

EUGENE & EASTERN WILL TAKE REID PROPOSITION

It is Stated on Reliable Authority That the Eugene & Eastern Will Take Over Rights of Way and Build Road to Stayton-- This is Also Intimated by Action Over Spurs on Front Street and the Statement of Attorney Hardy That His Company Would Soon Be Doing an Interurban Business.

Information coming from a source in railroad circles which can not be questioned, has it that the Portland, Eugene & Eastern Railroad company which recently authorized a \$10,000,000 bond issue, and which through its attorneys recently asked for industrial spurs on front street has taken over the plans of M. E. Reid to build a railroad from this city to Stayton.

Mr. Reid has been engaged in promoting this railroad for some time, and about four weeks ago submitted the proposition to the executive committee of the Board of Trade with the hope of securing encouragement and financial assistance. The committee, while considering the matter, has not, nor could it indicate now, whether it will take any action.

The Portland, Eugene & Eastern already has a number of surveys completed in the valley. Evidently realizing a railroad from here to Stayton via Shaw and then possibly further up until it tapped a rich timber and mining country, under which either he has turned the whole plan over to it, or has consented to become identified with it.

This move explains the willingness of the company to consent to common use clauses in both its main and industrial franchises, and the statement by Attorney Hardy, of Portland, when applying to the council for the latter that it would only be a matter of a few months until the company would be doing an interurban business, and its street car business in the city be but incidental.

N. J. SINNOTT IS CANDIDATE FOR CONGRESS

N. J. Sinnott, of The Dalles, one of the most brilliant orators in the senate during the last legislature, today filed with Secretary Olcott his declaration of intention of becoming a candidate on the Republican ticket for congress from the second congressional district.

He says in his platform that he is in favor of presidential primaries, an income tax, more liberal homestead laws and that he is opposed to gambling in farm products.

W. H. Ellis, of Pendleton, formerly a

member of congress, has also filed his declaration. He adopts a platform full of progressive policies.

Ben Selling, who several days ago announced himself as a candidate against Bourne, today filed his declaration with the secretary of state.

Flying Men Fall

victims to stomach, liver and kidney troubles just like other people, with like results in loss of appetite, backache, nervousness, headache, and tired, listless, run-down feeling. But there's no need to feel like that as T. D. Peoples, Henry, Tenn., proved. "Six bottles of Electric Bitters," he writes, "did more to give me new strength and good appetite than all other stomach remedies I used." So they help everybody. It's folly to suffer when this great remedy will help you from the first dose. Try it. Only 50 cents at J. C. Ferris.

If you are constipated begin to take Dr. Miles' Laxative Tablets.

Grand Opera House MONDAY FEBRUARY 26 ERNEST GAMBLE CONCERT PARTY

"Not so popular as to be musically cheap and not so severely classical as not to be popular." Y. M. C. A. Entertainment Course. Curtain rises 8:15 p. m. Prices: 25c, 50c, 75c

First Congregational. Corner of Liberty and Center streets. Perry Frederick Schrock, minister. Bible school at 10 a. m. Morning worship at 11 a. m. Devotional meeting of the Christian Endeavor Society at 6:30 p. m. Subject of the morning sermon: "A Church Member's Obligations; His Obligation to God." This will be the first of two sermons on "A Church Member's Obligations." Evening service omitted owing to the Bilingual revival service.

Arkansas Gets In. ERNEST GAMBLE CONCERT PARTY HERE MONDAY

The Ernest Gamble Concert Party, which comes to Salem Monday as the next number on the Y. M. C. A. entertainment course, is without a doubt one of the best musical companies on the platform.

A student from Eugene told the manager of the course that this morning that he had heard them in Eugene last night, and that they were exceptionally fine. He could not say good enough things concerning them.

The Gamble concert party have appeared before some of the largest audiences in the United States. On Dominion Day, at Chautauqua, N. Y., they appeared before an audience of 12,000. Before an audience of 6,000, at Columbus, Ohio, they appeared with Yease, Gerardy and Pungo. Also with the largest choir in the world, at the Mormon tabernacle in Salt Lake City.

BECHTEL & BYRON 347 State Street Tel. Main 452



Miss Vera Page, Violinist with the Gamble Concert Party.

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Dr. Miles' Anti-Pain Pills for relief

MRS. R. NASH WON DRESS PATTERN FRIDAY THE CHICAGO STORE HOUSE OF BARGAINS

This man just arriving home from The Chicago Store---He has taken advantage of the last few days of the WHITE TAG SALE. Only 4 days left for you to do likewise. He saved money on good quality goods, so can you. COME JOIN THE BUSY BUYERS.



Here---Now SPRING and EARLY SUMMER SUITS, COATS and DRESSES

Before buying be sure to see our offering of fancy novelties: Tweeds, mixtures, dainty two tone stripe cloth, etc. Double attractions here for suit buyers.

The Best Goods for Less than you pay elsewhere.



MEN'S SUITS—SIZES up to 37, Saturday and Monday for \$4.90
BOYS' SUITS—SIZES from 8 to 15 years \$1.39
NEMO CORSETS—No. 211 for \$2.00
CORSET COVERS—Lace and embroidery trimmed, ribbon drawn 25c

LADIES' NIGHTGOWNS—While they last 49c
FANCY MADRAS—in dots, stripes and figures, yd. 23c
CREAM SERGE—44 in. wide, black and white hair line stripes, \$1.75 value for yd. \$1.39
SHOES—For stout and elderly ladies solid comfort, ask for No. 679. \$2.49

SALEM AN AUTO CITY, GETS THEM BY CARLOADS

BUYING AN AUTOMOBILE. Some Suggestions Made of Points to Be Considered and Made by One Whose Business It is to Know.

Buying an automobile presents a problem to the uninitiated that is hard to solve. When a man starts out to purchase a motor car he, first of all, wants to get the best for his money. So many different machines are represented that he finds it hard to decide just which one he will look at. It generally turns out that he jumps around and has a talk with all the agents, or a majority of them. Each, naturally, claims the best for the money in the field. Prejudice rules all the way through.

"It is not the initial cost that the prospective purchaser of an automobile should consider, as much as the subsequent expense," said F. W. Volger, Northwest distributor for the Reo, Silent Knight Stearns, Apperson and Premier cars, while in a discussion relative to this subject.

"What should be considered, just as well as the price and stability of the car in question, is the service that the dealer will render after the machine has been bought. It is one thing to sell an automobile, and another to keep your customer satisfied. It is a fault that is all too predominant in the motor business, this system of selling

a car and then forgetting the owner. "In order to build up a permanent business the dealer must see to it that the wants of the people operating the cars he represents are attended to. He must carry a sufficient quantity of parts to supply whatever demand crops up, and he also must have made arrangements whereby the owners can get expert work.

"The dealer, in turn must be backed up by the factory. Take the system of the Reo, for instance. We have the hearty co-operation of the factory throughout. The Reo factory is always willing to go into a little extra trouble to see that Reo owners are not wanting anything. That is one of the principal reasons why the Reo has been such a success throughout the Northwest.

The Reo is designed and built under the supervision of one of the most experienced automobile engineers in America—R. E. Olds. His name is a guarantee itself that the car is built right. Add to that the service rendered after buying, and you have something that cannot be beaten."

Early Road Race Scheduled. Arrangements are being made to hold a road race from Tucson to Phoenix, a distance of 120 miles over desert and valley roads, at an early date. A silver loving cup and cash prizes will be offered. A Mitchell, Buick and Flanders already have been entered.

SALEM AUTOMOBILE BUSINESS LARGE Local Dealer Makes Largest Purchase Every Made in Oregon Outside of Portland.

Few people realize that Salem is easily the largest automobile distributing point in the state, outside of Portland. Otto Wilson local agent for the Buick has at the present time six carloads of 1912 Buicks standing on the floor of his garage, and he has two more carloads on the way. This represents an enormous outlay of money, but Mr. Wilson says that in a few months there will be a great shortage of automobiles, and when people want them worst a local dealer cannot get the cars unless he has his orders in. As he states that he has already been notified by the Buick company that the supply of certain of their automobiles is already exhausted, and the Chalmers people have also notified him that certain of their cars can no longer be supplied. Mr. Wilson this year ordered more cars than ever ordered in Oregon by any firm outside of Portland, and the showing in his garage easily surpasses the showing of many garages in Portland, very few in that city having a more complete stock than he has.

John Maurer, one of Salem's oldest automobile dealers and mechanics, will soon be located in his new garage on Center street, just east of Commercial. This garage will be modern in every respect, and Mr. Maurer expects to have a first-class home for his Cadillac cars and machine shop.

A local enthusiast for the Overland states that while he was in Portland last week he was given a demonstration in a 1912 45 horse power Overland. He said the way it ate up the hill going up Portland Heights astonished him, although he was an old driver. The Simonton Motor company handle the local agency for the Overland.

BUICKS ARE SHIPPED BY THE TRAINLOAD

The shipping record accomplished by the Buick Motor Co. during the last month will probably stand for a long time to come, and is an evidence of the approval of the automobile buyer for the 1912 Buick line.

The first trainload of automobiles ever shipped went to Minneapolis in February, 1909. Since then the following trainloads of Buicks have gone from Flint:
30 cars to Kansas City, April, 1909.
30 cars to Kansas City, May, 1909.
42 cars to Dallas, December, 1909.
25 cars to San Francisco, June, 1909.

These trains, coming within two years, were considered remarkable, until the following enormous shipments—all within two months—surpassed them every way, from number of automobiles to size of trains:
30 cars to Lincoln, Neb., January 27, 1912.
50 cars to San Francisco, January 25, 1912.
36 cars to Minneapolis, January 25, 1912.
50 cars to Minneapolis, January 30, 1912.

20 carloads to Dayton, Ohio, January 31, 1912.
50 carloads to Minneapolis, February 5, 1912.
46 carloads to Minneapolis, to go February 19, 1912.
50 carloads to San Francisco, to go February 15, 1912.

Eight trainloads of 332 freight cars, containing 1142 automobiles, the selling value of which is over \$1,500,000.

C. B. Miners of the Covey Motor Car Co. was in Salem this week with a Cadillac demonstrator. This car has a glass hood so that the engine is visible at all times. It is a 1912 model, with the Cadillac's famous self-starting equipment and electric lights. To prove to the public that the Cadillac self-starter works, Mr. Miner before leaving Portland had the emergency starting crank shaft sealed by representatives of the Portland papers. The gentlemen who sealed the emergency starting crank shaft, gave the following affidavit:

"I, Douglas Shelor and Paul J. Peely, both of Portland, Multnomah county, state of Oregon, respective automobile editors of the Oregon Daily Journal and the Oregonian, of Portland, Oregon, being duly sworn deposes and each for himself states that on the twentieth day of February, 1912, they personally sealed the cap over the starting crank shaft on a 1912 self-starting Cadillac automobile, said machine containing motor number 61955, said seal being number 34-A; and that each for himself privately marked said seal for future identification. Douglas Shelor, Paul J. Peely, Subscribed and sworn to before the undersigned, a notary public for the state of Oregon, this twenty-first day of February, 1912. Milton R. Klepper, notary public, state of Oregon."

Mr. Miners expect to be on the road a month with the demonstrator before returning to Portland, and he is confident the seal will not have to be broken to crank the car by hand.

Lozier Quits Racing.

The day of the Vanderbilt cup race of 1911, a rumor was circulated throughout the east, to the effect that the Lozier Motor company, the winners of the cup, had withdrawn from racing. This rumor became so persistent that the officers of the company issued a statement to the effect that the report was not correct because no decision had been reached. The facts are that the Lozier company has had this question up for discussion a number of times during the past two years but a definite decision was not reached until recently, when it was announced upon authority of M. A. Lozier, president of the company, that Lozier cars would take no part in track racing events during the season of 1912. This announcement puts an end to the speculation as to the racing situation for the coming season.

Frank M. Fretwell, secretary and moving spirit of the Pacific Highway association, has just purchased an E-M-F "30" roadster with which he is burning up the roads in the vicinity of Seattle, his home city.

Dr. E. E. Fisher purchased a Maxwell Messenger foreword model from local agent, Geo. N. Wills. The car will be here in a day or so.

AUTO ASSEMBLING PLANT PLANNED FOR THE COAST Ford Motor Car Company to Build in Los Angeles in Short Time.

Within a short time the Ford Motor Car company will start the erection of an assembling plant in Los Angeles that will cost close to half a million dollars. The building will be so constructed that it can be enlarged from four to ten stories.

The selection of the Southern California city was because of its closeness to the Panama canal, which will make the shipping by water an easy and cheap route. This will facilitate the shipping of motors from the Ford factory on Long Island, where the larger number of engines is made, although the home factory of the company is in Detroit. These will be sent in large quantities by the canal route to Los Angeles and assembled there. That city will be the distributing point for Ford cars for California, Nevada, Arizona and Utah. The Orient trade will be handled also. Japan alone bought 5000 Ford cars last year.

The plant will start with 500 employees, it was asserted by James Cousens, secretary and treasurer of the Ford company. Later it is expected to double the number of employees. About 5000 cars will be handled the first year, it is estimated. The main building will be 500 feet long, with a frontage of 150 feet. Mr. Cousens, who has had wide experience in establishing branch Ford factories, has gone over the problem of transportation thoroughly, and after a visit to San Pedro harbor and studying the railroad problem between San Pedro and Los Angeles, declared that there was no reason why the disassembled pieces should not be sent through the Panama canal from the Long Island plant where the motors are made.

Always Strain the Oil.

Oil should always be strained before being put into the main reservoir, in spite of the fact that nearly all lubrication systems nowadays are equipped with strainers. When this precaution is taken, however, it will be found that the time elapsing before the pump becomes clogged again will be increased greatly.

Mayor Hindley of Spokane, addressing the Northwest Hardware Dealers in convention, advised them to ally themselves with the automobile business at their earliest opportunity. The mayor would recommend no particular brand of car, but said that the city of Spokane owned an E-M-F "30" which had, at some time or other, towed home every other car of the municipal fleet.

The Studebaker corporation's E-M-F factories in Detroit have buckled down in earnest to the task of building the promised 50,000 E-M-F "30" and Flanders "20" cars in 1912. January production was doubtless that of any January in the history of the firm and the chief difficulty in February has been to get enough freight cars in which to ship the product.

Geo. N. Wills, proprietor of the Capital garage, has taken the agency for the famous Republic tire, and will put in a \$1000 stock to start with. The shipment of tires should be here within a few days.

H. S. Belle & Co. delivered to the Salem Taxicab & Transfer Co. a Ford Taxi Thursday.

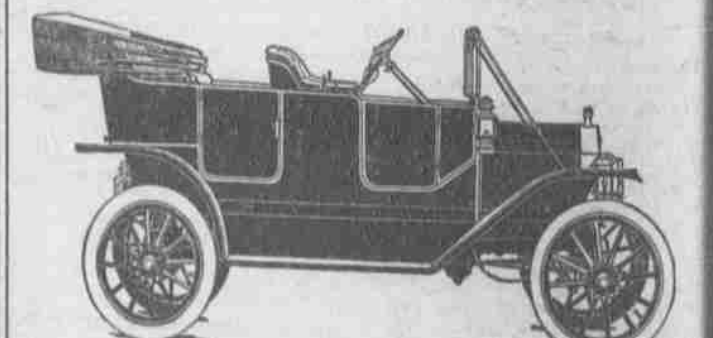
H. S. Belle & Co. expect a demonstrator R. C. H. and Ford, spent Friday and Saturday in Portland on automobile business.

E. H. Whiteside, sales manager for H. S. Belle & Co., agents for the Lozier, R. C. H. and Ford, spent Friday and Saturday in Portland on automobile business.

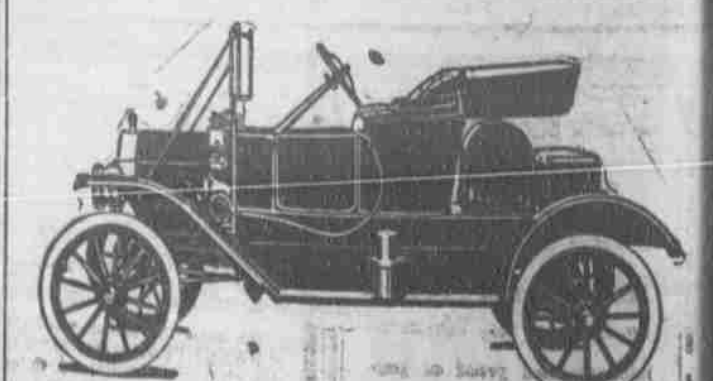
The Sound Sleep of Good Health is not for those suffering from kidney ailments and irregularities. The prompt use of Foley Kidney Pills will dispel backache and rheumatism, heal and strengthen sore, weak and ailing kidneys, restore normal action, and with it health and strength. Mrs. M. F. Spaulsbery, Sterling, Ill., says: "I suffered great pain in my back and kidneys, could not sleep at night, and could not raise my hands over my head. But two bottles of Foley Kidney Pills cured me. Foley Kidney Pills have my heartiest endorsement." Red Cross Pharmacy (H. Jerman).

A Warning Against Wet Feet. Wet and chilled feet usually affect the mucous membrane of the nose, throat and lungs, and in grippe, bronchitis or pneumonia may result. Watch carefully, particularly the children, and for the racking stubborn cough give Foley's Honey and Tar Compound. It soothes the inflamed membrane and heals the cough quickly. Mrs. A. A. Swagel, Krob, Wis., says: "I always give Foley's Honey and Tar Compound to my children. It cures their coughs and colds and they like to take it." Red Cross Pharmacy (H. Jerman).

Watch the Ford Go By



F. O. B. SALEM \$785



F. O. B. SALEM \$685

H. S. BELLE COMPANY Agents Lozier R. C. H. and Ford E. H. WHITESIDE, Sales Manager. Phone M. 857. 124 N. Liberty St.

Buick Cars

Have stood the test of time.

Their success is based on service found in no other medium priced car on the market

Model 35---20 h. p. four passenger touring car \$1185
Model 28---30 h. p. two passenger roadster \$1200
Model 29---30 h. p. five passenger touring car \$1400

When better automobiles are built Buick will build them.

OTTO J. WILSON, Agent