

CHINESE RICKSHAW REPLACED BY AUTOS

Little Two-Wheeled Vehicle, Operated by Man-Power, Losing Ground

The rickshaw, that frail two-wheel vehicle operated by man power, which has been the Chinese method of local transportation for centuries, is passing before the most modern type of motor car and truck.

The roads of China have little commend them for use of rubber-tired conveyances, but many of the native population, as well as foreign residents, prefer this older method of transportation which enables them to eliminate the expense of a country where time is reckoned by dynasties or centuries.

Even in the newer military regime of China, which is now battling against the incursion of Soviet doctrine, the motor truck has become an important link in the operations.

The big factor in bringing about this condition is the use of Dodge Brothers Motor Cars and Graham Brothers trucks, which are now in general use in the provinces of Hankow and Honan.

Recently a shipment of thirty Dodge Brothers chassis was made to Gen. Wu Pei Fu, commanding the Chinese army at Tientsin, in the Province of Chihli. Gen. Wu is using this fleet for transporting troops and for road building.

Two other large shipments of these chassis were received by the L. E. Gale Company, Dodge Brothers dealers at Hankow. These shipments were disbursed to other points in the provinces of Hankow and Honan for road building and for transportation needs.

The shipments comprise two train loads, one load containing 55 Graham Brothers trucks destined for Kai-feng, Honan. The other train load, consisting mainly of Dodge Brothers chassis, was for distribution from the L. E. Gale Company's headquarters at Hankow.

The huge shipment was made across the Pacific Ocean to Shanghai. Here the heavy export boxes were transferred to lighters for the trip up the Yangtze the river a distance of 600 or 700 miles inland. The lighters used were "junks," small frail sail boats of native design, capable of holding three or four of these huge boxes. Four days is required to make the inland journey.

On arrival at Hankow more difficulties were experienced. Lack of modern equipment for unloading such bulky freight was confronted. But there were coolies, myriads of them, ready on the bank eager to assist in the work.

The boxes were removed from the deck of the junk by use of a long steel cable and a windlass. Back from the river is a long broad concrete wall for flood protection. This wall is about twelve feet high. Another task confronted Mr. Gale and his associates in getting the heavy boxes up to dry ground. The boxes were rolled to a pair of skids which had been placed on the steps of a driveway leading up to the top of the wall. A "yoke" made of bamboo was stretched around the box to be tacked a number of circular rings raised. To this "yoke" are attached a number of ropes or heavy cloth. These ropes are thrown over the right shoulder of each man at work and by continual forcing they manage to take the heavy freight up the required distance. Usually about thirty coolies are employed at this task.

The coolies go about their work with a manner which belies their stolid nature. A leader is chosen and he directs the work. As the men take hold of their box the leader begins a "song" which is similar to the "heave-ho, heave-ho" chant of the American track-layers.

The boxes are carried by this manual labor to the waiting freight cars some distance down the wall of the river bank.

The L. E. Gale Company recently enlarged its show room and service garage. The newly arrived fleet of Dodge Brothers Motor cars and Graham Brothers trucks were exhibited. The occasion marked an epic in the life of the city of Hankow. Chinese merchants with officials of the city besides hundreds of other local residents participated in the "open house." Speeches lauding Mr. Gale and associates on their enterprising methods and the quality of their merchandise were made in Chinese and these in turn were interpreted in English and French.

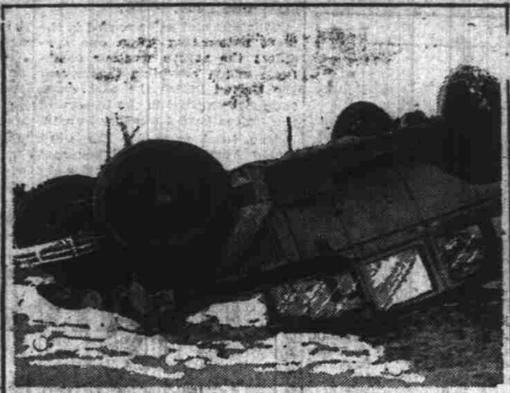
To avoid that run-down feeling, cross crossings cautiously.

Safety cannot be purchased over the counter nor measured by the yardstick or scale. It is something which you can create yourself. You can make it a very valuable part of yourself. Just be careful at all times and you have it.

Better be careful a thousand times than be crippled once. A careful man is the most perfect safety device known, declares C. B. Axel, vice president of the National Safety Council.

Salem—Work begins on \$640,000 Oregon Linn Mills project.

Where Death Was Cheated



Heavy sedan rolled on an icy road near Saginaw, Mich., and turned completely over, without injury to the passengers or car. Not a glass was broken. Photo shows the car where it landed.

NORTH-SOUTH TOUR AROUSES COMMENT

Trip Made in Oldsmobile Without Even a Forced Stop to Change Tire

A midwinter trip from Toronto, Ontario to Vancouver, B. C. by automobile made via the Rio Grande river was the route selected by Reginald Key, of Toronto, to defeat the snow blocked mountain roads of the north. He traveled 6,702 miles in his Oldsmobile Coach without even the change of a tire, which in his own words "was no mean feat."

The certainty with which a person can start out on a long tour, regardless of the season of the year, with present day automobiles was demonstrated by Mr. Key. Describing the trip, he said:

"At no time throughout the whole trip did our Oldsmobile give us the slightest anxiety. Our average mileage per gallon was good. No trouble was experienced in conquering the various mountain ranges."

One of the worst spots Mr. Key encountered was on a detour near Cairo, Ky., where he found three state teams hauling stalled cars out of deep gumbo mud. "Our car was one of the few to make it without assistance. We sunk axle deep in the clay, which was a veritable sea, but our Oldsmobile went through it just like a tank at Paschendale."

On only one long climb during the trip did he find it advisable to use second gear. That was while ascending the 14-mile grade from El Centro to San Diego.

But the rough spots in the road were more than compensated for by the wonderful scenery encountered, which Mr. Key said, "baffles the power of description."

2 YEARS GUARANTEED!

The life, power and trouble-free service of the PHILCO DYNAMIC BATTERY are guaranteed for 2 years—but a Philco long outlasts this extraordinary guarantee.

Let us put a PHILCO in your car now and save you a lot of needless trouble and expense. It will cost you no more to buy than just an ordinary battery, and you'll be amazed how much less it costs you per month of service.

E. H. BURRELL

Battery and Electrical Service

238 N. High Street

Phone 203

TRAFFIC COPS USING STAR TO MAKE HAUL

Stock Model Six Proves Itself Capable of Making 75 Miles Per Hour

OAKLAND, April 17.—With a get-away rivaling that of a motorcycle and a speed capacity better than sixty-five miles an hour, a stock model Star Six is proving itself an effective medium in checking up on speeders in Salinas county.

This new unit of the traffic department of Salinas county is operated by J. L. Peagin, who in a letter to F. G. Hood, of the Durant Motor company of California, enthusiastically recommends the new Star Six for traffic department purposes.

"I have been using one of the new Star Sixes for nearly two months, and can truthfully say that it out-demonstrates any car I have previously used in my work of checking up on speeders in Salinas county," writes Peagin.

"I get twenty-nine and one-half

miles to the gallon of gasoline on the highway and about twenty-four in traffic driving. I have driven the new car sixty-five miles an hour and am certain that I can get seventy-one or two by coaxing it a little.

"Outside of its remarkable get-away perhaps the most attractive feature of the new Star Six is its uncanny power on hills. I have made the Carmel hill at the rate of fifty miles an hour, and have then immediately made the climb over again at a rate of four miles an hour in high gear. Those who are acquainted with this hill will recognize the merits of a demonstration of this kind, for there are many cars that cannot make the climb in high gear.

"I can make just as quick a get-away with my new Star Six as I could with a motorcycle, and the speed and roadability of the car makes it not only a formidable medium for overtaking law infringers, but gives one comfort and a sense of safety besides."

To avoid that run-down feeling, cross crossings cautiously.

Safe conditions are good but safe men are better, remarks the National Safety Council.

Neokwin voters approve plans for modern school building.

SALES INCREASE FOR MONTH SETS RECORD

Star Gains 95 Per Cent During February, Latest Reports Indicate

OAKLAND, April 17.—According to an announcement made by the Durant Motor Company of California, Star car sales in February, 1926, were exactly 95 per cent in excess of the sales of the same month a year ago, and the five big Star car factories are entering the spring and summer manufacturing season in their greatest period of production.

"Star car business is on the upgrade all over the country," stated Norman DeVaux, vice-president and general manager of the local Star manufacturing organization. "Reports at hand from eastern and Canadian territories show that all departments are experiencing the same increase in business that show the Pacific Coast territory in such good shape."

According to reports from factory representatives reaching here,

the Northwest territory, and the state of Arizona, are experiencing their greatest business periods in the automobile history, and great things are expected in all lines of business in these sections. California is also showing an increase over 1925, but on a scale that is expected to be greatly bettered during the late spring selling periods.

According to DeVaux, success in a great measure has attended the first selling periods for the new Star Six, and the announcement of the Refined Star Four brought in car orders that the local factory is having a hard time to fill. Production, he said, keeping pace with sales, is also increasing here.

duction, he said, keeping pace with sales, is also increasing here.

Batteries Re-Charged

Have your car thoroughly inspected and repaired before the vacation season.

Work Done by Hour or by the Job

BARRETT BROS. GARAGE

1909 N. Capitol



Velocipedes Scooters Kiddie Kars

And other Children's Wheel Goods

Bicycle Repairing at Reasonable Prices

LLOYD E. RAMSDEN

387 Court Street

I Will Decide for Myself

When I am aggravated with my old automobile . . . and wonder how I ever came to buy this iron horse . . . I recall that I let others decide this important matter for me . . . I relied on the judgment of friends . . . and finally let a clever salesman slip one over on me.

Not the first time, either . . . happens about once a year, to me.

A car is such a personal thing, too . . . why one lives in it more than he does in his home . . . Every person should own a car which will answer to his own moods . . . his needs . . . and his peculiar kind of driving.

Had my heart set on a Rickenbacker last year . . . never have been able to get it out of my system.

Every time a Rickenbacker passes me on the open road . . . or jumps away from me at a traffic signal . . . I cuss myself for my weak-mindedness . . . and resolve that next time I buy a car . . . I shall decide for myself.

There is only one way to do that deciding . . . drive the car with my own hands.

I am going to drive a Rickenbacker . . . nobody is going to sell me any car until I do.

Friendly advice is all right . . . sincere for the most part . . . I know my friends mean well when they tell me they are sure the cars they drive are "just as good" as a Rickenbacker . . .

But their tastes are not my tastes . . . I want a car that is made to measure for me . . . and that Rickenbacker they tell me is Custom Built so to speak for car-connoisseurs . . . That means me.

I've owned a lot of cars . . . have bought my experience . . . and even if I don't know all there is to know about automobiles . . . I sure do know what I want.

Those "advanced engineering features" . . . which, I am told, are to be found only in a Rickenbacker . . . intrigue me . . . I admit I'd like to own a car that has every last one of them!

Tandem Fly Wheels . . . Dilutioniser . . . Double Depth Frame . . . Cradle Springs . . . Air Cleaner . . . Mechanical Four-wheel Brakes . . . Custom Built Body . . . every one of these . . . and all the others.

I confess I don't know just what all of them are . . . last year I was persuaded that some were only useless "talking points" . . . put in to make Rickenbackers sell easier.

But at this year's shows I noticed that those very makers who then flouted the idea, have since copied those features . . . must have been right . . . must have been better.

I am going to know about all these things . . . I have an ordinarily intelligent mind . . . an average amount of mechanical acumen . . . and, even if I don't quite understand when a salesman tries to tell me . . . I sure can when I see for myself.

And that is just what I am resolved to do . . . see with my own eyes . . . decide for myself.

Then I am going to take a Rickenbacker car and drive it with my own hands . . . going to take Rickenbacker's word for it that the car is its own best salesman . . . let the eloquence of that super-performance . . . about which I hear so much . . . tell its own story.

Don't want any salesman or expert driver along . . . going to do my own driving . . . uninterrupted by any sales talk.

Going to decide for myself . . . this time.

And if I don't buy a Rickenbacker . . . I will have no one but myself and Rickenbacker to blame . . . I have a hunch I will own a Rickenbacker by tomorrow night.

F. W. PETTYJOHN is Rickenbacker Distributor Here

Phone is 1260

Rickenbackers are made in "Steel" and "Vertical Eight"—all popular body types—prices range from \$1695 to \$2595—F. W. Pettyjohn, Detroit, plus tax