

WILLYS-KNIGHT SIX AVERAGES 24 MILES

Sturdy Performance Shown
in Hard Drive Across
Rough Country

Average of 24 miles to the gallon of gas on a 7,500-mile tour over the Rockies and Big Horn mountains, through muddy and rough roads as well as paved highways is the accomplishment of a '70' Willys-Knight Six driven by Dr. E. F. Tieszen, of Freeman, So Dak.

In describing the performance of his Willys-Knight, Dr. Tieszen has this to say in a letter to the Willys-Overland factory:

"We made an average of 300 miles a day, the lowest average being 59 miles, with 24 miles to the gallon of gasoline. We never had a hot engine, changed oil and grease every 1,000 miles. Never touched the engine at any time to look for trouble and I have between 11,000 and 12,000 miles on the car now and have yet to remove the first spark plug.

"We went through the Big Horn mountains, the Cascade twice, the Rockies twice and over the Continental Divide twice but not once did we have to take any of the steep grades in medium or low, the Willys-Knight responding in high gear although we passed many larger sixes struggling along in medium and low.

"In the same mail, comes an unsolicited letter from Dr. F. M. Turner of Savannah, Ga., who tells of the sturdy performance of his Willys-Knight Great Six in a journey through the Blue Ridge mountains and across the states of North and South Carolina.

"Not until I drove off in this silent Willys-Knight did I realize that the motoring of yesterday is not to be compared with the new sensation of ease, luxury and comfort afforded by this new monarch of the road," he declares. "We have covered nearly 7,000 miles with our Willys-Knight Great Six and have yet to find our first engine or car trouble."

J. M. Stevens, Indianapolis, has this to say of the performance of

his Willys-Knight Great Six Sedan:

"Driving a Willys-Knight Great Six Sedan from Indianapolis to California, I covered the distance of 2833 miles in nine days, averaging from 255 to 401 miles a day. I used 139 gallons of gasoline, 14 quarts of oil and averaged 19.2 miles to the gallon of fuel. I met a few faster cars on the level roads but I passed everything in the mountains."

These letters are merely samples of the hundreds that pour into the Willys-Overland offices from Willys-Knight owners who appreciate the engineering features embraced in these cars which are not found in any other American built automobiles in their price class.

NASH CARS CARRIED ON FERRY MADISON

Loaded with a full cargo of Nash cars the new Great Lakes ferry Madison steamed out of Milwaukee for Grand Haven, Michigan, last week on its maiden trip. The boat, recently christened with milk at Manitowoc, Wis., is described as one of the finest and best equipped ships of its kind on the Great Lakes and is operated by the Grand Trunk division of the Canadian National Railways.

The maiden voyage of the boat was marked by a celebration in which officials of the Grand Trunk railroad took part. Representatives of the Nash Motors company also were in the gathering at the Grand Trunk docks in Milwaukee. The cargo, comprising an assortment of Nash advanced six, special six and light six cars, was carried by the Madison to Grand Haven where it was transferred to railroad cars and rushed to points east; some of it was scheduled for reloading aboard ship in New York for transport abroad.

The loading of the Madison at the Milwaukee docks with its cargo of Nash cars presented an interesting picture. As the first car went aboard, it was greeted with a loud cheer by spectators and the crew. The Madison, in addition to its large freight capacity, is equipped to handle 35 passengers.

RADIO CENSORSHIP MEETS OPPOSITION

Proposed Legislation Classified as "Much Ado About Nothing" by Some

CINCINNATI, O., (Special)—Much ado about nothing.

That, in brief, was the opinion expressed by Powell Crosley, Jr., radio manufacturer and owner of station WLW, when interviewed concerning the bill now pending in the New York legislature which proposes to establish state censorship of broadcasting programs.

"I think the New York bill will fail of passage and I am sure that other states will make no serious attempts to push censorship legislation," Mr. Crosley said.

"In the first place censorship is unnecessary. Broadcasters know that profanity and immorality will not make a permanent appeal to the American public and they won't risk their popularity. It is in the power of the listener to approve or condemn a station by a mere twist of the wrist and the stations that build up a following can be depended on not to take chances with it.

"How would censorship of radio be accomplished?"

"Radio programs are not like books or films. They cannot be tied up in little bundles and mailed to a committee sitting in some distant point. The censorship

board would have to have a representative on hand at every station during every hour they were on the air.

"Of course the announcer would have to talk to him before every announcement. Popular entertainers, for example Ford and Glenn of WLW, couldn't venture any extemporaneous chatter before the 'mike' because they would have to get the censors approval first.

"Ford and Glenn never have said anything over the air that would draw a criticism from even the most prudish person but the censorship board could play no favorites.

"That shows how ridiculous the plan is.

"The American radio public is an excellent and well qualified judge of what it wants. Tuning out is the best board of censorship and it isn't a burden on the taxpayers.

"At WLW we apply a principle that has kept our programs above reproach.

"Fred Smith, director of the studio, operates on the theory that when a radio listener tunes in WLW he is in reality inviting the entertainers into his living room, where the children are playing and where, perhaps, the mother and grandmother are listening in.

"These entertainers would be careful of what they said or did if they actually entered the listener's home through the door, and they preserve the same care when they enter through the loud speaker.

"Censorship is impractical, unnecessary and a wasteful expense."

That Middle of the Night Service



WHICH we think so little about but which means so much when needed is always available. The big Cadillac special towing car gets there quick, gets you out of any hole, and gets you home.

The man who comes out is an expert roadside repair man and you come back under your own power if possible.

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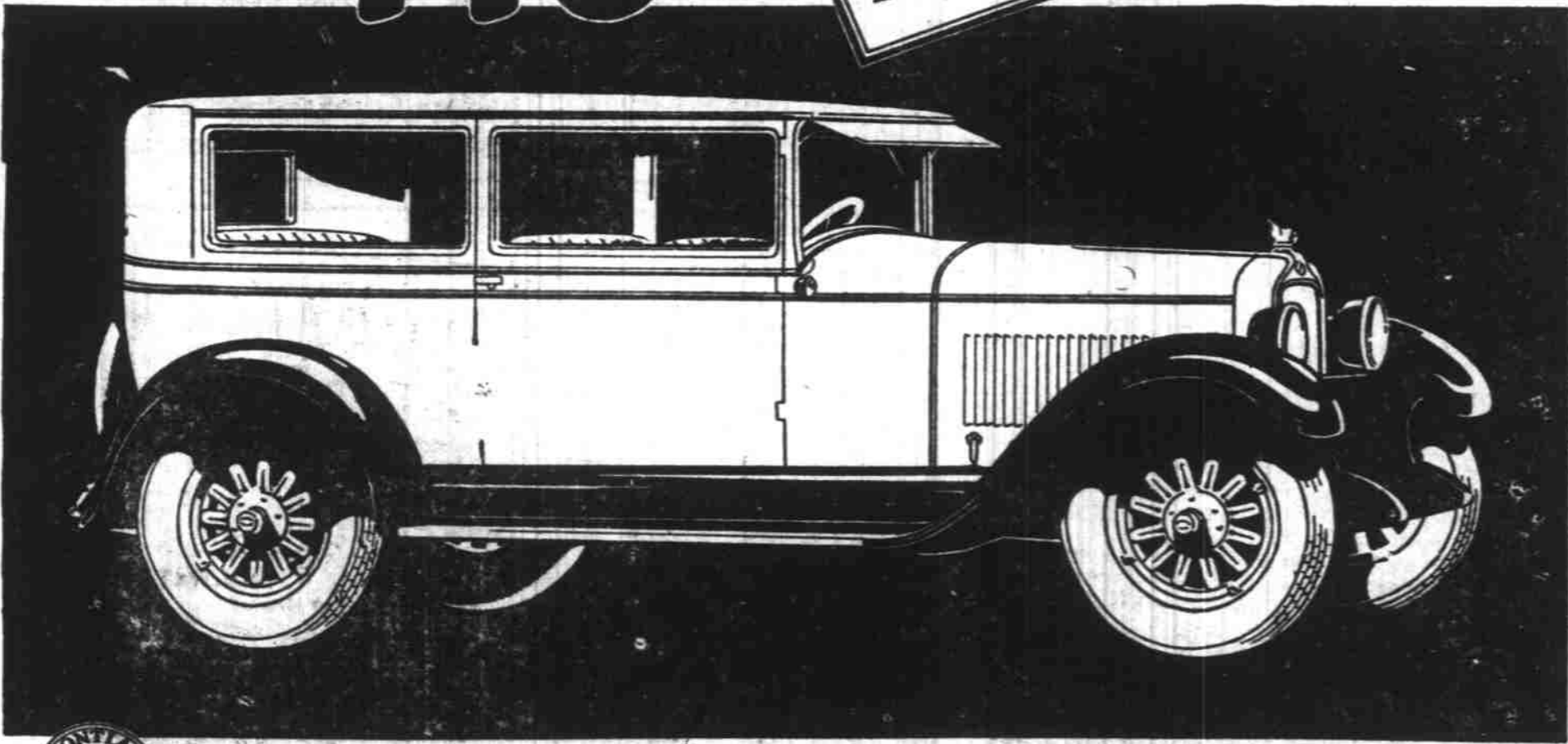
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The New and Finer PONTIAC SIX

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New Beauty
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The moment you see the New and Finer Pontiac Six, you will realize that the Oakland Motor Car Company has taken extraordinary measures to insure the continuance of Pontiac value leadership in the field of low-priced sixes. . . Here is the commanding beauty of new bodies by Fisher—lower, longer, finished in striking new Duco-combinations with windows smartly recessed. . . Here is the substantial appearance of deeper radiator and new crown fenders of impressive grace. . . Here are all the advantages of numerous re-

finements, including narrowed body pillars, tilting-beam headlights with foot control, new transmission and brake levers, and the like. . . And, most important of all, here is the electrifying value created by the phenomenally low prices at which all body types are offered. . . The success of the Pontiac Six has gone into history, probably never to be equalled by a new make of car! But already the New and Finer Pontiac Six is striding away to new and more impressive records—for it constitutes the most electrifying value ever offered in a low-priced six.

AT NEW LOW PRICES

Sedan - \$775 Sport Roadster - \$775 Sport Cabriolet (4-pass.) - \$835
Coupe - 775 Landau Sedan - 895 DeLuxe Landau Sedan - 975

Oakland Six, \$1025 to \$1295. Bodies by Fisher. All prices at factory. Easy to pay on the General Motors Time Payment Plan.

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IT CAN BE DONE

Under the protection of the Studebaker Pledge—you can buy without the slightest risk, one of these fine quality used cars at a remarkably low price and at terms so arranged that you will never miss the small monthly payments.

USED CAR PLEDGE

FRANKLIN
Sedan—1921. Duco, bumpers, swipe, rear view mirror, five good tires, valves ground, bearings taken up. **\$685**
A real buy

STUDEBAKER
Light Six Touring—1924. New black enamel, top and curtains reset to car like new, could never tell upholstery had been used, balloon tires, good spare, new tire cover, rear view mirror. No. 80 S & M spotlight. Valves ground, new valve guides, bearings taken up. **\$645**

STUDEBAKER
Special Six—1919 Touring, new paint, new top deck, curtains reset. Motor overhauled. **\$265**



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- 1—All used cars offered to public shall be honestly represented.
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Sedan—1923 model. Just refinished in Murphy Green with striping. Six tires, front and rear spring bumpers, stop light, big fog light, swipe, rear view mirror, valves ground **\$585**

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Special—1920 Touring. This car looks and runs like a late model. Motor A-1 shape. **\$385**
Good tires

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7-Passenger Touring—1922. Bumpers, swipe, spot, good tires. A very good buy **\$325** for

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