

WOOL GROWERS MAKE ADVANCE

Pre-Shearing Payment of 75 to \$1 Fleece Paid By Cooperative

(Continued from page 10) healthy Christmas trade in necessities and as the stocks of retailers are low this ought to stimulate business for the mills. "The wool market continues dull, but duty to the stabilizing influence of the national wool marketing plan prices have remained remarkably firm. We are now receiving the full benefit of the tariff on most grades. Foreign prices have lately improved slightly on finer grades and clearances have been highly satisfactory. This lends encouragement to the situation. London sales reports just in show declines from last closing rates, but it must be remembered that these declines merely register the difference between the market of September and that of today and that since September finer grades of wool on world's markets show advances from low points, indicating a much more healthy situation."

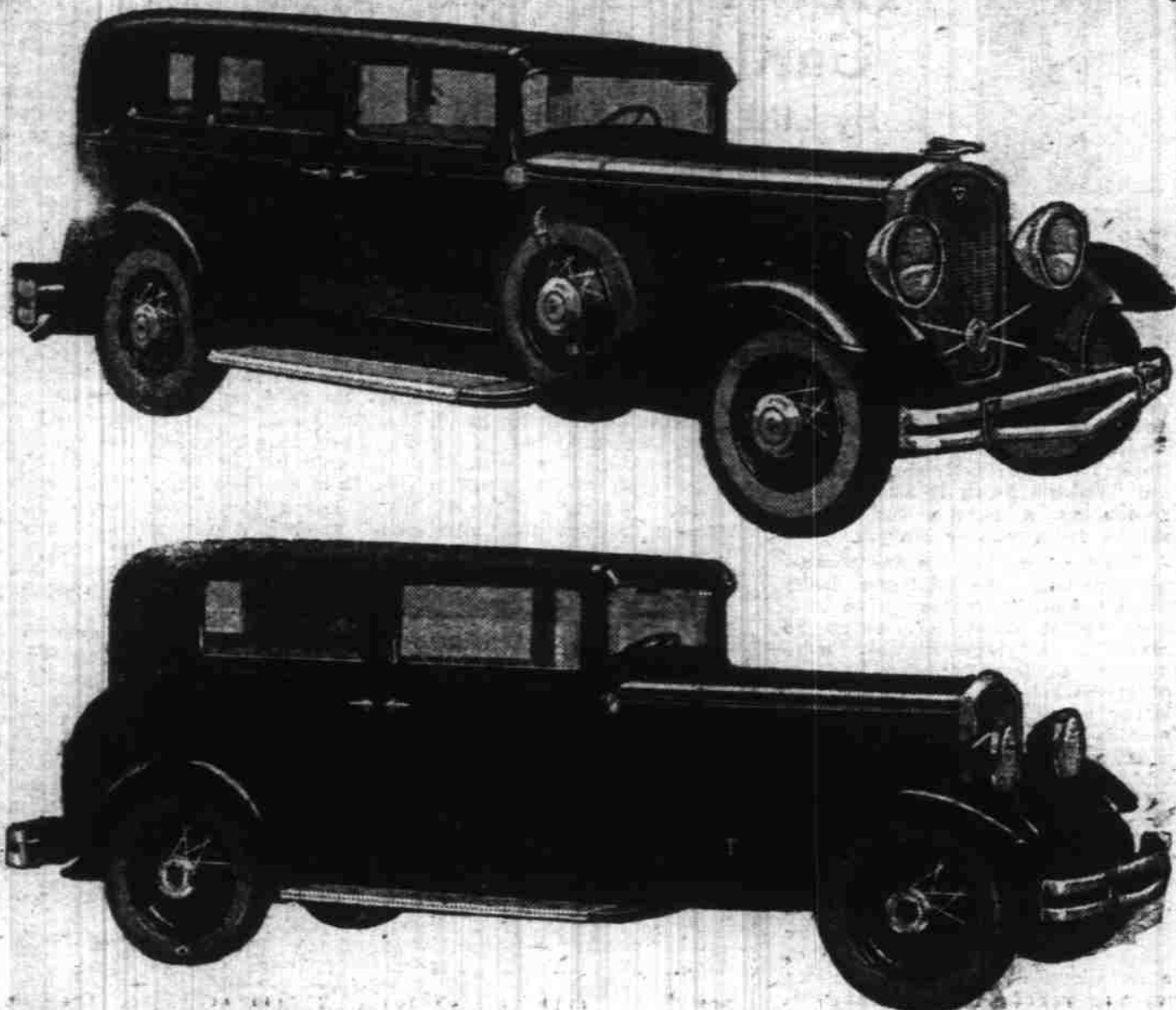
PACIFIC NORTHWEST HOP MARKET STEADY

(Continued from page 10) and midwestern markets, with European demand also more or less dormant. Growers continued to hold their remaining supplies firmly and were generally refusing to place a price on their crops or asking several cents over the going market. Holdings of growers at this time are relatively light because of the small production. The Sonoma district reported an absence of inquiry. Most growers were holding supplies, although a few offerings were reported. Holdings at around 14-15c, depending upon quality. Similar conditions were reported from the Sacramento valley. Mendocino county reports indicated that a portion of the light tonnage remaining was for sale at around 15c per pound.

Washington Markets Steady Although trading was limited during the week in Washington producing areas, the market continues steady. Sale of 185 bales prime clusters at 12c, was reported from Yakima, where growers are generally holding for 16-18c for top-grade hops. At Moses City 175 bales of clusters also sold at 13c, but no other sales were made this week in that section. Dealers were bidding from 12 1/2-13c for best clusters in the Moses City district, with growers generally asking around 3c above these figures. There was little activity in the Puyallup valley district of western Washington during the week, only one sale of medium clusters being made, when a 50 bale lot brought 12c. Growers were asking 15c in most instances.

Oregon Markets Steady Trading Light Activity in Oregon hop markets was confined to the Salem territory this week. Sales were not large in that market, consisting of the following: 133 bales choice clusters at 15 1/2-16c; 350 bales prime to choice clusters at 15c; 150 bales medium clusters at 13 1/2-14c, all net to growers, E. O. B., Willamette valley shipping points. While demand is less active than during the past few weeks, buyers are in the field in nearly all producing districts. Current purchases are largely for replacement lots. There is still a lack of interest in new term contracts, with no new business reported during the period.

NEW HUDSON ESSEX MODELS



Above: New Greater Hudson Touring Sedan; This three-window five-passenger Touring Sedan is a splendid example of the new beauty in Hudson's 1931 offerings. The New Essex Super-Six Standard Sedan, below: The beauty of line and increased roominess of the New Essex are immediately apparent in this stylish Standard Sedan.

State Motors Present New 1931 Hudson - Essex Lines

Brisk Business in 1931 Anticipated; Numerous Improvements are Shown

New Hudson and Essex models, at the lowest prices in the 22 year successful history of their makers, the Hudson Motor Car company, went on exhibition this week at State Motors. Both the popular cars are greatly improved in appearance, both being striking examples of the 1931 increased quality at reduced prices. The Hudson, which will be known as the Greater Hudson Eight, is much more stylish, the swinging streamline effect being carried through from the new chromium-plated wind-screen to the tip of the rear fender. Luxurious upholstery, fittings and appointments, executed in a carefully restrained modern motif, harmonize in style and color and are carried out to the smallest detail. Power has been increased and many outstanding advancements in motor, chassis and body construction give great flexibility and smooth, easy riding at every speed.

There will be fourteen body types in the Greater Hudson Eight on two chassis lengths, 119 inches and 126 inches. These models are: the coupe (a passenger and rumble seat); the standard sedan, with three windows; the town sedan, four-door, two window, close coupled; sport roadster, with boat type rear deck, and 5 passenger phaeton—on the 119 inch chassis. The touring sedan, seven passenger family sedan, club sedan, chases are largely for replacement lots. There is still a lack of interest in new term contracts, with no new business reported during the period.

brougham, with landau rear quarters, and seven passenger phaeton come on the 126 inch chassis. Essex will be known as the New Essex Super-Six. Here, again, the streamline effect imparts a dashing, smooth look to the car that will carry the popular hexagon emblem in 1931. Essex is larger, roomier, and many refinements in chassis, motor, body and interior fittings have greatly improved the car in looks and performance. The increased power flows smoothly from the super-six motor, a type which has carried Hudson products high in the performance field. The radiator is chromium plated bronze, providing a distinctive front, and this distinction is apparent in every line of the new models.

L. D. Lambeth, manager, State Motors, believes that the manufacturers have gone up to and beyond the 1931 standard of values at lower prices. "We know that the factory was concentrating its entire huge resources in building two cars to meet the changed conditions. This meant that they were to provide the greatest quality at the lowest possible price and give the public a car that would give the maximum value for the money on every count, and, at the same time, a car that went beyond simply providing economical transportation, but save the

owners a product of which they could be proud. "I believe," said Mr. Lambeth, "that we can look forward to greatly increased business in 1931, and that means prosperity for everybody. These cars are certainly the greatest buys I have ever seen. Our salesman are enthusiastic, business-conditions are improving—and the public is ready to invest in cars of this type. I am quite optimistic for next year, especially after having tested the cars. Frankly, I don't know how Hudson can make them at the price."

Artichoke Found Good Fodder

The Jerusalem artichoke has been found valuable as a fodder by Canadian farmers. Results of tests made by the Dominion department of agriculture at Ottawa show that the Jerusalem artichoke makes an ideal fodder crop, giving a high yield of dry matter per acre above ground, and when considered from the standpoint of the added value of dry matter in its tubers, gives a greater tonnage than either sunflowers or corn.

At the Sidney, B. C., experimental station the average yield of dry matter per acre over a period of six years was six tons above ground, with tubers furnishing an additional 3 1/2 tons. The artichoke was also found much easier to handle in the silage cutter than sunflowers. In addition to being valuable as a general forage crop it is a particularly good feed for hogs and poultry.

INCREASED DEMAND Consumption of dairy products

LEGISLATORS TO CONSIDER SAFETY

Uniform Safety - Responsibility law Sponsored by A. A. A. to be Pushed

WASHINGTON, D. C., Dec. 6.—With 44 legislatures scheduled to convene early in 1931, enactment of the safety-responsibility law for the control of the reckless and irresponsible driver, now in effect in twelve states, will be the outstanding national issue from the standpoint of motor legislation.

In making this announcement today the American Automobile association, which sponsored the safety-responsibility law, declared that the demands for copies of the law in its newly revised form disclose nationwide interest and that it would be introduced in whole or in part in the majority of the legislatures where it has not already been enacted, while it is expected that congress will put it into effect for the District of Columbia. Among the states where it is now definitely planned to push the legislation are the following states: Arkansas, Illinois, Maryland, Michigan, Missouri, North Carolina, Ohio, South Carolina, Texas, Virginia, Washington and West Virginia.

The safety-responsibility law is now in effect in whole or in part in New York, Rhode Island, Connecticut, California, Iowa, Maine, Massachusetts, Wisconsin, Vermont, New Jersey, New Hampshire, Minnesota and the Provinces of Ontario and Manitoba, Canada, which means, according to the A. A. A., that one-third of the drivers in the United States and one-half of those in Canada are operating under one or more of its essential provisions.

"Officials in charge of the enforcement of the law in these states are confident that it is fulfilling its major object, namely, the control of the reckless and irresponsible driver." Thos. P. Henry of Detroit, Mich., president of the A. A. A., declared. "The best proof of the confidence of these officials lies in the fact that they are advocating the strengthening of its features."

"First, a universal drivers' license law with mandatory examination for all applicants as a prerequisite to the right to drive. "Second, a mandatory suspension of the driving privileges

of all persons convicted of serious violations of the motor vehicle law, until proof of future responsibility has been established. This is in addition to penalties now provided under state motor laws. "Third, it provides for the suspension of the driving privileges of all persons against whom a final judgment establishing negligence has been legally rendered, the suspension to remain in effect until the judgment is satisfied and future responsibility established. "Fourth, it provides for the drivers' license laws of every state to include a clause to prevent the issuance of a permit to any person whose right to drive is under suspension in another state."

BERRY GROWERS STUDY METHODS

WOODBURN, Dec. 4.—Many persons, who are interested in berry culture and the problems connected with the business, have been meeting with Ronald Burnett, local supervisor of the Smith-Hughes department in the high school, every Monday night to discuss and try to determine the best remedies for some of the fruit growers' problems. About 18 or 20 persons have attended the three meetings already held.

At the first meeting the topic "The Types of Soil Suitable for Berries" was discussed. "Methods of Berry Soil Improvement" was the next topic, and at the last meeting "Commercial Fertilizer for Berries" was the topic. Problems concerning the growing of strawberries, the selection of plants, planting, cultivating, and diseases and pests of strawberries will be taken up at the next meeting to be held Monday evening in the agriculture room of Woodburn high school, starting at 8 o'clock. Much interest has been shown by the farmers of the Woodburn, and also the Gervais districts. Ronald Burnett has charge of the meetings but the discussions are carried on in the round-table fashion.

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VALLEY MOTOR

Best Values This Week

Table listing car models and prices: 1929 Dodge Victory Sedan \$545, 1930 Ford Tudor \$550, 1929 Ford Tudor \$425, 1929 Open Pickup \$385, 1929 Sport Coupe \$425, 1928 Sport Roadster \$310.

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