

NEW WASHER EVOKES INTEREST OF WOMEN

Equipped With Aluminum Tub and Many Other Attractive Features

The announcement of the new Maytag Aluminum Washer has evoked unusual interest among women everywhere. For 25 years the Maytag has been outstanding in popularity. Its construction and performance have just suited the requirements of modern housewives in consequence of which its success has been truly phenomenal. The new Maytag gives even greater home laundering satisfaction and is endorsed enthusiastically by all women who have tried it.

The New Maytag—like its predecessor—is a quality product and is produced in the one quality material only. Tested high-grade materials—high-priced labor are used at every point in the construction of the New Maytag. It embodies the latest refinement in machine design—precision cut gears. As a result it is as nearly silent and perfect in operation as it is possible for any mechanism to be. All moving parts are enclosed and require no adjustments or attention. Starting and stopping the washer is a simple movement of a convenient lever. A general electric motor assures ample, trouble-free power at all times. For homes without electricity an optional power plant is available—a built-in gasoline motor, designed especially for the Maytag washer. This motor has made remarkable records for power and reliability and is simple, sure and safe for women to operate.

The Maytag is the original gy-rator washer. It is still original in its application of the gy-rator principle—the simplest, swiftest, surest washing principle known. The New Maytag's advanced tub design imparts to the water action a continuous deluging effect which penetrates the toughest dirt impregnated fabrics.

The new Maytag is the only washer equipped with a cast-aluminum tub. This tub is non-corroding, non-denting, satin smooth at all times, and due to the heat-retaining qualities of cast-aluminum, keeps water hot during the entire washing. The tub empties and cleans itself and is equipped with a hinged cover which prevents splashing and serves as a handy shelf when open. The shape of the Maytag tub gives it enormous capacity despite compact design, and the arrangement of the gy-rator enables the operator to place the hands at will into the tub while the gy-rator is turning. Wringing and washing can be done at the same time.

Perhaps the greatest feature of the new Maytag is the new Maytag roller water remover—the super-wringer with the non-crush roller. Buttons pass harmlessly through the rollers while the wringer is operating, yet every particle of soap and water will be expelled from a lumpily folded blanket or from a thin silk handkerchief passed through at the same time. This remarkable result is due to the construction of the non-crush roll which allows the roll to fold itself over ridges and seams and penetrate into creases, with firm even pressure upon the fabric at all points. The blanket or handkerchief can also be wrung dry separately—without readjustment of the rolls by the operator. The new Maytag roller water remover is an exclusive patented feature, obtainable only with Maytag washers. It is years in advance of other methods of water extraction from clothes.

This super-wringer, in addition to serving as a well-nigh perfect water extractor, has an automatic feed, is self-reversing and swings into 7 positions over the washer or over adjacent tubs.

The Maytag won world leadership on demonstrated washing superiority. Its ability to do an average week's washing in an hour—all garments even cuffs and collars washed clean without hand-rubbing—unquestionably places the Maytag for all time in the front rank of time and labor saving household appliances.

The new Maytag is an even greater performer than its sensational predecessor. It is as far ahead of present day home laundering methods as the original Maytag years ago was ahead of methods then in vogue.

40 out of every 100 washers sold are Maytags. More than a million women are satisfied Maytag owners. Made by F. L. Maytag, the largest manufacturer of washing machines in the world—a man who has made washers for 30 years and who has an international reputation for sound mechanical methods and business integrity.

FATHER OF "STOP, LOOK, LISTEN" DEVICE RECALLS INCEPTION



Motorists of every clime and country, long familiar with the well known sign, "Railroad Crossing! Stop! Look! Listen" know nothing of the man from whose brain the legend emanated.

Visited recently in Southern California by a motoring party in one of the new Dodge Brothers cars, according to a report received at the factory of Dodge Brothers, Inc., in Detroit, Thomas H. Gray, known as the "father of highway safety," modestly recited the manner in which this universally known warning signal originated.

At the time that Gray took charge of the Southern Pacific Company's repair shops, which was in 1876, the marking device on railroad crossings was a cumbersome and costly affair bearing the lengthy legend, "Railroad Crossing! Look Out for the Engine When the Bell Rings!"

A neater and less costly marker was sought and the solution left to Gray, whose skill and aptitude in the perfection of various other small devices used in railroading had brought him under favorable notice.

In a few days Gray informed his superintendent by telegraph—

there were no telephones then—that he had something to submit. It was the device now so familiar to motorists.

The first one to be put in use by the company was erected at the corner of Sixteenth and Harrison streets in San Francisco. Today, millions of them are in use all over the world.

Gray still has the original drawing of the device—set down first in the now yellowed pages of a little book which he kept at the time—and which has since been reproduced in every country and every language on the globe.

DANGERS OF CARBON MONOXIDE STRESSED

Gas Called Subtle Enemy and Greatest Care Should Always Be Taken

The season is at hand when motorists cannot afford to be indifferent to the dangers of carbon monoxide poisoning which increase enormously with the coming of cold weather. This warning is sounded by Phil Elker, director of this district of the Oregon State Motor association, who points out that while every season brings knowledge of this danger to car owners, the death toll from carbon monoxide poisoning increases annually.

"Carbon monoxide is a subtle

enemy," says Mr. Elker. "It may be revived if removed to the open air, and if artificial respiration methods are applied immediately. But, this, in certain cases, is inadequate. The only certain way to prevent a tragedy is to avoid the slightest contact with this ever-present danger of winter motoring."

"The small private garage is the scene of many tragic effects of this poisoning. In the conventional sized garage of this type, the engine running three minutes will generate enough carbon monoxide to kill. Because of this, the car owner should exercise extraordinary precautions against running the engine with the garage doors closed. Even the warming-up process should be completed in the open air.

"The person who has been over-

come by this poison in some cases may be revived if removed to the open air, and if artificial respiration methods are applied immediately. But, this, in certain cases, is inadequate. The only certain way to prevent a tragedy is to avoid the slightest contact with this ever-present danger of winter motoring."

Extolls Utility of Egg For Stopping Big Leak

"Far be it from the Lincoln Highway Forum," says the editor of that publication, "to take any shingles off the automobile accessory dealer, but if any of them has yet offered a cure for a leaky radiator that is as good as the white of an egg, dropped into the radiator when the water is hot, we have never heard of it. The editor knows by experience that it is a mighty bad leak that one egg will not completely stop for a period of several weeks."—Motor Chat.

CARE OF DRIVEWAYS ESSENTIAL FACTOR

Proper Surfacing of Private Roadway Often Put Off Until Trouble Comes

Cinder and crushed stone driveways should come in for the motorist's consideration at this period. If he wants to escape the harrowing experience of being bogged hopelessly in his own yard when the rains of late fall and the snows of early winter begin to fall. This is the warning sounded by Geo. O. Brandenburg, secretary of the Oregon State Motor association, who declares that the season is at hand when the motor club's emergency service is called upon to rescue many car owners from just this predicament.

"One of the things that is so easy to forget in connection with one's motoring is the roadway leading to the private garage," he says. "As long as the weather is good, there is no need for considering this subject, but when late fall rains set in, scores of driveways become veritable swamps through which passage is impossible. The cinder and crushed stone, and 'natural' driveways, of course, are the particular offenders in this respect.

"The surfacing material has a way of disappearing mysteriously before the motorist realizes it. This club and others of the 939 that make up the American Automobile association had found this to be true in an amazingly large number of cases when they have been called upon to rescue members anchored in the mud.

"The expense of resurfacing this type of private roadway is not great in a majority of cases, but it is not the expense, however, that holds motorists back in having this vital service performed. They fail to act merely because they are not conscious of the need for action. Motor clubs call the matter to the member's attention much for the same reason that they periodically advise brake and headlight adjustments—because getting the work done saves a great deal of trouble and annoyance and frees winter driving of one of its most irritating aspects."

Growth of Closed Car Movement Interesting

The growth of the closed car movement is shown very graphically by an investigation made by the engineering department of the Oregon State Motor association. It is a known fact and has been recognized for the past two years

that closed car production exceeded that of the open cars. Serial factories have even discontinued the making of open cars and have concentrated on the making of closed models entirely.

Engineer Reusswig of the motor association states that in 1926 there were produced approximately 1,028,000 open cars and 2,908,000 closed cars, and it can be seen from these figures that 74 per cent were closed car models.

The gradual growth of the closed car in popularity is shown by Mr. Reusswig by the issuance of the following percentages of closed cars to total car production in former years: 56 per cent in 1925; 48 per cent in 1924; 34 per

cent in 1923; 30 per cent in 1922; 23 per cent in 1921; 17 per cent in 1920; 10 per cent in 1919.

Investigation Shows 9,337,300 Registered

The Oregon State Motor association has been asked repeatedly as to the number of Ford registrations in the year 1926 as compared to the registration of all other cars.

This question has been brought out by the continued absence of data concerning the new Ford car and the consequent slump of Ford sales in the last few months. Investigation has shown that in

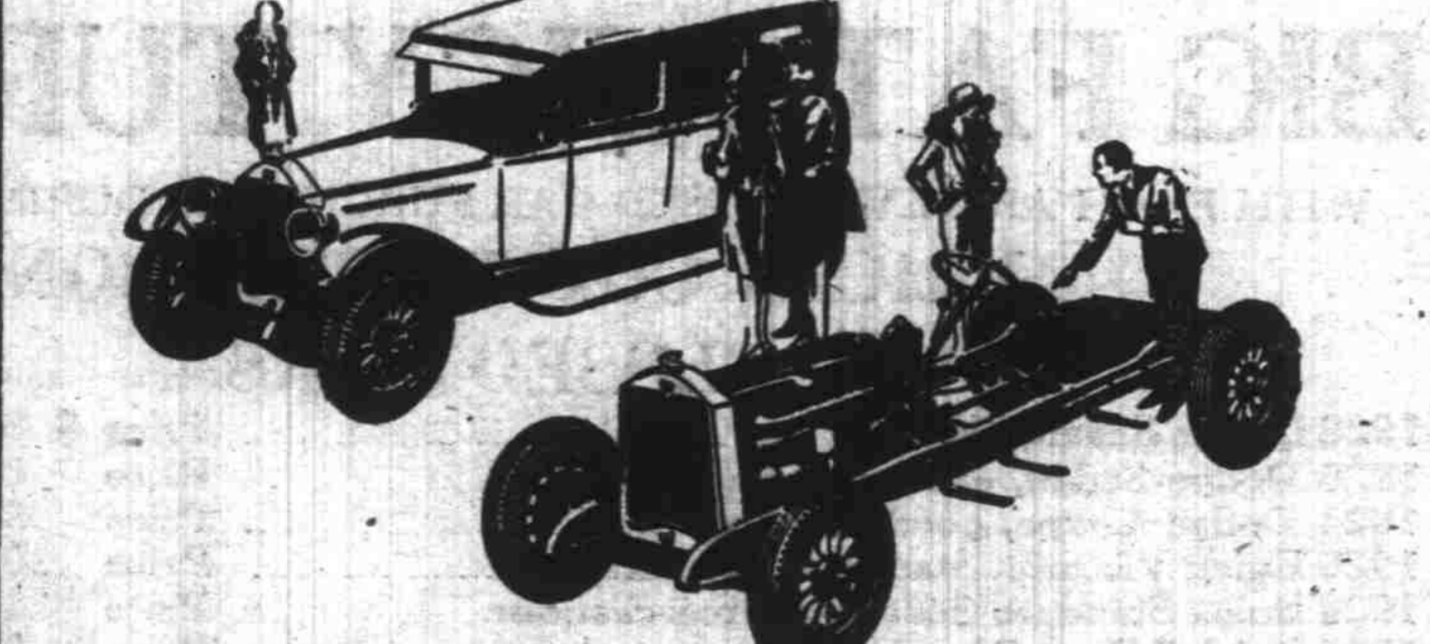
the United States the complete figures for 1926 show that there were 9,337,300 Ford registrations and that the total of all non-Ford registrations was 9,370,500. These figures relate to passenger cars only.

REPLACE TIRE FLAP If the tire flap is cracked when the tube is removed a new flap should be installed, advises the Western Auto Supply Company. The break will chafe the inner tube or pinch it causing a leak.

William Fairbanks will play Buffalo Bill in the forthcoming movie, "Wyoming."

Advertisement for Pontiac Six car. Text: 'Granted that You Want the SMOOTHNESS of a SIX and the LUXURY of a FISHER BODY AT THE WORLD'S LOWEST PRICE the SIX to BUY is the PONTIAC SIX'. Price: \$745. Dealer: VICK BROS., Salem, Oregon.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM



From "roof to basement" that's the way to buy a car

Buick welcomes this searching test. The man who buys a home goes over it thoroughly, from roof to basement, to make certain that it has the sound construction that means long and efficient service. That's the way to buy a home—or a motor car. And that's the way to prove the fundamental superiority of Buick for 1928. Examine Buick carefully, part by part. You'll find every bit of material used—every nut and cotter pin—of the highest quality. Go into every hidden detail. There you'll discover the secret of Buick's famous dependability and long life—sound, sturdy construction throughout. Buick welcomes this searching test—and invites critical comparison. And Buick is willing to leave the decision to you.

SEDANS \$1195 to \$1995 / COUPES \$1195 to \$1850 / SPORT MODELS \$1195 to \$1525

BUICK for 1928 OTTO J. WILSON

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

NASH advertisement. Text: 'NASH Leads the World in Motor Car Value'. Image of a Nash car. Special Six 4-Door Sedan NOW.

Easiest to Start in cold weather

When Zero is the forecast, you'll be glad you bought a Nash. For even though you keep a Nash in an unheated garage, here's one car that starts immediately, and then warms up to smooth operating efficiency in no time at all. Nash has a big heavy-duty starter, an improved carburetor with automatic heat control and then thermostatic control of the water circulation which combine to produce almost magical results when you press the starter. Nash is a great cold weather car in other ways, too. The big, 3-way, 4-wheel brakes

Table with 2 columns: Model Name and Price. Includes models like 7-pass. Sedan, 5-pass. Ambassador, 4-pass. Coupe, etc.

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