



PAIGE

The Most Beautiful Car in America

TODAY the list price of the Paige Linwood "Six-39" is \$1175. On a purely comparative basis, there is no other car on the American market that even pretends to offer so much Beauty, Luxury and all around Efficiency for so little money.

But take advantage of this rare opportunity while it exists. Place your order now—before the list price of every Paige model is substantially increased.

Stardust "Six-51" seven-passenger	\$1495 f. o. b. Detroit
Fairfield "Six-46" seven-passenger	\$1175 f. o. b. Detroit
Linwood "Six-39" five-passenger	\$1175 f. o. b. Detroit
Brookland "Six-51" four-passenger	\$1095 f. o. b. Detroit
Durham "Six-19" two or three-passenger	\$1175 f. o. b. Detroit
Luxurline "Six-51" seven-passenger	\$1750 f. o. b. Detroit
Sedan "Six-39" five-passenger	\$1300 f. o. b. Detroit
Sedan "Six-39" five-passenger	\$1275 f. o. b. Detroit
Town Car "Six-51" seven-passenger	\$1750 f. o. b. Detroit

Paige-Detroit Motor Car Co., Detroit, Mich.

GUYER & PRIEM

246 State Street Phone 867

Record Was Shattered By Paige Roadster

With a total lapped time of four hours and 46 minutes, George M. Price of Seattle shattered the Seattle-Vancouver, B. C. record Memorial day in his yellow Paige roadster, leaving the Seattle downtown district at 3:58 a. m. and checking in at Vancouver at 8:52 a. m.

Through his run Price surpassed the record made two weeks ago by an Oakland roadster driven by Manager Harry D. Austin, who in turn had broken the long standing mark established in 1914 by a Buick touring car and until recently never equalled.

Those who declared that it was impossible for Austin in his Oakland to have covered the road in the time announced, five hours and 57 minutes total lapped time, and three hours and 52 minutes actual running time, will find an even more surprising record by the Paige.

An average speed was maintained to Bellingham of 42 miles per hour, and the total average speed throughout the trip was about 37 miles per hour total lapped time. Bellingham was reached from Seattle in two hours and 41 minutes, the drivers being favored by practically clear roads at an early hour of the day.

Patriotism Is Shown by Motor Employees

Two thousand employees of Plant No. 1 of the Studebaker corporation, Detroit, recently participated in a patriotic demonstration for the American Red Cross, the like of which Detroit has never seen before.

Workers representing the "Spirit of '76" and Uncle Sam, and girls portraying Liberty and the army and navy, were at the head of a parade of employees which marched to patriotic airs by the famous Studebaker band of 65 pieces.

Upon entering the large courtyard a salute was fired by members of the "Studebaker Home Guard," an organization of picked men, fully equipped, from the factory rank and file, and a great flag was unfurled with the Red Cross emblem. The hundreds of workers, then sang the "Star Spangled Banner."

Judge Arthur J. Lacy, of Detroit, made a stirring address and brought lusty cheers when he said that America is warring not against the German common people, but against despotic rulers and for the extermination of autocracy.

Red Cross nurses were stationed in the various departments of the great motor car plant to receive memberships and issue receipts for contributions. The full factory force responded generously to this Red Cross appeal, many workers giving as high as \$5 each to the fund.

Mitchell Motor Proves True In Long Test

With a task of nearly one year's length before him and a considerable portion of the United States and Canada as his educational studio, Robert C. Bruce, of the Educational Film Corporation, has undertaken a mission for taking a series of moving and still pictures for display in moving picture houses throughout the continent of North America that critics say will afford the biggest educational feature ever attempted in this country.

Mr. Bruce left New York on January 14, electing to make the entire excursion by automobile. His boldness in plan of this trip and his determination to prove, at the same time, the invaluable assistance that could be rendered by a motor car astonished the biggest man of the film world. His selection of the Mitchell car for his strenuous traveling came as a result of a close study of automobile efficiency. No sooner was he determined upon utilizing a Mitchell than he called upon Charles P. Skinner, the Mitchell representative in New York and purchased a First series seven passenger touring car and outfitted it for the memorable camera journey. Nearly 1,000 miles of the "swing around the big circle" have been traversed and already the film expert has obtained enough films to demonstrate the wisdom of his selection of the machine to carry him through vicissitudes of roads and trails that are in themselves one of the most admirable educational features of American life in Southern states.

Because the motor of the Mitchell car never has given him a moment of mechanical trouble and the car lived up to his ideals in efficiency, speed and endurance, Mr. Bruce announced that he had given the machine the name "The Quicker'n'ell."

"It goes through everything that has a suspicion of a road under the mud," wrote Mr. Bruce in one of his communications to President Friend, of the Mitchell Motors company. "The Quicker'n'ell is still on top—and all the way but the car runs splendidly."

"We have been through rain and mud for the last six days," came the message from another point. "Car running finely. Since leaving Richmond we have drilled through some awful stuff. Got into a hole in the front axle being completely buried. We have made 850 miles to date—never meet any other heavy cars on the deep roads."

After an extremely difficult trip via Augusta and Macon, using the shovel and jack frequently on roads that seemed bottomless, the film expedition reached Jacksonville, Florida. There he completely broke the mud-splattered machine and driver were very enthusiastic and the Mitchell dealer had a big reception at his salesrooms for the camera expert.

Mr. Bruce is entirely satisfied with the progress of his mission into the Florida country, has become almost partial in his letters to his home office on the wonderful performance of the Mitchell amid road conditions that appear to have deterred many other owners of heavy cars from the highways and is preparing to send to the Films

AROUND THE RIM OF THE UNITED STATES

Saxon Trail Blazer Passes Through Salem On Its 14,000 Mile Trip

Much curiosity was aroused Thursday by the arrival here of the "Saxon Trail Blazer," a little Saxon auto which started out March 6, 1917, from Washington, D. C., to roll around the rim of the United States, a distance of between fourteen and fifteen thousand miles.

This little machine was mud bespattered and looked in good condition for the hard trip already made. On leaving Washington, A. W. Schlabach, driver, took the car south along the east coast to Miami, Florida, then across to the Gulf to Tampa, then to Pensacola, New Orleans, and from there up the Rio Grande and across the desert to San Diego, California. From there he has come up along the Pacific Highway to Salem. This distance traveled so far is 7,500 miles.

He expects to go from here to Seattle and then follow the Canadian boundary up to the northern point of Maine and then down to Washington again.

He has been sent out by the Saxon Car company to demonstrate the ability of the car and also to interest people everywhere in a National Boundary Highway. If he succeeds in getting the car safely around it will be the first car to make such a long and arduous trip. He expects to reach Washington about August 15, when he will have gone about five and one half months.

Under the strain of all kinds of roads he says the little machine has borne up extremely well, and also that he has not been trying to break any speed records and has made few repairs.

He was registered for the war census in Los Angeles.

Concerning the National Boundary Highway he has the following to say: "Some Reasons for Highway."

From all parts of the country comes the call these days for motor routes, practical for travel in every season of the year and ones that will permit auto-mobility to all parts of the country.

This fact alone is sufficient to mark the proposed National Boundary Highway as practical as desired. There are, however, many other reasons why such a trail, leading along the edge of the entire United States is destined to prove among the most attractive of all motor highways.

Heretofore motoring has been confined to the inland parts of the country in making a journey from coast to coast and the transcontinental motorists, of whom there is yearly increasing numbers, have been forced by lack of a suitable roadway along the coast to content themselves with a journey that was quite limited in its scenery range. This lack of a variety of both scenery and climate has suggested the National Boundary Highway.

In blazing a trail for this route, which will be the longest motor trail in the world, the Saxon Four roadster is only a jump ahead of a strong public demand that such a project be rushed to completion. Motor car owners in all parts of the country have been seeking a route which could be taken in either summer or winter with pleasure, and the more daring to them, having exhausted the range of the present long highway, have been waiting for new places to travel.

All things considered, the need for a boundary highway became most apparent and the Saxon Motor corporation, always a staunch supporter of highways of this kind, decided to make the initial step by sending a stock model and stock equipped roadster to lay out the highway. This car left Washington, D. C., immediately after the inauguration ceremonies and expects to arrive back there, after traveling the boundary from Maine, to the tip of Washington in about five months.

corporation the first installment of educational films for assignments to the theatres.

"The United States has localities teeming with local color," remarked Mr. Bruce as he was preparing to continue the itinerary from Jacksonville, "and the film artist would be unaided if he cannot ignore the element of accessibility that is provided by the motor car. Before the Mitchell machine has concluded the journey that I have outlined for this educational film work it will have traversed a variety of roads that will afford a study in highway construction. It is so well demonstrated that John W. Bates' ideas of car construction are so well founded that another enthusiastic Mitchell car owner will have been added to the big list of Mitchell boosters. The Quicker'n'ell message on road conditions may be seen in a great many picture theatres throughout the country, coupled with my selection of country wide views."

\$50,000 In Liberty Bonds As Prizes Is Maxwell Co. Offer

With a score of 39.67 miles per gallon for 50 cars and 27.47 for 892 cars, the nation-wide Maxwell gasoline demonstration on May 23 has inspired the Maxwell Motor company to put up \$50,000 for another great one gallon gasoline economy contest.

United States Liberty bonds are to be the prizes in this second event. The contest is for Maxwell owners exclusively, dealers being barred.

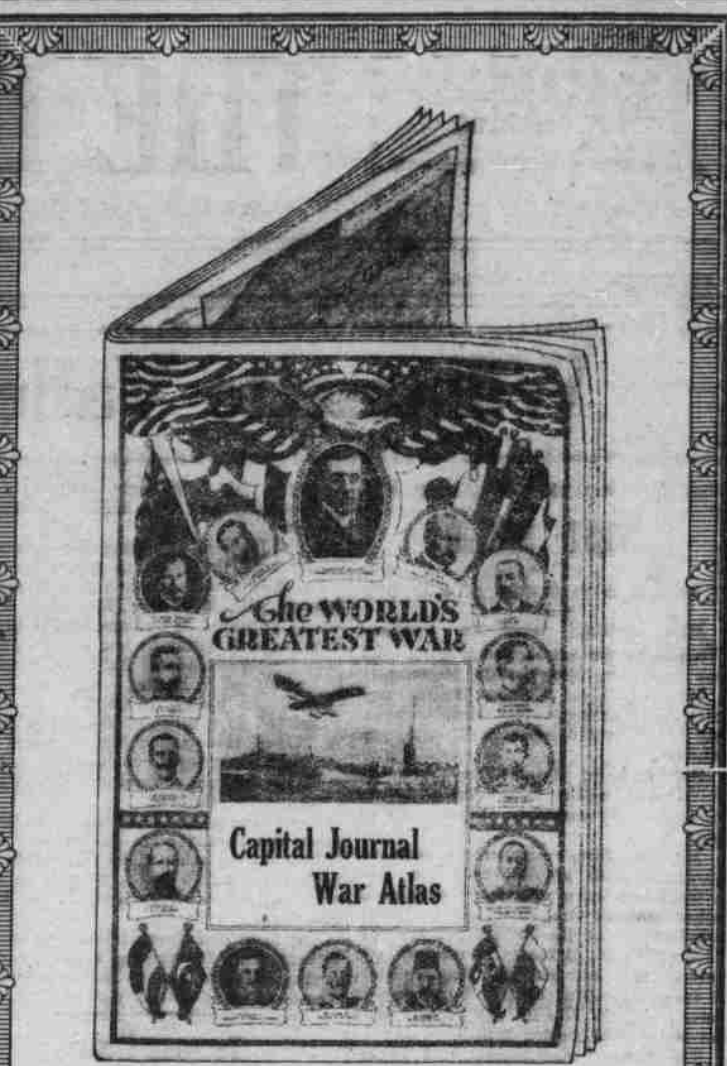
The Maxwell company expects to get an entry list of 40,000 owners' cars for this second contest, which is to take place all over the United States from June 16 to 25.

Dealers Share in Success.

Of the \$50,000 in United States Liberty bonds to be awarded by the Maxwell company, \$25,000 worth of the bonds to be awarded as owners' prizes for mileage made on one gallon of gasoline.

The other \$25,000 will go to the dealers as rewards for assisting the company to make the stupendous undertaking a success.

The conception of this big event or-



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A. W. SCHLABACH DRIVING THE SAXON FOUR AROUND THE RIM

England Gets 500 American Tractors Shipped by Express

Five hundred tractors made in St. Paul, Minn., will soon be at work in the fields of England to help beat the U-boats in their starvation game.

This order was rabbed to the E. G. Staudt Mfg. Co. of that city early Saturday morning, and they were notified that the steamer Anconia could wait but two days for the tractors.

The entire factory and office forces turned out and worked for 29 hours without rest, and before noon on Sunday the entire shipment of 500 Staudt Mack-A-Tractors was crated for export, loaded on a special express train and speeding for the waiting steamer.

The Staudt factory is reported to be the only tractor factory in this country that was able to handle an order of this size at this particular time. The U. S. department of agriculture recently took a census of the tractor manufacturers and found that they had less than 500 available new tractors, while the Staudt plant is turning out about 1000 Staudt Mack-A-Tractors every week.

These tractor devices will be attached to Ford cars that are already in England and will then be used to do the work of 4-horse teams in plowing and other farm operations. They are also used for hauling heavy loads.

The Staudt is attached to the Ford car by taking off the rear wheels. It is stated that there are nearly a million Ford cars available in this country for doing farm work in addition to their regular road driving, as the change from tractor to road wheels takes less than half an hour and the farm work does not interfere with the driving qualities of the car for road work.

The express charges on this shipment alone were over \$9,000.

Market for slaughter only those being absolutely worthless for breeding stock. There is a strong demand among farmers for breeding stock and owners of ewe lambs should have no trouble finding a breeding market for them through county agents or the state agricultural colleges. Sheep specialists of the Department believe that although prices for breeding stock now are high, those who start production of wool and mutton on a moderate scale will have no cause to regret purchasing breeding stock at present figures.

SAVE THOSE EWE LAMBS
Washington, D. C., June 15.—Save every ewe lamb possible or breeding is the urgent message the Department of Agriculture is sending to sheep owners.

Collie Dog Makes A Good Chauffeur

Gear-shifting, of course, is outside the limits of possibility for him, but except for this operation a big collie, owned by a Doughkeepsie, N. Y., automobile dealer, is able to drive a motor car. Everybody along "auto row" in New York city was completely dumfounded not long ago when the dog acted as chauffeur for his master. While weaving in and out through Broadway's traffic, however, the owner had an auxiliary control at hand to help the animal out of tight places and avoid the danger of a mishap. But on ordinary occasions when congested streets do not have to be negotiated, the collie drives along like a man, turning corners and avoiding other vehicles with surprising facility. On such rides his master sits beside him, or in the tonneau behind. On a track, where the chance of accident is eliminated, the dog drives along with nobody in the car to help him. No special device is fixed to the steering wheel to assist him.—Popular Mechanics.

RULES OF THE ROAD GIVEN AS A REMINDER

- 1.—When approaching another automobile at night, coming from the opposite direction, slow down and turn down or dim your glaring headlights.
- 2.—Use caution when driving off the main road into the grass. Bad culverts or loose sand dirt will cause an accident.
- 3.—Don't attempt to turn out of ruts while under speed.
- 4.—Remember, at the bottom of each hill you will usually find culverts, some good and some bad; don't take a chance.
- 5.—Be considerate at all times. Other users of the road have equal rights with you.
- 6.—Freshly oiled roads are dangerous—drive slowly.
- 7.—When approaching a traction horse stop your car, kill your motor, get out and offer to assist in leading the horse by.
- 8.—Never under any circumstances drive fast approaching or passing a school.
- 9.—Upon signal from another driver approaching from the rear, pull over to the extreme right and allow him to pass. The law compels you, and courtesy demands it of you.
- 10.—Always be sure that railway trains are not approaching a crossing that you are about to use—let them pass first. It's safer.

TRY JOURNAL WANT ADS

CARS ARE WELL DISTRIBUTED

As the registration stood at the end of May, Oregon's 38,230 automobiles segregated among new and new and old combined were distributed among the counties as follows:

County	New cars	To.
Multnomah	2,063	12,406
Baker	176	854
Benton	109	690
Clackamas	295	1,402
Clatsop	116	712
Columbia	56	374
Coos	65	521
Crook	82	399
Curry	8	26
Deschutes	72	395
Douglas	149	899
Gilliam	116	343
Grant	35	215
Harney	53	302
Hood River	71	499
Jackson	273	1,656
Jefferson	91	232
Josephine	102	513
Klamath	139	713
Lake	48	283
Lane	320	1,662
Lincoln	4	54
Linn	280	1,246
Malheur	118	592
Marion	417	2,572
Morrow	132	427
Polk	176	895
Sherman	159	507
Tillamook	172	411
Umatilla	432	2,090
Union	188	997
Wasco	102	440
Wasco	173	810
Washington	221	1,086
Wheeler	9	87
Yamhill	220	1,160
Total for state	7,150	38,230

AUTO DEALERS HAVE A NEW ORGANIZATION

The National Automobile Dealers association is now the name of a new organization now being formed in the United States, in which eventually all local dealers' associations will be affiliated.

A general organization committee was named during the recent meeting for the discussion of the 5 per cent tax and this committee has called for a delegate from each local organization to attend a meeting which will be held in Chicago within the next sixty days.

Motor's Weight Is Important Factor

The factor of weight in a motor car today is a most serious consideration. It is a known fact that the lighter the car the less the expense there is of upkeep and operation; yet a car may be too light for comfortable riding and lasting qualities. Just what point in weight will produce the greatest of efficient results has been a lifelong study of some of the leading manufacturers. While this can be worked out theoretically, yet it is only through comparison of the longer the better, that the actual efficient results are to be obtained.

Motor Trip Record Is Book Worth Making

A record book of former motoring trips is well worth the keeping, as many automobilists have found by experience. Often the information desired is only to approximate a date of a party, or to verify a statement, but on such an occasion the need is urgent and the written record is valuable. Then again, genuine enjoyment can be found in recalling past, delightful days spent on some enjoyable trip. Often it is wished after the details of a trip have passed from memory that the record had been kept.

A small, attractive book in which to keep such a record of motoring trips has been printed for free distribution by the B. P. Goodrich Rubber company. This can be had by any automobile owner of the Pacific northwest for the asking.

The book is titled, "My Memory Book of Motor Yesterdays," and is divided into the following general divisions:

- 1. Trip record ruled space for noting the starting point and destinations, hotels, speedometer reading, membership of the party and expense items.
- 2. The road log is ruled for mileage and detailed description of route.
- 3. Gasoline and oil record shows date, amounts purchased, cost, speedometer reading and miles per gallon.
- 4. Tire record gives the necessary information of value to the motoring tourist such as "Tire Dots"; what to take on trip; storing tires; also a paragraph of information on the work of the National Touring bureau, which now has over 100,000 miles of highway guide posted.

All Four Hudsons Finish With Money

At the speedway races at Cincinnati Decoration day, four Hudson "Super-6" specials were entered and every one of them finished with "money," according to word received here by Viek Br's local distributors. Three of the Hudsons started on the 250 mile classic, against a field of 28 cars, and all endured through the terrific contest, finishing second, seventh and ninth respectively.

A fourth Hudson outclassed its opponents in the free-for-all, averaging 57.89 miles an hour, while the nearest competitor averaged 51.53 miles per hour.

The "Promont" racer, driven by Louis Chevrolet, took first place in the 250 mile classic, making the best time in 2:26.50. The Hudson racer which was driven by Jim Vail, finished second and maintained an average speed of 51.02 miles an hour. Its time for the 250 miles was 2:27.57.

The next race in which the Hudson Super-Sixes will be entered will be the Chicago speedway race meet.

One of the objectives of selective conscription is the minute man. And the Revolutionary minute man won't have a thing on him of 1917.