

RADIO LEGISLATION
ADVOCATED BY SMITH

Would Reduce Number of
Broadcasting Stations,
Conditions Worse

CHICAGO.—(Special)—Radical proposals are contained in a statement advocating immediate radio legislation made today by C. H. Smith, president of the Stewart-Warner Speedometer Corporation.

Mr. Smith speaks as head of one of the largest plants in the world manufacturing radio sets, and lessee of Station WBBM, which broadcasts programs of the Stewart-Warner Air theatre.

He suggests among other things that Congress provide legislation that will reduce the number of broadcasting stations in the country even below the number that was nonexistent prior to the decision of the attorney general which held that Secretary Hoover did not have the power to license broadcast stations. His statement is as follows:

"Radio fans of the United States are demanding radio legislation.

"President Coolidge, in his message just given to Congress, has asked for such legislation.

"The radio industry of this country will suffer material damage ultimately unless relief is forthcoming and this in turn will deprive broadcast listeners of enjoyment and entertainment to which they are entitled.

"Broadcasting is rapidly reaching the stage where conditions will be intolerable. Members of Congress can verify this by communicating with almost any radio fan among their constituents. If the present chaos is allowed to continue, the radio rights of hundreds of thousands of people will be throttled.

"Radio is the one universal form of amusement that may be enjoyed by those who are not wealthy. The poor man, with an inexpensive set, can get just as much from the air as the man of means.

"It is one of the most important factors in the development of present day civilization. In order that this development may continue, immediate action is necessary. In other words, the present Congress should pass such laws as will meet conditions. I thoroughly believe that President Coolidge's suggestion as to speedy radio legislation should be heeded. In considering such legislation I believe Congress should remember that the person who should be given primary consideration are those who go to make up the general public of the United States. The interest of the broadcasters themselves is infinitesimal in comparison. The amount of money invested by broadcasters is so small, compared to the money spent by radio fans for radio sets, that it should not carry any great weight in Congress. The conditions I speak of are apparent, I believe, to the majority of the people. It appears that we have failed to take proper advantage of one of the most marvelous inventions of all ages. Within the past six months we have seen broadcasting station after station force itself on to the air. As a result persons who live in large cities where there are a number of broadcasting stations have difficulty in getting outside the range of these stations. Those who live in the rural and country districts find similar difficulties. The howls and whistles of interfering stations are minimizing their enjoyment. Because this corporation manufactures receiving sets and at the same time leases a broadcasting station, I believe our attitude is unbiased.

"My primary thought is that Congress protect the interests of the listeners of the nation. From Washington there comes information that some broadcasters are attempting to foster delay. The reason for this, if it be true, is obvious. If radio legislation is not passed it is quite reasonable to assume that the wave band from 200 to 500 meters will become more crowded. If this continues, therefore, it means that radio fans of the United States will have more and more difficulty in getting distance reception. This, in turn, means that the large advertisers who today are supporting the broadcasting programs of the country will be automatically forced to utilize chains of stations. The cost of maintaining such chains of stations will be very high and this cost will ultimately find its way back to the people of the United States. Congress should give much consideration to the fact that it is certainly possible for one powerful broadcasting station to be heard in all parts of the United States. Chain stations, therefore, are not an absolute necessity. I know that a good station efficiently operated can get distance for the simple reason that when our station broadcasts at a time when there are only a few stations on the air, we are heard in all parts of the United States. Not only that, but we have received letters and cablegrams from Alaska, England, New Zealand, Mexico, Cuba, Canada, Hawaii and other far distant points. I believe Congress should incorporate in its legislation the following ideas:

Stop chaotic interference by reducing the number of broadcasting stations below the number that was in existence prior to the decision of the attorney general which held that the secretary of commerce had no power to regulate radio broadcasting.

License only such stations as have shown by their records in the past, that it is their real desire to be of genuine service to the public, and have not adopted the purely commercialistic attitude.

Provide that the licenses of such stations as may be licensed, may be revoked if these stations do not give to the people the high standard of entertainment that will be demanded. I see no reason why we should have more than 80 or 90 high-powered stations in this country. With only that number each one could broadcast without interference with the other and all could be heard in all parts of the United States without interference. In addition, a small number of very low-powered stations could be licensed on wave lengths that would not interfere materially with the stations in New York City on a wave length of 350 meters would not be interfered with in California if there were several low-powered stations in that state on a wave length comparatively close to 350 meters. Of course, I realize that the conditions are new and that Congress will have to put itself in a position of path-finder. Nevertheless I do believe that regulations should be passed by the present Congress just as soon as it is possible.

This advertisement, appearing in London daily newspapers, caused much amusement to visiting Americans:

SEIBERLING TIRES AND TUBES as the Most Useful and Appropriate Gift For Your Car

ZOSEL'S TIRE SHOP WALTER H. ZOSEL, Prop. 198 S. Commercial Telephone 471

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EUROPEAN AUTOS
HEAVILY TAXED

Hupp Official Returns From
European Tour Market
Change

A definite trend is under way in Great Britain to supercede the "pound per horse-power per year" tax on all motor cars owned there, according to Fred B. Sides, export manager of the Hupp Motor Car corporation. Mr. Sides has just returned to Detroit from a three months business trip, during which he visited practically every European country.

"In the event of this change, the tax imposed will doubtless continue to be a heavy one. The government must continue to impose luxury taxes on all possible commodities for a long time to come to help repay its enormous debts occasioned by the world war. Unfortunately for the automobile owners, Great Britain must keep the automobile in the luxury class for several years. This will naturally restrict their sales.

"This pound per horsepower per year tax enacts a heavy levy from the owner of every type motor car. It means the payment of the equivalent of from \$35 to \$150 or more per year before the car can be used. Even families of means naturally restrict their purchases to one car, or not to exceed two. Whether a car is driven one or a thousand miles or 25,000 per year makes no difference.

"While a gasoline tax also imposes a restriction on motor car ownership, the consensus of opinion is that it is more equitable and that, though increasing the number of motor cars operated, it will distribute the tax over a greater list of owners. Payments will be more in line with the proportion of use owners receive from their car. The necessary levy will also be enacted a shilling or so at a time, rather than in a lump sum. Just what form, however, the new tax will be in is speculative at this time.

"Should a gasoline tax supercede the horsepower tax, it is regarded as certain that the number of motor cars owned in Great Britain will increase materially. This

From his survey of the situation Mr. Sides expects to market many more Hupmobiles in Europe in 1927, than in any previous year. Before the end of next year, he feels, both the Hupmobile Six and Eight will be firmly established in every market throughout Europe.

Baker county tax collections for year total \$640,450. Union Pacific paying more than \$100,000.

will be true of both British and American cars. American cars, will, however, represent only a small portion of the total sold so long as the present duty on them continues in effect, and so long as the obvious pro-British propaganda exerts its present strong influence.

"Continuance of the high import duty on American cars imposed in France, Italy and one or two other countries, will prevent the sales of more than a scattering of American cars in those countries.

Mr. Sides also declares that two definite changes in motordom already well recognized in this country are in their incipient stages through Europe. One is the transition from few cylinders to sixes and eights.

"France is taking the lead in this," he points out. "At the annual Paris Automobile Show many French manufacturers of four-cylinder fame displayed multi-cylinder cars which aroused great interest, owing to the outstanding prominence of those companies.

"The second definite change is the growing tendency toward closed cars including those used as cabs. Europe today is just about where the United States was four or five years ago in this respect. The transition will take longer there, however, as the average European, because of various conditions, retains his car longer than Americans do.

Establishment of its own automotive industry has been discussed seriously in Sweden, according to information given him. The government, some sources said, may subsidize it until such time as it can carry itself.

Mr. Sides returned with the conclusion that conditions in Europe as a whole are steadily improving. Holland, Denmark, Sweden, Norway, Switzerland, Spain and Portugal are either at normal or close to it, in his opinion, with Sweden the outstanding country in prosperity.

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INCREASE FACTORY
CREW BY 1423 MEN

Record Production Anticipated
by Willys-Knight for
Ensuing Year

TOLEDO, Ohio.—(Special)—A statement given out by John N. Willys, president of Willys-Overland, Inc., today says that the factory force has been increased by 1423 men during the past three weeks.

Coming at the start of the winter season this is a noteworthy announcement and is in line with the statement issued by Willys-Overland officials that production plans for the coming year contemplate the largest output of motor cars in the history of the organization.

Heavy production is underway in the Whippet which has already established itself as the fastest selling new model ever introduced to the American market.

At the present time Willys-Overland products cover 93% of the entire price range of motor cars. Since 1922 Willys-Overland has increased its output of Willys-Knight cars 138% while the increase in the motor car industry as a whole has been 60% giving the Willys-Knight division a rating 78% better than the industry as a whole.

In the Overland division the increase up to the introduction of

the Whippet was 98% or 38% better than the industry. Present sales volume of the Whippet indicates that the lower priced division in Willys-Overland will equal the gains made by Willys-Knight cars before the coming year is over.

Nash Furniture Co. takes the lead with low prices on chairs, rockers, tables, wood and steel beds, springs, mattresses. Saves you 25%. 219 N. Com'l. (*)

Cross Meat Market. Biggest, best and best in Salem. Choicest steaks, bacon, hams, sausage, lard, eggs, milk. Absolutely sanitary. 370 State St. (*)

WINE NEW POPULAR
COLOR FOR AUTOS
(Continued from page 1)

ion and industry takes one into many places. I have just returned from Venice. Venice is an ancient mosaic. Weather worn, time worn; with the ghostly banners of the warlike Venetian fluttering from its piazzas and seeming to fill its winding canals with a blaze of color. Over the great central door of St. Marks the golden horses stride, drawing the towers and minarets behind them forward out of the dim past, as a chariot.

Pigeons wheel and flutter like confetti in the wind, and the flags on the three wine colored staffs spiral round, and in and out in a slow moving dance of glory. The canals sparkle cerulean blue and silver in the sun, and the many colored mooring posts life above the waters like the drowned fings

ers of a Doge's retinue sunk deep into the centuries.

The waters of the Adriatic whisper softly through the winding side canals, stealing under weatherworn doors, and seeming to peer with gently prying eyes up the stairways. A shaft of waning sunlight, windblown through a Gothic archway, kisses the upraised lips of a forgotten Madonna caught listening to the prayers of black shawled figures kneeling in the dusk.

At twilight the companies speak to one another across the sky, their great bells now whispering perhaps a sly joke about the long dead Titian and his red haired beauties, and now raising in mighty chorus that brings to mind those triumphal returns when the galleys slipped into the lagoons laden with spoils of victory.

At night the sculling gondolas

glide by like dark swans, and one hears laughter and the snatch of a little song—while the moon etches the della Salute against a velvet sky.

Yes, Venice is an ancient mosaic—All gold and crimson, porphyry and lapis lazuli.

Christmas is the day for happiness and rejoicing, but every day is one of pleasure if you eat Better Yet Bread, made by the Better Yet Baking Co., 264 N. Com'l.

F. L. Wood and Geo. F. Peck, real estate, 344 State. Farms and city property. They bring buyer and seller together, for the benefit and profit of both.

Eiker Auto Co. Ferry at Liberty St. Autos stored and bought and sold. Cars washed day and night. Low prices and service will make long friends.

A CAR will apparently run indefinitely with neglected lubrication. The busy repair shops prove that someone pays for this neglect.

Monroe S. Cheek
Complete Automotive Lubrication
Court at Capitol Phone 2295

Fun and Amusement Playing the Elephant Game

WIN A FORD TOURING CAR

OFFERED IN
The Statesman's Elephant Puzzle Contest



WHAT IS THE WEIGHT OF THE ELEPHANT

The Problem
What is the sum total of the figures forming the elephant as shown in the picture? Simply add them up to get the solution. There are no marks, lines or characters in the elephant except figures. These figures range from 2 to 9, each standing alone. There are no "ones" or "nines." There are no groups of figures "22" or "99." The heads of the "8's" are distinctly curved while the tails of the "9's" are straight or practically so. There is no trick or illusion of any description in the chart. Now get out your pencil and add, add, add.

Free Charts
Those desiring extra charts of the elephant puzzle to work on will be supplied with what they require at the Circulation department of the Statesman Publishing Company, office 215 South Commercial Street, Salem, Oregon or send a 2c stamp if you want charts mailed to you.

Subscription Rates
Oregon Statesman—Daily and Sunday:
By carrier—1 month 50c; 1 year \$6.00.
By mail in Marion and Polk counties. 1 month 50c; 6 months \$2.50; 1 year \$5.00.
Pacific Homestead:
4 years \$1.00; 6 years \$2.00; 7 years \$2.50; 15 years \$5.00.
Northwest Poultry Journal:
1 year \$1.00; 2 1/2 years \$2.50; 5 years \$5.00.
Oregon Teachers Monthly:
7 months, \$2.00; 20 months \$2.50; 40 months \$5.00.

Winning Answers Will Receive Prizes as Follows

Prizes	If you send in two new subscriptions for \$2.50 each or your own renewal subscription for \$2.50 and a new subscription for \$2.50	If you send in two new subscriptions for \$1.25 each or your renewal subscription for \$1.25 and a new subscription for \$1.25	If you send in one new subscription for \$1.00 or your renewal subscription for \$1.00	If you send in your own solution with your subscription
1st	Ford Touring Car Value \$411.31	\$200.00	\$100.00	\$20.00
2nd	75.00	40.00	15.00	15.00
3rd	50.00	20.00	10.00	10.00
4th	25.00	12.50	6.25	6.00
5th	15.00	7.50	3.75	1.50
6th	12.50	6.00	3.00	1.50
7th	10.00	5.00	2.00	1.50
8th	7.50	4.00	2.00	1.50
9th	5.00	3.00	1.75	1.50
10th	4.00	2.00	1.50	1.00
11th to 15th	2.00	1.50	1.00	1.00
16th to 23th	1.00	1.50	1.00	.50
	\$921.31	\$405.00	\$204.25	\$72.50

General Rules
The Statesman Publishing Company's Elephant Puzzle Contest is open to anybody except regular adult employees of the Statesman Publishing Company and their immediate families. Contestants may submit as many solutions as they desire provided a payment of one of the amounts designated in the prize list shall accompany each solution but no contestant will be permitted to win more than one prize. Once registered a solution cannot be changed. Remember you are eligible in this contest whether you send in subscriptions or not; however, if you send in one, two or three subscriptions you qualify for the major prize, should your solution be among the winners. The time a solution is received has no bearing upon its winning a prize, provided it is received or post marked no later than midnight of Friday, December 31, 1926. All solutions must be received or bear the postmark not later than this date and hour. Contest closes 12 P. M. Friday, December 31, 1926. In case of ties on this puzzle as many prizes will be awarded as there are contestants tied before any prize are awarded for a less correct solution. For example, if five or more persons are tied on the best solution the first five or more prizes will be reserved for them and they will be awarded in order of the standing of their solutions of the second puzzle; that is the best solution will be awarded first prize the next best the second, and the third best the third prize, etc. In case there are no ties on the weight of the elephant, no other prize, of course, will be presented and the prizes will be awarded in accordance with the standing of the solutions sent in. There are no objections to several members of one family or household or several friends working together to obtain a solution. The prizes are awarded for individual effort and it will not be permissible for one person to turn in a solution, then give the answer to someone else, and for the latter to submit it for his or her own. The Statesman Publishing Company reserves the right to reject any solution which it believes has not been submitted under proper conditions. The Statesman Publishing Company also reserves the right to finally decide all other questions that may arise and those entering the contest agree to abide by any and all decisions rendered by the Statesman Publishing Co. Money paid on subscriptions will be credited in accordance with the subscription rates of the solution ordered.

Deciding Ties
In case of ties a second puzzle, like accompanying chart except larger, will be presented for those tied to solve. The problem will consist of drawing a continuous path across the chart encircling the figures in the circles. If necessary to eliminate further ties the puzzle, with solution, will be presented for as many as five more times after which should any ties exist, each tying contestant will receive the full amount of any awards due for.

Important Facts To Remember
While the amount you pay with a solution of the puzzle does not have any effect on your winning a prize, it does affect the amount you will receive should you win one of the prizes, as subscription money sent in. This is explained in the prize list, which you should study carefully before sending in your solution. Send solutions and subscriptions to Elephant Contest Department, The Statesman Publishing Company, Salem, Oregon.

Elephant Puzzle Solution Blank
You may use this blank in sending in your solution, whether subscriptions are sent or not—or use a sheet of plain white paper. Puzzle Contest Editor, The Statesman Publishing Co., Salem, Oregon. * The total of the figures in the elephant is _____ pounds. Contestant's name _____ Address _____

A REAL Christmas Gift for MOTHER



New Thor Folding Ironer AN EXCLUSIVE FEATURE

will be appreciated for a Lifetime!

IT will enable Mother to finish her entire ironing every week in a fraction of the time it now takes. She can sit restfully in a comfortable chair while electricity does the work better and more economically than by hand. The Thor irons everything, not just flat work. Beautiful white Duco and nickel.

Only \$10 Down

Come in for FREE demonstration

Showing how the Thor folds and rolls away when ironing is done

Portland Electric Co. 237 North Liberty

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ZOSEL'S TIRE SHOP WALTER H. ZOSEL, Prop. 198 S. Commercial Telephone 471