

# MODEL A'S RIDING QUALITIES PRAISED

No feature of the new Ford car has been the subject of more enthusiastic approval than its riding qualities. To persons accustomed to ride in a car in the so-called light or medium weight class, the degree to which the Model A absorbs road shocks and resists side sway is little short of unbelievable.

It is possible to explain the new car's efficiency in these respects in a simple, non-technical way.

The transverse, semi-elliptic springs of the Model A are heavier, stronger, and more flexible than those used on any previous Ford car.

One of the chief essentials in riding comfort is a high proportion of sprung weight and a low proportion of unsprung weight. Sprung weight is all the weight suspended by the flexible ends of the springs; unsprung weight is the dead weight below those flexible ends. It follows that the higher the proportion of sprung weight, the more powerful and violent will be the road shocks delivered against the frame, body, and motor of the car, and the more difficult to absorb.

Some semi-elliptic springs rest on their middle, or heaviest and thickest portions, below the line of sprung weight. Thus, the weightiest sections of the springs themselves form part of the unsprung weight, adding to the size of the hammer and the power of the blows dealt by the highway against the body, frame and motor of the car.

In Ford design, the transverse springs rest on their flexible ends, with their heavy mid-portions uppermost, in which position they form part of the sprung, or cushioned weight.

Aside from question of weight, the transverse spring contributes to the comfortable riding qualities of the Model A.

The ordinary car is pushed forward by way of the rear axle and the rear springs—the rear springs actually serve as driving members! The front halves of these springs must therefore be made stiff enough to serve this purpose, and their flexibility, which enables them to perform their cushioning function, is reduced in a corresponding degree. Moreover, in order to be efficient driving members, their front ends must be fastened firmly to the frame of the car. This means that the lengthening of the spring as shocks are encountered must be entirely toward the rear, for only the rear end of the spring can have shackled and hinged mounting. As the spring flexes, therefore, the rear wheels are moved backward and forward, and neither a constant nor a uniform wheel base can be maintained.

In the Model A the rear springs serve a cushioning function only. The car is pushed forward through the torque tube and radius rods, which carry the thrust to a point well forward on the chassis. Both ends of the springs, therefore, are shackled and hinged, and all leaves are as flexible as their efficiency and cushioning members require. The flexing of the springs has no effect on the length of the wheelbase whatever.

In addition to the special spring design, the Model A Ford has a standard equipment a very fine type of hydraulic shock absorbers which add materially to the smooth riding qualities of the car.

# TIMBER STUDY MUST CONTINUE

Forest Taxation Presents Knotty Problem, Fred Fairchild Avers

"It is necessary to have a far greater foundation of fact than has heretofore existed if there is to be developed a workable forest taxation law," according to Fred R. Fairchild, in charge of the forest taxation inquiry which is being undertaken in the northwest with Oregon as the key state.

Mr. Fairchild conferred here recently with members of the state forestry board, timber operators and other persons interested in an equitable taxation plan for the forests.

"While a number of states have passed forest taxation laws," said Mr. Fairchild, "there has not been a law enacted up to this time that has got to the bottom of the problem or will stand. We have still to find the answer and in order to do so it is essential that we get down to facts. We must determine actual burden on both virgin timber and cut over lands, on timber that is being held and on active operations. It is necessary that we determine the source of public revenues and how they are expended.

"This will mean the co-operation of both private and public interests. If this taxation inquiry is to eventually be of benefit to you it is essential that you be of benefit to us now. We are here to solicit your support and assistance and to discuss the various problems with you."

Professor Fairchild said that private interests were undoubtedly fed up on questionnaires, nevertheless this information was essential to the study and it was necessary to send these out to timber owners. A list of questions prepared by Mr. Fairchild was submitted at the meeting designed to cover both operative and non-operative interests. These questions were gone over in detail and numerous suggestions made by timber owners and others who were familiar with accounting as conducted in mills and camps of the northwest.

The information desired covers the area of timberland owned, stand by species, cost of the area, assessed valuation by years,

# DOWN THE ROAD.



THE HIGH-GEAR HOUND WHO CAN'T STOP TO LOOK AT SCENERY.

MODERN MOTORISTS

amount of indebtedness and interest paid, estimate of the fair market value as of December 31, 1927, fire protection costs, taxes paid, in active operations additional information includes location of plants, number of logs produced, lumber manufactured, net income, depletion of timber and depreciation of physical properties. Prof. Fairchild assured those present that such information as secured would be kept confidential and in his final compilation would be so grouped as to be unrecognizable.

It is not the intention of the inquiry to make an intensive study of the entire state but five or six counties will be selected that will form a representative cross section of the state and in these an intensive study will be made. This study will be confined not only to timber and timber interests but will go into all phases of land ownership, assessment, taxation, distribution of the burden and public expenditures. In counties selected it will be necessary to study the county records and to determine to what extent it is possible to classify the lands on the tax rolls by primary use into such classes as residential, mercantile and manufacturing, resort, farms, grazing lands not in farms, merchantable forest, cutover forest and mineral lands. Additional information to be secured consists of area and character of non-taxable real estate, quantity of merchantable timber, annual timber cut by both quantity and area, average current stumpage values.

"It must be remembered," stated Professor Fairchild, "that this is a national study and not a state study and hence the final report will be a national and not a state report. For this reason the final report will not be issued until the entire United States is covered."

However, I feel that the states are entitled to the facts as we determine them and for this reason informal progress reports will be given out from time to time as we determine the facts that will be of value to the state. Also facts as we gather them will be available to state and private interests as desired when such facts are complete.

It must be borne in mind that this is strictly a fact-finding and investigative body and it is not a part of our work to tell the legislators of the various states what laws to pass. That would be the height of presumption. Recommendations will be made as determined from the facts.

## Child's Shoulder Width Studied For Bus Survey

How broad should little Johnny's shoulders be?

If he is five, and an average child, his shoulders should be ten and a half inches across, according to a survey just completed by an automobile company. The width of his hips should be 8 1/4 inches at the age of five.

Reasons for these measurements are understandable when it is realized that in a few weeks Johnny and his brothers and sisters will be going back to school, and that in these days, school buses are very much the thing for a wide awake community.

Graham Bros. school buses, manufactured by the motor coach division of Dodge Brothers, Inc., are built in capacities to fit the children to be carried. In the sales manual is a measurement chart for sizes of representative

youngsters of America. The number of children a school bus carries depends upon the ages of the class or classes to be conveyed. And these are the days school boards and trustees are figuring on transportation needs for the school system this fall.

## THEATRE COMEDIAN INJURED IN CRASH

NEW LONDON, Conn., Aug. 4.—(AP)—Fred Stone, who by his antics on the stage has provoked mirth to theater goers for nearly half a century, may have to forego his career as a result of injuries he suffered in a plane crash near the Groton airport today.

The veteran comedian suffered a double compound fracture of the left leg, fractured right thigh, fractured lower jaw, fractured left wrist, dislocation of the left ankle and right shoulder, lacerations of the scalp and hands, and abrasions of the face.

Stone has been practicing of late to fly in his biplane with the intention of getting a pilot's license. This morning, while in the air alone he went into a nose dive when his motor failed and he was planned beneath the wreckage when he crashed into a bed of beets on a farm near the airport.

He was hurried to a hospital here in an unconscious condition. It was stated tonight that he was "doing nicely" but that it would be some weeks before he could be able to leave.

Stone came here this morning with his daughter, Paula, from his

summer home in Lyme in the plane piloted by Lieutenant J. L. Campal, his flight instructor. After the trio landed Stone took over, the control and was in the air only ten minutes when he encountered motor difficulties. As he was flying low he could not prevent the plane from swerving into a dive and he came down with terrific force. The nose of the plane buried itself in the ground.

### Scarf Rings

A new piece of jewelry is the scarf ring, an ornamental ring through which the wkerchief slips instead of knotting. New fall frocks made wide use of it, sometimes to hold self-scarf collars. One beige satin uses a gold ring. Elizabethan collar.

# CALL MONEY MART TO BE STABILIZED

NEW YORK, Aug. 4.—(AP)—The New York clearing house association today approved an amendment to the constitution providing for a bank service charge of one-half of one percent on call loans made by non-bank interests.

The new rate effective September 1, in effect doubles the present service charge of 5 percent, on the interest yield when the call money rate is 5 percent. The idea is that the industrial corporations, insurance companies and other organizations which have been taking millions of dollars from bank deposits for investment in the call money market now will find a less remunerative yield in market and leave their money on deposit in the banks. On the other hand, when the call rate rises to ten per cent, the new service will work out to the same rate as at present, thus attracting such funds when they actually are needed.

In this way the banks hope to stabilize the call money market, which has been somewhat upset through the activity of corporations investing their idle funds and usually withdrawing them as needed, with resulting wide fluctuations in the money rates.

# FORMER SILVERTON FOLKS TO GATHER

SILVERTON, Aug. 4.—(Special)—A homecoming just to be coming home will be staged in Silvertown, at the city park, Sunday, August 19, when it is expected former Silvertown residents will gather from near and far to mingle with old friends and neighbors and recall the good old days, or even those not yet so old.

Local people are not alone in entering into the spirit of the August homecoming, but are being assisted by former residents, and particularly Carl Johnson and Ben Flashman of Portland, who were here this week helping to arrange for the homecoming.

Silvertown residents are preparing for a treat Sunday, when the St. Olaf quartet, of St. Olaf college, will appear at the Eugene Field auditorium under auspices of the Trinity junior league of the Trinity Lutheran church.

Moire Wrap A rich green moire wrap has cape wings, tipped with eighteen inch shirred ruffles and a shirred Elizabethan collar.

# LABOR HERE WILL OPPOSE COMMUNIST

ATLANTIC CITY, Aug. 4.—(AP)—Declaring that communists were attempting to undermine labor organizations in the United States and Mexico, William L. Green, president of the American Federation of Labor, has called on the members of the executive council to revise plans to thwart such efforts.

Citing the calls by communists to members of railroad and mine unions to convene at specified dates within the next two months to consider new labor organizations, Mr. Green stated that information had been received that 15 Russian communists had been sent into Mexico since the assassination of President-elect Obregon and the subsequent disappearance of Luis N. Morones formerly secretary of labor and commerce. "We will take whatever action we deem necessary to prevent the undermining of bona fide labor unions," Green stated, "and we will be prepared to thwart every effort the communists make."

"Although at the present time the situation does not alarm us, we feel required to give it consideration." "The New Bedford strikers have a just cause," President Green said, "and we one can blame them for fighting against a reduction in wages which would lower their standard of living." A resolution endorsing the modification of the Volstead act to permit the manufacture and sale of light wines and beer was received from the Flint Glass Blowers union today, but no action was taken on it.

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