

BEAUTIFUL ROADS INTEREST DRIVERS

Public Bodies Urged to Take Up Improvement of Road Appearance

Suitable tree planting along the public highways, which greatly enhances their appearance and comfort, is most satisfactorily done by the community as a whole rather than by individuals, says the United States department of agriculture. Interest in country highways in the United States has increased rapidly during the last few years. The greater interest in rural roads is due largely to the growing automobile traffic, a large part of which is pleasure driving in the most beautiful routes generally sought.

A few states have good laws providing for such planting, the remainder have either indifferent ones or none at all, according to Farmers' bulletin 1481-F, "Planting the Roadside," just issued.

The traveling public has as much interest in the appearance of the road as a whole as the adjacent property holder. Furthermore, it is usually difficult to get each property holder to approve and act on a given plan. For these reasons, says the department it is best to place the planting and subsequent care of roadside trees in the hands of a public body representing some such division as the state, county, town, township, or parish, rather than smaller units.

Because of the intimate relationship between road construction and maintenance and the upkeep of the roadside, the closest cooperation between the highway department and those having the trees in charge is mutual.

Suggestions relative to planting the trees, planting and pruning them, kinds to plant, pruning arrangement of shrubs and perennials, and other phases of the work are given.

A copy of the new publication may be obtained free, as long as the supply lasts, upon application to the United States department of agriculture, Washington, D. C.

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ROAD CHIEFS SAIL TO STUDY METHODS

International Road Congress to Meet in Milan, Italy, September 6

Seeking the latest facts on the union of rail and motor transportation in European countries to present before the interstate commerce commission hearings in Washington this fall, the first U. S. special delegation to the international road congress sailed on September 6-13.

Primarily, the purpose of the congress is the interchange of information on the development of highway engineering and highway construction on the part of the 40 countries represented.

Since the meeting comes during the same period as the various interstate commerce commission hearings on rail and motor transport which are being held throughout the United States, the department of agriculture and commerce have asked the delegates to forward facts which may develop at the congress and to make further investigations in Great Brit-

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ain and the Continent of joint rail and motor operations which may be pertinent to the situation here.

Participation of the United States in this gathering was officially authorized by act of congress this year and the president was directed to name the delegation.

The international road congress, which was founded in 1908, has never met in the United States, but it is expected that invitation will be extended to the body to meet here next year, and the delegates are bearing messages from high officials expressing the hope that this can be brought about.

The United States delegation comprises T. H. MacDonald, chief U. S. bureau of public roads, chairman; Paul D. Sargent, chief highway engineer, Maine; John N. Mackall, chairman, Maryland road commission; Herbert H. Rice and Pyke Johnson, national automobile chamber of commerce; H. C. McLean and H. H. Kelly, department of commerce, stationed at Rome and Paris, respectively.

Walter H. Zosel, automobile tires, tubes and accessories; Vulcanizing that holds. High quality, superior service. A trial makes a customer. 198 S. Com'l. (*)

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HUPMOBILE DRIVER FINISHES LONG RUN

Two Hundred Fifty Miles Per Day for 12 Days Reveals Reliability

Averaging better than 250 miles per day for 12 days is not a bad record for a single driver. This was the feat recorded by B. E. Lawton of Long Beach, Cal., who with his wife recently set out in their Hupmobile six sedan bent on seeing the country. Leaving Long Beach they traveled via St. Louis and Kansas City and reached Washington, D. C., a distance of 3193 miles just 12 days later.

To read the account of their trip so far is like turning the pages of a geography rapidly. When you note that despite their extensive travels they are still far, far from home you will agree that this couple are somewhat successful in their efforts to see new sights.

From Washington they continued their peripatations with renewed effort. They went to Richmond, Va., through the Shenandoah valley, thence to Baltimore, Atlantic City, New York, through the New England states as far as Bangor and Bar Harbor, back to Provincetown, New York and Philadelphia. From there they directed their way to Canada going via Montreal, Quebec City and Ottawa and are proceeding homeward by a northern route. That is an itinerary to conjure with.

To date they have traveled 7715 miles over all kinds of roads with the unique record of having made the journey without trouble of any kind save for the fact that a couple vagrant ticks got in the way.

"The car has not cost me a cent since I left California, save for gas and oil," declared Mr. Lawton who is a Hupmobile enthusiast. "Furthermore," he added, "I expect to complete 17,000 miles before we arrive home without spending a nickel on it."

O. J. Hull Auto Top & Paint Co. Radiator, fender and body repairing. Artistic painting adds 100% to the appearance of your auto. 267 S. Commercial. (*)

FIRE PROTECTION

In the building of Missouri's new hard-surfaced highways probably little thought was given to the increased protection that they would extend against fire. None the less, this is one of the numerous advantages that have accrued from the program that lifted the state out of the mud. When a blaze was discovered in De Soto at 3 a. m., yesterday emergency calls were sent to the fire departments at Festus and at St. Louis, and soon fire apparatus from these cities combined with that at De Soto in fighting the flames. Without this aid, the damage, estimated at \$115,000, would doubtless have been much greater.

The distance from St. Louis to De Soto is about 45 miles. The two St. Louis fire trucks that responded to the call for aid traveled at high speed, making the run, it is reported, in 90 minutes. It was a splendid demonstration of the ability of local fire fighters to meet an emergency of this kind, but it was an equally fine demonstration of how distance is wiped out by good roads and different parts of a state brought into close touch with each other. Concrete roads, extending over most of their route, and affording a roadbed as level as a floor and considerably smoother than the average city street, made it possible for local fire fighting equipment to get there in ample time to render service.

By enlarging to such an extent the radius within which metropolitan fire departments can render assistance to outlying towns imperiled by flames, improved roads may tend, as they do in other ways, to remove feelings of natural antagonism that still exist in some degree between people of the country and people of the cities. Nothing is so likely to supplant such feelings with a sense of unity and good fellowship as assistance efficiently rendered in a time of danger.

DEEP CYLINDERS GIVE MORE SPEED

New Whippet Embodies Deep Walls and Long Connecting Rods

A conspicuous feature in the design of the motor used in the new Whippet, is the depth of the cylinder walls and the length of the connecting rods. The rods are nine and one-half inches from the center of the wrist pin bearing to the center of the main bearing. The usual practice in motors of this general size is to have the connecting rod not far over six inches in length.

With the use of connecting rods 50 per cent longer than the usual practice, the cylinder walls have been deepened.

A feature of the cylinder walls in relation to the length of the connecting rods and the operation of the pistons is that the walls in the Whippet motor are so deep that the bottom of the piston never passes down below the bottom of the cylinder walls even at the end of the down stroke.

Other motors are so designed that the lower edge of the skirt of the piston drops below the bottom edge of the cylinder walls anywhere from one-half an inch to an inch at the end of the down stroke of the piston.

An advantage of the type of construction as utilized in the Whippet is the elimination of piston slaps.

At high motor speeds, there is a tendency for a slight whip in the piston as it changes from the down stroke to the up stroke. Where the skirt of the piston drops below the cylinder walls the whip makes itself manifest in a rapid tapping or slapping noise.

With the piston never dropping below the cylinder walls, as is the case with the Whippet motor, this piston slap is done away with.

This is one of the features of advanced engineering, along European lines, which has been set up as a standard of mechanical excellence in the Whippet motor.

TIRE FIRM REPORT TO SURPRISE MARY

Annual Financial Statement Expected to Show Highest Profits

The statement of operations of the Goodyear Tire & Rubber Co., for the half year ended June 30, 1926, is expected to establish new records according to forecasts made in Wall Street. The official report to be issued within the next few days is expected to show net profits of approximately \$4,000,000 after all expenses, charges and depreciation reserves. This, after allowing for dividends on the prior preference stock and the 7% cumulative preferred. Dividends would be equal to about \$1.35 a share on the \$21,535 shares of no par value common stock outstanding.

Goodyear for some time has been the largest tire manufacturer in the country but gross sales for the first half of 1926 were the largest in the entire Rubber industry. Sales in units and dollars equaled the first half of 1925, while in dollars alone they exceeded any half year in the company's history. This is considered especially interesting in view of the slow sales in the spring months. Profits for the first half of 1926 were smaller than in the same period last year due to price adjustments.

Out of profits reported for 1925 a total of \$7,500,000 was set aside as a special raw material reserve. Employment of this reserve will not be reflected in the report for the six months ended June 30, 1926. Inventories on June 30, it is stated, were in excess of market value due to the decline in recrud rubber prices. The total,

however, has been written down to market value as of June 30, 1926, by applying about \$5,100,000 of the special raw material reserve fund.

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Says City Streets Belong To 1890 Era, After Check

Cleveland, Boston, Washington, Cincinnati Improve Safety Record, Though Six Months Total Equals Entire List During 1925

"Protect the man on foot and you will stop two-thirds of the motor accidents," is the keynote of the demand made by Edward S. Jordan in his special report on street traffic conditions during the first half of 1926, filed with the directors of the National Automobile Chamber of Commerce in New York today.

Sixty-eight per cent of the fatal motor accidents this year were due to a vehicle striking a pedestrian. Mr. Jordan, as a member of the Traffic Planning and Safety Committee of the Automobile Chamber, in his analysis of the figures for six months, points out that it is only logical to bring remedies to bear on that part of the situation which is most acute.

Among other facts revealed in the six months' figures which cover the cities of over 100,000 population are the following:

June fatalities were 4% greater than June a year ago.

Fatalities for six months of 1926 are a fraction of a per cent higher than in 1925. The record had shown a slight improvement this year until the June figures came in.

Cleveland, St. Louis, Boston, Pittsburgh, Washington, D. C., Cincinnati, Seattle, Wash., and Jersey City are among the larger cities which have made very considerable progress this year.

Six cities having more than 100,000 population had no fatal accidents in June. These are Ft. Worth, Texas; Kansas City, Kan.; Bridgeport, Conn.; Trenton, N. J.; Norfolk, Va., and Reading, Pa.

Thirty-six cities had no fatalities occurring within city limits during June.

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SAFER MOTOR CARS ADVOCATED ANEW

Board of Safety Control Requested by Citizens' Council

A "Board of Safety Control" to urge the manufacture of safer motor cars was advocated by Fred W. Johnson, director of the Citizens' Safety Council of Philadelphia, at the recent National Conference on Street and Highway Safety in Washington.

Mr. Johnson who is known among safety authorities as "the father of safety-first," is the first expert who has made a definite suggestion that manufacturers owe a responsibility to their motoring public.

"Cars," he said, "must be made as nearly fool-proof as possible." He particularly stressed the importance of constructing motor cars with the view of making them proof against impact. In this regard he said:

SAFETY HONOR ROLL For June, 1926

(No Fatalities During the month)

Tuscon, Arizona.

Ft. Smith, Arkansas.

Long Beach, California.

Bridgeport, Connecticut.

Norwich, Connecticut.

Tallahassee, Florida.

Boise, Idaho.

Boise, Idaho.

Aurora, Illinois.

Aurora, Illinois.

Decatur, Illinois.

Decatur, Illinois.

East St. Louis, Illinois.

Peoria, Illinois.

Kansas City, Kansas.

Wichita, Kansas.

Augusta, Maine.

Pittsfield, Massachusetts.

Bangor, Maine.

Grand Rapids, Michigan.

Port Huron, Michigan.

Grand Island, Nebraska.

Reno, Nevada.

Reno, Nevada.

Concord, New Hampshire.

Concord, New Hampshire.

Trenton, New Jersey.

Auburn, New York.

Utica, New York.

Utica, New York.

Hamilton, Ohio.

Newark, Ohio.

Reading, Pennsylvania.

York, Pennsylvania.

York, Pennsylvania.

Sioux Falls, South Dakota.

Ft. Worth, Texas.

Galveston, Texas.

Wichita Falls, Texas.

Salt Lake City, Utah.

Salt Lake City, Utah.

Kenosha, Wisconsin.

Norfolk, Va.

must take a leaf from the experience of the railroads and adopt entirely steel construction for automobiles, just as this type of construction has been adopted for railway coaches."

Dodge Brothers, Inc., have been making cars along the lines suggested by Mr. Johnson for many years. Dodge Brothers was the first car to have an all steel body, twelve years ago.

Dodge Brothers realized in the early days that an all steel body is the finest insurance against personal injury that a motorist could have.

Most motorists realize this, although some do not realize that all bodies with an outer covering of metal are not necessarily all steel bodies. Most other bodies are built around a framework of wood which is covered with a sheath of metal. But the Dodge Brothers body is steel through and through. The frame and the outer parts

are electrically welded together to a unit. There are no wooden parts to splinter in case of an accident, nothing to warp in wet weather, and no joints to squeak.

F. E. Shafer's Harness and Leather Goods Store, 170 S. Com'l. Suit cases, valises, portfolios, brief cases, gloves and mittens. Large stock. The pioneer store. (*)

H. L. Stiff Furniture Co., leaders in complete home furnishings, priced to make you the owner. The store that studies your every need and is ready to meet it, absolutely.

For students going away to school we are showing a large selection of traveling bags, trunks, hat boxes and fitted cases. Discount prices to students this month. Hamilton's. (*)

In 1925 automobile exports from the United States amounted to \$400,000,000.

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will go farther and seldom'er if you invest 'em in SEIBERLING ALL-TREADS and my kind of tire service! Pass your tire trouble bucks to me! I'll ride 'em cowboy!

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as nearly fool-proof as possible." He particularly stressed the importance of constructing motor cars with the view of making them proof against impact. In this regard he said:

"The All Steel Body is one of the most important considerations in making automobiles safer. We

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1922 STUDEBAKER SPECIAL CLUB—Touring. Finished in rich light gray. Windshield wings, visor, rear view mirror, swipe Petry cut-out, motormeter and bar cap, stop light, front bumper, snubbers front and rear, toe and step plates, transmission lock, almost new tires and a good spare. 1926 license plates. Worth \$800 or more. We ask only \$375

1922 DODGE ROADSTER—New paint, 5 good tires, swipe. Front and rear bumpers \$375

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1923 STUDEBAKER COUPE—Good paint visor, spot, double swipe, motormeter and bar cap, stop light, good tires with spare tire and tire cover. \$675

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