

General Interest to People of Willamette Valley

Car Output of 1921 Is To Be Large

Production To Equal Or Exceed Former Years, Is Reeves' Prediction.

By Alfred Reeves, general manager of the National Automobile Chamber of Commerce

All signs point to conservative active business conditions in 1921.

Anyone who says this of the automobile industry is looking in the future with scientifically constructed field glasses and not relying on a crystal ball.

So one can predict how many cars or trucks will be produced, the careful observer and historian can say that the 1921 total is approximately and very probably exceeded the output of preceding years.

There has never been a year in the automobile industry when the production fell behind that of any preceding year with the sole exception of 1918, when all factories were going full blast on the business.

Forecasters See Good Spring

There have been conditions in the past too, such as in 1907 and 1914 when the outlook was far more serious than it is today. In many of the more conservative financial men and business forecasters are saying that the spring will lead to general rise in the automobile industry.

It does not take economists or statisticians to foresee the continuing growth of the automobile industry or to be aware of why cars and trucks have come by rapid stages of their present development.

Every Car Owner a Director

They have always thought of the roads and the merchant fleets of the world as creators of civilization, spreaders of intelligence and developers of wealth. But because the motor car and trucks such small units, because Jimmie and Tom Robinson can afford

to buy a car, we are not so likely to think of the automobile in such far-reaching terms. Few of us can own railroads or ocean liners, but that does not alter the fact that each automobile owner through possession of his car is thereby a director in the major transportation development of the present century.

Automobile a Democratizer

In fact, the automobile has done more than any other factor in modern civilization to give to the common man an assurance of his democratic rights. This statement may sound a trifle overenthusiastic, but let us examine the facts. The railroads carried civilization along main arteries, across and up and down the country. Those who had lands near the railroads benefited greatly and others gained somewhat indirectly. The railroads necessarily because of a large capital investment have been controlled by a few and it is quite obvious that in the interest of efficiency they could not meet the diverse interests of thousands of citizens.

The consequence has been that numerous individual interests have suffered because the railroad has been located at distant points, because preferential rates were given in one territory over another and on one commodity over another. But with the coming of the motor car each owner was put into sole control of his own transportation system which made him independent of whether or not the railroad came to his door. He was placed in a position where he could link up with trunk lines even though they were one hundred miles away. He does not depend today on the schedules of some traction company or upon other outside forces to connect him with civilization. The automobile consequently is a unit which has given economic independence to the two and one-half million farmer owners and to all whose livelihood depends on getting from point to point with maximum ease.

People Will Yield Freedom

That is why the automobile business will go forward. People will give up recreation, people will sacrifice profits, but they will not give up freedom. The man or woman who has once learned what it means to go or come as his need demands will not go back to a system where he or she is dependent upon the schedules of a railway company or the uncertain services of a traction line.

Dealers Should Be First In Teaching Of Motor Manners

"Motoring Manners" is a subject in which all responsible car owners are interested and drivers probably will be gratified to learn that some of the leading automobile manufacturers of the United States are endeavoring to promote politeness among American motorists.

The need for a thorough observance of the primary rules of motoring courtesy is well known to all who drive. And while there have been many effectual efforts on the part of motor clubs, police and others to create a regard for pedestrians' rights, it is only recently that the urgent need of more politeness among motorists themselves has been given attention.

Vick Bros. has received from the Oakland Motor Car company of Pontiac, Michigan, a letter in which "driving manners" are discussed. Salem car owners probably will be gratified to learn that a company of Oakland's prominence is lending its weight toward a national observance of motoring etiquette. This letter says, in part:

"We are all familiar with the 'road hog' of boulevard and country highway, who refuses to give way to the right to permit

overtaking cars to pass. In many states today there are strict laws that cover this point. It is your duty to call the violator's attention to his refusal to observe such laws.

"In this respect, as in all others, you dealers have a community prestige that should assist you in spreading this doctrine of 'fair play' and good manners. It is not necessary for you to be obnoxious or blatant about it. Cultivate good manners by admiring them. Do not be afraid to compliment or thank a driver who has done any of the little things that good driving etiquette demands. These include stopping to permit another car to turn, slowing down at bad corners, warning of bad or impassable roads ahead and the like.

"Dealers should, by their own driving, set a standard for others. Especially is this true when driving a demonstrator that bears a 'Dealer's License.' Rude, ill-mannered or careless driving of a dealer's car is certain to create a strong resentment in the community for the car and the dealer. Be careful that your drivers are well-mannered. Your demonstrators are good advertisements. Make them even better."

Speed Cops Prove Good Investment

A report just filed with the supervisors of Los Angeles county, Cal., shows that from March 4th to December 31st, 1920, the county's motorcycle squad of nine men (not including the city of Los Angeles) made 4971 arrests for traffic violations, and collected a total of \$31,700 in fines. The expenditures of the squad amounted to \$19,801.76, which left the tidy balance of \$11,898.24 a net profit to the county. With such figures at hand it is not difficult to demonstrate that investment in a few motorcycles for traffic control is not only a great promoter of pub-

lic safety but actually proves profitable from a dollars and cents standpoint.

Road Work Planned.

Hood River, Or., April 2.—The county court has planned to expend \$9080, remaining from the \$26,000 market road fund of last year, in constructing additional concrete paving near Odell station, where there is heavy motor truck traffic during the apple harvest. The court will expend the county's entire market road fund for this year on construction of a concrete pavement on a county road in the Van Horn section, where apple shipping is heavy.

A medical detachment of the Oregon national guard will be formed in Albany. The detachment will consist of one sergeant, one corporal and seven first-class privates.

Veliram Enters 500-Mile Race

Indianapolis, April 2.—Louis Diabrow, veteran of the auto racing game, wants to drive in the ninth international 500-mile race to be held on the Indianapolis motor speedway on Monday, May 30. He has already applied for re-instatement in the A. A. A., under whose ruling the Indianapolis event is staged. Diabrow has been racing for the International Contest association, competing on dirt tracks at state fairs.

Diabrow drove in 250 events in the season just closed, competing in more races than any other driver. In a single month he drove at 19 fairs, traveling 1200 miles on railroad trains and spending but four nights in honest-to-goodness beds.

In a few short hours hurtling over the bricks of the Indianapolis saucer he will have his chance at nearly \$100,000. A successful drive in the Indianapolis event would be rich picking for Louis. Maybe that's the reason he decided to return to the Indianapolis race.

Diabrow has been racing for 20 years.

Fan Belt Often Cause of Heating

One common cause of engine over-heating is the poor operating condition of the fan, due to the belt driving it being too loose and slipping on the pulleys, thus driving the fan at a much slower speed than is intended. Most engines have provision for adjusting the belt tension by setting the fan shaft slightly higher, which lengthens the distance between pulley centers and takes up the belt slack. Sometimes the belt is badly soaked with oil or coated with grease to such an extent that abnormal slipping cannot be prevented. Such a belt should be cleaned. There should, of course, be a slight slippage of the belt because one which is too tight will be subject to undue wear, but there is a happy medium tension which common sense will dictate.

Settling Fills Cause Damage

Hood River, April 2.—Settling of hillside fills has caused severe damage to the paving on the Co-

lumbia River highway between here and the Multnomah county line, according to J. R. Nickelsen, in charge of maintenance of the route. In some places, Mr. Nick-

elsen says, the fills placed on the outer rim of a rock canyon, where the inner side of the road is built on solid foundation the fill has slipped down as much as a foot.

No damage has occurred where the fills have settled evenly across ravines.

JOURNAL WANT ADS PAY

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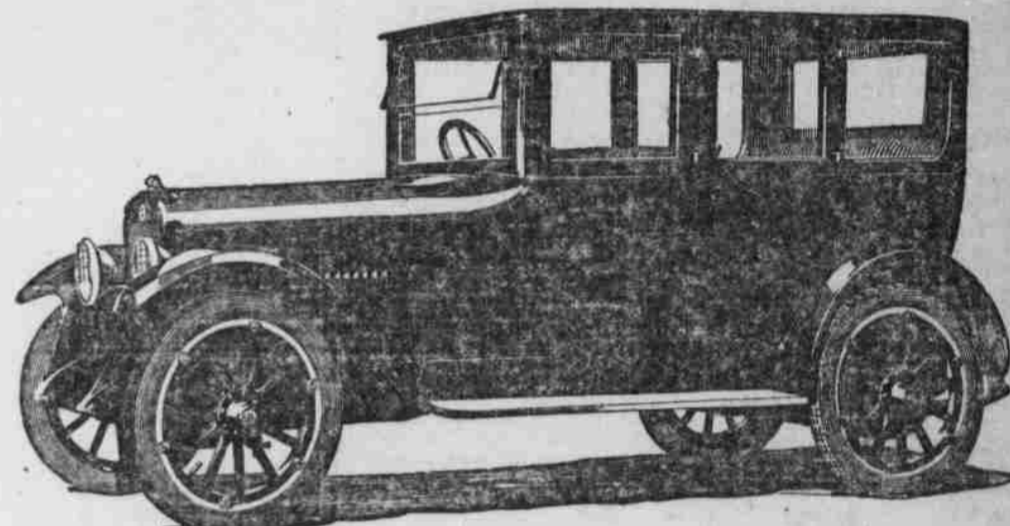
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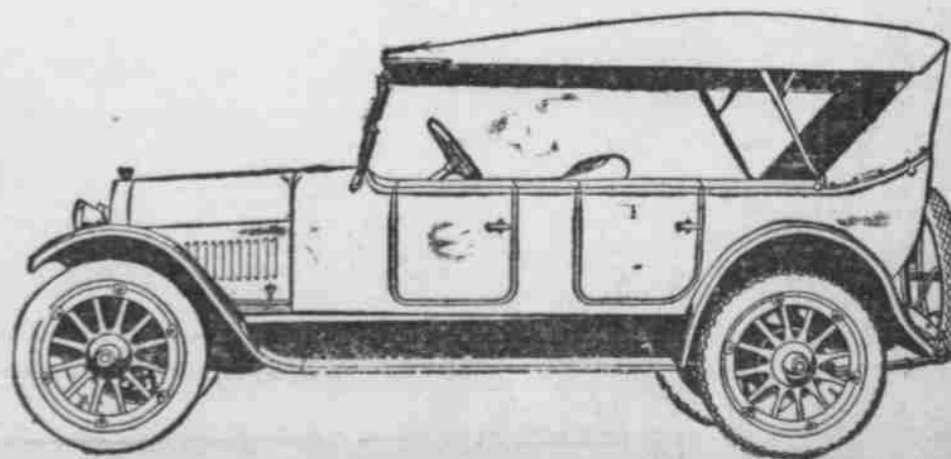
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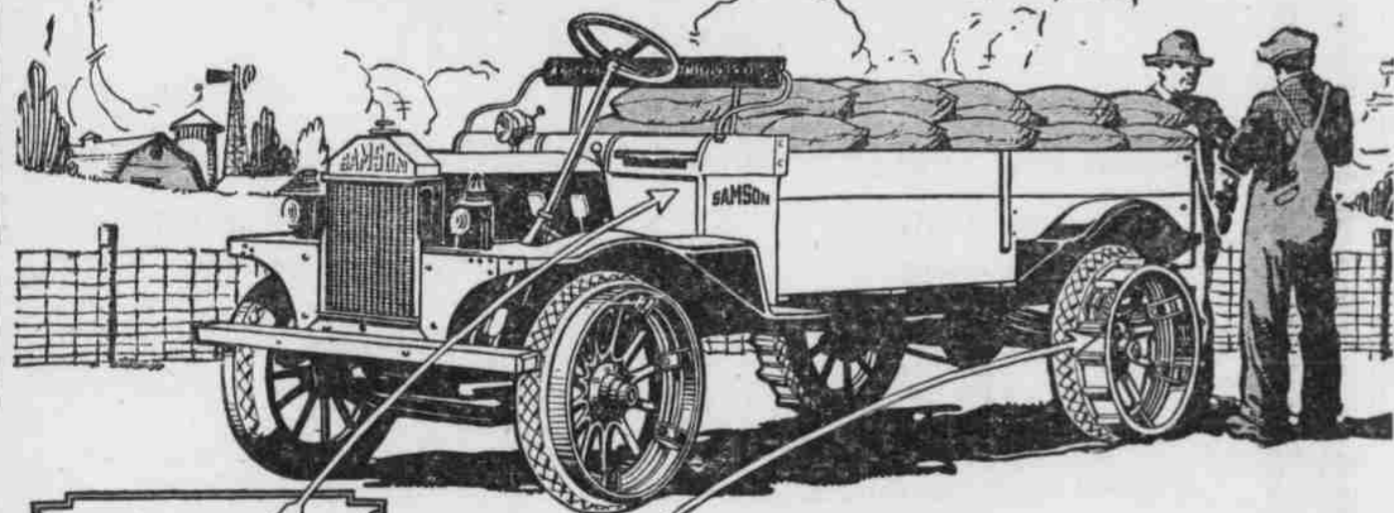
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Look at this picture of the SAMSON Truck. Note how the seat is placed forward near to the hood—instead of back of it. This gives one-third more loading space for SAMSON truck users than is possible in other trucks of same rated size and capacity.

Extension Bases

Demountable Cleat Bands Cannot Sink in Soft Ground
This is one of the newest truck inventions which you will find on the SAMSON. The wheels carry extension bases, and the rear wheels are equipped with demountable cleat bands and grousers. This provides sure traction in any weather on any road, or in any field. Mud, snow, slush or soft ground hold no terrors for SAMSON truck users.

Built for Farm Work

The Samson Truck is not just an ordinary truck for average hauling on good roads. It is a practical, proven mechanical unit and is built especially for farm hauling in the hard-going fields, as well as on the worst roads. You can use it in soft, slushy fields. You can use it on heavy, muddy highways. The Samson makes its own road. This is important to farmers in this community because in bad weather, when the roads are muddy and the fields are soft, the owners of Samson Trucks do not have their trucks idle at busy times. They can go right along with all their hauling. The special and exclusive Samson Truck features, explained opposite, make this possible.

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