

Oldtimer Speaks

There was nothing about him to indicate that I was in any way interested in Premier—so I took a chance and spoke to him.

"Pretty neat chassis, this," I observed quietly as I edged over a way. A little camouflage and we were on a conventional basis. Presently his eyes glinted a bit—this is about what the Oldtimer said:

"So matter how high you fly in the air, somebody with a good nose for a little more nerve will come along tomorrow and out-top you."

He affectionately tapped the right-hand frame of the Premier chassis and smiled a smile which showed very plainly that he was thinking about other chassis that he had seen in other cars at other shows.

"I have been watching the motor car ever since it was a babe in arms. And I think it out its first tooth on my watch fob. You youngsters on whom the beauty of the motor car bursts full-blown have no pictures in your mind of the old gasoline rig that they used to drive with a kick, and that made a noise like all perdition turned loose. Why, I knew the motor car when a trip from the blacksmith shop to the post office was an endurance run, and when Barney Oldfield was getting his sustenance out of a little rubber hose and bottle.

"To appreciate speed you've got to have had some experience with the cars I used to know.

"Nowadays the car that can't take hills on high, which the old rig couldn't coast down, is ruled off the track. If anybody had told me ten years ago that they would ever show cars like these, I would have thought him insane."

The Oldtimer edged around the Premier chassis and shook his head, as much as to say: "I never thought they'd ever be able to develop such a glorious specimen out of such a scrawny kid."

"Look what they've accomplished," he almost shouted.

"Just take this Premier here as an example of what American engineering brains can turn out when they have a clear field and no favorites to back. If there is one thing that gets my Yankeeander up it's to hear a flock of tired-looking

men fashion-plates without minds of their own drawing out twaddle about how far superior the imported car is to anything we can make over here."

"I've looked on every important show ever held in the Astor and I want to tell you that Europe never produced a better car than this. Furthermore, I want to go on record to that effect."

"I always have taken this sort of talk with a pinch of salt, and there was a fellow whom I felt needed a little salt."

"Don't forget," I ventured, "that the Buick, the Ford and the Mercedes and the Fiat weren't made in Detroit, or Indianapolis, or Cleveland."

"The Oldtimer gave me a pitying look.

"Who put the electric starter on the motor car?"

"Who invented the high-tension magnet? Who bottled a practical illuminating gas, and first made it possible to drive a motor car after sundown? Who perfected the pneumatic tire? Who made the first caterpillar tractor, and gave the Britisher his tip on the tank? Who developed the jitney? Right now who is hauling the armies of the Allies around? I want to tell you, that you've got your wires crossed. When they want the big acts—they come right over here to headquarters. Once in a while they get a little home-grown prickle on the other side—but the inexhaustible source of gasoline brains is here in the land of ideas.

"Where is the forerunner who would ever have thought of shifting gears with anything but a crawler? I'm not wild over any one in particular. This show is so full of better cars that you can't go far wrong on any of them. But this Premier is the text I want to preach to you on. Aren't you, in your own mind, that this gear shift will work?"

"This Premier push-button gear is the greatest act that's been started on the gasoline circuit since a Daimler taught 'em how to quit cranking and breaking their wrists."

"So gear shift lever—no grunting and sweating and lumbago. A woman with a pair of white gloves and a three-months-old baby can slip Premier through the gears with this thing, and never even bring the pink to her cheeks. The engineer who did this job struck twelve thousand of these Premiers are in the hands of all kinds of peo-

ple. Anybody who has ever shifted gears the Premier way would rather dance the hesitation in wooden shoes than go back to the little old screw-bar hand shift type.

"And one thing you can absolutely depend on—every new type United States battleship is equipped with Cotter-Hammer electric controlling devices, built up identically the same principle as this Premier gear shift, and if there were even the slightest bug in Cotter-Hammer stuff—heaven help the American navy.

"So much for the most spectacular feat appearing on any car at this show.

"Now, let's talk aluminum motor for a moment.

"When it comes to the strongest reason why a motor should be made of aluminum instead of cast iron, the public has missed the main point. Everybody confuses that lightweight is a great advantage. Everybody concludes that LYNTIE, the alloy used in this Premier motor, is strong—but nobody is saying anything about the superior heat conductivity of aluminum over cast iron. Aluminum drains heat faster than cast iron. That is an engineering fact that nobody can dispute. Getting rid of heat in a motor is the most serious engineering problem that any automobile plant has to contend with. Aluminum is the answer. Here, in this Premier, is a motor that always stays cool; and a motor that stays cool is a motor that stays young and active.

"Premier is one of two cars in the United States with an aluminum motor—and the other one sells at almost twice its price.

"The war has proven that the aluminum motor is the thing. All manufacturers will eventually come to aluminum construction. Meanwhile, for the life of me, I can't see why anybody could be content with a sluggish, cast iron motor if he can get an aluminum motor.

"There is as much difference between an aluminum motor and a cast iron motor, in the little matter of action alone, as there is between a jumpy, high-bred horse and a plug. You've got to drive an aluminum car to understand what I mean.

"Look here a moment. See how this cylinder head comes off? You can remove every valve on Premier and actually grind it on the bench. And, what is even more important, you can make a new motor in

Premier in money replacing the detachable cylinder sleeves. That's economy for you with a big 'E'.

"The valves are overhead. And that means power.

"There are six cylinders—and that means smoothness.

"Everything that you could ask for in a motor is here—and a few tremendous advantages that you hadn't even thought of asking for.

(To be concluded.)

FIRST PRESBYTERIAN CHURCH

Bible school at 9:45 a. m.

Public worship at 11 a. m. The minister will preach on "Wednesday's Cause."

Christian Endeavor at 7 o'clock.

There will be no evening service at the church on account of the Union service at the M. E. church where Rev. M. Clark will tell of the work of the Y. M. C. A. in France. A most cordial invitation is extended to the public to come and hear him.

JAMES ALVIN SMITH, Pastor.

The Harpichord.

This was the instrument out of which our modern piano grew. It was more like a grand than an upright piano and sometimes had two rows of keys, but it was very inferior in power and tone to the modern instrument. It had no pedals, and the wires were not struck by hammers, but were plucked by quills. The compass of the instrument was about four octaves which was gradually increased as it was improved upon.

Charcoal Invaluable.

All kinds of vessels and other utensils may be purified from long-retained smells of every kind in the easiest and most perfect manner by rinsing them out with charcoal powder. Rubbing the teeth with fine charcoal will render the teeth beautifully white and the breath perfectly sweet. Putrid water is immediately deprived of its bad smell by charcoal.

AUTOMOBILE LICENSES

BRING IN LARGE SUM

AT OFFICE IN SALEM

A recent report from Salem says: Receipts received by the automobile department so far during the present year total \$50,000 more than were received for all of last year, according to a comparative compilation made today by Deputy Secretary of State Koser.

During 1918 the state received \$422 from its automobile department, while for the first five months of this year the receipts have aggregated \$210,255.

644 Registrations in 1918. The total motor vehicle registrations in this state have doubled since 1914.

During May there were 674 new registrations, of which 2317 were for new machines.

The May receipts in the automobile department were \$37,200.

1916 Totals More Than Doubtful. A comparative statement shows the first five months of this year.

that motor vehicle registrations in this state have doubled since 1914.

During May there were 674 new registrations, of which 2317 were for new machines.

The May receipts in the automobile department were \$37,200.

1916 Totals More Than Doubtful. A comparative statement shows the first five months of this year.



Still Another Endurance Record

More than 3852 miles in 168 hours of continuous running, at an average speed of 25 miles an hour, without a stop of the motor or variation in the fixed schedule.

That is what two stock Model 90 cars did in 7 days and 7 nights non-stop run between Boston and Springfield recently.

Every stock Model 90 is capable of the same high degree of performance. Let us show you an exact duplicate of these record makers.

UNION MOTOR CO.,

1314 Jefferson Avenue

Phone Main 777

300,000 Maxwells; they grow better as their numbers multiply

LIKE an artist who paints a picture, or a man in business, the Maxwell improves with each day's output.

Gradual, almost invisible to the man at the forge or in the accounting office but certain as the rising of the sun, there's an improvement well nigh daily.

There have been five years of making this Maxwell better and better, and the basic design has never changed once in that time.

At one time the Maxwell was known only as a hill-climber. Again it gained attention through its work in racing country. Then it earned a reputation as a business car. But gradually it became better and better known for its enduring, everlasting reliability.

The kind of reliability that doesn't burn your pocket for repair bills, the kind of no-trouble-too-difficult, that never complains of oil or oil, that gives you almost no trouble at all, a pair of shoes, that last in as a very small pair of shoes.

300,000 of them are in use all over the world. In every section of the world where cars make good, if you will go to the Maxwell—often the dominant car.

The 300,000 Maxwells in use are as basic as Maxwell No. 1. The chassis, the engine, but many improvements.

For the Maxwell, the better the car, the better the model, the better the effect.



Keeping Step With the Chautauqua And the Big Celebration

—ALSO KEEPING STEP WITH THE EVER-GROWING LA GRANDE AND THE ADVANCEMENT IN UNION COUNTY, WE CALL ATTENTION TO THE CAR THAT HAS NEVER BEEN FOUND WANTING IN ANY WAY—THE CAR THAT CHANGES MANY A MIND FROM BUYING HIGH PRICED, HEAVY CARS TO THE PURCHASE OF A CAR FOR SERVICE, THAT LOOKS WELL AND IS MODEST IN MAINTENANCE—IT IS

The Maxwell

ORDER ONE NOW AND BE ASSURED OF A CAR FOR THE SEASON. WE CAN GET MAXWELLS. ASK A DEMONSTRATION FROM US—IT COSTS NOTHING.

Maxwell Service Station

JOHN E. ANDERSON