

OLD LICENSES MUST BE KEPT

Warning Issued by Hal Hoss, Secretary of State, to Oregon Motorists

Purchasers of 1930 automobile licenses, which must be in the hands of car owners by January 1, shall retain for the six months ending June 30 of next year, their present motor vehicle license plates, according to announcement made by Hal E. Hoss, secretary of state. New plates, covering a full year, will be issued by the secretary of state prior to July 1, 1930.

This procedure was necessary, the secretary of state explained, because of a law enacted at the 1929 legislature providing that the annual automobile license fees shall be paid on July 1 instead of on January 1, as has been the practice in the past.

"New provisions in the automobile laws," reads a statement issued by the secretary of state, "include the issuance of a half-year license, expiring June 30, 1930, the use of a windshield sticker for the first six months of 1930, and a reduction of license fees approximately 25 per cent. Truck owners will note a decided change in procedure, with all trucks licensing on a weight basis. Trucks operating with solid tires will pay additional fees of 50 per cent."

"Motorists should remember," suggests Mr. Hoss, "that it is absolutely essential to keep 1929 metal license plates on their cars after the first of the year, as the plates will constitute an important part of the means of identifying each vehicle. Other identification will be furnished by the temporary windshield sticker and the 1930 receipt of registration both of which will be issued following the receipt of application blanks for the half-year period. The receipt of registration will show both the 1929 license number and the 1930 sticker number and it will be intended to be carried as usual in the compartment of the car."

"The new schedule of rates is shown on the application blanks and remittances for temporary permits will be on the basis of one-half of the annual license fee. The secretary of state's office is seeking the cooperation of the public in a careful study of the new regulations in order that the process of re-licensing may be handled as quickly and efficiently as possible. Failure of the applicant to follow instructions contributes largely to the excessive amount of detail work necessary in the automobile department and entails a delay to the licensee."

"To get a picture of the immense amount of work involved in handling the annual licensing of cars it is only necessary to consider one step in the process, the addressing of envelopes which carry the blanks to automobile owners. Working at the rate of 1900 envelopes a day, it would take one girl 10 months to complete the task, and this is the simplest step in the procedure. To save the employment of extra girls for this purpose in the last few months of the year, addressing is started in the slack summer season by the regular staff of typists and the work is carried along with the regular activities of the department so that all envelopes are in readiness for the blanks when the time arrives for mailing. In the sending out of blanks and of the permits issued subsequently more than two and one-half million pieces of mailing material must be handled, including the enclosures and the envelopes necessary."

"With the reduction in fees and the need for buying only a half-year's license at this time, it is expected that a more prompt response will be made this year by the motorist and the secretary of state has completed arrangements to be in readiness for that response."

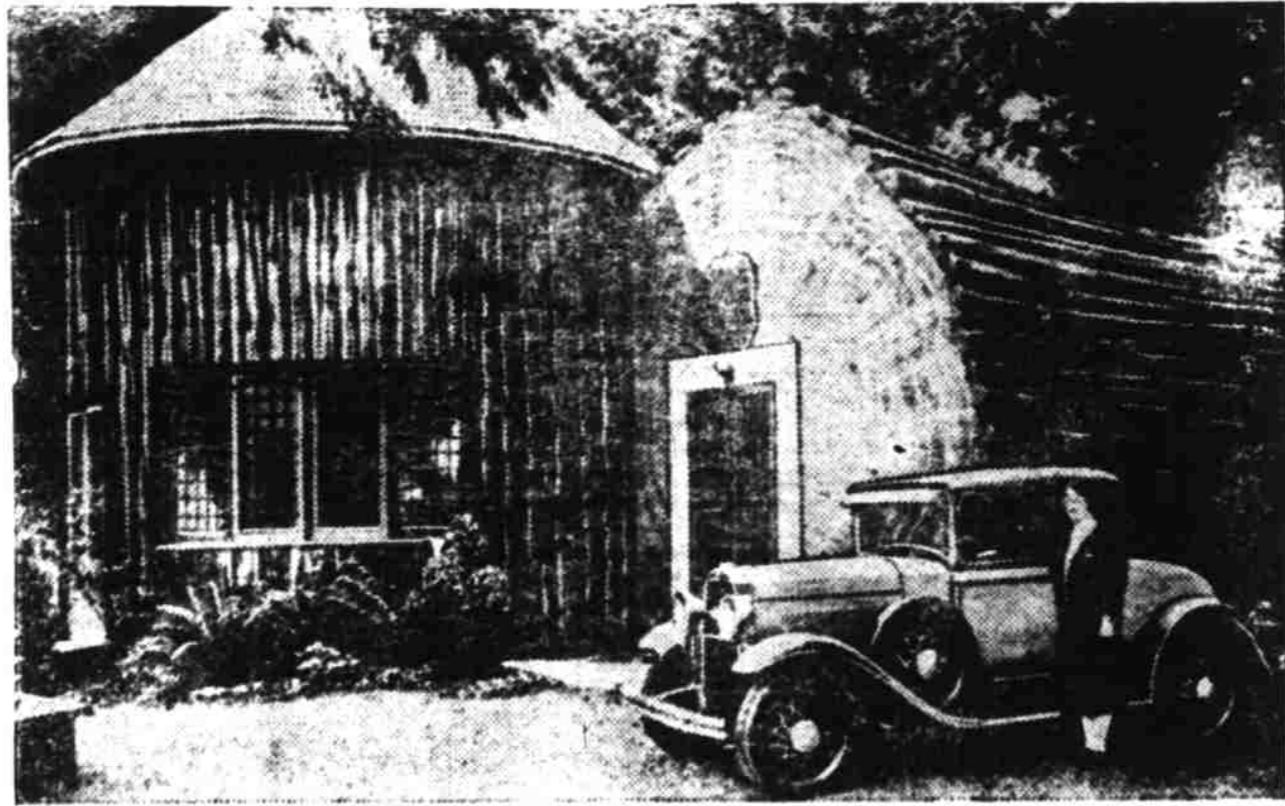
More than 2000 petitions for United States patents have been filed by Rhinelanders in the Cologne consular office during the last four years.

SENIOR DODGE RADIO EQUIPPED



A complete "home on wheels" car has been inaugurated with the announcement of the Dodge Brothers Six with radio equipment. Built harmoniously into the instrument panel, the radio literally brings the world to the windshield with the same reception afforded by expensive home sets. The loud speaker is mounted above the windshield, and two control dials are within easy reach of the driver. An aerial is hidden in the roof of the car.

OLDSMOMILE HAS "TREE" HOME



Exceptional examples of the handiwork of nature and man were presented when the above picture was taken of Mrs. Andrew Swanson, the Big Tree Inn she and her husband operate on the Seattle-Tacoma highway and their new Oldsmobile de luxe coupe. The Inn is built from a giant redwood tree which required approximately 2,500 tons to grow to the 300-foot height and 20-foot diameter it reached before it was felled. On the other hand the Oldsmobile is the result of about 30 years' constant development by Olds Motor Works, manufacturers of the Oldsmobile Six and Viking Eight.

NEW FURNACE TO BE FILLED WITH ARGON

By HOWARD W. BLAKESLEE, Science Editor

Associated Press Feature Service

PITTSBURGH (AP)—A new kind of steel making furnace has been devised at Carnegie Institute of Technology. It is different in that it has a melting chamber filled with pure argon, the same non-inflammable invisible gas that is used in most electric light bulbs.

In lights, argon reduces evaporation of the filament, but in the Carnegie furnace it furthers a quest for pure manganese steel, something never yet produced commercially but sought for its potentially great usefulness in materials requiring toughness, resistance to wear and unusual magnetic properties.

The research is conducted by Dr. Francis M. Walters, Jr., director of the bureau of metallurgical research. The argon furnace is the last step in a series of purifications necessary to produce the sought for new steel. Previously, gases in the iron and manganese must be removed. Few persons would even suspect iron of containing gas, but it does, in form of a small amount of oxygen that exercises a decided effect on the properties of the iron.

Finally, some good table sugar is converted into a pure form of carbon for melting with the purified iron and manganese. The melting pot of the new furnace is air tight, containing not even a heating element.

The intense heat needed for making steel is produced by induced electrical currents from a coil around the furnace. In it are placed the three pure elements, the air is pumped out and replaced by an atmosphere of argon.

The first job of argon is to catch a stowaway, in guise of a thin layer of air one molecule deep—that is, not much more than a billionth of an inch thick—that adheres to the interior of the furnace even after the vacuum pump has been used.

Heating drives this air layer into the argon, which is pumped out and replaced by the pure gas. Argon is one of the "noble" gases in ordinary air, owing its beneficent title to the fact that it refuses to combine with other elements.

It justifies this name in the furnace by acting as a sort of monitor, keeping out of the forming steel itself, and preventing anything else from going wrong.

One of the handicaps to making manganese steel by other methods which argon overcomes is to prevent any manganese from evaporating.

Receivers in Review

By C. E. BUTTERFIELD, SPRINGFIELD, Mass.—(AP)

A single stage of audio amplification, backed up by the screen grid tubes, is another way to get good reception.

By dropping a stage of audio and making that remaining push-pull with two 245's engineers have reduced extraneous noises and improved tonal quality. Despite the omission of one stage, volume is sufficient on both local and distant.

The screen grid tubes in the RF amplifier give plenty of step-up. Tuning is by a three-gang condenser, with the antenna adjusted by a variometer or moveable coil, which is operated by the same shaft that turns the three-gang condenser from a single knob. In addition extra tuning is available by a separate variable condenser in the antenna circuit.

Only one 227 is used, that for the detector socket. The usual 280 tube supplies power for this six-tube receiver.

Particular pains have been taken to shield every part of the set where feedback or whistles would be developed. Omitting even one shield will cause oscillation.

The receiver, a table model, has sliding doors to enclose the tuning panel. The dial indicator is unusual in that a shadow is used to show the number corresponding to the station tuned in.

The table model is designed to fit onto the top of a console containing a dynamic speaker. It has sliding doors in front of the speaker opening to match up with the receiver. A standard AC receptacle in the back of the chassis is accommodating the plug for the speaker. This plug completes the power supply circuit, and the receiver will not operate unless it is in place.

For quick vealing, the Oregon Experiment station recommends feeding the calves whole milk and all the grain they will eat. Skim milk and substitutes have not been found to make satisfactory veal. Successful vealing, however, depends largely on the initial body weight of the calf, and therefore the heavier breeds such as Holsteins, Brown Swisses, or even Ayreshires make much better veal than Jerseys or Guernseys.

TARBES, France—(AP)—The room over a local bakery where Marshal Foch was born will soon be declared a "historical monument" by the Ministry of Fine Arts. As a "monument" the apartment may not be altered.

NASH PRESIDENT SEES PROSPERITY

KENOSHA, Wis.—Another outstanding American industrial leader today contributed further encouragement to the nation in the way of his expressed conviction that general business conditions were on a most sound footing.

C. W. Nash, president of the Nash Motors company, in a personal letter to the Nash dealer organization which will reach approximately 12,000 Nash dealers and salesmen throughout the country stated: "There is nothing wrong with general business conditions in our country at all."

Continuing, Mr. Nash said, "Now that some parts of the country are sobering up from the effects of their stock market intoxication, it might not be amiss to pause for a moment and take stock of ourselves and of general business conditions."

"Let me say that in my judgment there is nothing wrong with general business in our country at all. It is a fact that in many sections of our country they do not know, neither are they interested, in what has been going on in the stock market."

"I am willing to admit that in some sections of the country right now, on account of everybody being upset, the automobile business is suffering a little. In other parts of our territory sales are running ahead of last year at this time."

"My opinion is that everyone who goes after business in an aggressive manner will be surprised at the amount of business to be secured."

"I also am impressed with the belief that next spring will see a very normal business, and those who still have confidence in the country in which we live, and will go to work and work hard and discontinue talking panics, will be the chaps who will come out on top of the heap."

SEoul, Korea.—(AP)—South Helan province, 150 miles north of here, is suffering a scourge of leopards which has caused the closing of schools because parents will not let their children go abroad. Many cattle have been killed. One village reported a visit from a Korean tiger, a species larger than the Bengal variety of India.

Shipment of iron ore out of Minnesota is expected to reach a new record of 65,000,000 tons before close of navigation this year.

GALORY NEED IS POVERTY MEASURE

LONDON (AP)—A new yardstick of poverty has been devised by the London School of Economics.

Calories are the basic units of the new measurement. The investigators disregarded popular conceptions of comparative comfort and poverty and determined scientifically the number of calories necessary to maintain the average person's health.

Thirty-three hundred calories a week are necessary, they decided, and the amount of food capable of supplying that number of calories can be bought in London at present for seven shillings, or about \$1.75.

Taking into consideration the size of the average family and the fact that two-thirds of the average London family's income is spent for food, the investigators arrived at the figure of 34 shillings (\$8.50) weekly as the income of a family which in present-day London can be considered definitely poor.

Those with incomes of less than 334 shillings are classed as "very poor" and above 40 shillings (\$10) a week can consider themselves as being merely in straitened circumstances—not actual poverty.

At the conclusion of its survey the school will have applied the poverty yardstick to about 30,000 families, the houses for investigation being selected from the notebooks of school attendance officers.

The survey is being financed through grants from the Laura Spellman Rockefeller memorial and the London Parochial Charities trustees.

What They Think of Education

By CORNELIA OTIS SKINNER

I am increasingly amazed at the rare and manifold opportunities our colleges and universities offer young men and women. I may confess I am a little alarmed at their almost too perfect equipment—million dollar laboratories, elaborate gymnasiums, little theaters with lighting systems worthy of Max Reinhardt.

One wonders if things are not made too modern, too easy. The students I meet impress me as being keenly intelligent, splendidly straightforward, friendly and polite. What they lack (and this perhaps is characteristic of young people today) is a certain inner warmth. Nor have they the sense of courtesy—not organized courtesy, but the gentle expression of the art of living.

There seems nothing they cannot learn at the modern university. They may pursue journalism, mechanical engineering, dietetics, social hygiene, dressmaking and expert accounting; they may listen to the finest musicians and the greatest of lecturers of today imported to their vast auditoriums; they may develop their bodies in stadiums, swimming-pools and gymnasiums that would have dimmed the Athenian athlete.

Yet there seems to be omitted from these elaborate curricula the one quality that should be trained at a plant and impressionable age, an art (even call it a science) that makes life bearable for us all, rich or poor, artist or business man, dreamer or politician—imagination.

The sense of beauty suffers bitter reverses in modern life and is all too quickly stifled. Yet without it, and its next of kin, the sense of humor, how are we to endure a world full of so many prosaic or irritating things?

Imagination cannot be taught (though there are no end of English readers ready to destroy it). It must develop through leisure and limitation, and these the modern university, in my opinion, fails to afford.

Despite the marvelous equipment, the endless resources, the brilliant efficiency offered the American student, I wonder if the Oxford undergraduate, lolling back in his punt, gazing now at the towers of Magdalen, now at the long grasses in the Cherwell, now at a dog-eared copy of Horace, is not better preparing for life in all its richness, serenity and beauty?

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