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HAUSER BROS.

STATE STREET

SALEM, OREGON

Urges Truck Makers' Co-Operation In Two Important Agitations

"There are two important reforms necessary for the progress of the agriculturalist," said R. S. Davey, general sales manager of the Bethlehem Motors corporation recently at a small gathering of visiting manufacturers at Al-lentown, Pa. "One is through legisla-tion, for extension and improvement of road conditions in farm districts, the

other is for the attention of terminal facilities, such as stock yards."

There is no intention, he pointed out, to antagonize any particular localities for this condition of their roads, since roads are after all for the most part a local proposition within the state.

"But," said Mr. Davey, "our purpose should be to encourage road building in a general manner throughout farm districts. Many local authorities in all parts of the states are antagonizing the motor truck as being destructive to roads. It is that spirit which we must win over—not stamp out. It is recognition, by all road authorities that where roads used by trucks do not

stand up, it is the fault of the road, not the truck. In California they have some cement roads that are used constantly by hop and fruit growers running constant trains of trucks. These roads support any wear. We must agitate in a friendly way for such kind of roads. That will not only eliminate a gigantic sales obstacle for all truck manufacturers, but will also win for us the friendship of truck owners."

Mr. Davey then spoke of stock yards, showing how improvements can be made generally to help the farmer in his use of the motor truck for transportation of live stock. The handling of live stock is one of the most practical uses of the truck it was stated, because driving the live stock over the road either all or part of the way to market means a loss of flesh and detriment to physical condition of the stock, of economy and minimum wear on the car. The truck transportation is better than any other. Loading platforms should be built along the roadways for loading and unloading cattle on motor trucks. At stock yards in many places proper facilities for loading trucks are not installed, and should be encouraged. Stock is frequently made to jump off the trucks because the present runways are not accessible to motor trucks. "These conditions will be remedied by the natural progress of the farmers themselves, in the course of time," declared Mr. Davey, "but with our assistance they could be improved sooner, with not only benefit to the farmers, but indirectly, to ourselves."

CONDITION OF ROADS IN WESTERN OREGON

McKenzie Highway—Open between Eugene and a point a short distance above Lost Creek Ranger Station. Good condition, Eugene to Blue River. Closed by snow between point mentioned and McKenzie Pass.

Willamette—Open and in fair condition, Eugene to Pine Creek. Closed by snow, Pine Creek to summit.

Anna Creek—Open from Kinmath Falls to a point two miles inside National Park boundary, and in fair condition. Closed by snow between this point and Crater Lake. No detours possible. Should be open July 1.

Medford Crater Lake—Open and in fair condition between Medford and Park boundary. Closed by snow between this point and Crater Lake. No detours possible. Should be open about July 1.

Brookings-Gold Beach—Open between Brookings and Gold Beach, and in good condition except about two miles on Pistol Hill, which is rough.

Grants Pass-Crescent City—Open entire length and in good condition.

Crescent City-Gold Beach—Open between Crescent City and Gold Beach. In good condition between Crescent and Brookings; rough north of Brookings, and very rough and muddy at the mever Creek hill.

Eugene-Florence—Open between Eugene and Florence, but in poor condition in many places. Road will remain open all summer, except immediately after heavy rains. Rough and narrow in places, with many sharp turns; should be undertaken only by experienced drivers.

Riddle-Tiller—Open between Riddle and Tiller and in good condition. Douglas county has a crew cutting down some of the worst grades between Canbyville and Tiller. This work will take about three months.

Cottage Grove-Diston—Open and in good condition between Cottage Grove and the Ruston ranch. Closed for autos between this point and Bahemia. No detours possible. Wagons can get over this road, but it will not be open for autos this year.

Barlow-Oak Grove—Open and in fair condition, Portland to Twinbridges; possible, Twinbridges to Government camp; closed by snow between Government camp and Clear creek; open Clear creek to Wapinitia; open and in fair condition, Wapinitia to Colfaxville.

Pacific Highway—Open and in excellent condition except where road construction is in progress between Medford and Riddle. Road is open to traffic at intervals during the day and closed at intervals during blasting operations. Paving is in progress between

FORDSON TRACTORS ARE CUT IN PRICE

Reduction Of \$135 Announced As Being Effective Immediately.

Vick Bros. announce a reduction in the price of Fordson tractors, effective at once. Instead of the former price of \$885.00 at the factory in Detroit, the new price is \$750 in Detroit.

This rather unusual announcement of a reduction in price of the tractor just when materials are advancing and labor costs are going higher is due, Mr. Vick says, to the fact that the Fordson tractor is now being manufactured in quantities.

One year ago, when the Fordson was first introduced in this country, the factory had an output of 63 a day. Now the output has increased to 500 a day and it is by this immense quantity production, that Henry Ford has been able to reduce the price.

Until this week the price of the Fordson tractor delivered in Salem was \$975. Now the price established for the coming year is \$835, a saving to the farmer or fruit raiser of \$140. There has been no reduction in the price of the Gopher plow and this will hold at \$160.

"This reduction in price against a stiff steel market shows what Henry Ford can do with his quantity production," said Mr. Vick. "We have a promise of 1500 tractors for the fiscal year beginning July 1. There has been no change in the tractor as it has been found to be almost mechanically perfect, and the reduction in price is due entirely to the increased production."

Mr. Vick is of the opinion that within another year the Fordson factory will have an output of 1,000 tractors a day. And he also believes that it will require an output of one thousand a day to supply the demand next year, as it has been demonstrated that the Fordson will do the work and save money for the man who cultivates 20 acres or more.

What a Fordson will do has been demonstrated here in the valley. Mr. Vick said, as it was noticeable last year at the Salem Fruit Union that the finest prunes and in fact the best of all fruits that were delivered to the Union were by men who had cultivated carefully with a Fordson.

Vick Bros. are now looking up suitable quarters in Portland for the erection of a large wholesale building for the handling of the tractors in Oregon and part of Idaho.

They have not as yet been successful in locating a building to rent, with the proper track facilities and for this reason it is more than probable they will build. If the firm find it necessary to build in Portland, this will mean that the headquarters of the Fordson tractor, wholesale, will remain in Salem for several months.

"I expect to see the time when every owner of 20 acres, whether farming, fruit raising or in other business will own a Fordson tractor," said Mr. Vick. "It is just a matter of economy and it is also good business."

Grants Pass—Open, a rough road on the north side of the river is necessary.

Roseburg-Pool—Open and in good condition.

Three Rivers—Open between Willamette and Tillamook. Six miles through Grande Ronde Indian reservation is very rough, and practically impassable for several days after heavy rains. Construction work is in progress between Dolph and Hebo.

Alsea River—Open, Corvallis to Waldport. In fair condition as far as Missouri bend. Passable but very rough Missouri bend to Waldport.

Bandon-Gold Beach—Open and in possible condition for light cars, entire length.

BASEBALL AT SILVERTON

The Silverton Post 1, baseball team met one of the strongest in the state Sunday afternoon, in a game played here when they defeated the Post 1 team of Portland. The score was four to five in favor of Silverton and it was exciting from beginning to end. The local boys, not having the practice the Portland team has had this season, lit it up more than probably they will build. If the firm find it necessary to build in Portland, this will mean that the headquarters of the Fordson tractor, wholesale, will remain in Salem for several months.

TO GIVE \$1500 FOR 'Y'

At a meeting held in Masonic hall Tuesday evening Silverton pledged \$1,500 and subscribed a portion of the amount in the interest of the Y. M. C. A. campaign. Quite a number of the business men were in attendance, and all seemed enthusiastic for the success of the campaign.

The speakers were J. B. Rhoads, state secretary of the association and Harold Eakin of Salem. F. E. Callister of this city presided. Committees were appointed to canvass in the city and they will begin work at once.—Tribune.

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NOSKE KNOWN TO HUNS AS BERLIN IRON MAN

Probable Successor To Head Of Cabinet Committed To "War For Revenge."

By Frank J. Taylor (United Press staff correspondent.) New York, June 21.—Gustav Noske, reported to be a likely selection as Germany's next chancellor, regards a "war for revenge" as inevitable. He made this declaration in a confidential speech to German newspapermen at Weimar last February, in outlining his policy for Germany, solely for the guidance of military critics.

"The war is lost and the French have taken Alsace-Lorraine," Noske said on that occasion. "The die is cast. We must bend all efforts to be ready for the next war of revenge. It is inevitable."

"The next time we will not make the mistake of invading Belgium. It will be France alone, with thirty five million people. With Austria we will have eighty millions. There will be nothing to it. We will be across France before the world realizes it, because we must build, and we will build, a military machine that will put in the shade anything we have done so far."

Noske concluded his talk by advocating sweeping reforms in the school system which would enable everybody to play half a day at least a good soldier. He asked the newspapermen not to publish his remarks, but to use them for educational guidance. Noske evidently did not know that Americans were present.

Noske is known as the "iron man of Berlin." He started his political career on the first day of the revolution when he played an important role in the uprising at Kiel. At that time he was considered an extreme radical. Later, when he was made military governor of Germany, he won the title of "bloodhound" among the radical groups who hate him bitterly. In Berlin his residence is surrounded all around by barbed wire barricades and is more closely guarded than any of the public buildings.

The prospective chancellor is a man of force, though not regarded as a brilliant leader. His decisions are made quickly and he shows little mercy in dealing with his opponents. He is considered the greatest enemy of bolshevism in Germany. He is a member of the majority socialist party.

SILVERTON AVIATOR

Silverton will have an airplane flight each day at the celebration of their Fourth of July and homecoming on July 4th and 5th. The flight will be a thirty minute demonstration of fancy stunts. Ward received yesterday from Lieut. Floyd D. Browne, of this city, that he expected to be in Silverton on the celebration of our soldiers, sailors and marines' homecoming.

Floyd is now employed by Major Longley, who has three machines in the passenger business. The passenger service is that of taking up passen-gers for flights at so much per trip.—Appeal.

Crops in Lane county are in better condition and promise bigger yields at this time than they have in any season for many years.

Chehalis and Centralia closed the boy scout drive with an addition of 253 new scouts and a total fund raised in the drive of \$301.50.

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