

All Around Town

CURRENT EVENTS

May 14—Clean-up Week
 May 15—County spelling
 May 15—high school auditor-
 May 15—County declama-
 May 15—S. H. S. auditor-
 May 15—County athletic
 May 15—Sweetland field. All day
 May 15—County school
 May 15—Sweetland field.
 May 17—City council meet-
 May 17—City hall, 7:30 p. m.
 May 18—Salem Business
 May 18—League meeting, Com-
 May 18—club, 8 o'clock.
 May 21—Special city and
 May 21—primary elections.
 May 27—Baby clinic, Com-
 May 27—club, 2 p. m.
 May 28-29—Appollo Club
 May 28-29—Grand theater.
 May 29—Address by Wm.
 May 29—T. at the armory.

Cart House News

Circuit Court.
 Howard vs. Hotel Marion
 Stafford and Mary Stafford
 J. S. S. Affidavit for sale of
 Truch and Tractor com-
 W. Mahoney vs. Louis Marchand
 Henry Letic, Default, decree and
 M. Travis vs. J. C. Stapleton. Pe-
Probate Court.
 J. Miller, estate; an insane
 Order.
 Stevens, estate. Proof of publi-
 E. Miller, estate. Proof of publi-
 W. Johns, estate. Affidavit of
 J. Potter, estate. Affidavit
Marriage Licenses
 L. Daves, 29, of Portland, a.
 E. Lyons, 27, of 209
 B. Church street, Salem.
 R. Russell Clearwater, 28, of 233
 E. Church street, no occupation;
 E. Lehman, 31, of 1740 Oxford
 St. Salem.

Daily Statistics.

DEATHS.
 John Gray, 78, at the home of
 his daughter, Mrs. P. M. Gregory,
 115 Bellevue street, Saturday morn-
 Body at Rigdon & Son's. Bur-
 arrangements unfinished.

BURIALS.
 LAUREN E. HAWKINS, aged
 years, son of Mr. and Mrs. Ben H.
 Hawkins of Garvain, died at a local
 hospital Thursday, May 13. Funeral
 services were held at the Webb &
 Clough chapel and burial was in the
 City View cemetery.

MEET ME AT MILLER'S

**We are too busy
 REMODELING
 And Modernizing Our Store To
 Write Ads**

MILLER'S
 Good Goods.

OREGON
 "WHEN BEARCAT
 WEST DRY"
NOW

Good gravel for your road or alley
 free at Trade and High streets. We
 will load your wagons. See Vick
 Brothers. 117*

Collision of autos driven by J. M.
 Martin of Macley and a man who
 gave the name of Harris, at the cor-
 ner of State and 23d streets Friday
 evening, was reported to authorities
 by Mr. Martin. Both cars were slight-
 ly damaged, Mr. Martin said.

Loose and strayed stock—principally
 cattle and horses—is causing pub-
 lic much worry nowadays. Friday
 night Officer Victor was detailed to
 round up some cows that were loose
 in the Oak Lodge district. He reported
 at headquarters a little later that a
 man named Edward Earl had turned
 the cows loose, and had threatened to
 kill them. No action other than round-
 ing up the cattle was taken by the
 officer.

Dance at the armory tonight. 117*

Baby chicks, 558 State street. Phone
 400. Open evenings. Few days left. 117*

Moose hall tonight, singing and
 another "Revelation" evening for
 those who enjoy dancing. Harley C.
 Pugh. 117*

Miss Hazel Bishop reported to Night
 Sergeant White at police headquarters
 Friday night that an auto she was
 driving was considerably damaged
 when an auto driven by E. R. Woods
 a student at Willamette University,
 collided with it. Mr. Woods agreed to
 pay costs of the damage, Miss Bishop
 told police, and the matter was
 dropped.

The Moose hall, where the "Revela-
 tion" plays that wonderfully good
 music for dancing. Also singing to-
 night. Harley C. Pugh. 117*

Dance at the armory tonight. 117*

Tonight, singing, "Revelation" har-
 mony and "pep" at Moose hall. Har-
 ley C. Pugh. 117*

An auto owned by H. Evans was
 slightly damaged as he was going
 east on State street, and another auto,
 the driver of which is unknown, with-
 out warning stopped and backed into
 Mr. Evans' car. A report of the acci-
 dent was made to police by Mr. Evans.

Another "Revelation" by the "Revela-
 tion" for dancing tonight, Moose
 hall. Also singing. Harley C. Pugh.
 117*

Dance at the armory tonight. 117*

Loss of a wallet containing \$70 in
 currency somewhere on the streets
 downtown Friday evening, was report-
 ed to police by A. R. Fernau, who is
 visiting here from Can Monica, Cal.
 The wallet may be identified with the
 initials "A. R. F." in gold on the out-
 side of the case, Mr. Fernau told
 police.

"All's well that ends well," so take
 our visitors to the G. F. S. benefit dance.
 It's meant for them. Moose hall Tues-
 day May 25. 117

Good gravel for your road or alley
 free at Trade and High streets. We
 will load your wagons. See Vick
 Brothers. 117*

Zadoc C. Riggs, proprietor of the
 Capital drug store, was a business
 visitor at Talbot and Jefferson Friday
 afternoon.

The first Twin-City tractor to be
 sold in this county for orchard use has
 been bought by George Johnston, res-
 iding south of Rosedale. The tractor
 was sold Johnston by Van Doren Bros.,
 county distributors, and has proven a
 huge success in cultivating trees. The
 orchard tractor, by reason of the fact
 that it is built higher, is peculiarly fit-
 ted for that kind of work.

State Forester F. A. Elliott has re-
 ceived a special invitation to attend
 the flying circus which will be staged
 at Eugene, May 20. Col. H. H. Arnold
 in charge of the air service depart-
 ment on the Pacific coast will be
 present at the exhibition together with
 a number of pilots who have been
 prominent in aeronautics on the coast.

The pupils of the state school for
 the blind will sing at Leslie Metho-
 dist church Sunday evening at 8 o'clock.
 They will lead the congregation in a
 song service and will also give several
 special numbers.

Word received in Salem Saturday
 by postoffice officials from Milton
 Miller, collector of Internal revenue
 states that under a recent ruling the
 tax on toilet preparations and propie-

Charles Robertson, of this city was
 a business visitor in Eugene Friday.

J. W. Hastings of Turner route 2,
 was a business visitor in the capital
 city Saturday.

Teams Wanted
 To haul lumber. Also men
 for mill and woods work.
 P. A. STANLEY
 Lyons, Ore.

**FOR LONG DISTANCE
 AUTO TRUCKING**
**Willamette Valley
 Transfer Co.**
 PHONE 1400
 WE ALSO DO LOCAL
 HAULING

**SEE
 Woodry's Stock**
 of Furniture, Ranges, Heaters,
 Rugs, Tools, etc., before you
 buy
 270 N. Com'l St. Phone 510
 or 511

Why Have
HEADACHES?
 They Are So Unnecessary

Colds and headaches steal many en-
 joyable productive months from the
 average life. Old-time remedies in-
 variably were "last resorts" because
 they ultimately depressed the heart
 or weakened the stomach. So they
 were avoided until the danger and
 suffering from cold or headache over-
 shadowed the danger in the relief.
 Colds and headaches can be prevented
 or relieved now **SAFELY** and **SPED-
 ILY**. **ASAPHEN** is the scientific dis-
 covery that makes this possible. It
 has been thoroughly proved by physi-
 cians to be a relief for colds and
 headaches that can be taken without
 fear because it really is **SAFE**. Many
 recoveries from influenza and fever
 are attributed to its remarkable qual-
 ities. Doctors recommend it. Hopsi-
 tals administer it. Get it from your
 nearest drug store. Mark well the
 name **ASAPHEN** on the wrapper, for there
 are preparations on the market with
 names that sound very much the
 same.

Asaphen
 Price 5c
 — a **SAFE** and **speedy** relief
 for **COLDS, HEADACHE** and **LACRIPPES**
 Also good for earache, rheumatism,
 lumbago, neuritis, joint pains,
 pain generally and over-tiring.

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People Injured---Property Damaged

*If every Automobile Owner knew he could pro-
 tect himself to the extent of \$5000 and \$10,000
 against personal injuries to the Public, and,
 Up to \$1000 for damage his car may do to the
 Property of the Public, he most certainly would in-
 quire for further information regarding the LOW
 RATES for such protection from—*

W. C. Dyer Insurance Agency
 311-2 Oregon Building
 Phone 224

Huffman Trucks



F. O. B. Salem \$1995

The Huffman 5500 pound capacity general utility truck is built for those who are seeking the very highest quality and service. A truck that will give maximum efficiency, stand up under capacity load on long or short hauls and deliver its merchandise with the lowest possible cost per ton mile.—Specifications:

MOTOR—Model C, 4-cyl. Buick-W. U. Bore and stroke, 3 3/4 inch by 5 1/8 inch. Thermo-Syphon cooling.

MOTOR—Model B, 4-cyl. Continental Red Seal Bore and stroke, 3 3/4 inch by 5 inch. Thermo-Syphon cooling.

IGNITION—Elselmann high tension magnets with automatic impuser, assuring easy starting under most abnormal conditions and prevents as far as possible motor kicking.

CARBURETOR—Zenith automatic float feed type, with hot air quick starting device.

RADIATOR—Large cast tank armored radiator, cellular type, mounted on cushions with floating spring suspension. Front provided with triangle steel protection guards and cooling fins.

CLUTCH—Fuller adjustable and easily accessible dry disc type.

TRANSMISSION—Fuller-unit power plant type. All parts extra heavy and especially designed for truck use. Selective sliding gear, three speeds forward and one reverse. Gears of heat treated nickel steel, case hardened. Extra large annular ball bearings. Center control, ball and socket type.

DRIVE—Through two universal joints with 2-inch tubular shaft, Hotchkiss type. Steady bearing positively prevents whipping of drive shaft and eliminates wear on universal joints.

STEERING GEAR—Layne-screw and nut irreversible type; 15-inch wheel; left hand drive.

FRAME—Straight side type, heat treated, pressed steel channels 3-16 inch thick, semi-flexible. Length over all, 21-2 inches; 5 1/2 inches deep, 2 1/2 inches wide. Four heavy, pressed steel cross members. Front cross member removable to afford easy access to motor.

FRONT AXLE—I-beam, drop forged, nickel steel heat treated spindle. Timken taper roller bearings throughout.

REAR AXLE—Model "C"—Torbenen heavy duty internal gear drive. Drop forged I-beam form. Spindles, chrome-vanadium alloy steel, heat treated. Easily lubricated and adjustable. Timken taper roller bearings in pinion shaft and differential. Gear ratio, 8 to 1.

REAR AXLE—Model "B"—Standard worm drive, special large steel worm, alloy bronze wheel, insuring minimum friction and long wear. Driving shafts of alloy steel, heat treated. One-piece housing of uniform thickness at all points. Combined radial and thrust at each end of worm shaft. Gear ratio, 8 1/3 to 1.

BRAKES—Model "C"—Internal expanding and external contracting.

BRAKES—Model "B"—Two pairs internal expanding brakes.

WHEELS—Heavy artillery truck type, fourteen 2-inch square spokes in rear and fourteen 1 3/4-inch square spokes in front.

REAR SPRINGS—Our own specially designed Perfection springs, 50 inches long and 3 inches wide, semi-elliptic, with 11 extra heavy leaves. Each leaf cupped to prevent possibility of shifting, and Clemens bushings in all spring eyes. Spring bolts of special hardened steel, ground and polished. Spring U-bolts of 3 1/2 per cent nonstretching nickel steel, with spring pads accurately shaped to conform with spring curve, absolutely insures against rear axle shifting and getting out of alignment, and so eliminates rear axle trouble.

FRONT SPRINGS—Our own specially designed Perfection springs, 43 inches long, 2 1/2 inches wide, semi-elliptic, with hulse heavy leaves and single shackles in rear.

TIRES—Firestone, solid tires, 34x4 inch rear and 34x3 1/2 inch front.

GASOLINE CAPACITY—Heavy steel tank, 16 gallons, under driver's seat; gravity feed.

WHEELBASE—146 inches.

LOADING SPACE—10 1/2 feet from rear of driver's seat to end of frame.

HEIGHT OF FRAME—30 inches under load.

TREAD—56 inches front and rear.

CHASSIS WEIGHT—3200 pounds.

CAPACITY—200 to 5500, including body weight.

EQUIPMENT—Seat and riser, tool box, tool kit, horn, governor, rear two line hooks, radiator guards, oil side lamps and tall lamp.

CHASSIS PRICE—Model "C" with Buick motor, \$1,695; Model "B", with Continental motor, \$1,895. Finished in lead prime. Pneumatic tires, pressed steel bumper, prealite equipment, open or all-weather closed cabs, army top, bodies, etc., extra at nominal charge. Body building blue prints of chassis construction will be gladly furnished on request.

Huffman Motor Sales Co.

Office 124 South Liberty
 State Distributors for Oregon and Idaho
 J. E. SCOTT, Manager Phone 937 P. X. JOHNSON, Sales Mgr.

Maximum Of Satisfaction Minimum Of Expense

Low In Upkeep Dependable In operation

Ford

THE UNIVERSAL CAR

The Coming Car Is the Closed Car

Open cars are becoming obsolete in the East, Middle West and now in California. Next season the majority of cars in Oregon will be

CLOSED CARS

Within two years open cars will be a drug on the market. Therefore from the standpoint of depreciation, your new car should be a closed car.



FORD COUPE



FORD SEDAN

Every advantage, both summer and winter. In summer they can be closed from the dust and yet so ventilated that freely circulating air insures coolness. In winter they protect the occupants from the cold and rain and yet give open vision to all.

INSIST ON GENUINE FORD PARTS

Valley Motor Co.

INSIST ON GENUINE FORD PARTS