OKTY-SECOND YEAR NO. 93.

SALEM, OREGON, SATURDAY, MAY 3, 1919.

PRICE TWO CENTS

ON TRAINS AND NEWS STANDS - FIVE CENTS

Races To Be Feature AUTOISTS SHOWING of Big Bicycle Week

Bierde week in Salem, all next week it the grand climax coming on Sat-

that announcement may not mean though they could well profit by lesson it carries—but for the kid-is large and small, girls or boys, it prat news. For Bicycle Week is to

Bicycle Week is not a new fangled, nor is it solely a local un thing. It is a nation wide instiover the country and the local prosters of the idea are but backing up be general campaign for more bicycle es that is being staged throughout

Throughout the week the local dealmre going to think bicycles, talk geles, dream bicycles, boost bicycles, rtise bieveles, sell bieyeles and everybody else in Salem doing except the latter. And all of the spaigning is to be designed to the adpaint a person may look at it. But Rievele Week is not going to be all Paving Of Highway From enfined to the enjoyment of a few.
here is going to be fun and sport,
supe of it, especially in the race pro-

which has been prepared for Sat-sky morning, May 10.

Here is where the boys and girls * to in oh no, the girls are not foras anyone, and just as keen the boys after the \$150 worth of \$

that are to be given in four The mess are to be held at 10 ck Saturday morning and will be * on the paved street square boundby State, Court, Church lith streets. The start in all of races will be from the corner of mh and State. This course was destreet car tracks and beo it can be easily patrolled during.

prize, \$15 gold watch; second \$10 * of tires; third, gold knife and \$ fourth, racing saddle; fifth, cyclometer. mile, girls free for all;

first prize, \$5 tire; second, \$4 tire; third, pair of pedals; fourth, basket earrier; fifth, pair of handle grips.

3-Half mile for boys under 12 years first prize, bieyele watch; second, \$4 tire; third, bieyele lamp; fourth, gold

nedal; fifth, frame pump, 4-One mile for boys under 16 years first prize, \$15 gold watch; second, \$5 tire; third, silver gas lamp; fourth, gold stick pin set; fifth, pair of han-

the fact that the bicycle is THE den, A. H. Moore, Watt Shipp com-

Oregon City South Begun

Hard surfacing of the Pacific highway between Oregon City and Salem has actually commenced. The first load of pavement was dumned early Thursday morning at Brooks, according to J. S. Hanson, local Elgin Six dealer, who passed on his way back from Portland just after the load had been dumped.

Mr. Hanson reports the roads to Portland as growing worse every day and advises Salem motorists making the trip to go over the following route: Out

Italian troops have been sent to Piume to hold the city.

Motor Owners, Most Vitally Concerned Over Fate Of Register.

It is the automobile owner who is expecially interested in good roads. Due to the general lack of interest in the June 3 election, there has been but a gradient the condition of the countries o

vorable vote, it is felt among automo selves.

The Boosevelt highway, to be constructed along the coust will give an important to especially tourist travel in the northwest. The road is to be built along the coast. It calls for the spend.

Inree-hour drive, with from half to ity of the automobile in Oregon during three quarters of an hour taken out for stops, and an ideal spin for the comparison of registration figures for the 1918 and 1919 series of registration as compiled by the Automobile in Oregon during three past year is to be obtained from a comparison of registration figures for the 1918 and 1919 series of registration as compiled by the Automobile in Oregon during three past year is to be obtained from a comparison of registration figures for the 1918 and 1919 series of registration as compiled by the Automobile in Oregon during three past year is to be obtained from a comparison of registration figures for the 1918 and 1919 series of registration as compiled by the Automobile in Oregon during three past year is to be obtained from a comparison of registration figures for the 1918 and 1919 series of registration as compiled by the Automobile in Oregon during three past year is to be obtained from a comparison of registration figures for the 1918 and 1919 series of registration as compiled by the Automobile in Oregon during three past year is to be obtained from a comparison of registration figures for the 1918 and 1919 series of registration and 1919

(Continued on page two)

Independence-Monmouth Dallas Loop Beautiful Drive

COMING ELECTIONS Pathfinding Trip In Studebaker Shows Roads Open and March Dry, Though "Choppy" On Main Highway Between May Salem And Dallas.--Fields And Hills Dolled Up In Gladdest Attire And Picnic Spots Plentiful.

Rapid Growth In Number

Road Measures, Neglect To Register.

Right now is the time to see the beau Dallas road out of Monmouth, is inties of the central Willamette valley cluded in the paving program for the at their best. The roads are probably coming summer. The survey stakes for better now on the whole than they will the project are already set.

To the winners of sixth, seventh and eighth places in all of the races gold "Bicycle Bug" pins are to be awarded will be on display all next week in the wardows of the local bicycle dealers, where entries in the races will also be made. All any girl or boy wishing to enter the races has to do is to clip one of the entry blanks that are being printed in the papers, fill it out and turn at in to any of the following dealers, who are the ones that are backing the races: Harry B. Scott, Lloyd E. Rams of the entry B. Scott, Lloyd E. Rams of the entry B. Scott, Lloyd E. Rams of the series of the races will also be made. The papers of the countries in the papers of the countries in the races will also be made. The papers of the entry blanks that are being printed to the election booth on the papers, fill it out and turn it in to any of the following dealers, who are the ones that are backing the registration, notwithstanding regarding the condition of the country roads out of Salem, especially those on the two sales of the river, that the papers of the emitty formation. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in the after information. An inquiry at the Graham alount 4:30 or 5 o'clock in t

See Valley Now

verable vote, it is felt among automobile men that the measure is far too important to be passed lightly. With a favorable vote, it means that within the next five years there will be constructed in Marion county 100 miles of hard surfaced roads and 50 miles of roads that will be gravelled and arained. This matter came up this week before the county court and the good roads committee and was practically settled on the basis of a five-year gerous turns and hills, unless the slight settled on the basis of a five year ways, oh no, but they can be covered Auto Registration Shows schedule.

there is a 2 per cent limitatation placed upon counties in the creation of debts and liabilities for permanent row. It is proposed to raise this to 6 per cent of the assessed valuation of all properties in the county. This is the first measure on the ballot.

The Research block of the assessed valuation of all properties in the county. This is the first measure on the ballot.

The Research block of the grant limitatation placed of upon Salem to Independence, thence to Monmouth and Dallas and back to this city by way is proposed to raise this to 6 per cent of Rickreall, a distance of approximately 38 miles. It is a loafing pace three-hour drive, with from half to three quarters of an hour taken and the county of the automobile in Oregon during

tones of the evergreens, spinshes of solor here and there where the wild flowers or the orchards are in bloom -all of that and a thousand times as much is just waiting for you and the other fellow to go out and drink it in.

True much of this beauty will remain throughout the summer, but much of it won't. The freshness roads will be dusty and the sun hot-ter. Also, as the season advances so will motor paths open further and further into the mountains, or toward the const and the call of the road will lend the motorist further away from home. These little valley jaunts are for to-day and tomorrow, little pace finders

for the longer trips ahead.
"Choppy" Road Encountered When we headed the little Stude baker's nose out of Salem we did so with the expectation of finding some bad roads. Well, we did and we didn't. Between the west end of the in-ter-county bridge and Brunk's corner, where we turned to the left into the Independence track, the whole six miles of road is "choppy." It is rut-ted lengthwise and across the grain, but here and there a bit of the old surfacing remains around the Twenty miles an hour over this stretch would be good for the digestion, but not exceptionally good for the car. We did it at around 15 and, thanks to Mr. Parker's wheelwork and the rid-ing qualities of the "Little Six," I was able to make connections between my pencil and log book when the need

From Brunk's corner into Independ-nce a motorist who wants to test the lew 30-mile speed limit set by the last hegislature has a chance to try it out. The road here is good, except for a short space across the fill within the city limits of Independence. Turning to the right in Independence from the main street into Monmouth street the riding is good as far as the end of the pavement. From there on into Mon-

pavement. From there on into Monmouth it is a repetition of the first
six miles over again.

Monmouth to Dallas Fins

The Dallas road, isading out of Monmouth past the Normal school, is in
fine shape as far as the cross roads
(except for a few overprominent cross
walks in Monmouth) about a mile and a haif out. Here, keeping straight, we ran into a half mile or more of loose gravel almost hub deep in pieces and I had visions of Mr. Parker reaching I had visions of Mr. Parker reaching for the gear shift. I was too visionary—the little car went deeper and deeper into the crumbling pebbles, but the motor kept its same steady purr and we kept right on going in high. We didn't move out of that gear on the entire trip, except to start from a stand. At the end of the loose gravel we left all of our road troubles behind and fairly sailed into Dallas.

Every mile of the return route, from the edge of the "Prune City" to Salem is 5228 feet (plus) of those "chop-

em is 5228 feet (plus) of those "chop-y" kind of roads, perfectly passable and not back breaking if your ear rides easy, but hardly the type of highway rou would write volumes in praise of.

of the previous year and within 1000 of the total number of registrations for the entire 1918 series.

Series Series 5,463 6,792 17,778 22,983 13,973 19,287 3,626 5,154 5,140 5,366 4,816 3.675 9,233 August Bontember October

A large section of Yokohama was ravaged by fire Monday, more than 2000 buildings being burned.

Short Jaunts For the Hours Of Twilight

(Route Logged by Lot L. Price.) Speaking of short spins through pretty country and over good roads that are available to mortorists in and around . Salem, and which can be made in the few hours of daylight between the close *April 12th, 1919.

63,307 62,092 of the business day and the gathering of dusk, the Independence Ferry trip has a lot to recommend it.

Perhaps the most solid recommendation is the fact that the road as plainly

(Continued on page two)

We Buy, Sell and Exchange

And Parts of Autos

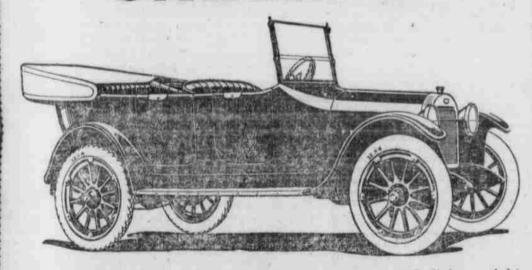
If you have a machine to dispose of bring it in and we will sell it for you on commission

GIVE US A TRIAL

Steinbock Junk and **Auto Wrecking**

326 N. Com'l. St

OAKLAND



The Oakland stands as the foremost example of practical light weight construction among the widely sold automobiles today. The marked reduction

of weight in all Oakland models, combined with high power and great sturdiness and stamnia, gives results in service and satisfaction to the owner which are very unusual when compared with that of other automobiles.

Elemental simplicity of design and the use of high-grade materials thruout to secure full strength with the lowest possible amount of weight, makes possible the low weight of 2130 pounds in the Oakland touring models and similarly light weight in the other cars of the Sensible Six line. This means only 48 pounds of car weight per horsepower in the touring car. The remarkonly 48 pounds of car weight per horsepower in the touring car. The remarkable performance of these cars in service, both as to pulling power, flexibility, rapid acceleration, and operating economy, is largely responsible for the un-common popularity of the Sensible Six and for its enthusiastic endorsement by over one hundred thousand users.

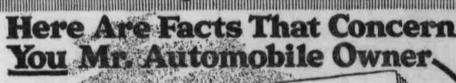
The scientifically correct character of Oakland design is further evidenced by the fact that owners of the Sensible Six regularly sceure from 18 to 25 miles of travel per gallon of fuel and from 8000 to 12,000 miles per set of tires. The 32x4 inch tires, extra large for the weight of the car, render not only extraordinarily long service, but promote easy riding and freedom from tire

Summed up, the Oakland Sensible Six meets all the needs of motor car users better than other cars of anywhere near its cost, having those qualities which make it the most economical and practical car built giving true comfort, convenience and service.

PRICE \$1275 F. O. B., SALEM, OREGON.

American Automobile Co.

Distributors for Polk and Marion Counties. Phone 399 Luckily, this piece of road as well as the strotch between Brunk's corner the strotch between Brunk's corner and Monmouth and four miles of the





Here is where you can buy that best Battery-Where you can obtain the right kind of Battery Service

> Starter Service-Battery Service R. D. BARTON 171 South Commercial St.

"Exide" STARTING AND BATTERY DISTRIBUTOR

