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You've always had your life covered by insurance.

You've always been protected against loss in case your home or your factory should burn.

But did you ever have a policy before on which the premium is paid and you get the benefit?

It doesn't cost you a cent to have your Willard Battery insured. It takes only a few minutes of your time. Drive your new car around right away and have the Battery registered. That is all there is to it.

If you buy a new Willard Battery for an old car, we will register it for you before we put it on your car. Be sure, when here, to ask about the few simple rules that should be followed to keep your battery in the best condition and lengthen its life.

Degge & Burrell

Automobile Electricians

Phone 203 418 Court St.



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

HUBBARD NEWS

While filing a saw last Friday at the Donald sawmill E. P. Landy received a bad cut in the left arm. The plank on which he was standing to do the work slipped and his arm caught on the teeth of the saw, partly severing the large tendon.

Major and Mrs. W. A. Platts and daughter, Jo, arrived Tuesday evening to visit his mother, Mrs. E. A. Platts and other relatives. Major Platts has been located at Washington, D. C., and

Camp Meade for some months. Following his visit here he is expected to be called to duty overseas soon.

N. H. Hall, son of Mr. and Mrs. George Hall, just home from overseas, arrived in Hubbard last Friday morning, his first trip to Hubbard since Mr. and Mrs. Hall took up their residence here. Mr. Hall, Jr., enlisted with the 18th engineers, recruited in Seattle and Portland. He saw 21 months service in France.

The John T. Whaley sale held at his home east of Needy last Thursday was

Sea-Island Cotton

Many different kinds of fabrics—linen, ramie, silk, etc.—have been used in experimenting with tire construction, but nothing has been found that lends itself so well to tire building as high-grade cotton duck.

The tire maker has a wide selection of cotton from which to choose, some botanists recognizing as many as fifty species.

"Sea Island" cotton—so named because of its introduction and cultivation in the Sea Islands and coastal districts of South Carolina, Georgia and Florida, is considered the most valuable of all species. The fibre is three to four times as long and strong as ordinary kinds, and is fine, silky and exceedingly tough.

The fabric which is used in the construction of

Thermoid

Crolide Compound Casings

is the highest grade 17 1-4 ounce, long staple combed Sea Island that money can buy—a grade which costs far more than common cottons. Its tensile strength tests 320 pounds to the square inch, whereas long staple domestic tire fabrics test from 160 to 180 pounds.

The Thermoid Casing is built, from start to finish, to deliver maximum mileage and riding comfort—not to meet a price. That is why it costs you more in the beginning but less on the long run.

J. B. Hileman

Phone 737 291 N. Commercial St.

AUTO PLANTS FACING SERIOUS SITUATION

Labor Troubles And Lack Of Materials Handicap Factories.

Business conditions in the middle west, especially in the automobile industry, are unsettled beyond all description, according to Lee L. Gilbert, distributor for the Elgin Six, who returned this week from a trip to the Elgin factory just outside of Chicago. Strikes and other labor troubles are cutting into the output of many of the auto factories and inability to get materials is also hampering the companies in their efforts to catch up with back orders.

While in Chicago Mr. Gilbert took the opportunity to go through the entire plant of the Elgin company with President Reiman and several other officials. Regarding what he saw he says:

"The Elgin company has a big modern factory located just outside of the city of Chicago, which is equipped with every facility for building motor cars. Their progressive assembly system is a model of efficiency. The frame of a car is started on a chain conveyor at one end of the factory, and as it travels along slowly the various parts of the car are added until it comes off the other end of the conveyor a completed automobile. The various units of the car are put together at sub-assembly stations placed along the main assembly room. The bodies are finished on the paint floor above and lowered upon the chassis by means of an air hoist.

"One of the most interesting things to me is the finishing room where they paint and enamel the bodies. After the bodies are rubbed down they are given several coats of paint which is finished off with a heavy coat of special varnish. The bodies are then placed in large electric ovens where they are heated for several hours. This gives them that hard lasting finish which cannot be secured by ordinary process.

"The Elgin officials are a fine bunch of business men and they have assured me that they will do everything possible to supply us with enough cars to take care of our sales. They have just finished building a large number of war trucks for the government and are now working to double their production of passenger cars.

"After seeing how the Elgin Six is built, I am more convinced than ever that it is absolutely the best light six on the market at any price and I know that Elgin officials are doing their utmost to turn out cars fast enough to supply the increased demand."

one of the largest sales ever held in this section, it is estimated. The most spirited bidding seems to have centered on livestock—pigs especially. Some small pigs sold for \$17 a head; another instance was in regard to two brood gilts, one brought \$80 and another \$75. It goes to show that the best stock is the only kind to raise and that a farmer can afford to have on his place.—Enterprise.

Many Marion County Boys Reported at Camp Mills

The Rocky Mountain Club of New York City has advised the Governor's office that among the soldiers arriving at Camp Mills from Oregon are the following:

125th Infantry: Charles L. Graham, Battery B, 192 1/2 Union Ave., Portland; Fred Swenson, Company K, Marion county; Albert Wazzer, Company K, Marion county; Charles Zelinski, Company K, Marion county; Earl E. Kiser, Company L, Oregon City; George R. Coskey, Company L, Dallas; Ben P. Pawelaki, Company L, 827 Central Ave., N. St. John; Archie N. Pickard, Company L, Newberg; Anton Semolka, Company L, Santa Mills; John W. Schifferer, Company I, Turner; Elmer P. Knapp, Company I, Silverton; Emil C. Meeske, Company I, 1190 S. Commercial St., Salem; Anselmo Minato, Company I, Box 294, Klamath Falls; John Korlison, Company I, Dallas; Arthur J. Hansen, Hdqrs. Hood River; Cliff Moon, Hdqrs. Woodburn; Claude W. Tacha, Hdqrs. Marshfield; Frank P. Stalger, Company M, Sublimity; Francis M. Brown, Company B, 337th M. G. Bn., 684 Schuyler St., Portland.

THE HOP SITUATION

Prospects are reported excellent for a large hop crop this fall. The vines have made a good growth, vernal have not yet appeared in numbers, and growers are looking for a big yield.

Price prospects, also are exceptional. One year contracts are still in demand around 30 cents. Three-year contracts are quoted at a lower figure.

There has been quite a lively demand the past week for spot hops of the crops of 1916 and 1917, there being few 1918s available. Hops of the 1916 growth are said to have sold at 18 cents, 1917s at 27 1/2 cents, with a transaction or so in 1918s, at 35 to 40 cents or better. Most of the demand and inquiry comes from England, though some eastern firms are in the market. Most of the actual sales were made to English buyers.

With the Atlantic freight rate now 6 cents a pound on hops and the Coast-to-New York rate half that much, hops reach a real luxury price by the time they reach London. With brokerage, insurance, storage, handling, overhead expenses and profit added to other costs, the English brewer pays dearly for his hops.

Henry I. Bonds has received offers of steamship space for hop shipment across the Atlantic, for 1600 bales at 85 per hundred pounds. This is the highest Atlantic freight rate ever known here on hops.—Astoria Observer.

* You expect the local mer-
* chants to take your produce.
* Help them do it with your pat-
* ronage—Build up Marion coun-
* ty.

Judge Bingham Says Laws Regarding Naturalization Not Sufficiently Strict.

Judge George G. Bingham attracted the attention of federal naturalization authorities several months ago on the stand he had taken in naturalization matters. Especially was this true regarding the wife of the newly naturalized man, whom Judge Bingham figured should know what citizenship meant as well as her husband. When a foreigner is made a citizen and voter, that also confers the same right on the wife and for this reason Judge Bingham insisted upon examining the wife as well as the prospective citizen.

In the east there is an organization established for the "Study of Methods of American Citizenship," and of this association there is a "Division of Naturalization and Political Life."

This organization which has taken up the study of naturalization is securing the opinion of circuit judges throughout the country as to the best methods of handling naturalization, and has submitted a series of questions. To these questions, Judge Bingham has submitted his opinion as follows:

The present requirements for citizenship are not strict enough as to general knowledge of our government and our community life in general.

After making an application for citizenship, the applicant should not be absent for any length of time from the country. Judge Bingham is of the opinion that citizenship is for those who intend to live in this country and is not to be used to promote individual business, nor to secure protection while living abroad.

Witnesses for an applicant for citizenship should see him often and be familiar with his home life. It is important, Judge Bingham says, that the wife should be treated as an equal. Also important that the children of an applicant for citizenship should be well clothed and sent to school as good citizenship extends to the whole family.

Judge Bingham does not believe an applicant must necessarily speak the English language, but to exercise suffrage intelligently and to vote intelligently, the citizen should be able to read English and should take and read the English newspaper.

As to a specific educational test, Judge Bingham believes that none is necessary. Honesty of purpose is the underlying, he observes. He notes the fact that the larger part of aliens who have been giving trouble would have no trouble in passing an educational test.

As to instructions to those who are about to apply for citizenship papers, he thinks that these instructions should be varied according to the individual. A certificate from any special school is not to be accepted as qualification for citizenship as a private school might take advantage of the alien's ignorance.

Judge Bingham does not favor abolition of the present first declaration of intention. It rather prepares the petitioner for his examination and also gives notice to the community, as it is the custom of most papers to publish the names of those who file their first declaration of intention. This general notice to the community is to some extent a protection.

He does not favor permitting naturalization of a married woman, regardless of alienage of the husband, or of his refusal or failure to become a citizen. If a woman is to become a citizen, it should be through the naturalization of her husband.

Nor does the judge favor permitting married women to retain their citizenship when they marry foreigners. As the present law now stands, when an American woman marries a foreigner, she forfeits her American citizenship and becomes a citizen of the country where her husband claims citizenship.



Of Course It's A Harley-Davidson

That's the bike the Red-blooded fellows choose—choose it because it stands "gaff," because it's a bike they can always be proud of.

If you want a bicycle that has the sturdy build and ruggedness to withstand all kinds of hard riding, you, too, will choose a

HARLEY- DAVIDSON

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In answer to the question as to whether he favored a change in the law permitting any person to become a citizen, regardless of race or color, Judge Bingham states that he is not in favor of any such change.

He believes it was not to the advantage of the United States to permit citizenship to 200,000 aliens just because they had served with the army, navy or marines during the late war.

As to applying tests to all prospective voters, native or foreign born, before allowing the privilege of suffrage, Judge Bingham notes that he is not in favor of such tests. He believes the state courts are better qualified to confer citizenship rather than a federal commission, and as for a traveling naturalization commission, he believes it an unnecessary expense.

In answer to the question asking for a general expression of opinion, Judge Bingham states: "I am in favor of an amendment of the wife of a naturalized alien, and also of the minor children on their becoming of age, similar to that required of the husband and father. As it now is, the illiterate and ignorant wife of an alien just admitted, has all the privilege of our best resident vote."

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 field men.

OREGON STREAMS.

Western Oregon.
South Fork Santiam River.—Small catches of trout are reported at Cascadia and vicinity. Reached by Willamette Valley and Cascadia Mountain wagon road by way of Lebanon. Best fishing seems to be more effective at present.

Fish and Clear Lakes.—No catches have yet been made in these lakes, as the snow continues to cover the ground and good fishing is not expected before the middle of July.

Rogue River.—Small catches of trout are being made at various points near Grants Pass. River still too high for successful trout fishing. Fishing is not yet good in the creeks tributary to the Rogue river.

North Umpqua River.—Fish are not biting on account of high water.

East Umpqua River.—Fishing is poor because of melting snow.

Brettenbush River and Tributaries.—Fishing not yet good because of high water and melting snow.

Row River.—Good catches of trout being made at points between Dorena and Dorena. Reached by auto and railroad by way of Cottage Grove. Fish are taking spinner and Royal Coachman fly.

Laying Creek.—Good catches of trout are reported at Rajada. Reached by auto and peck trail by way of Dorena and Dorena. Fish are taking spinner and Brown Hackle flies.

Sharp Creek.—Good catches of trout being made at Red bridge and Hawley's place. Reached by auto and railroad by way of Cottage Grove and Dorena.

EASTERN OREGON.

Willow Lake.—Good catches of Bluebacks are being made at points on the lake. Reached by auto from Joseph. No other good fishing reported in the region. Streams are still high and muddy.

Main, East and West Eagle Creeks.—Small catches of Rainbow and Dolly-varden trout are being made at points along streams. Reached by auto road by way of Medford Springs and Sparta. Water is still high.

Mill Creek.—Small catches of Rainbow trout are being made at points near Cove and Grand Ronde River. Reached by auto by way of Cove or Union, the water is high.

Eudora Creek.—Small catches of the Rainbow trout are reported at points near Elgin. Reached by auto. Stream still high.

Clark Creek.—A few catches of Rainbow trout are being made at points near Elgin but stream is still too high for good fishing.

Pipe and Clear Creeks.—Small catches are being made at points along stream of eastern brook and Rainbow trout. Stream is still high.

Olive Lake.—Good catches of Rainbow trout are being made at points on the lake. Reached by poor auto road by way of Sumpter and Granite.

Veteran Who Served With Canadians Returns Home

Theo. J. Condo, brother of Mrs. S. C. Kafoury has returned to Salem having been 26 months of service overseas with the Third Division Canadian machine gun corps. With the Canadian forces he was in several of the fiercest battles in front of Ypres, where the Canadians lost 24,000 men in the continuous fight of ten days.

When the great allied advances began on August 8, 1918, at Amiens, he was still with the Canadian forces when they advanced more than four miles in four days capturing 12,000 prisoners and crossing the famous Hindenburg line.

He was with the Third Division of gunners, the first to enter the village of Mons, liberating 15,000 civilians on the morning of November 11, 1918. The entire battalion was decorated by the mayor of Mons after its entry. Mr.



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No charge for a thorough inspection. We will tell you the exact cost of any needed repairs before we tackle the job. If your tires cannot be successfully repaired, we'll tell you.

Our Tire Saving Department is saving a lot of money and mileage for car owners.

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Call us by phone—we'll get your tires and deliver them again, in good order.

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This complete equipment would double the value of your Ford.

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The Battery Shop

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Condo says that in the offensive starting August 8 and ending November 11, 1918, the 3rd division in which he served liberated 50,000 civilians. He speaks highly of the service of the American Red Cross and says that the people of France and Belgium will never forget the efforts of this American organization in alleviating their sufferings.

"Habe college" opened its doors at the Brewery in New York Tuesday, under the direction of James Eads House of St. Louis, the "millionaire hobo." (Course will be given in "sociology," "industrial law" and "public speaking.")

BUY IN SALEM ALWAYS