



"Here's where I end my battery troubles--"

Why not say that to yourself—say it today? Many a motorist before you has laid the bugaboo of starting and lighting doubt and distrust forever by simply calling at our "Exide" Station and getting the real "hard pan" story of the

"Exide" Starting & Lighting Battery

and "Exide" Service. The "Exide" Battery is the battery with thirty-one years of exclusive storage battery building experience insuring the "rightness" of its every detail. Every feature of it is practical—designed by practical men from practical knowledge, and tested out in practical work.

Let us show you the "Exide" Battery. Examine it carefully. See how sturdily it is made. Learn just what each part is and why it is there. The "Exide" is sold not on flashy "selling points," but on real "reason-why, open-eyed" facts. If you are convinced that it looks good,

put it in your car and prove the soundness of your judgment.

"Exide" Service stands back of every "Exide" Battery. "Exide" Service is considerably more than the mere sticking of a hydrometer syringe into the electrolyte. "Exide" Service is based on the big, broad principle of "solving the customer's individual battery problems." "Exide" Service enables you to get exactly the battery best suited to your particular needs; it provides for the kind of attention that will keep that battery "on its job" season in and season out. "Exide" Service knows no exception; it includes the repairing, recharging and testing of all makes of starting batteries. Come in and talk it over.

Starter Service--Battery Service

R. D. BARTON

171 South Commercial Street

"Exide" Starting & Lighting Battery DISTRIBUTOR



LOOK FOR THIS SIGN

U. S. TIRE COMPANY STARTS WAR ON GLASS

Motorists Urged To Carry Small Broom As Part Of Equipment.

Peeling out the damage needlessly done by broken glass scattered along the roads, the United States Tire Company, represented in Salem by the Quackenbush Auto Supply Company, is urging all automobile and motorcycle owners to carry a small broom with them as part of their equipment. The idea being that when a driver sees pieces of broken glass in the road he should stop, hop out and brush the little "tire enemies" off the highway.

If each motorist would follow such a policy it would not be necessary for the average man to remove glass more than a few times a year. When a cluster of broken bits of glass is allowed to remain on a highway until it has been carried away embedded in tires, probably hundreds of cars have their tires more or less injured. If it is removed by the first man who sees it, hundreds of other machines are free from danger of tire trouble.

The automobile club of Wilkesbarre, Pa., is the first in the country to adopt this suggestion. At a recent meeting of the club the members committed themselves to the glass removing program. Each member of the club will keep a careful record as to the number of times he has to stop to remove glass and will also try to form a judgment as to how the glass came to be on the road. Other clubs are expected to follow their example and enroll their members as knights of the broom.

One thing is certain—the person who drops bottles on the highway for the pleasure of hearing them break has become very unpopular and is going to become more so.

DR. PRIME BUYS ELGIN

Dr. G. E. Prime, who has just returned to Salem to resume his practice after several months service in the army, this week purchased an Elgin Six of Lee L. Gilbert, Elgin distributor. Dr. Prime is fourth Salem physician to select the Elgin for his personal use.

CHAMPOEG FARM SOLD

For a consideration of 29,000 another of the Hoefler & Zorn estate farms at Champeog has been sold by one of the heirs of John H. Schneider, Jr., of Mt. Angel. The land is 389.78 acres on one body and lots 2, 3, 4 and 5, totalling 37 acres in the Charles Dupuy homestead. The farm is one of several large tracts of land which makes up the Hoefler & Zorn estate.—Aurora Observer.

WOUNDED MEN RETURN

Irving Ballerree and Robert Muscott, former company I, both of whom were wounded in action last summer, returned to their homes in this city last week. Both of these young men were in hospitals for many months, but have fully recovered from their injuries.—Dallas Observer.

MOTORS TO REPLACE ELECTRICITY ON CARS

Days Of Juice Driven Street Cars Numbered.—Gas More Feasible.

Detroit, Mich., April 26.—The present day electrically driven street car is on the way to the scrap heap.

The forests of poles, innumerable miles of wires and cables and power houses are doomed.

Street railway traffic will be revolutionized by a new street car, motivated by a gasoline engine, all of its own. It will carry its own power, depending on no external agency.

Cost of operation will be reduced by about one half. Waste of power will be eliminated. There will be no "peak load" to worry about.

The above is in substance the belief of Charles E. Sorenson, general manager of the Ford tractor plant in Dearborn, Mich.

"Every engineer and railway manager knows that the present street car system is too imperfect to last," said Sorenson. "Engineers condemn the present street railway system everywhere on the ground of expense. It costs too much. Great dynamos capable of carrying the 'peak loads' of modern traffic are required along with tons of costly cables, food wires and bonds made of copper; great numbers of poles, cross arms and hangers."

Besides, the weight of the motors compel more heavily constructed cars than the traffic really calls for. All this leads to street danger, the elimination of service that lighter, but fully as strong cars could perform and all other conveniences of which car riders complain. Then the destruction wrought on underground conduits and pipes by electrolysis is a constant source of expense and loss that every department of public works knows. The modern electric car has been weighed in the balance of efficiency and found wanting.

Sorenson said his company was now at work on a gasoline engine which will supplant the electric motor for street railway transportation. "This engine," he said, "will become the standard power equipment on street cars because it is cheaper. The cost of operating the electric car is 24 cents per car mile. The cost of operating a gasoline propelled car of the same capacity is 12 cents.

To retain the old low rate of car fares, cars must be operated at a lower cost and the gasoline driven car solves the problem, Sorenson said.

THIRTY-SIX CHANGES FEATURE NEW ELGINS

Something more than mechanical genius is responsible for the thirty six improvements and refinements in the new Elgin Six series H, which is attracting much attention.

"Ordinarily it is up to the designers and engineers in the big factories of the nation to produce new body and engine offsets and to them usually goes the credit for every new departure in motor car building," says Lee L. Gilbert, Elgin distributor. "But in the case of the 'Car of the Hour,' as the new Elgin Six is known, the 36 improvements are the result of what Elgin dealers from the Atlantic to the Canadian border and to the Gulf have suggested to the Elgin Motor Car corporation.

"Only a few days ago Darwin Hatch, editor of the Motor Age, during a visit to the Elgin factory in Chicago, marveled at the new features embodied in the Six. He expressed a desire to know how the changes had been made, and in a conversation with G. E. Reiman, president and general manager of the Elgin company, declared it rather remarkable that the Elgin engineers were able to work out so many improvements in a car which already had established records for economy, speed and stamina.

"Then Mr. Hatch called to mind the grueling master drivers contest in 1916 when he rode in an Elgin six as an official observer, during a run in which only one other car besides the Elgin registered a perfect score, returning to the city under its own power despite terrible road conditions. 'Since you have watched the Elgin from its start and are familiar with the car and organization, I am going to let you in on a little secret, Mr. Hatch,' said President Reiman.

"The Elgin engineers did not actually decide upon the 36 improvements and refinements embodied in the new model. It was the automobile buying public that made this decision for us. It has always been the policy of the Elgin company to build the kind of a car the public wants, and we set out to learn exactly what the need was. We found this out through the only criterion whose judgment along these lines can be relied upon—the automobile dealers. They are the results of suggestion sent to us by Elgin dealers from the Atlantic to the Pacific and from the Canadian border to the Gulf. The dealers are out on the firing line and are familiar with the performance of the car under every conceivable condition. Their desires represent what the final judge—the automobile buyer—demand is a car."

"You will see, therefore, that the Elgin engineering and manufacturing staffs are entitled to all the credit for working out the details of the 36 improvements, but the dealers are primarily responsible through their suggestions to us."

Ford Truck Smashes Way Through Hail Of Fire To Rescue Of Marine Corps

During the bitter fighting in France in September 1918, when the United



"Let's Go" Days

When summer days and winding roads call you into the outdoors, travel the pleasant way—with a

Harley-Davidson

Here is the mount of the real nature lover—dependable, sturdy, speedy. By-ways are highways to a Harley-Davidson—and it is the cheapest method of quick, sure transportation.

Ask your dealer to show you the new models of the motorcycle that is being talked about.

Harley-Davidson Motor Co. Milwaukee, Wis.

Harry W. Scott

Harley-Davidson Distributor

147 S. Com'l. St.

Phone 68

CONDITION OF WESTERN OREGON ROADS.

This bulletin contains general information concerning road conditions in or near the national forests of Oregon, based on data furnished by the field men of the forest service.

Three Rivers, Alsea River, Eugene-Florence and Scottsburg—unequivocal roads in the vicinity of the Sitavau national forest are not yet open for through travel. Little North Fork road and the Santiam wagon road are both closed to travel. Because of bridges be-

ing burned out, it is very possible that Little North Fork road will not be open until later in the season.

Crescent City-Gold Beach—Open in fair condition between Crescent City and Brookings. Rough between Brookings and Gold Beach.

Crater Lake Highway—Open and in fair condition between Medford and Prospect. Closed on account of snow between Prospect and Park boundary; will probably be open by July 1st. On account of the heavy snowfall, it is doubtful if autos will be able to travel through the park before July.

Barlow-Oak Grove—Open and in fair condition between Portland and Tula bridges. Closed on account of snow between Twin bridges and Gama Prairie. Will not be open before June 15. Automobiles should always carry their chains on this road.

Beaumont-Fuel—Open but in bad condition between Roseburg and Peol. Mail is hauled over this road in a light car. Road is badly rutted and cannot be traveled with a heavy machine easily.

Eugene-Florence. Open between Eugene and Goldson and in fair condition. Closed between Goldson and Florence by mud. No detours possible. Should be open June 1. This road should not be attempted at any season of the year except by experienced drivers. There are many narrow, long, steep grades, sharp turns, and few turnouts, in some of the sections.

Scottsburg-Allegany. Open and in fair condition between Allegany and Loon Lake. Closed between Loon Lake and Scottsburg, due to heavy washing by winter rains and the rough steep nature of the roadbed. It is now in dangerous condition for wagon travel and should not be attempted by motorists.

Alsea River. Open and in fair condition between Corvallis and Alsea. Closed around Mission Bend and over Tidewater Hill. No detours possible. Should be open June 1 for light cars. Road is very narrow and in many places there are few detours. Should be attempted only by experienced drivers.

Willamette Road. Open and in fair condition between Eugene and Oakridge. Closed from a few miles above Oakridge to the summit.

Mackenzie Highway. Open and in fair condition between

Eugene and Millikan grade. Closed between Millikan grade and summit.

Row River. Open and in good condition between Dorena and Cottage Grove. Closed on account of unfinished construction work between Dorena and Dighton. Should be open by June 1. This is a good summer road, with plenty of fishing and hunting in season. There are suitable camping places with good water.

Bandon-Gold Beach. Open between Bandon and Gold Beach and in passable condition for light cars.

Grants Pass-Crescent City. Open and in good condition between Grants Pass and Kerby. Very bad condition Kerby to top of Oregon Mountain; in good condition for remainder of way to Crescent City.

New State Lighting Law Is Simplified

Automobile lighting regulations in the new Oregon motor code, passed by the last legislature, are very simple. There are no involved restrictions on the kind of lights that may be used, no long technical discussions of "reflected light" and "diffused light," as in the new Washington law.

About the only worry the Oregon motorist need give to his lights is to see that he has a white tail light and two white headlights, visible for at least 200 feet ahead, and to be dimmed on meeting approaching vehicles.

If the car is not equipped with a dimming device, then the law makes it compulsory on the car owner, to have a spotlight, so adjusted as to throw its light to the right side of the highway downward and so adjusted as not to blind occupants of an approaching vehicle. This spotlight, where the lights have dimmers, is to be substituted for the lights when approaching and passing other vehicles.

About the only cars nowadays that do not have dimming devices are Ford's made prior to 1915 and older cars of other makes. Their owners must obtain a spotlight.

Old Gas Lights Not Dimmed. The law exempts cars not equipped with electric light from the spotlight requirement, and owners of such cars do not have to dim headlights in passing another car. This lighting provision of the new law was written by M. O. Wilkes, publisher of the Automobile Record and president of the Dealers' Motor Car association of Oregon.

Contrary to the supposition of many motorists, this new motor code is right now in effect. The reason therefore is that it was passed by the legislature with an emergency clause, which made it effective as soon as approved by the governor.

Consequently, 30 miles an hour instead of the old 25 is now the legal speed limit on Oregon highways. One of the provisions of the new code increases the speed limit from 25 to 30 miles, thus conforming to requirements in California and most other states.

Another interesting provision of the new law gives state, county or city authorities having jurisdiction the power to authorize speed contests. No such contests may be held without permits from the proper authorities, however, and the course must be fully and efficiently patrolled for its entire distance.



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Cost Less Per Mile Than Any Tire Built

Mileage in any Tire is the Keynote of Its Worth

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TIRES

STANDARD MAKES

3600 MILE GUARANTEE—FIRSTS

Table with 2 columns: Tire size and price. Includes 30x3 Ribbed Trend, 30x3 1/2 Non Skid, 32x3 1/2 Non Skid, 32x4 Non Skid, 32x4 1/2 Non Skid, 33x4 Non Skid, 34x4 Non Skid.

6000 MILE GUARANTEE—FIRSTS WRAPPED TREAD—HAND-MADE

Table with 2 columns: Tire size and price. Includes 30x3 Non Skid, 30x3 1/2 Non Skid, 32x3 1/2 Non Skid, 32x4 Non Skid, 32x4 1/2 Non Skid, 33x4 Non Skid, 34x4 Non Skid.

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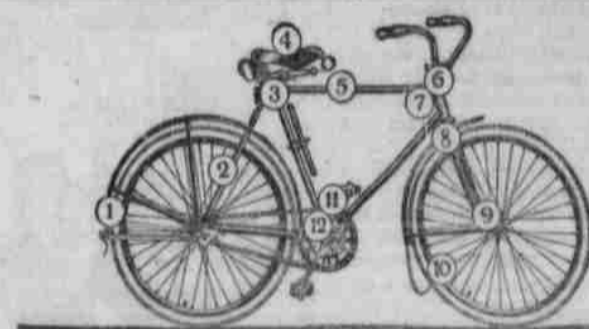
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REVERE TIRES

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Are real rubber, real Sea Island cotton plus real expert workmanship and do stand the severest tests. Quality unexcelled. "Motorlife" saves you engine trouble.

CLARK'S TIRE HOUSE 319 N. Commercial St.



- 1 Front and rear mud-guards, splash protector and stand on all models. 2 Special design rear fork, giving extra clearance between wheel and fork sides. 3 Drop-forged seat-post cluster, giving extra strong grip on seat-post. 4 High-grade padded leather saddle with double action springs. Leather tool bag and complete tool equipment. 5 Seventeen precise, smooth finish of Dayton Cammie, Tough and long wearing. Heavy coat of copper on all steel plates. 6 Dust-proof head adjusting cone. Extra large High Duty ball bearings. Concave cambered in cylinders. 7 Outside mount head construction. Ejects over reinforcements in frame, all oil-tanned. 8 Double anchored fork blades with solid steel spool between plates. 9 Front hub and cups of special design turned from solid steel bar. Two-point ball-bearing bearings. 10 Visible Delco or Kellogg-Lovell tires. Sealed maple rims. 11 One-piece drop-forged cranks. Hobbed sprocket. 12 Seamless crank hanger bracket, extra reinforced.

THERE are good reasons for the acknowledged superiority of the Dayton Bicycles. A few of them are stated above. Study them! It is points such as these that mark the difference between a bicycle that merely looks good and a bicycle that actually is good.

Dayton Bicycles are designed and built with painstaking care. They embody every known and tested feature of design and construction that can make for beauty, simplicity, efficiency, durability and comfort.

A Dayton Bicycle may be purchased with absolute confidence in the real satisfaction it will give and in the actual economy it will effect.

LLOYD E. RAMSDEN 389 Court St.

Dayton Bicycles

New Home Next to Steusloff Bros. Market

During the bitter fighting in France in September 1918, when the United