Willard STORAGE BATTERY SERVICE STATION

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Proved Beyond a Doubt

"Threaded Rubber or Wood Insulation"

N. C.-4 "Willard Equipped" On First Trans-Atlantic Flight. All three navy planes use Willard batteries on big jump.

"Our engines worked perfectly," said Commander Read of the NC-4.

The NC4 carried Willard Batteries.

On the long jump, high in the air above the fog, the Willard Storage Batteries functioned perfectly, never a miss or a skip.

Ten S. O. R. Willard Batteries, with Threaded Rubber Insulation, were on the NC-4 as she blazed the new trail and made history. Four batteries were in use and six were held in reserve and **NEVER NEEDED.**

Absolute dependability and constant performance were essential---so Willard batteries were chosen and lived up to their reputation.

Every unit on the NC flying boat had to pass a thorough inspection and rigid test before it was used. Willard batteries were not chosen on **REPUTATION** alone---they were selected because they earned and continued to earn that reputation. Our customers will be interested in this fact. Everyone is talking about that wonderful feat of the NC-4 and we are proud of the part that Willard batteries played in it.

Degge & Burrell

Auto Electric Shop

Phone 203 418 Court St.

Dallas-To-Boston Squadron Threaded Rubber Insulation

WILLARD SERVICE HELPS THEM GET AWAY IN GOOD SHAPE.

The fleet of seven airplanes now flying from Dallas to Boston, are Willard equipped.

The night before the planes were to leave Dallas, a government messenger came to the Willard Service Station there to secure batteries which had been left for recharge. No one was there but the nightwatchman, who tried to the best of his ability to accommodate the messenger. He removed the batteries from the line and got them ready, but he put in the standard vent plugs, as he knew nothing on the non-spill type of vent plug which was needed. The error was discovered at 10 o'clock the next morning by J. A. Hansbrough, of the Willard Storage Battery Company of Texas. The plane were due to start at 10:30 and the flying field was eight miles from Dallas!

Mr. Hansbrough didn't stop to consider if he had time to make it. He seized the plugs, jumped in his car and proceeded to give an illustration of high-speed Willard service. At 10:29 he arrived at the flying field. At 10:30 the planes left the ground with the right vent plugs in their Willard Batteries.—News.

COLONEL JOHNSON DEAD

San Francisco, June 27.—Robert A. Johnson, former lieutenant colonel of the Twentieth engineers and a prominent lumberman, died here last night following an operation. A few days ago he was notifed that he had been awarded the French war cross. Johnson had large lumber interests at Klamath Falls Oregon.

Dario Restr To Compete In Tacoma Races July 4th

Tacoma, June 28.—(Special.)—Dario Resta, one of the most famous motor car drivers on any track, will be seen at Tacoma for the first time at the July 4 events on the Speedway. Resta has been attracted to the northwest as a result of the record of the track for the last seven years. Captain Edau Rickenbacker, American ace of aces, is coming as referee, Louis Chevrolet, dean of all American racers, is also coming for his initial appearance at the Speedway. The five drivers for the 1919 events include Resta, Chevrolet, Cliff Durant, Eddie Hearne and Ralpa Mulford. Hearne took second money in the recent 500-mile race at Indianapolis one of the most hotly contested races in the history of the Indianapolis course.

Rickenbacker will be the honor guest at a banquet at the Tacoma Commercial club the evening of July 3 when he will relate some of his war experiences. Rickenbacker has 26 Hun planes to his credit and is the hero of the motor car industry in the great war.

DONALD NEWS ITEMS.

(Capital Journal Special Service.)

Donald, Or., June 28.—Born to Mr. and Mrs. Loren Gensing on June 25, a son. Mother and babe doing fine and the father setting up the cigars as this is their first child. All are very proud of him.

L. Word of Portland was in Donald on Saturday.

P. Hoffstetter of Tonquin spent Monday in Donald.

Mr. and Mrs. Wampole of Woodburn were trading at the Johnson store on Tuesday.

C. S. Hoskins of Portland spent Sunday in Donald the guest of Mr. and Mrs. Owens.

C. W. Johnson of West Virginia has been the guest of his uncle and aunt, Mr. and Mrs. M. W. Johnson, since Tuesday will leave for Twin Falls, Idaho, on Friday morning for an indefinite stay.

Mr. and Mrs. George Wenger of Stockton, Cal., arrived Friday to visit Mr. Wenger's sister, Mrs. Ernest Yergen. They have just returned from New York City where they visited Mrs. Wenger's sister. While east they visited Philadelphia, Washington, D. C., Chicago and other large cities.

Mrs. Charles Stonehouse of Fargo was shopping in Donald on Monday.

Mrs. Brink of Fargo was doing business at the Donald bank on Tuesday.

Mr. and Mrs. M. C. Broon of Springfield, Or., and Mrs. W. R. Parish of West Woodburn were Donald shoppers on Friday.

Mr. and Mrs. A. H. Smith and family of Glenwood, Cal., arrived in Donald Sunday night and are the guests at the home of J. C. Moore. Mrs. Smith and Mrs. Moore are sisters. They have come to Oregon to locate permanently and we hope may decide to cast their lot with the Donaldites.

Mr. and Mrs. Dayton Walker returned from Salem Tuesday after spending several days there with friends.

Miss Sophia Snowden of Portland, who has been running the boarding house at the Brun wood camp, left for Portland on Saturday.

Mrs. Hite of Butteville visited her mother, Mrs. Owens, on Tuesday.

Mr. and Mrs. Inman left for Portland on Friday after spending several months at the Johnson sawmill.

The Hoffstetters of Tonquin, who brought the five-acre cherry orchard in Donald are in town this week gathering the cherries of which they have a nice crop, having sold to the Woodburn cannery.

Mrs. W. E. Allison of Kirksville, Wis., is visiting her sister-in-law, Mrs. M. W. Johnson for a week after which she will leave for Ocean Park, Washington for the summer. She will then meet her daughter, Mrs. C. E. Tompkins and children, of Walla Walla, Wash., her sons, G. S. and J. C. Allison of San Francisco. The mother and daughter will remain until September and the sons divide the time between Ocean Park and Frisco during that time.

Mrs. Heron, who has been spending some time with her daughter, Mrs. Smith, has gone to Ashland to visit her son and family.

Mrs. Chambers, deputy organizer of the Maccabee lodge, visited the Donald lodge on Tuesday. It being a call meeting not many were present, but a fine lunch was served and a general good time had by those fortunate to be present.

The Eastern Star had a closing meeting Friday evening followed by a social time, serving fine cakes they are noted for, with strawberries and cream.

The dance given by the Maccabee lodge Saturday evening was a decided success, socially and financially. The music furnished by the Kent's orchestra being exceptionally good. Portland, Aurora, Hubbard, Woodburn and Salem all having representatives present for the evening.

Mike DeSart moved his family to Salem on Wednesday, where they will remain until next spring.

Mr. and Mrs. George Lamb attended a reunion of family and friends in Portland last Sunday meeting fellow students of the normal whom they had not seen for years. A delightful day was spent renewing old times.

Mrs. John Singer was at home to about twenty ladies Thursday at her beautiful country home a mile from Donald.

Mrs. A. E. Feller and Mrs. F. Mercer were in Salem Monday night.

Loganberry picking will be in full swing in and around Donald just as soon as the sunshines again. Picking in the Perkette yard was to hae begun Thursday morning but because of the rain was postponed.

Mr. Kennedy of the Kennedy-Sibley Wood company came out from Portland on Monday to lok over the situation at the yards. They have had to put in a large bridge to facilitate their sawing, but it is about completed and they hope to ship out several cars a week from now on.

Mr. and Mrs. A. L. Connett have moved to the Smith timber tract, where Mrs. Connett has charge of the boarding house and Mr. Connett is hauling to the station where they are shipping to Portland.

FIREWORKS BAN LIFTED

(Capital Journal Special Service.)

Dallas, Or., June 28.—After being petitioned by a big majority of business men and other prominent citizens, Mayor Risser has decided to life the ban placed on the firing of fireworks within the business section of the town on the Fourth of July. Mayor Risser's action is asking the people to celebrate a "sane" Fourth was in response to a letter from the state fire marshal asking that all due caution be observed this year at Fourth of July celebrations in regard to the setting of fires which are usually caused on that day by fireworks of some manner. Mayor Risser had stated that he would close the town tight to fireworks but upon the presentation of the petition with the names of the business men affixed he stated "in that case he would not be held responsible should a fire occur" so was willingto let the boys have their sport in celebrating.

CONDITION OF WESTERN OREGON ROADS

Anna Creek.

Open from Klamath 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-Klamath Falls.

Open and in fair condition, Medford to Klamath Falls. Rim road still closed on account of snow. No detours possible. Should be open about 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.

Brokings-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 Brokings, and very rough and muddy at the Meyer 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 condtiion. Douglas county has a crew cutting down some of the worst grades between Canyonville and Tiller. This work will take about three months

Cottage Grove-Disston.

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

Barlow-Oak Grove.

Open between Zizzag Ranger Station and Big Meadows on Salmon river. In fair condtiion for ten miles to Big Muc hole, and from there is in bad condition. Road closed between Big Meadows and Clear Lake on account of snow. Should be open about July 5.

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 Grants Pass and Rogue river, and a detour over a rough road on the north side of the river is necessary.

Roseburg-Peel.

Open and in good condition.

Three Rivers.

Open between Wilamina 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, Corvalis to Waldport. In fair condtiion as far as Missouri Bend. Passable but very rough, Missouri Bend to Waldport.

Bandon-Gold Beach.

Open and in passable condition for light cars, entire length.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

Editor Motor Service Bureau Review of Reviews

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Realizing Fuel Economy Expectations

Many Adjustments Prevent Realization Of Claimed Efficiency

IN INFREQUENTLY IT HAPPENS that a motorist who purchases a car, fails to obtain from it as high gasoline economy as he has been told in advance that he should secure or so high as the other users of cars of the same make and model are known to be achieving. This is always a cause of dissatisfaction and chagrin, for it is natural for every owner to desire to do as well as anyone else in this respect. Some of the chief causes for low fuel economy are comprised among the following: Too rich running adjustment of the carburetor. Means should be provided for temporarily enriching the mixture, when it is required, but the regular adjustment should be made while the engine is heated and should be a little leaner than that giving maximum pulling power. Lack of tightness of the cylinders, due to ill fitted pistons or rings, imperfectly seating valves and defective gaskets. Mistiming of the valves, including failure to open fully and close promptly and incorrect timing of the spark causing too early or delayed firing. Imperfect vaporization and mixture with air of the fuel supplied, due to faulty manifold construction, lack of heat supplied the intake system or too low cylinder wall temperatures, occasioned by too low cooling water temperature. Internal power waste, due to the negative work incident upon premature ignition, resulting from carbon incrustations of faulty jacketing. Unusual frictional losses, caused by inadequate piston lubrication attributable to oil of improper grade, quality or condition. Abnormal power losses in bousings, resulting from lack of lubrication or from the use of unduly viscous lubricants and frictional resistances produced by brake bands which do not fully clear their drums. And by badly aligned road wheels.

CHARGING BATTERY FROM FARM LIGHTING PLANT

W. L. writes: A neighbor of mine has one of the gasoline engine driven farm lighting plants and it occured to me that I might charge my auto battery from it and save taking it to town. If this can be done, please explain the method.

Answer: As plants of this kind generate direct current and as direct current is necessary for your purpose, you can readily charge your battery from this source. If this is

a 30 volt outfit, each 40 watt lamp passes about 1 1-3 amperes and 5 of these will pass between 6 and 7 amperes. Arrange the circuit so that the current that supplies these lamps also flows through your battery, making sure that current is passing in the right direction. The following test can be used: Dip the wires coming from the lamps and that from the other side of the circuit into a tumbler of water, containing a little salt. The wire giving off the more gas bubbles should be connected to the negative or (—) post of the battery. The wiring is simple; from one side of the supply circuit to one side of the bank of lamps, from the other side of the lamp bank to one side of the battery and from the other battery terminal to the other side of the supply circuit. There should be a switch included.

CAUSE OF RATTLING NOISE

H. C. asks: What is the most likely source of an annoying rattling at the forward end of my car, which occurs when driving over car tracks or rough places in the road?

Answer: Most likely it is in the steering gear. Looseness at the end

of the tie-rod, which connects the two wheels or at the ends of the rod which connects the steering device with one wheel, lost motion at the steering knuckles or loose bearing adjustment of the front wheels may cause this. Looseness of the hood upon its supports or lack of tightness at the front springs may produce such a noise.

TUBE PATCHING OUTFIT

S. P. T. asks: Everything considered, what is the best outfit for use in mending inner tubes, that can be carried upon a car?

Answer: We presume that the little portable vulcanizers would be called the best. These make use of prepared patches, each of which carries its own fuel, sufficient to furnish the heat required to vulcanize it. A vulcanized tube repair can be quickly made in this manner. Patches affixed merely by cement and not vulcanized give good results and such a repair is the quickest. These prepared patches, already cemented and requiring only to be moistened with gasoline and applied, are to be had of all supply dealers.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.

Tires

"THE BERGOUGNAN"

A Wrapped Tread Tire

Best Known Tire in Europe Now made in U. S.

6000 Mile Guarantee

Includes War Tax

		Our Price	List Price
28x3	Non Skid	$14.50	$19.25
30x3	Non Skid	16.60	20.40
30x3½	Non Skid	21.75	24.75
32x3½	Non Skid	24.75	30.15
31x4	Non Skid	26.75	36.75
32x4	Non Skid	30.50	38.50
33x4	Non Skid	32.00	40.30
34x4	Non Skid	33.50	41.10

3500 Mile Guarantee

Factory Firsts—Standard Makes

			Tubes
30x3	Plain	$11.25	$2.35
30x3½	Non Skid	15.25	2.85
32x3½	Non Skid	17.95	3.00
31x4	Non Skid	20.50	3.65
32x4	Non Skid	24.75	3.75
33x4	Non Skid	25.50	3.85
34x4	Non Skid	25.95	3.95
36x4	Non Skid	29.85	5.25

Mail Orders Promptly Filled

MALCOLM TIRE CO.

Commercial and Court Street Salem, Oregon.

The Crowning Glory

of a car is the top. The object of a top is to keep off the sun, the wind, the rain, or the snow. In addition it should go up easily and quickly in the emergency; and when it is up or down should give an added touch of beauty to the car We make tops that fulfill all these requirements.

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MONARCH Ranges outlast other ranges because they are protected from Rust Damage by Vitreous Enameled Linings **INSIDE** the Flues.

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If your car is equipped with our tires. Ordinary accidents will not come your way. Punctures, skidding, etc., will be things of the past Our tire service spells auto riding economy. Divide the cost by the number of miles traveled and you'll find our tires far cheaper in the end.

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Magneto or battery type ignition troubles adjusted.

Generator or starting motors repaired.

New batteries for any car.

All batteries tested FREE.

263 North Commercial Street

Phone 413

If You Can't Buy It In Salem You Dont Need It