

General Interest to People of Willamette Valley

Salem Youth Invents Dust Cap for Valve

A new combination dust and valve cap has been invented by a young man of Salem, Oregon. The inventor, a student at the University of Oregon, has received numerous letters from New York and other cities relative to purchasing his patent right. He intends to have the patent right as soon as a model can be agreed upon.

Persons who have spent many moments in unwinding the dust caps and valve caps on the machine preparatory to inflating the tires, and have frequently to get into the tool box for the key to turn a "stuck" cap around the valve cap, may be interested in all further details by use of the Kufner device.

The device is a dust and valve cap combined which is held against the valve by means of a strong spring. It screws on a regular stem after the dust cap and valve have been removed.

It is not necessary to change stems or to install the device. The cap is pulled off the tire by pulling the cap against a strong spring and turning it on one side on hinges. After the cap is inflated the cap is then turned back into place and the spring, exerting strong pressure, holds it tightly. Rubber insulation is used to make the cap; when in place, air tight and dust proof. It takes only a second to turn the cap to one side or to replace it, and it has an advantage over the old method of screwing the caps, as it saves time.

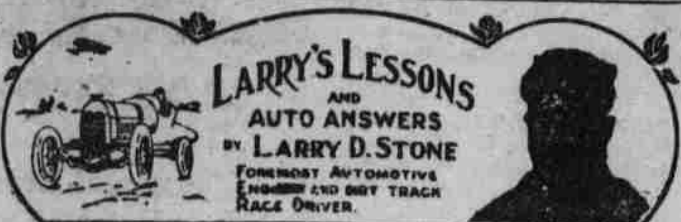
Young Kufner is a son of Anton Kufner of route 7, Salem, and is well known here, having lived in the vicinity for the past two years. He has also applied for a patent on his idea in Canada.

Several Japanese cities require that automobiles be equipped with devices to prevent the wheels from splashing pedestrians in wet weather.

Radiator Near Rear Axle. The motor and radiator of a French automobile are mounted close to the rear axle, a feature claiming this arrangement permits the use of the light and lighter bodies.

JOURNAL WANT ADS PAY

LARRY'S LESSONS AND AUTO ANSWERS
BY LARRY D. STONE
FOREMOST AUTOMOTIVE ENGINEER AND RACE TRACK RACE DRIVER.



Dear Larry: I have heard owners of several stock cars contend they have driven a mile track in one minute flat. Is this possible?
H. J.

Answer: Yes, it is possible, but not very apt to happen often as the wheelbase of stock cars are such that they prevent fast execution of the turns.

Dear Stone: Is there a stock car manufactured called Dart?
J. L.

Answer: No, there is a truck however, named Dart manufactured in Waterloo, Iowa.

Dear Larry: What do you consider the fastest half-mile and the fastest mile track in the country?
L. P. J.

Answer: The fastest half mile track I have ever encountered was at Crown Point, Ind. The half mile tracks at Billings, Mont., and Burlington, Iowa, have splendid construction for the size, but have never been in shape for fast driving. Maxwellton, St. Louis, is considered the fastest mile track in the country, but probably will not be in shape this year for racing. Several western tracks of mile size in the extreme west had Pacific section, are also very fast. Maxwellton, St. Louis, is considered the fastest mile track in the country, but probably will not be in shape this year for racing. Several western tracks of mile size in the extreme west and Pacific section, are also very fast.

Dear Stone: Can women enter auto racing events? Are there any examples of women drivers?
Feminist.

Answer: Technically women can not compete, but I have seen some fine exhibition race car driving by Fiddell Roberts, Hazel Nichols and May Martin.

Auto Chief Factor In Development of Wilhoit District

Isolated sections of the state have been largely developed since the motor car came into use. This is perhaps evidenced as much in the Wilhoit section as any other part of the country.

During the summer of 1905 an automobile trout tour was planned by the few car owners of Oregon City, Portland and Salem to traverse as a part of its route that isolated section that was known as the mountain road between Oregon City and Wilhoit. Enthusiasm was aroused among the car owners to establish a reputation for mountain climbing and the drive over the big hill was undertaken during the early part of July. It was a rare treat to many of the farmers living in that isolated section, some of whom had never seen a car until the first one approached from over the hill on that Sunday morning in July.

The resort had been visited many times during the vacation season by people traveling with a team, but no one ever dreamed that an automobile would be able to go into that valley and out without the aid of horses or some other power. And when all but two cars were taken over the hill by teams, predictions that the automobile would never be a success as a mountain climber were made. But the pessimist was a poor guesser.

Development in the automobile itself has been so extensive that there are few cars, if any, that cannot climb the Wilhoit hill on the Oregon City road by their own power. Better roads have been provided and the drive to Wilhoit from any direction is easy and pleasant. From that initial drive, a little more than 15 years ago the automobile began to take its place in the every day life of the country-side. It is no longer a curiosity, but a comprehensive machine. Incidentally it might be said that at least 50 percent of the farmers in the Wilhoit section own their cars today.

Gradually farmers in the community began to invest in motor cars for themselves. After their days work they drive along to the neighbors and invite them to ride. They drive to Salem and Oregon City, or anywhere from 20 to 50 miles away, and each demonstration has increased the number of owners; and in their travel through the more fully developed sections they observe other methods of farming and they take back to their homes the best that have attained by viewing and imitating others. They apply the same to

New Yorker In Line for Job On Supreme Court



Frank Harris Hiscock Syracuse New York, Chief Justice of the State of Appeals, will be named by President Harding to the United States supreme court, according to reports from Washington. It is presumed that Judge Hiscock will fill the vacancy to be created by the resignation of Chief Justice White, whose retirement has been reported imminent. Prior to his elevation to the bench Mr. Hiscock made a notable record as an attorney.

their own interests. They improve their farms and their homes and barns because by learning how to conduct their farms more successfully they produce more money and can afford a better standard of living on the farm.

The same conditions prevail in every section of the United States and the automobile is rapidly removing the isolation from the farm and induces the boys and girls to "stay on the farm."

Help preserve the forests—prevent forest fires.

Service Held To Be Secret Of Tire Trade

"The secret of success in present day tire merchandising is in service," declares A. S. Hogan, service manager, Goodyear Tire & Rubber company of California.

"Only those organizations that make a fine art of service—of making customers satisfied customers, so that they will come back regularly for their requirements—may hope to gain more than a drift-share of business.

"Time was when merchants who displayed more than a passing interest in customers, after making a sale, were termed commercial idealists. Today every great business enterprise worthy of the name flourishes on a foundation of service born of expert knowledge and skilled workmanship.

"The idea has come to stay, that tire users may come to their dealers for advice, help and service—that a dealer's obligation to his customer only begins with the sale of a tire, and ends only when that tire has rolled its last mile.

"The Goodyear Tire & Rubber company of California has capitalized this idea in the establishment of service stations throughout the West, for the benefit of tire users, so little by little the motoring public has come to associate Goodyear with service.

"In adopting such a policy this company has steeped itself in the spirit of Charles Goodyear, a dreamer with his feet on a rock, who lived his whole life in quest of the vulcanization secret—that he might be of service to his own and future generations.

"The cost of distribution of tires has always been a substantial part of the cost to consumers. In the early days the channels for distribution were limited. Cars were used in many places where tires and accessories could not be secured. Tire costs were necessarily high. But the new service idea has simplified all this, for as the industry developed more and more car dealers became interested in selling tires and accessories and rendering adequate service.

"We have always reserved to ourselves the privileges of selecting our own representatives to render this service, and have built up relations with dealers upon the representation that we do everything possible to encourage the local dealer.

"It is part of our plan to build up service stations in every section so that car owners, wherever they may be, will be within reach of one of these tire depots."

Warm Automobiles at the Curb. An electric light company in an Ontario city has installed taps on many of its poles to enable automobilists to keep their cars warm while standing on the streets.

Bibles to the amount of over 300,000,000 and in 528 languages have been distributed by the British and Foreign Bible society.

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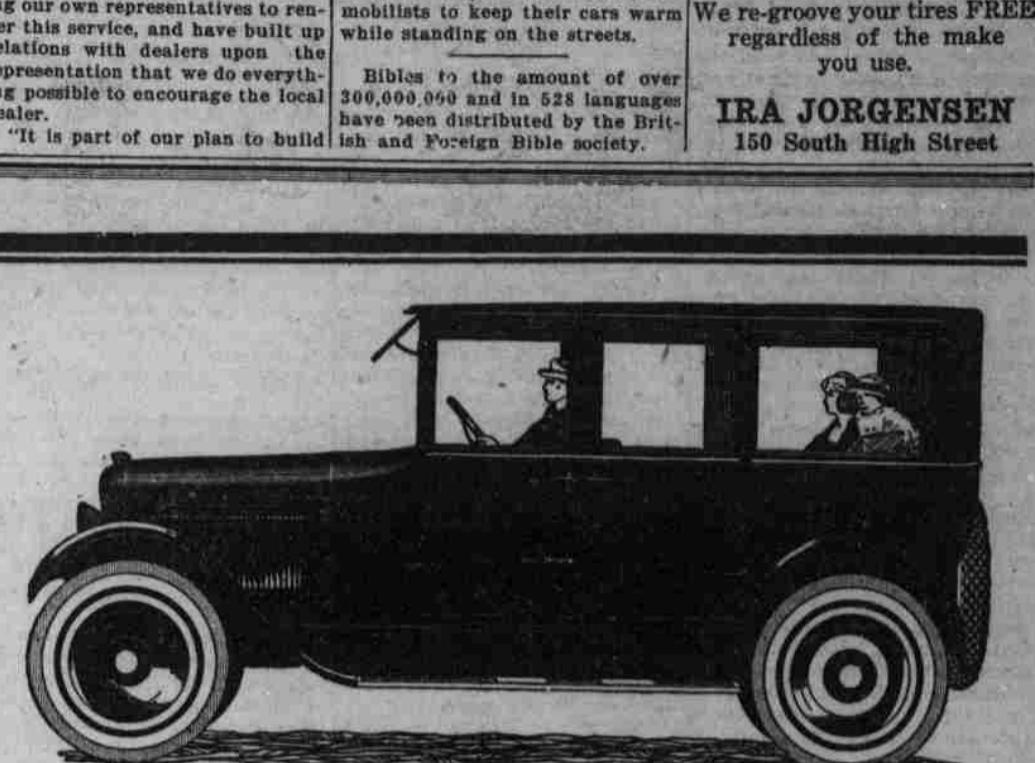
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We re-groove your tires FREE regardless of the make you use.
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An Extraordinary Sedan:

There are two important reasons why the Elgin Six Sedan commands such high respect and open admiration from discriminating buyers—buyers who, in many instances, might well afford higher priced cars:

One is, simply, that the Elgin Sedan is all that the word "Sedan" may imply. The impressive character of its carriage work, the winning straight-line effect of its design, its exceptional built-in comfort and roominess—all represent its commendable enclosed car virtues which these folks seek, so earnestly, to find.

The other is—and it is necessary only to mention this—that it possesses the unrivaled advantage of being built upon the standard chassis of the well known

ELGIN MOTOR CAR CORPATION, AFGO, ILL.

World's Champion Light Six

Economy Records Smashed In Closed Car Cross-Country Run

Astounding Average of 24.77 Miles per Gallon Obtained in 3185 Mile Grind. Minneapolis Captures First and Second Money

Now will all you doubting ones believe the dope we have been spreading about the closed car for cross-country driving? After the striking records that were made in the Elgin Closed Car Cross-Country Economy Run, April 19th, you will all have to admit that we were giving you straight stuff. Twenty-one Elgin closed models, both sedans and coupes, competing in this run covered a total distance of 3185.77 miles at an average gasoline consumption of 24.77 miles to the gallon. A coupe model, entered by the Reilly-Herz Auto Company of Minneapolis and driven by F. E. Nippert captured first honors. This car was driven a total distance of 140.50 miles and averaged 33.95 miles to the gallon of gas. This record was attested to by the assistant editor of one of the largest newspapers in the northwest and there is no doubt as to its authenticity.

Second place also fell to the lot of our Minneapolis distributor when a sedan driven by A. H. Vadnais turned in an average of 30.00 miles per gallon. Mr. Vadnias drove the entire distance of 150 miles at an average speed of 45 miles per hour which makes the gasoline mileage obtained all the more remarkable. Louis Wenzel, of Wenzel & Collins, Waterbury, Connecticut, carried off third money by driving a sedan with a 29.49

miles per gallon average. Fourth place went to Red Bank, N. J., with a 26.69 mile average. One of the surprises of the contest was the winner of fifth place who was Mrs. W. S. Bennett of Springfield, Mo. Mrs. Bennett, an Elgin owner, drove her coupe 150.20 miles for an average of 26.10 miles per gallon.

The remaining prizes were divided between Detroit, Springfield, Mo., Kansas City and Cleveland in the order named. A table showing the scores of the prize winners is shown herewith.

Sweeney and Thompson of Boston, Mass., entered a sedan that came through with a 27.93 miles per gallon average. The report of this contestant was turned in too late to award it a place. However, Sweeney and Thompson will receive a cash reward of \$50 which will equal that won by the fourth car.

The records that were established in this contest are phenomenal. That closed cars, in a cross-country drive, over all sorts of roads and under varying weather conditions, could turn in such consistently good averages is a sure proof of the superior economy of the Elgin car and the practicality of the closed car for any sort of driving. It has proved conclusively the contention of the company as to the all-around utility of the sedan and coupe.

The Prize Winners

City	Firm	Driver	Model	Miles Covered	Average Miles per Gallon	Prize
1. Minneapolis	Reilly Herz Auto Co.	F. E. Nippert	Coupe	140.50	33.95	\$150.00
2. Minneapolis	Reilly Herz Auto Co.	A. H. Vadnais	Sedan	150.00	30.00	55.00
3. Waterbury	Wenzel & Collins	Louis Wenzel	Sedan	151.00	29.49	75.00
4. Red Bank, N. J.	Elgin Motor Sales Co.	Mrs. W. S. Bennett	Coupe	150.20	26.10	50.00
5. Springfield, Mo.	Elgin Auto Co.	Mrs. W. S. Bennett	Coupe	150.20	26.10	40.00
6. Detroit	Gordon Motor Sales Co.	R. B. Mason	Coupe	150.50	25.50	30.00
7. Brooklyn	Dean Sales Corp.		Sedan	177.30	25.31	25.00
8. Springfield, Mo.	Elgin Auto Co.	H. E. Umphres	Sedan	150.20	25.03	20.00
9. Kansas City	Tri-State Motor Co.	Willie Dowie	Sedan	152.00	24.83	15.00
10. Cleveland	Whitney Motor Sales Co.	G. G. Whitney	Sedan	146.00	24.50	10.00

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