

DAY-ELDER (DE WORM-DRIVE) MOTOR TRUCKS

WE are not representing DAY-ELDER trucks because they are the lowest priced worm-drive trucks made. We are representing them because they embody every worth-while feature of quality and construction possessed by the most expensive worm-drive trucks made.

It is true that they cost hundreds of dollars less than any other worm-drive truck of the same carrying capacity—but not at the sacrifice of quality for a single instant. We will be glad to prove every statement.

The weights in the column on the right are the chassis carrying capacity of each model, INCLUDING weight of body.

MARION GARAGE
C. A. Campbell, Prop.
332-336 S. Com'l. St.

| | | |
|---------|--------------|--------|
| MODEL A | 3500 Pounds | \$1775 |
| MODEL B | 4500 Pounds | \$2075 |
| MODEL D | 6000 Pounds | \$2450 |
| MODEL C | 7000 Pounds | \$2750 |
| MODEL F | 9000 Pounds | \$3450 |
| MODEL E | 14000 Pounds | \$4500 |

FISHING INFORMATION

These bulletins are issued weekly by the forest service and report the fishing conditions for streams in and near the national forests of Oregon and Washington. These reports are based on data furnished by the field men.

Eagle Creek.
Good catches of trout are reported on points above the Punchbowl. Reached by Columbia River highway and Eagle Creek trail, also by railroad to Bonneville or Eagle Creek.
Tanner Creek.
Good catches of trout reported at points below the falls. Reached by Columbia River highway or railroad by way of Bonneville. Fishermen report better catches on Tanner creek than on Eagle creek.
South Fork Santiam River.
Good catches of trout are being made at Cascadia eastward to the Anderson ranch. Reached by the Willamette valley and Cascade mountain wagon road, by way of Lebanon. The catches are now being made by bait fishing. There is considerable snow water still running.
Fish, Clear and Big Lakes.
No report of any fishermen reaching these lakes has been received.
North Santiam and Brightenbush Rivers.
Small catches of Dollyvarden trout are being made near Detroit. Reached by railroad. Streams still swollen from melting snow.
Rogue River.
Small catches of Chinook salmon are being made at Grants Pass and other points along the river. Reached by railroad and auto roads by way of Grants Pass. River is still too high for fly fishing.
Little River.
Good catches of salmon trout are being made between Glide and the mouth of Cavitt creek. Reached by auto stage. Salmon trout are being only in the deep holes. River is too high and cold for mountain trout.
North Umpqua River.
Fish are not biting.
Row River.
Good catches of speckled and red sides trout are being made at Dorena.

AKRON OFFERS GOOD

(Continued from page one)

"When one of the wedges becomes loose, the rim starts 'working' and gradually the other wedges become loose. A 'creeping' rim is the result and the valve stem bears the whole strain until it finally pulls off. Further more, those wedges are often tightened up unevenly. This ends in what is referred to as a 'wobbly' tire and the tread is worn out prematurely.
"At other times, motorists pound both the rim and the tire with a hammer to get the rim off or on. The pounding of the rim doesn't do any particular harm, unless it bends the rim, but every blow on the tire may cause a fabric break and that is very serious.
"Rusty rims are dangerous, because they corrode tubes, make it hard to change tires and sometimes result in 'freezing on' of the tire. Rims should be cleaned at least once every six months. Ordinary paint sometimes placed on the rims after the cleaning process is not good practice inasmuch as the heat generated by the tires melts the paint and the tire sticks to the rim. Graphite is much better for this purpose."
Willamette—Open and in fair condition between Eugene and Boulder Grade. Closed by snow between Boulder Grade to the summit.
McKenzie Highway—Open and in fair condition between Eugene and Blue River. Poor condition, Blue River to Lost Creek ranger station. Closed by snow.
Row River—Open and in fair condition between Cottage Grove and Division. Rough in places. Repair work is going on. There are good camping sites along this road.
Grants Pass-Crescent City—Open between Grants Pass and Crescent City and in good condition except between Kerby and Waldo for four or five miles on Oregon Mountain, which is very rough.
Willamette—Open and in fair condition between Eugene and Boulder Grade. Closed by snow between Boulder Grade to the summit.
McKenzie Highway—Open and in fair condition between Eugene and Blue River. Poor condition, Blue River to Lost Creek ranger station. Closed by snow.

WRIST-WATCHES MADE SAFE FOR DEMOCRACY



The war has made the world safe for man who wear wrist-watches. A red-blooded masculine person today, can appear on the streets wearing a wrist watch without the danger of securing a sneer or a brick. Before the war, the wrist-watch was a badge of effeminacy. The man who affected one was looked on as a fop, a simp or a sissy. Today in this queer world, real men wear wrist-watches, unashamed. Yesterday, the sudden popularity of the wrist-watch is the old story of the stone that the builders rejected becoming the chief of the corner, the despised outsider coming home on the chin-strap to victory in the derby, the ugly duckling turning out to be a swan.

The war did it. The war fixed its imprimatur forever on the wrist-watch as a man's watch. It made the wrist-watch almost as necessary a part of a soldier's equipment as his rifle. It washed out in blood any stigma of effeminacy that ever may have clung to the little time-piece. Thousands of soldiers went over the top by their wrist-watches, timed their battle rushes by them, fought by them, died by them. If the wrist-

watch didn't win the war, it helped. Jewelers anticipated that the fashion of the wrist-watch would wane quickly after the war. But the war has proved its practical worth and the business man of peace times finds it as convenient and utilitarian as the soldier found it in the days of battle. It evidently has come to stay. Jewelers declare there is as brisk a demand for it as during the war and more wrist-watches are being sold today than any kind of watches.

Exide Man Encourages

Qualities Good Battery
Should Offer Purchaser

"What a man wants from a storage battery," says R. D. Burton, of 1711 South Commercial street, "is a service, and Exide batteries have a reputation for service which is unsurpassed. The ability of Exide batteries to give better service, under average conditions, is due to a great many different things. Some of these, like the non-flooding filling plug and vent and the sealing arrangements can be appreciated by anyone. There are many other things, some of which are even more important, which are not so self-evident."

"A starting battery must be able to deliver electric current at a very high rate and at an effective voltage or pressure or it will not be able to successfully crank the automobile engine. It must be able to deliver electric current at lower rates or discharge for many hours to properly supply the automobile lamps. It must be as light and as small as possible consistent with ruggedness and durability. The most satisfactory starting battery will naturally be the one in which these characteristics are developed to the fullest possible degree. It is easy to design a battery with high starting ability if one is willing to sacrifice durability and vice versa, but it takes a skillful and experienced battery engineer to produce a battery which will be not only powerful for its weight and size but also long lived and sturdy."

"When you dismantle an Exide starting battery and compare it with batteries of other makes you will find that Exide design and construction is in a class by itself. You will find that Exide covers and sealing arrangement save a great deal of space that in other batteries is occupied by troublesome sealine compound. You will find that in the Exide batteries the space saved by doing away with this mass of sealing compound makes it possible to use plates of larger area, and it is largely due to this that Exide starting batteries are able to crank the automobile engine more powerfully than other batteries of equal weight and size."

ed by snow between Lost Creek ranger station and the summit.

Anna Creek—Open and in fair condition between Klamath Falls and Crater Lake Park boundary. Closed by snow inside park. No detours possible. Will be open about July 1.

Medford-Crater Lake—Open and in fair condition between Medford and Union Creek. Closed between Union Creek and Crater Lake Park by snow. No detours possible. Should open about July first.

Santiam Wagon Road—Closed to all except foot traffic between Cascadia and eastern boundary of Santiam national forest. There are several dangerous bridges, which should not be used by vehicles. Will probably be open July first.

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

Riddle-Drew—Open and in fair condition, Allegany to Loon Lake. Closed between Loon Lake and Scottsburg by washouts and the rough, steep nature of the roadbed. It is unsafe for wagon travel and should not be attempted by motorists.

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

Barlow-Oak Grove—Open and in fair condition, between Portland and Twinbridges. Closed by snow between Twinbridges and Canby Prairie. Should be open by June 15.

WOODBURN BOYS RETURN.

Corporal Mike Mahoney, who went across to France with Company 3, was transferred to the 36th Division, 104th Infantry, arrived home last week. He was on all the fronts and made a most gallant record. He was hit in the hip at Argonne forest and still carries the ball, and also was wounded in the knee at Chateau-Thierry. Corporal Mahoney has a big story to tell if he only would tell it, including capture of Germans, but prefers not to talk over what he has gone through in the big battles. He visited Woodburn with his parents and Miss Ella Savage Saturday.

Seth Beebe and Albert Osterstrom, who have been members of the 316th Sanitary train, 91st Division, returned to their homes Saturday night after being mustered out of service at Camp Lewis. They left Camp Lewis last day for France via Southampton, England, and saw service in the artillery field hospital at St. Mihiel, Argonne and Belgium. They were all the time exposed to shell fire until the last, when the Germans knew they were beaten and thought it good policy not to further attack the hospitals. As high as 600 men were cared for in 45 hours by this hospital. Private Beebe saw all the devastated part of Belgium and France and says the pictures cannot tell the horrible story. Where they were rebuilding roads they had to depend upon maps to locate what had once been towns. In one spot 16 bodies had been buried and they were thrown out by shells. Everywhere were skeletons. The intensive shelling brought up new soil and the grass there grew longer. Many of the towns were completely demolished and even the brick from the ruined walls covered up by the shell fire. Neither tongue nor pen can describe the great damage wrought.—Woodburn Independent.

GILL OLSON WEDDING.

In the presence of immediate relatives at the home of the bride's parents, Mr. and Mrs. M. J. Olson of this city, Sunday afternoon last at 2:30 o'clock, Miss Myrtle Louise Olson was wedded to Mr. Wayne Barton Gill, son of Mr. and Mrs. H. L. Gill. Rev. Charles L. Dark of the Methodist Episcopal church officiated. The bride was attired in a blue serge traveling suit and carried a bouquet of roses. The couple were attended by Mr. Oscar Olson and Miss Minnie Gregory, brother and cousin of the bride. After

The Dangerous Stone Bruise

How New Methods Fortify This Tire Against It

Bruises mean broken inner fabric, and broken fabric mean blowouts—the ruin of more tires than all other causes combined.

Frequently bruises result from underinflation, but too often they are due to faulty construction and to the shortcomings of ordinary rubber and fabric.

Two Years of Drastic Road Tests Have Proved The

THERMOID CROLIDE COMPOUND casing to be remarkably resistant to the stone bruise. CROLIDE makes the tread tougher and the fabric stronger. And it unites the plies of fabric to one another and to the tread in one solid and practically inseparable whole.

Naturally you pay a higher price for this casing than for average tires. But you pay more only at first—in the end you pay LESS. One THERMOID CROLIDE COMPOUND casing will prove this to you.

We ask you to take no risk, for this tire is sold on a basis of 6,000 miles of GUARANTEED service (in Ford sizes, 7,500 miles).

J. B. Hileman

Phone 787

291 N. Com'l. St.

The ceremony Mr. Gill and bride left for a trip to Vancouver and Victoria, B. C., and intervening points. Light refreshments were served the guests by Mrs. M. J. Olson. The decorations consisted of roses and white carnations. Those witnessing the marriage were Mr. and Mrs. M. J. Olson and children, Oscar, Harold, Violet, Lillian and Carroll Olson; Mr. and Mrs. H. L. Gill, Mrs. P. A. Livesey and children, Philip and Katherine Livesey; H. M. Austin and daughter Dorothy, and Mr. and Mrs. John Gregory and daughter Minnie, of near Marquam-J. Woodburn Independent.

JOHN KISTER WRITES HOME.

John Kister, Co. B., 356th Infantry, wrote April 16 from Cadillac, France, to his sister, Mrs. Henry Tauffert, at Fargo, as follows:

"I am still here at Cadillac, but I

think we will leave for Bordeaux next week. I heard that 20,000 of us will be over the sea by the 29th of this month. I hope I will be one of them. The latest reports say that we will go to Camp Gordon, 12 miles from Atlanta, Georgia. So I guess we won't be home before June 1. If so, it will be purely good luck. If I get home before time, we shall have to go some.

The weather is bad here—not cold, but rainy and chilly. Will sure be glad when we leave, but dread that trip on the ocean. They say only the small transports come to Bordeaux, but I don't care. I would try to cross in a row boat."—Aurora Observer.

Examine clincher rims occasionally for irregularities and rust.

Stand still in front of approaching vehicle, don't dodge back and forth.

Willard BATTERY SERVICE STATION

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Willard Service and You

It's for you that the Willard Service Stations are maintained.

It's for you that the Willard 90-day insurance plan was worked out.

It's for you that the Willard Service and Adjustment Policies you'll see in every Willard Service Station were drafted.

The meaning of Willard Service to you as a car owner is given in the booklet, "Willard Service and You." Ask for a copy next time you come in. Ask also to have your battery tested with a hydrometer so that you can be sure you have been keeping it properly charged.

Degge & Burrell

Automobile Electricians

Phone 203

418 Court St.

We test, repair and re-charge storage batteries, and always carry a full supply of battery parts, new batteries and rental batteries.



IF YOUR BATTERY

Is old and run down and undependable, you will save money by buying a new one.

THE BATTERY SHOP

263 N. Commercial Street, offers a very liberal allowance for the used battery toward the purchase price of a new

Philadelphia Diamond GRID BATTERY

Call in any time and let us assist you with your battery troubles, or any electrical trouble that might develop on your car.

REMEMBER THE PHONE NUMBER—413.

VICTORY BONDS TAKEN.

The Aurora and Donald bankink districts have exceeded their quotas of Victory Bonds by a good margin due to liberal subscriptions at the last hour. In the Canby district the banks took the entire quota of about \$48,000 and resold about \$35,000 to the people. The Wilamette quota of \$12,000 was taken

by the Farmers Bank of that place. The St. Paul bank guaranteed the St. Paul quota. Robbards is short \$3500 of its quota. The Woodburn banks took the Woodburn quota and have several thousands and dollars left on their hands.—Aurora Observer.

Don't fail to report accidents to police department.

15% Reduction in the price of

Tires

IF YOU NEED NEW ONES BUY THEM OF

The Salem Vulcanizing Works

W. M. HUGHES

474 Ferry Street

Phone 364