

### ECONOMY RUN MADE BY WILLYS - KNIGHT

15 Miles to Gallon Made in Gruelling Endurance Test in Mountains

Establishing what is recognized to be a record for economy, performance and endurance all in one, a stock model Willys-Knight touring car recently completed a spectacular and continuous 96 hour grind through the steep and rugged San Bernardino mountains and achieved some remarkable results.

During the four day run, the Willys-Knight established a gas-mile mileage of slightly more than 15 miles to the gallon, despite the fact that more than seventy per cent of the going was over loose rock and rough dirt roads, including grades mounting to 3000 feet above sea level. In this grind which carried the two drivers continuously through day and night, the car traversed 1557 miles of formidable mountain climbing

that proved the capacity of the car to stand abuse and exertion. The spectacular run started at San Bernardino, continued through the Redlands, up Mill Creek road and Clarks Lake after passing through the rugged Santa Ana Canyon to Big Bear Lake with an elevation of approximately 6300 feet where the trail wound about the south shore of the lake across the new government forest road to Arrowhead Lake, thence along the crest of the San Bernardino mountains through Crestline and Waterman Canyon down through the valley. The elevation during the run varied from 1000 to 8000 feet above sea level, but the carburetor adjustment of the Willys-Knight was not changed to meet the changes of altitude.

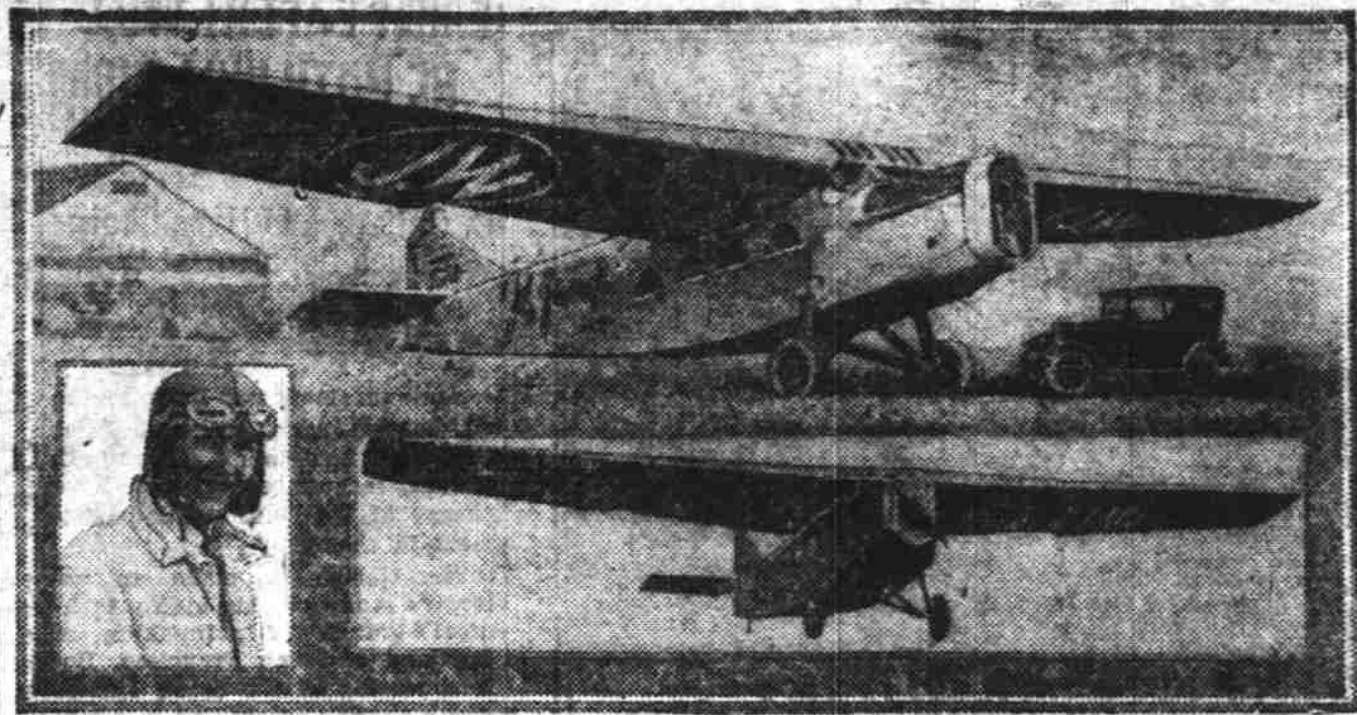
While the run was not staged to set any speed record for the course, final tabulation by newspapermen who served as judges of the run established that the car had averaged 19 miles an hour during the four days and nights, said to have been a record for such mountainous travel. More than 200 miles to the quart of oil was the mark hung up by this Willys-Knight which as piloted by two employes of the factory branch in Los Angeles.

Throughout the entire course controls were established where fuel was replenished and drivers changed for the next grind, a time limit being established for the distance between controls. During the 1557 miles the engine was not allowed to stop, a remarkable feat when considering the fact that but twice during the entire 96 hour grind did the motor register the equivalent of summer heat despite the gruelling grades. More remarkable was the addition of only four quarts of water to the radiator supply during the entire drive, newspapers claiming that most cars boil vigorously over the tortuous grades and hairpin turns of the course. So interested were Californians in this unique test of demonstrating the motor efficiency and economy of the Willys-Knight that a Los Angeles broadcasting station, receiving reports directly from the drivers on their respective turns, announced the progress of the run to thousands of residents of the Golden Gate and Los Angeles country. Newspapermen were unanimous in their commendation of the exceptional performance of the Willys-Knight which, they declared, was thoroughly demonstrated over one of the most difficult drives in that part of California.

#### Chemawa Defeats Normal School Eleven 26 to 0

OREGON NORMAL SCHOOL, Monmouth, Nov. 24.—The last game of the football season was played by the normal eleven today with Chemawa on the Chemawa field, ending in a score of 26-0 in favor of Chemawa.

### "SOME BABY," SAYS ROAD FORD CALLING ON YOUNG AIR FORD



Here are two views of the first Ford aeroplane, J. W. 1, to be put on public sale. Inset is the pilot who drove the J. W. 1 from Detroit to Mitchell Field, New York, in 6 hours. Some idea of what a wing spread of 58 feet, 4 inches means is gained by the minuteness of the Ford car seen nesting under one wing, with room enough left over for three or four more, without crowding.

The first Ford aeroplane to be manufactured by the Stout Metal Aeroplane Company, a division of the Ford Motor Company, for individual purchase, is on public sale at Wanamaker's, New York, in the first retail aeroplane department ever to be established.

The plane is named J. W. 1. It was flown to Mitchell Field, New York, from Detroit, in six flying hours and marked the 300th trip of a Ford aeroplane. Of these trips 298 were made between the Detroit, Chicago and Cleveland plants of the Ford Motor Company. The 299th trip was a special reliability test in which the Ford plane went over sixteen other competitors, all operating under very unfavorable weather conditions.

The fuselage and wings of the Ford plane are made of duralumin, a metal alloy combining aluminum,

**SPECIFICATIONS OF THE AIRPLANE J. W. 1.**  
Will carry 4 passengers. Luggage space (600 lbs.) Spruce Propeller, brass-tipped. Steel tubing chassis. Wing spread, 58 ft., 4 in. Fuselage, 45 ft., 8 in. Height, 11 ft., 10 in. Weight empty, 3,600 lbs. Liberty motor, 400 h.p. 1,800 revolutions per minute. Cruising radius, 6 hours. Carries 150 gallons of gasoline and 15 gallons of oil. Speed 116 miles per hour.

copper and one or two other metals in small proportions. The wings will not buckle. Because duralumin provides much greater lightness than steel the Ford plane is easier than a steel plane to handle upon landing. Everything on the ship is fireproof, except the leather upholstery on the seats.

The motor is equipped with a self-starter which eliminates the dangerous procedure of spinning the propeller by a ground mechanic. This airplane has no complicated

guy supports on the wings and only six on the tail. It's weight is 3,600 pounds, which is some four to six hundred pounds less than other planes of similar power. It is especially built for gliding so that if, for any reason, such as leakage of water or fuel, the motor stops and a forced landing is necessary, the plane can easily be guided to the ground and can make a safe landing anywhere where there are no considerable obstacles, such as large trees and buildings.

### Create More Schools for Vagrant Russian Children

MOSCOW—Vagrant children in Russia number more than 200,000, the commissar of education has found. He characterized it as a situation menacing the welfare of the country and accordingly has organized a new system of factory schools for homeless children.

The big centers, like Moscow, Leningrad, Kharkow and others are overrun by homeless waifs

who sleep on the sidewalks, half naked and half starved. The "Central Lenin Fund" for vagrant children, to which the government contributed several million rubles and to which another few millions have been added by voluntary contributions, has been found insufficient. The factory school intends to teach the waifs various trades in addition to their general education.

Say It With a Classified Ad

### Normal School Students Leave for Thanksgiving

OREGON NORMAL SCHOOL, Monmouth, Nov. 25.—Students of the normal school leave at noon today for the Thanksgiving holidays. Classes will be resumed on Monday. Box lunches are being sold on the campus for those students leaving on special trains or busses. Proceeds will be turned over to the athletic fund.

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### Effect of Movie Houses on Theatre Is Discussed

PITTSBURGH—Whether the movies and other forms of entertainment have really "killed" the legitimate theatre will be discussed by prominent actors, playwrights, managers and educators at a conference on the American theatre to open here November 27.

The meeting, held under the auspices of Carnegie Institute of Technology, will be for the additional purpose of studying the potential influence of the community theatre movement and to ascertain the nature and extent of the movement now going on in American colleges for the promotion of interest in serious drama.

A survey of all American colleges made by Carnegie Tech shows that 75 per cent of the institutions include some form of dramatic education in their courses of study.

### Elite of Livestock Groomed for International Exhibit

CHICAGO.—In quest of tiny blue ribbons and \$100,000 in prizes, symbolic of championship, ten thousand cattle, swine and horses—the best in the country—will compete in this year's International Livestock exposition.

While judges from the United States, Canada, England and Scotland are viewing this great army of livestock, agriculture also will be having its day, for the International grain and hay show and the National boys' and girls' club congress will meet as departments of the exposition.

A display of newly discovered varieties of crops and an exhibition of work accomplished by farm boys' and girls' clubs will be among other features.

Three hundred thousand persons are expected to visit the show, which will continue from November 28 to December 5.

### TOMMY MILTON IS BIG RACE WINNER

Veteran Driver Is Particularly Victorious on Southern Speedways

"Tommy Milton surely should like the race track at Charlotte, N. C.," says R. A. Stranahan, president of the Champion Spark Plug Co. "In three 250-mile AAA races held there to date, the veteran speedway marvel has won two firsts and a third, giving him plenty of glory and a handsome share of the prize money each time."

Milton broke what was then the world's 250-mile record at the track's inaugural race Oct. 25, 1924, averaging 118.17 miles an hour. In the second Charlotte event, May 11, 1925 Earl Cooper beat that mark with 124.6 miles an hour after Milton had set an even faster pace early in the race. In this third race, Nov. 11, "Smiling Tommy" ran the mark up to 124.3, a new track record, and one which closely approaches his own world record of 126.89 miles an hour, made at Culver City, California, March 1, 1925.

Milton, in wires to the Champion Spark Plug company and in discussion with its officials, has frequently ascribed part of his racing success to the greater speed and accelerative abilities he finds in Champions.

"The race was another clean sweep for cars equipped with Champions," says Mr. Stranahan. "Every car to finish was powered with them and not a single one of our spark plugs was changed during the entire race. It was the 29th Champion victory in major speed and endurance contests the world over in slightly more than two years—a feat never before approached by any other automotive product."

### NEUTRODYNE SALES BIG

LARGE PERCENTAGE OF RADIO SETS USING CIRCUITS

The sale of neutrodyne radio receiving apparatus for the first three quarters of 1925 showed a ten per cent increase over the corresponding period of 1924 according to a letter sent to its stockholders by the Hazeltine Corporation. The latter is owner of the patents and trademarks covering the neutrodyne inventions of Professor L. A. Hazeltine.

It is stated that the figure shown represent the net royalties on apparatus sold by the fourteen manufacturers licensed to operate under the neutrodyne patents. These figures, it is said, indicate a total expenditure of approximately \$14,500,000 by the public for radio receivers made under the Hazeltine license during the first nine months of 1925.

### POPULAR WITH FOREIGN CLUBS

SEATTLE—Rowing shells used by the University of Washington have been ordered by two foreign rowing clubs and the Universities of Pennsylvania, Syracuse and Princeton.

George Pocock is the university shell builder with a shop on the school campus. His shells were used when the University of Washington became intercollegiate rowing champion in 1923 and 1924.

Behind the Scenes at Christmas.

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Never has any car enjoyed a more enthusiastic reception. Never have people been more outspoken in their praise of any car. In many cities sales have multiplied beyond precedent. In some sections, the figures for the first ninety days surpass those of the entire preceding year. More than 100 improvements and new prices—\$70 to \$350 lower—have created an unexampled nation-wide demand. Such popularity is an infallible assurance of value. You can purchase a New Oakland Six with full confidence that you are selecting the preferred investment in the field.

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