

OPEN FOR BUSINESS

We are now fully established in our temporary quarters at FERRY AND HIGH STREETS, and fully equipped to give all STUDEBAKER OWNERS expert STUDEBAKER SERVICE.

Our staff of Salesmen and Mechanics will be pleased to meet all Studebaker Owners and render them any service within their power.

Do not fail to visit our Showroom and inspect the NEW SERIE 18 STUDEBAKER.

Oregon Motor Car Co.

DISTRIBUTORS

Studebaker Motor Cars
Locomobile Motor Cars

Denby Trucks
Riker Trucks

Kelly-Springfield Tires

Temporary Location, Ferry and High Sts., Salem, Oregon

Order in Which Men Will Be Called Upon

(Continued from page three.)

- 1650—Grant C. Ross, Silverton.
- 1651—Cornelius Earle Rube, Silverton.
- 1652—Bert Oscar Rue, Silverton.
- 1653—John Smith, Silverton.
- 1654—Lester James Whitlock, Silverton.
- 1655—Samuel Rudolph Baller, Silverton.
- 1656—Alvis Dan Brunner, Silverton.
- 1657—Johnnie Vick Brunner, Silverton.
- 1658—Louis Fred Corner, Maclay.
- 1659—Rangold Alfred Dahl, Silverton.
- 1660—Roy Benjamin Davenport, Silverton.
- 1661—Jake William Diek, Silverton.
- 1662—Jim Diek, Silverton.
- 1663—Johnnie Diek, Silverton.
- 1664—Axel Elton, Silverton.
- 1665—John Edward Elton, Silverton.
- 1666—Charles Edward Eyre, Maclay.
- 1667—Hollak Panzo, Silverton.
- 1668—Julius Gehring, Silverton.
- 1669—Walter Giese, Maclay.
- 1670—Lewis Alfred Gerber, Silverton.
- 1671—Karl L. Haberly, Silverton.
- 1672—Lloyd Haberly, Silverton.
- 1673—Hans Peter Hansen, Silverton.
- 1674—Alvin Sophus Hemmingson, Silverton.
- 1675—Julian Lee Hendrick, Maclay.
- 1676—Alfred Jensen, Silverton.
- 1677—John Kiser, Silverton.
- 1678—Jake Kaufman, Silverton.
- 1679—Fred Joseph Krug, Silverton.
- 1680—Herman Adolph Kuenzi, Silverton.
- 1681—Joe Mack Lear, Silverton.
- 1682—Andrew Linbeck, Maclay.
- 1683—Chester August Lorenzen, Silverton.
- 1684—Albert Julius Mader, Silverton.
- 1685—Alvin Hjalmar Madsen, Silverton.
- 1686—John J. Moe, Silverton.
- 1687—Walter Gilson Montgomery, Maclay.
- 1688—Chester William Wilks, Maclay.
- 1689—Carl Rudolph Zuercher, Silverton.
- The following are from Stayton:
 - 1703—Archie E. Bradshaw.
 - 1704—William Preston Burson.
 - 1705—Roy Earl Calavan.
 - 1706—Benjamin Harrison Chamberlain.
 - 1707—Amel Ernest Cladek.
 - 1708—Charles Cladek.
 - 1709—William Albert Cladek.
 - 1710—Norman Webster Davis.
 - 1711—Durrell Crosby Davis.
 - 1712—Gabriel Wilfred De Jarula.
 - 1713—Oliver Everett Gardner.
 - 1714—Hugh Theodore Grace.
 - 1715—Edward John Higberger.
 - 1716—Charles Ward Holford.
 - 1717—Frank Edward Klecker.
 - 1718—L. H. Klecker.
 - 1719—Leo Anthony Klecker.
 - 1720—John Kosy.
 - 1721—Rudolph John Kusy.
 - 1722—Olson Rudge Munkers.
 - 1723—William Henry Myers.
 - 1724—James E. Russell.
 - 1725—Joseph John Spaniol.
 - 1726—Clifford Christopher Stayton.
 - 1727—George Frank Tate.

- 1728—John Henry Thoma.
- 1729—Hugh Franklin Weitman.
- 1730—Harvey Chester Beauchamp.
- 1731—Fred Boedigheimer.
- 1732—George Boedigheimer.
- 1733—Everett Dewey Crabtree.
- 1734—Christina Cromer.
- 1735—Daniel Matheson Doll.
- 1736—Alexander Downing.
- 1737—Joseph Etzel.
- 1738—Lyle Jefferson Ficklin.
- 1739—Albert Mathews Frank.
- 1740—Charles A. Frank.
- 1741—Leo John Frank.
- 1742—Verl Andrew Gode.
- 1743—Frank Cleveland Grierson.
- 1744—George William Hain.
- 1745—Francis X. Hoereth.
- 1746—Clarence Jephtha Hunt.
- 1747—Henry Harrison Huntley.
- 1748—Frank August Kerber.
- 1749—William Lobold Kerber.
- 1750—Arabie Kinsey.
- 1751—Charles Adolph Luthy.
- 1752—Forest J. Mack.
- 1753—John Walter Mayo.
- 1754—Albert Lawrence Nietling.
- 1755—Joseph Pleser.
- 1756—Leo Joseph Rock.
- 1757—Ignatius Arnold Ruef.
- 1758—Charles Henry Schultebein.
- 1759—Val Dara Slopier.
- 1760—Owen Halbert Smith.
- 1761—Conrad Bruno Spenner.
- 1762—Frank Joseph Spenner.
- 1763—Luther Stout.
- 1764—Stephen Ray Taylor.
- 1765—Ralph Urban.
- 1766—George Cyril Watson.
- 1767—Fred William Wourms.
- 1768—Sylvester Joseph Wourms.
- 1769—George Harrison Morton Brown, Aumsville.
- 1770—Earl Brown, Aumsville.
- 1771—Harvey William Carlson, Aumsville.
- 1772—Henry Harrison Chance, Aumsville.
- 1773—Royal Elbert Coudit, Turner.
- 1774—Herman DeLangh, West Stayton.
- 1775—Lloyd Sylvan Dively, West Stayton.
- 1776—Oliver Forrette, Aumsville.
- 1777—Edwin Forrette, Aumsville.
- 1778—Clarence Nick Forrette, Aumsville.
- 1779—Howard McKinley Torman, West Stayton.
- 1780—Clifford Charley Jarvis, Aumsville.
- 1781—Hugh Edwin Kunzli, Aumsville.
- 1782—Edwin Almon McCormick, Aumsville.
- 1783—William Merl Munkers, Aumsville.
- 1784—Andrew Schab, Aumsville.
- 1785—Richard Schieman, Aumsville.
- 1786—Roy Sylvester Seefeld, Turner.
- 1787—Ralph Earl Spicer, Aumsville.
- 1788—Walter Van Dam, West Stayton.
- 1789—Earl Ralph Van Nuys, West Stayton.
- 1790—Frank Louis Wiegand, West Stayton.
- 1791—Peter Barkmeyer, Sublimity.
- 1792—Joseph Benedict, Aumsville.
- 1793—Elwin C. Carter, Sublimity.
- 1794—George C. Cratty, Sublimity.
- 1795—William Duchateau, Sublimity.
- 1796—George Doerfler, Shaw.
- 1797—Edward Eitel, Sublimity.
- 1798—Peter J. Etzel, Sublimity.
- 1799—Alfred Fox, Sublimity.
- 1800—John Gries, Sublimity.
- 1801—Alois Hassler, Sublimity.
- 1802—Walter R. Heater, Sublimity.
- 1803—Oat Hendricks, Sublimity.
- 1804—Max O. Hill, Sublimity.
- 1805—John Ben Heuberger, Sublimity.
- 1806—Marion Hunt, Sublimity.
- 1807—Noris Hunt, Sublimity.
- 1808—Doe H. Kelly, Stayton.
- 1809—Roy O. Kelly, Stayton.
- 1810—Daniel J. Kintz, Sublimity.
- 1811—Miles Kintz, Sublimity.
- 1812—Joseph A. Lincoln, Sublimity.

- 1813—Nicholas Lulay, Sublimity.
- 1814—Joseph Odenthal, Sublimity.
- 1815—Allen Phillips, Stayton.
- 1816—Leonard Phillips, Stayton.
- 1817—George John Prange, Sublimity.
- 1818—Henry Frank Rauscher, Aumsville.
- 1819—Joseph Ripp, Sublimity.
- 1820—James Ripp, Sublimity.
- 1821—Frank Rosser, Sublimity.
- 1822—Joseph Robl, Shaw.
- 1823—Charley Schmitt, Shaw.
- 1824—Alvin L. Schmitt, Sublimity.
- 1825—Edward Schmitt, Sublimity.
- 1826—George Schmitt, Shaw.
- 1827—William Schmid, Sublimity.
- 1828—Fred Sitter, Stayton.
- 1829—Frank Staiger, Sublimity.
- 1830—Philipp Steffes, Sublimity.
- 1831—William H. Steveler, Sublimity.
- 1832—Adam Subbauer, Sublimity.
- 1833—Joseph Subbauer, Jr., Sublimity.
- 1834—Albert E. Tate, Sublimity.
- 1835—Richard Tate, Sublimity.
- 1836—Winnie Tate, Sublimity.
- 1837—Albert F. Welter, Shaw.
- 1838—George Welter, Sublimity.
- 1839—John Worden, Sublimity.
- 1840—John Edward Parry, Turner.
- 1841—Arthur Anzani, Turner.
- 1842—William A. Baker, Turner.
- 1843—Jay S. Baker, Turner.
- 1844—William Henry Batty, Turner.
- 1845—Ward Walter Barges, Salem.
- 1846—Luther Adam Blake, Salem.
- 1847—Archie Lee Bones, Turner.
- 1848—Charles F. Bones, Turner.
- 1849—Raleigh Ross Busby, Turner.
- 1850—Walter Eugene Busby, Turner.
- 1851—Storrie Alvarez Cannon, Turner.
- 1852—Erny Chitic, Salem.
- 1853—Stockwell Howe Cornelius, Turner.
- 1854—Hans Herman George Doeritz, Turner.
- 1855—Julius Henry Dewaels, Turner.
- 1856—James H. Donaldson, Salem.
- 1857—Ray Curzon Farros, Turner.
- 1858—John Edward Parry, Turner.
- 1859—Chester R. Farris, Turner.
- 1860—George Feler, Turner.
- 1861—Floyd William Fleetwood, Salem Cottage Farm.
- The following are also from Turner:
 - 1862—John Filosi.
 - 1863—Oscar Fifflet.
 - 1864—Levi S. Fifflet.
 - 1865—Lawrence S. Girardin.
 - 1866—John Gentry Givon.
 - 1867—Roy Thomas Gore.
 - 1868—Richard R. Gray.
 - 1869—Walter August Green.
 - 1870—John P. Greene.
 - 1871—William A. Guerne.
 - 1872—Olla C. Hadley.
 - 1873—Marshall Hammer, Salem.
 - 1874—Chester Dow Hayden.
 - 1875—Karl Hanneman.
 - 1876—Albert L. Harader.
 - 1877—Herman Lester Harper.
 - 1878—Guy L. Hobson.
 - 1879—Robert Carey Husnaker.
 - 1880—Arthur Emil Kunka.
 - 1881—George Edd Kelly.
 - 1882—Clyde A. Kelly.
 - 1883—Oliver D. Knight.
 - 1884—Fred Krattbed, Salem.
 - The following are also from Turner:
 - 1885—Josephine Krogman.
 - 1886—Charles H. Martin.
 - 1887—J. Milton McClintock.
 - 1888—George Albert McKay.
 - 1889—Edwin D. McVicker.
 - 1890—Fred Arlington Miller.
 - 1891—Walter Wellington Miller.
 - 1892—Theodore Henry Naderman.
 - 1893—Gerhard William Naderman.
 - 1894—William Robert Parker.
 - 1895—Harry I. Pearson.
 - 1896—Herschel W. Powers, Salem.
 - 1897—Leland Watts Riebes, Turner.
 - 1898—Laurence Davenport Roberts, Turner.
 - 1899—Benjamin Harley Robertson, Turner.
 - 1900—Percy C. Robbins, Turner.
 - 1901—Dick Raymond Ross, Salem.

LIFE OF TIRES IS SAVED BY CARE

Each Year Sees \$105,000,000 Wasted; Inflation Is First Essential of Care

The car owner of today is fast coming to the realization that the mileage he gets from his tires depends upon the treatment they receive. By scientific methods mileage is built into tires at the factory. The user can get every inch of that in-built mileage out of the equipment by the proper use of it.

Motorists ordinarily place so much confidence in tire equipment, probably because of its rapid development and wonderful performances, that it does not receive the attention considered necessary for the car. Hence the average loss of 30 cents an every dollar spent for tires, and the opportunity for this article, which is designed to enable every car owner, who reads it, to save his share of the \$105,000,000 wasted on tires each year.

It aptly has been said that the pneumatic tire is of the most paradoxical construction in the entire field of automobile engineering. It must be resilient, yet withstand punishment worthy of armor plate. Two tender substances, rubber and cotton fabric, must be so blended and built up that they will resist the air pressure within, the weight of the automobile, the thrust of the motor, transverse strains on turns and the blows of thousands of obstacles. And upon the successful construction of the tire has depended the entire success of the automobile.

Inflation is Chief Concern.
Though the selection of the right type and size, correct application and proper treatment of tires are all necessary to obtain the best results, the simple matter of inflation is probably the most important point in the care of equipment, as its abuse is the principal cause of the wastage.

Judicious use of air will go a long way toward giving the tire user the maximum mileage, because the resiliency and long-wearing qualities of a tire depend almost as much upon proper inflation as they do upon the rubber and fabric. Too much air will cause excessive vibration, traction slippage and loss of power; too little will bring on excess friction between various parts of the tire and cause them to break up. There is a definite relation between the air pressure within the tires and the load on them. The heavier weight or reduced air pressure causes more deflection of the tires, gives wider tread on the ground and increases the action on the sidewalls. This adds to the comfort of the ride, as more of the road vibration is absorbed by the tires.

Bending Breaks Side Walls.
But when soft, the tire runs against a wave in the tread rubber, which from excessive stretching and leaning pulls away and separates from the carcass or body. The side walls bend back and forth, back and forth, millions of times as the wheels revolve and the result is the same as when a piece of wire is bent back and forth—it becomes hot and finally breaks.

In a tire the heat from the increased action of the side walls of under-inflated tires softens the rubber content or adhesiveness between the fabric layers and a certain degree of devianization takes place. As a result, when the tires strike a particularly hard bump, a loud explosion sends the air and it is time to put on a new casing.

A soft or flat tire on a front wheel always can be noticed by difficulty in steering the car in a straight course; the steering wheel naturally favors the flat or soft tire. If on a rear wheel, pounding or bumping will be noticeable.

Demountable and quickly detachable rims make it possible to change tires quickly, but even if a car is not so equipped, one is wise to stop and give the tires attention when needed. Damage to side walls, beads, fabric inside and inner tube usually makes it difficult to execute practical repairs. A rear tire ridden deflated very far may result in damage to the differential of the car.

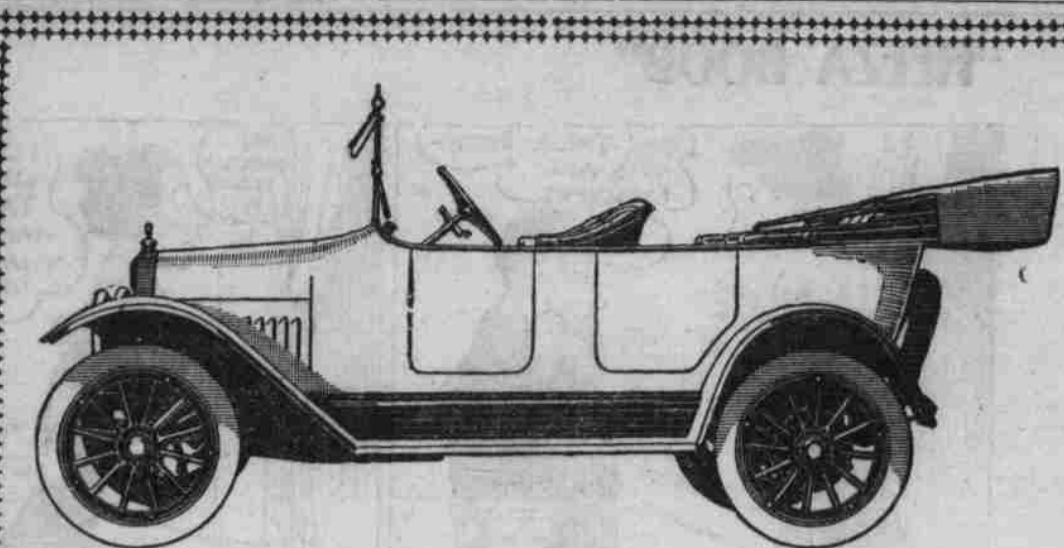
Expansion caused by hot weather or the sun is negligible and will not affect the tire materially, as the air pressure within is not increased to any appreciable degree. New tires stretch slightly when first used and inner tubes are slightly permeable to nitrogen, so that occasional inflation is advisable. Deteriorating effects of stale air can be avoided by filling the tires with a fresh supply at least two or three times a year.

While there can be no inflexible tables for inflation of tires, as style of construction, power, speed, road conditions, driving and weight will play an important part in the strains upon tires, under ordinary circumstances the tires on the front wheels should be inflated between 15 and 18 pounds an inch of tire section and rear tires from 15 to 20 pounds.

Iowa Is First in Motor Cars; California Next
Washington, Iowa led the United States in 1916 in the number of motor cars registered in proportion to population. She had one car for every 11 persons. California was a close second with one car to every 12 inhabitants. Nebraska and South Dakota had one for every 13, but Arkansas could show but one for every 116.

The average for the United States is one car for every 29 persons, according to figures presented by the office of public roads, United States department of agriculture, in circular 73, "Automobile registration, licenses and revenue in the United States, 1916."

New England was more uniformly supplied with motor cars than any other section. It averaged one car to about every 27 persons. The prosperous corn belt states also showed a fairly uniform distribution of cars. The south which does not possess as great mileage of improved public roads as other sections of the country, had relatively fewer cars in proportion to population.



WE HAVE ON HAND:

- AT ALL TIMES A COMPLETE LINE OF AUTOMOBILE ACCESSORIES
- PYRENE FIRE EXTINGUISHERS
- PYRENE LIQUID
- JOHNSON'S PREPARED WAX AND AUTO CLEANER
- GLOVES
- GOGGLES
- HYDROMETERS
- DRY CELL BATTERIES
- ETC., ETC., ETC.

Halvorsen & Burns

AGENTS FOR MAXWELL AND MITCHELL CARS

245-255 SOUTH COMMERCIAL ST. SALEM, OREGON

was obtained and the burglars climbed upon the roof of the postoffice building and from there went to the bank building, where a hole was made large enough for a man's body to pass through. In an attempt to open the vault a drill was broken off in the door, and the intruders were rewarded nothing for their efforts. In making their exit they went out of the side door on First street, locked the door and took the key away.—Silverton Tribune.

OREGON EDITORS VIEW

(Continued from Page One.)

for La Grande. Cordial welcomes were met from Enterprise, Elgin and the other towns on the branch. Some of the party were taken by auto from the Lake to Enterprise by a delegation of Enterprise citizens, headed by Dan Boyd, and a very interesting trip it was for many of them.

WARM WELCOME WAS EXTENDED BY LA GRANDE

La Grande, the beautiful, hustling metropolis of the Grande Ronde valley, was reached at 6:15 p. m. It had been a pleasant ride down the Wallowa valley and through the great farming district that surrounds La Grande and furnishes the basis of its prosperity and growth as a city.

Entertained at Park

Autos were waiting at the station and the excursionists were taken to Riverside Park, an attractive spot on the river bank near the city. A cafeteria luncheon was served by the ladies of the commercial club, and in conclusion Fred J. Holmes, president of the commercial association took charge of the speaking program and called on a number of the La Grande businessmen and several visitors. Fred Curry, retired newspaperman, represented the newspapermen's organization, which had a large share in the entertainment at La Grande. Clarke Leiter, publisher of the Observer, also spoke a few well-chosen words of welcome to the visitors. Frank Irvine of the Portland Journal, Edgar B. Piper of the Oregonian, Senator Walter M. Pierce and others spoke briefly and a development of the meeting was the demand upon Bruce Dennis to accept the secretaryship of the state council of defense.

Fail in Attempt to Burglarize Bank

While the night marshal was on duty and people were sleeping in rooms within one hundred feet from the Coolidge & McNamee Bank, yeggmen entered the building Monday night or early Tuesday morning by sawing a hole through the roof and ceiling and descending a rope. A ladder belonging to the Silverton Blow Pipe Company

built city with splendid public buildings, attractive stores and shops and many beautiful homes. At 9:30 p. m. the excursion train left La Grande, conveying the excursionists homeward, tired and dusty but happy, and carrying with them lasting memories of the hospitality of eastern Oregon, and a better knowledge of the wonderful wealth and resources of the section visiting than they had ever had before.

Those Who Were Present

Among those who attended the meeting of the State Editorial association were: Miss Freda Hazer, Coos Bay Times; K. T. Jessups, president Washington Press Association, Bremerton; Mrs. William Strandborg, Portland; Steven Stone, Salem Statesman; Eric W. Allen, Eugene; Oscar H. Neil, Oregon Post, Portland; F. H. Timberlake, Lancaster Monotype Co., Philadelphia; W. H. Cray, Echo News, Echo; Geo. E. Grow, Times, Junction, Ore.; David W. Hazen, Telegram, Portland; S. C. Morton, St. Helens, Ore.; C. L. Ireland, Sherman County Observer, Moro; Mrs. C. L. Ireland; Addison Bennett, The Oregonian; E. Elmore Nelson, Haines Record; W. D. Nelson, Haines Record; Chas. H. Fisher, Capital Journal, Salem, Ore.; Henry Waldie Co., Medical Sentinel, Portland; W. D. McWaters and wife, Pacific Paper Co., Portland; W. G. Boylis, Clatskanie Chief, Clatskanie; F. E. Carr, American Typefounders Co., Portland; S. A. Pattison, Herald, Hopper; Fred C. Baker, Tillamook Headlight, Tillamook, Ore.; A. E. Voorhies, Rogue River Courier, Grants Pass; Arthur R. Crawford and wife, Gazette-Times, Heppner; D. C. Sanderson and wife, Freewater Times, Freewater; Robt. W. Sawyer, Bend Bulletin, Bend; E. Hofer, The Manufacturer, Salem; J. L. Caldwell, Keystone Typefounders Co., Portland; O. C. Jackson, O.W. & N. Co., Portland; Edgar McDaniel, North Bend, Ore.; Phil S. Bates, Pacific Northwest, Portland; H. C. Dunan News, Springfield, Ore.; H. C. Bushall, Oregon Farmer, Portland; Ben F. West, Statesman, Salem, Ore.; L. D. Drake, East Oregonian, Pendleton; C. W. Robey, Oregon City; G. P. Putnam, Bend, Ore.; E. E. Brodie, Morning Enterprise, Oregon City; Mrs. E. E. Brodie, Mrs. Nita B. Lawrence, Oregon City; H. W. Hulse, Union Pacific System; C. J. McIntosh, O. A. C. Press Bulletin, Corvallis, Ore.; Clark Leiter, Observer, La Grande, Ore.; C. L. Adams, Portland; W. T. Barney, Portland; Edgar B. Piper, editor of the Oregonian; Frank Irvine, daughter, Miss Edna; Albert Bede, of the Cottage Grove Sentinel; Bill Strandborg, of the Wats Watt, of Portland; Col. Fred B. Boyd, the veteran editor of the Athens Press; E. E. Fyville, of the Western Farmer, of Portland; C. L. (Farmer) Smith, of the O.W. & N. Co.; J. G. Kelly, of the Bulletin, Walls, Wash.; N. J. Vanakirge, Milton, Eagle, of Milton; Calvin Gosa, of the Sentinel, of Cove; Lee R. Tuttle, of the Elgin Recorder, of Elgin; Arthur M. Geary, of Portland.

JOURNAL WANT ADS PAY