

FOUR TOWNS PLAN LEAGUE

COVE, IMBLER, HAINES, NORTH
POWDER IN IT

Evenly Balanced Circuit May Produce
Baseball this Year

Cove, Imbler, North Powder and Haines may form a baseball league for the summer's season in baseball. Imbler was particularly anxious to get a foothold with the larger towns in the circuit, but being unable to get another team to go with her, she had to be left out. Cove was proposed as a running mate but that failed and now the plan is to get a secondary league in action, and no doubt a great deal of sport would result from such a combination. All the towns in it are about on a par as to population and baseball is a live subject everywhere along its circuit.

Teams in the Eastern Oregon league are praying for good weather next Sunday—in fact some sunshine prior to that date, for the copious rainstorms have had a tendency to soften up the parks both here and at Baker, and the consequence is that if the rains keep up there will likely be a postponement.

A couple of days of sunshine though would put matters alright. The opening day, set for next Sunday, will likely draw a big attendance for every game played is going to count materially in the standings in view of the fact that there are but seven games all told. Union goes to Baker and Elgin comes here for the first contest.

This evening at Zuber all the La Grande ball team gives a dance for the benefit of its exchequer. The public is invited.

Harold Peet, star flinger of the Pendleton 1913 team, left his home in Baker county Sunday for Tacoma to join Russ Hall's team.

BOWLING NOTES

Pendleton March 29.—The three-game and five-game individual bowling records for Eastern Oregon and Southern Washington were shattered here yesterday afternoon, when L. E. Hoover of the Bungalow lloyes averaged 262 for three games and 225 for five.

Hoover was bowling against Fred Book at the time in an open competition which began last Wednesday to close April 20 for a watch offered by Herman Peters. His first game started off with every promise of a perfect stroke, strike followed strike until the last ball of the tenth frame when the wood only fell for six and a score of 296 was marked up. His five scores were as follows: 296, 194, 278, 253, and 254.

At a meeting of the high school track team meet for one year, says the Pendleton E. O. The reason is due to the fact the eastern Oregon track meet set for La Grande comes on the same date as the proposed county meet and it was impossible to secure another date. The action taken will not abolish the county meet as a permanent thing and today the principals set the last Saturday in April as the definite date for the holding of the annual meet hereafter. The oratorical contest held in conjunction with the track meet will be held here Friday evening, April 30.

"We find that to the majority of prospective purchasers, the balance of an automobile motor is a rather vague and misunderstanding subject," states Elwood Haynes, pioneer auto builder of Kokomo, Indiana. "A balanced motor by the simplest definition is one that runs perfectly smooth without vibration at any speed. Technically, the perfect balance of a motor is obtained when the resultant centrifugal forces are equal and opposite, and hence equal to zero in any plane.

"Perhaps the best way to illustrate the effect of unbalanced forces is to tie a weight to a string and swing it around the index finger. As the weight swings around in the path of a circle, the index finger is pulled on by the weight, and since the weight is constantly changing its position the pull on the finger changes and the finger begins to move so as to describe a small circle.

"The heavier the weight and the faster it revolves, the more difficult it is to hold the finger stationary. If a second weight is tied to a string and fastened to the same finger so as to extend out in the opposite direction from the first weight when the two are swung around the finger, it will be found that there will be very little or no pull on the finger if the two weights are equal.

"The same conditions apply exactly to the automobile motor. If the weights of the arms of the crank shaft and the big ends of the connecting rods are such as they swing around the crank shaft bearings that they produce equal and opposite pulls, as in the case of the two weights about the finger, there will be no vibration.

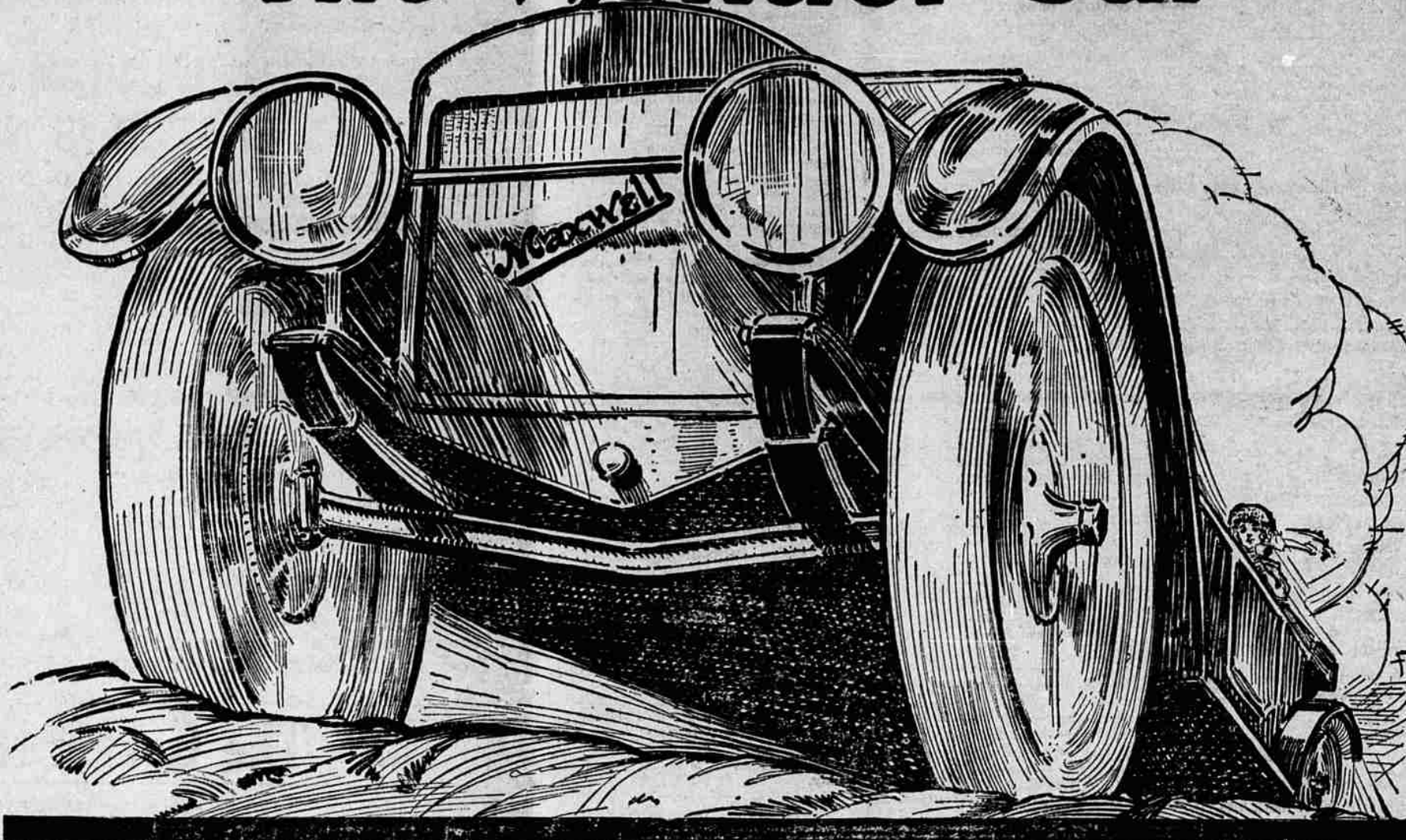
"If these weights are not equal, there will be a pull on the crank shaft bearings, and the crank case holding these bearings will tend to follow the pull of the unbalanced weights in the path of a circle. This pull is what causes vibration. It is zero, there is no vibration.

"This pull can be made zero in effect by the proper balancing of the crank shaft, the fly wheel, and of the connecting rods before assembly."

Jack Johnson's Birthday
Havana, Mar. 31.—"My birthday gift for Jess Willard will be a victory over him next Sunday," was Jack Johnson's confident declaration today upon his 37th birthday anniversary. The "Big Smoke" planned a birthday dinner tonight in his training quarters—but with himself "on the water wagon."

Maxwell

"The Wonder Car"



You can own an exact duplicate of "Wild Bill" Turner's or Billy Carlson's record-breaking Maxwells

Think of owning one of these same Maxwells—think of driving it wherever you want to—over any kind of roads—up any kind of hills, wherever four wheels can go, the same car for \$695.

Remember, every 1915 Maxwell is an exact duplicate of the regular stock Maxwell Touring Cars in which "Wild Bill" Turner broke the world's record up Mt. Hamilton, 21 $\frac{1}{10}$ miles in 48 $\frac{1}{2}$ minutes, beating the world's record by 16 $\frac{1}{2}$ minutes, and "Billy" Carlson broke the world's record up Mt. Wilson, California, making nine miles (up an elevation of 6,000 feet) in 29 minutes and 1 second, beating the previous world's record by 13 minutes.

That's the kind of hill-climber you get when you get a Maxwell.

Now about speed and endurance—here are some recent Maxwell Racing Car records:—

Barney Oldfield in a Maxwell Racing Car broke the world's non-stop record at Corona, California, for 300 miles, averaging 86.3 miles per hour. Think of it—not a stop made!

Then, right on top of this marvelous motor record, along came "Billy"

Carlson in his Maxwell Racer and made still another 300 miles non-stop record in the San Diego race. Again a Maxwell Racer ran 300 miles without a stop!

These Maxwell Racing Cars are built by the same Designers, the same Chief Engineer, that build the regular Maxwell Cars; and the same Maxwell Laboratory Tested Steel is used in them that is used in the regular stock Maxwell Touring Cars.

But, aside from hill-climbing and speed, power and endurance records, here are some of the facts about Maxwell comfort,—Maxwell special features,—Maxwell beauty and Maxwell service.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

Attractive Streamline Body

Pure streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "snap" that you will find in any of the highest priced cars.

A High-Tension Magneto

Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.

Left Side Drive—Central Control

Left side drive with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.

Three-Speed Sliding Gear Transmission

All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will

pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.

Double-Shell Radiator with Shock Absorbing Device

The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame, caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.

The Roomy Full 5-Passenger Body Adjustable Front Seat

The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—no fit one.

Low "Up-keep" Carburetor

The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tests conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.

Irreversible Steering Gear

The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.

Heavy Car Comfort

What surprises most people is the smooth, buoy-

ant riding qualities of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptical front springs and the three-quarter elliptical rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.

One Size of Tire—Anti-Skids on Rear

The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tubes. Economical 30 inch x 3 $\frac{1}{2}$ inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.

A Dependable Electric Starter

For \$55 extra, you can have your Maxwell delivered equipped with the famous Simms-Huff electric starter. This starter is efficient, trouble proof and easily operated. And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear. When you buy a Maxwell you have nothing extra to buy.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices.

This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

\$695 "EVERY ROAD IS A MAXWELL ROAD" **\$695**
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