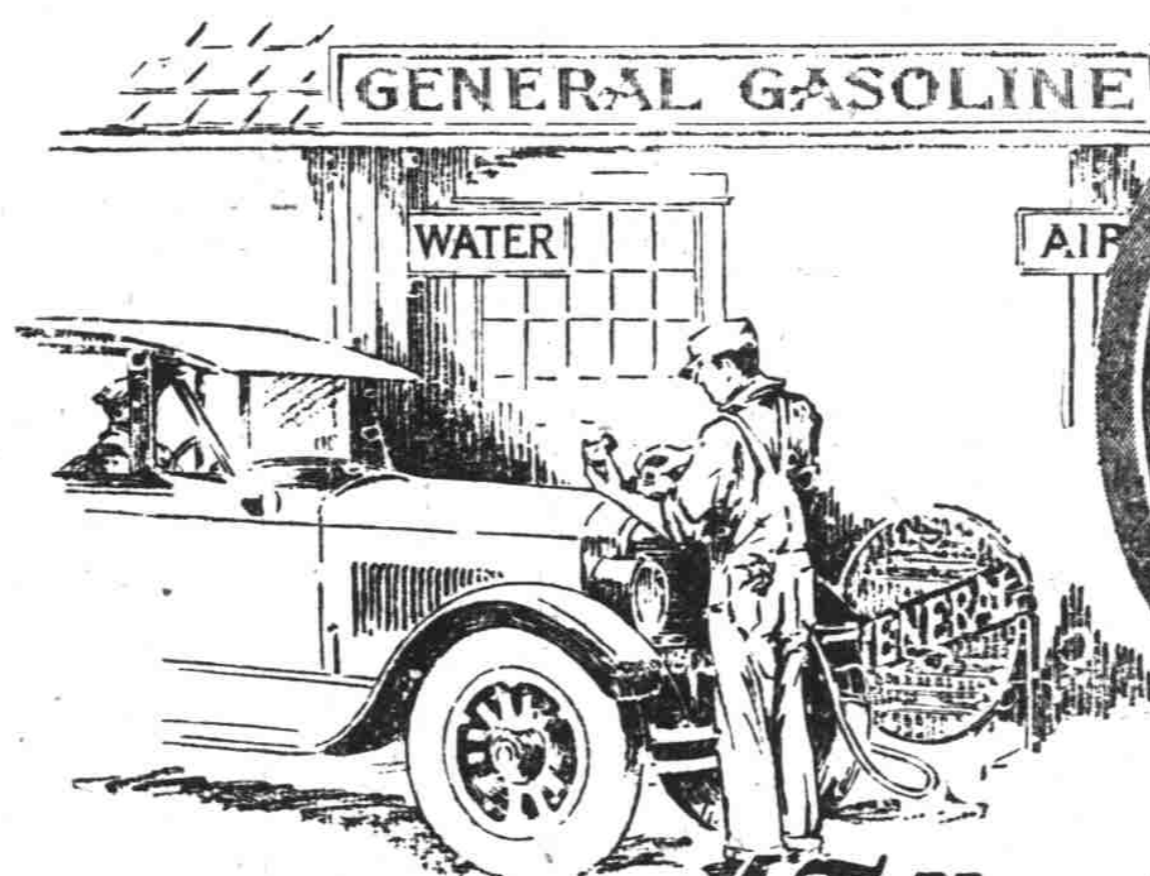
All prices at factory. General Motors Time Payment Rates, heretofore the lowest in the industry, have been made still lower. You can now save as much as \$40 to \$60 in your time payment costs.

VICK BROTHERS

High Street at Trade

WINNING AND HOLDING GOOD WILL  
**OAKLAND SIX**

PRODUCT OF GENERAL MOTORS



## A Fellow Townsman Who "AIMS to PLEASE"

You'll find him all about you, close to your home and handy to your place of business. You can spot him by his attractive, green and white service station or garage and by the famous green-and-white signs that announce his products.

He's the Authorized Independent GENERAL Dealer and his name is legion. Wherever you find him it will pay you to know him because he's a fellow townsman of yours and he "aims to please." His business is his own and he is selling old-fashioned, modern-process GENERAL Gasoline because he believes in it. He knows that it starts quick, burns clean, imparts full power and gives maximum mileage. Ask him about it.

GENERAL Products Are Sold Only by Authorized Independent Dealers at the Green-and-White Sign.

"Fill Up Your Tank and Let Your ENGINE Decide!"

# GENERAL GASOLINE and Lubricants

W. R. SPECK, Distributor  
Telephone 2102—Salem, Oregon