

Overworking of Bagpipe Causes Scots to Protest

GLASGOW—Nero learned to play the bagpipe long before he was able to fiddle. This and other information rel-

ative to the bagpipe and its origin has been brought out here by Scotsmen who are up in arms against the national instrument because it has been made to work over time in some of the night clubs. They would have the bagpipe declared a public nuisance,

and have taken their contentions to court for a ruling. The claim is made by the same source that the bagpipe was not only used by the Greeks and the Romans, even before Nero's time, but that in the course of events it was introduced into Scotland from Ireland.

FOREIGN MARKETS SEEK U. S. AUTOS

American Machines Outselling Those of Any Other Country, Report Says

American automobiles today are outselling those of any other country in every nation in the world where they are permitted by tariff regulations to compete with cars of other countries on an equal basis.

This is the statement of H. J. Holder, Hupmobile sales manager for Continental Europe and Northern Africa, who has just visited the Hupp Motor Car Corporation from his office headquarters in Paris.

"Throughout Europe and Northern Africa, except in those countries which have erected a high tariff wall against our product, American cars outsell those of all other makes together," said Mr. Holder. "English cars, because of the favorable British 32 1-3 per cent tariff, outsell American cars throughout the British Isles. Yet American cars sell well there, nevertheless. But in France and Italy an almost prohibitive duty restricts the sale of American cars to little more than a comparative handful."

Under Mr. Holder's direction, the sale of Hupmobiles throughout Continental Europe has registered a phenomenal increase. Shipments there during March were 200 per cent greater than those for March 1925. For the first quarter of 1926 they were 300 per cent more than for the corresponding period in 1925. A considerably augmented sales organization has been built up in every country.

"The Hupmobile Eight is meeting an especially responsive market throughout Europe," he continued. "This is aided in considerable measure by the fact that Europeans possess greater knowledge

than is enjoyed in this country of the inherent abilities of the proper straight eight principle and to the European's ability for ready comparison of the Hupmobile Eight with the eight generally acclaimed by automotive engineers of every country as being next to the Hupmobile Eight, the world's outstanding example of straight eight engineering genius. For Europe freely acknowledges the Hupmobile eight to be the finest application of that principle yet known."

Mr. Holder is a veteran in the export motor car field, having been connected with that branch of the industry almost continuously since 1910. His home is in Forest Hills, L. I.

Says "Big Six," McGinnity Worth Seven Hurlers Today

NEW YORK—Although John McGraw claims this year to have assembled the greatest pitching staff in the last fifteen seasons of organized baseball, he maintains that the late Christy Mathewson and Iron Man Joe McGinnity together were the equal of a modern corps of seven twirlers.

"Don't forget," says the Giants' pilot, "that in the prime of Matty and McGinnity I had two pitchers who could win close to seventy games in one season. It takes seven pitchers to do that nowadays. But according to present standards, we have truly a great staff."

"I would like to have another lefthander, but the southpaw staff is mostly bunk. I never saw a great righthander who was not better than a great lefthander."

Harrisburg—More farm buildings being erected here than for several years past.

BUSES AND STREET CAR UNION SOUGHT

Budd Urged Co-ordination; Competition Between Two Said Ruinous

(From Automotive Daily News)

KANSAS CITY, April 24.—Co-ordination of buses with electric rail systems under the guidance of rail officials was advocated by Britton I. Budd, president of the Chicago Rapid Transit company, operating Chicago's elevated lines, in a paper read Tuesday afternoon before the annual convention of the American Society of Civil Engineers.

His remarks emphasized those made earlier in the convention by Ralph Budd, president of the Great Northern.

The paper was read by Charles E. Thompson, vice president of Mr. Budd's companies.

"The public," Mr. Budd stated, "demands bus service, but that does not mean buses entirely can supplant other transit facilities. Co-ordination of all these facilities by existing transportation companies, so that each will be assigned the task for which it best is fitted, is what is needed."

"Competition between two transportation systems prevents either from giving the best service. Competitive rates between bus and rail systems are costly in both because bus operation is more expensive than rail."

"In urban service the proper sphere of the bus is as an auxiliary of the tram company, carrying

boulevard, park and feeder traffic and in the interurban field for short hauls to communities not served by the electric lines. It is not as serviceable for the long haul as the rail system because it hasn't the carrying capacity.

"Railway men with their special training are fitted better to operate motor coaches and co-ordinate them with the railways."

"Summing up the situation, I believe in the near future bus operation will have simmered down to some such sound economic basis as this. Where it is economical to operate buses they will be run and where the public best can be served by rail lines they will have a clear field."

Reviewing the growth of bus traffic Mr. Budd said that in 1921 only sixteen rail lines had auxiliary bus service, while in 1925 buses were operated in conjunction with 280 electric railways. From January, 1924, to January 1926 the percentage of companies fur-

nishing auxiliary bus service increased from 14 to 35 per cent.

UNIFORM TRAFFIC LAWS

I wish we had one traffic law From Maine clear into Arkansas That rules of road alike, we'd drop From Florida to Washington!

Some things I can most freely do In Kokomo or Kal'mazoo Which if I try in Tennessee Or Idaho, I'm pished, by gee!

Wherefore my spirit it elates When Uncle Sam calls up the states And bids them seek a happy morn Through traffic code that's uniform.

Medford—Miners rushing to Woodruff Meadows area, for gold and platinum.

La Grande—Alder Slope irrigation project will build 7-mile canal, for \$15,000.

IS YOUR CAR FOR SALE?

I HAVE SEVERAL INQUIRIES FROM PERSONS WHO ARE INTERESTED IN USED AUTOMOBILES

- 2 or 3 Passenger Closed Car
- 2 or 3 Passenger Open Car
- 7 Passenger Closed Car
- 5 Passenger Open Car

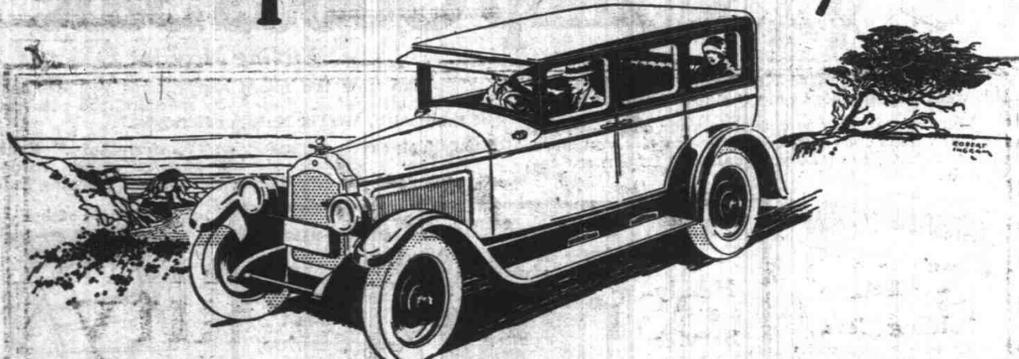
If you have a car of the above description simply fill out the coupon below. Now obligation.

POST OFFICE BOX 185 SALEM, OREGON

I wish to dispose of automobile equipment described below:

Year and Make of Car..... Open or Closed.....
 Name.....
 Address..... Telephone.....

Sensational in its Super-Efficiency



UNIVERSALLY accepted as the outstanding automobile accomplishment of years, powered with the internationally endorsed Knight sleeve valve motor, this new Willys-Knight utilizes the principles of high speed motor construction with startling results.

From a bore of 2 15/16 inches and a stroke of 4 3/8 inches, it develops greater horse power, per cubic inch piston displacement, than any other stock, American built motor.

With a speed capacity well in excess of 60 miles an hour, with ability on hills which is amazing, and with acceleration which is a genuine revelation in flexibility, it will out-perform any other car in or near its price or size class.

To these outstanding features of performance it brings the accepted advantages of the Knight sleeve valve motor which steadily "wears in"

to greater power, smoothness and flexibility while other power plants are "wearing out."

Standard equipment includes four wheel brakes of the type used by 80% of the finest of European cars.

The chassis construction has been declared practically unbreakable.

Extra long springs and a carefully balanced body give a riding ease which makes all roads comfortable.

\$1495

SEDAN
PRICE F. O. B. FACTORY

Nothing like this great value has ever before been known in its price or size class. To really know this great car—you must try it out yourself.

The new "70" WILLYS-KNIGHT 6

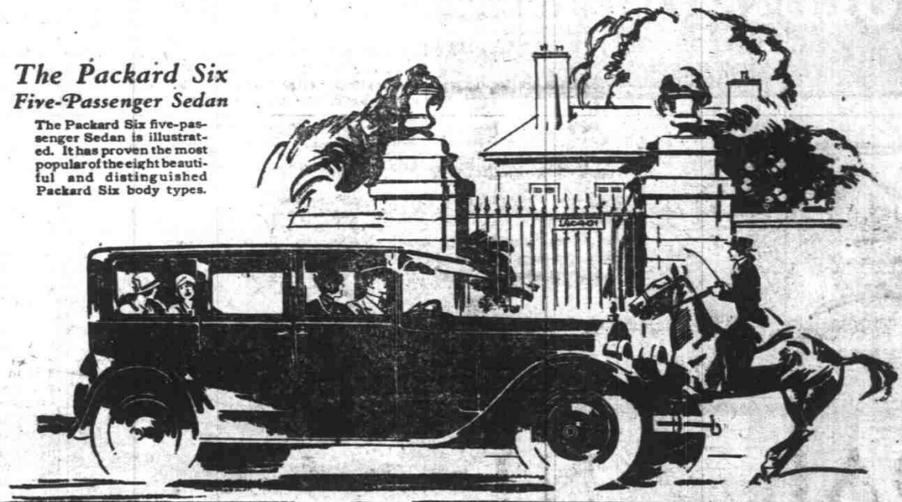
[Through the New Willys Finance Plan, buy this car on smaller down payments and smaller monthly payments; the lowest credit cost in the industry.]

MacDONALD AUTO CO.

OPEN EVENINGS AND SUNDAYS
Corner Ferry and Cottage Streets Telephone 409

The Packard Six Five-Passenger Sedan

The Packard Six five-passenger Sedan is illustrated. It has proven the most popular of the eight beautiful and distinguished Packard Six body types.



First Cost vs Cost Per Mile

LAST year Packard Six sales were far more than double 1924 volume.

The reason for this greatly increased demand for Packard Six comfort, beauty and distinction is simple. An ever-growing proportion of the public is learning three important facts.

These facts are:

First. That the Packard Six is not high in price, costing far less than most men think. For example, the five-passenger sedan is but \$ 2919 delivered at your door.

Second. That the Packard Six may be bought on a liberal payment plan which distributes its cost over a year. For example, the down payment on the five-passenger sedan is \$729.75 from which is deducted the value of the used car turned in. The monthly payments are then but \$123.25

Third. That it is better business and real economy to buy a good car and keep it twice as long than to buy a succession of low-priced yearly-models cars—and pay in depreciation more than is saved in first cost. For example, the car most frequently turned in by Packard Six buyers has been driven an average of only 15,087 miles!

Those thousands who bought Packard Six cars last year expect to keep them at least twice as long as the cars they turned in. And 98% of those who bought Packard cars during the past six years are still Packard owners.

Packard Six ownership costs less by the mile. May we tell you more about this famous car? We will be glad to do it while you ride in one.

Our telephone number is 2126.

Ask for Mr. Powell.

Fred M. Powell Motor Cars
350 N. High Phone 2126

PACKARD

Ask The Man Who Owns One