

CERTIFIED PUBLIC MOTOR CAR MARKET

"Tested Cars"

At the present time we have a group of cars which represent remarkable value, for sale at prices that are unusually low. Conditions this season have been unusual, and we have come into possession of cars that ordinarily would not be in the resale market.

BARAINS

Closed Cars

- 1923 Willys Knight Sedan
Plenty of extras **\$1490**
- 1924 Oakland
Closure **\$995**
- 1924 Overland Sedan, just broken in **\$890**
- 1923 Ford, 4-Door Sedan with extras **\$690**
- 1923 Chevrolet Coupe **\$590**
- 1923 Star Coupe **\$575**
- 1922 Ford Sedan early type **\$375**

Open Cars

- 1923 Star Touring, new cords **\$375**
- 1923 Ford Touring like new **\$320**
- 1923 Overland Touring **\$450**
- 1922 Maxwell Touring **\$525**
- 1920 Overland Touring **\$100**



What kind of a car do you want? Whatever it is, we have it among our used models. You will be especially interested in the low prices.

Certified Public Motor Car Market
255 N. Church St.
Phone 885

Every village had a young intellectual in the old days, but people called him a Smart Aleck.

Correct this sentence: "Let the infant yell," said the old bachelor; "I don't mind it."



Just Received
New Shipment of

Grebe and Magnavox

RADIO SETS

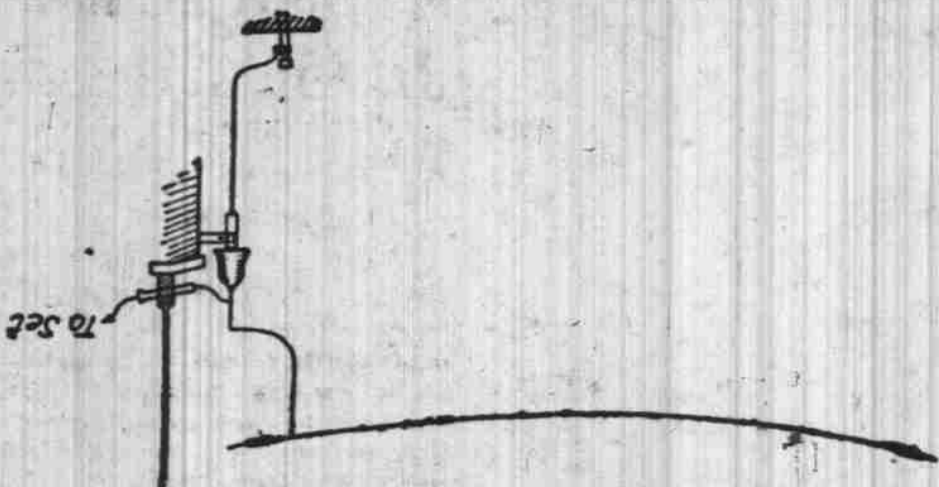
If interested in Radio—Don't Fail to See These New Sets.

RADIO HEADQUARTERS

291 North Commercial



This department is conducted by special arrangement between Churchill's Radio Station and the American Radio Relay League, Inc., the national organization of radio operators and experimenters.



Proper Antenna Installation

A few years ago the ambitious citizen who took it upon himself to build a radio station had some very real problems ahead of him when it came to putting up an aerial. To be sure, we in this country have been far more fortunate than our European cousins in not having licenses required for receiving sets, but, at the same time, the Fire Underwriters' rules concerning the erection of antenna were very hard to comply with. Life was far from a bed of roses for the radio man of 1918.

In the first place, after you put up your antenna, you had to procure a big 600-volt, 100-ampere single-pole double-throw knife switch for lightning protection. These switches were expensive. The antenna was connected to the central switch arm; the set leading ran from one terminal and the lightning ground from the other. The wire lead from the switch to the lightning ground was supposed to be No. 4 copper, and this was also very expensive, in addition to being hard stuff to handle. The lightning ground was preferably a number of pipes driven into the earth. It had to be located outside the house, too. You could not use the lightning ground for your set ground. Lightning "zaps" were not allowed.

Since the broadcast craze started, however, it was found that these precautions—long known to be unnecessary—were also too much of a financial strain for every citizen to bear, which meant that if the law was left alone there were going to be many violations. The result was that the regulations were changed, and putting up an aerial is now the easiest thing about the whole operation. In the illustration we have shown a typical antenna system. As will be seen, two insulators are employed at each end of the antenna wire. These should be selected with care, especially if you are in a rainy locality, and should preferably be either porcelain or pyrex glass. The antenna wire may be almost anything from No. 12 bare copper to No. 22 d.c.c., but we suggest that you get enameled wire, about No. 12 or 14, because this will not corrode in the air, as will bare copper wire.

The protective lightning gap is shown mounted outside the house, but under the terms of the underwriters' requirements it may be mounted indoors, if desired. Notice that the lead to the set is run from the same contact on the gap to which the antenna is connected. The ground wire from the gap is shown leading to a buried pipe. This is a good form of ground, but you may use water piping, or some other kind of ground, inside the house if you wish. The use of gas piping, either as a lightning or set ground, is forbidden.

Note that the lead-in is run through the window sash through a porcelain tube. This tube should be slanted down toward the outside, as shown, as that rain water will not collect in it or run

a further increase will cause the fus wire to melt, thus breaking the connection between the battery and the tube.

Perhaps one of the best protective measures—and at the same time one of the simplest—is that illustrated at the head of the column. It simply consists in connecting an ordinary electric light socket in the "negative" or "minus" lead of the "B" battery, as shown. In this socket put an ordinary 110-volt electric bulb, the exact size of which is not important. If your set uses UV199 tubes, an 8-watt lamp will be about right; if you are using any other kind of tube, a 10 or 15 watt lamp will serve.

The purpose of this lamp is to act as a valve. An electric lamp will pass but a given amount of current when used in a 110-volt circuit. An 8-watt lamp, for instance, will pass about .07 amperes, and no more. Therefore, since a UV199 uses about .06 amperes, if the "B" battery should be shorted around the tube it could only push .07 amperes through the tube, which would not be enough to burn it out. The lamp would light up in the process, by the way.

If you use a 110-volt bulb in the socket, do not use more than 110 volts of "B" battery; if you desire to use a higher voltage, between 100 and 200 volts, use a 220-volt bulb. The lamp will not interfere with the working of the set in the slightest, so do not let that side of the matter worry you. If desired, a .001 mica fixed condenser may be hooked up as shown in the dotted lines, with perhaps slightly better results.

(Copyright, 1924, by The American Radio Relay League, Inc.)

WISCASSET, Me., Oct. 5.—During the fifteen months that he has spent in the Arctic, Captain Donald B. MacMillan has never been troubled with the unavoidable question: "What is going on back home?" If you can imagine the feelings of a man who has been so out of touch with events that he would not know if a world war were in progress, you can appreciate the explorer's "thirst for news." Radio has spared the MacMillan party the mental hardship of complete isolation.

When members of his expedition reach here September 21st, they will have almost as much knowledge of the important events that have transpired in their absence as the business man who gets a digest of the news through the daily newspapers. Almost every major happening, from the result of a prize fight to the outcome of a recent Maine election, have been transmitted to the "Bowdoin." Radio has been a

faithful servant, providing many subjects for thought and discussion.

Before leaving on his hazardous undertaking, MacMillan told his friends that he hoped his radio set would relieve what he emphatically called the "curse of the Arctic." He described conditions on previous trips when men huddled together in narrow quarters, were utterly and completely bored with one another's company. When men have "talked themselves out," he said, they immediately start trouble.

The situation can be compared with that created by a guest who comes to spend a weekend and finally decides, since he is having such a good time, that he will stay about two months. Boredom is the inevitable outcome and friction is sure to follow.

What has happened in connection with MacMillan's party? Not only has radio given the crew subjects for conversation from week to week, but it has also enabled them to communicate with their own families and thus be relieved of countless worries that otherwise would have had a tendency to make their lives miserable. Last winter several broadcast stations made up special programs entirely for their benefit, and President Coolidge, through the American Radio Relay League, sent Christmas greetings to all on board.

This is, indeed, a contrast to previous expeditions when members of an exploration party have returned literally overflowing with questions about their families and conditions, such as the average person has answered for him daily. The thoughts of what might have happened on such occasions are regarded as much worse than the truth when it becomes known. Radio in a moment wipes away the cause of worry.

Now the time has come when MacMillan is returning the favors that have been extended to him for months. On his way down the Labrador coast, he is using radio to describe to the world in detail his Arctic adventures. No longer handicapped by the aurora and atmospheric conditions, Donald Mix, radio operator, is in direct communication with the special A. R. R. L. station, 1MO, at this place.

The local people who are planning a reception in MacMillan's honor have advised him of their intentions by radio and are able to exchange messages with complete details from day to day. They will know the hour and minute the time of his arrival and should, at any time, anything happen to delay the voyagers, the reception committees will be able to change their plans accordingly.

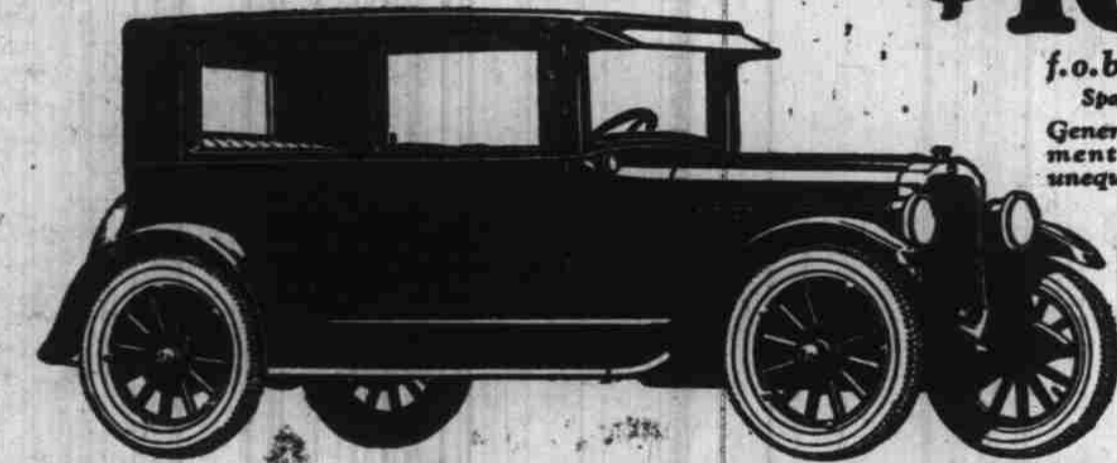
How different this is from the return of Peary! Perhaps radio has really made those days distinctly "old fashioned."

New Oldsmobile Six Fisher-Built COACH

\$1065

f. o. b. Lansing, Mich.
Spare tire and tax extra

General Motors easy payment plan offers terms unequalled in the industry



It's a COACH plus

Not only Closed Car protection—but Comfort, Roominess and Refinement as well

- plus** — GENUINE DUCO SATIN FINISH.
- plus** — New patented one-piece ventilating windshield.
- plus** — Extra-wide doors, ample leg room and Velour upholstery.
- plus** — Wonderful "Six" engine, and a chassis of proved stamina.

Special Demonstration Today and All This Week. Come Early.



F. W. Pettyjohn Co.

219 N. Commercial St.

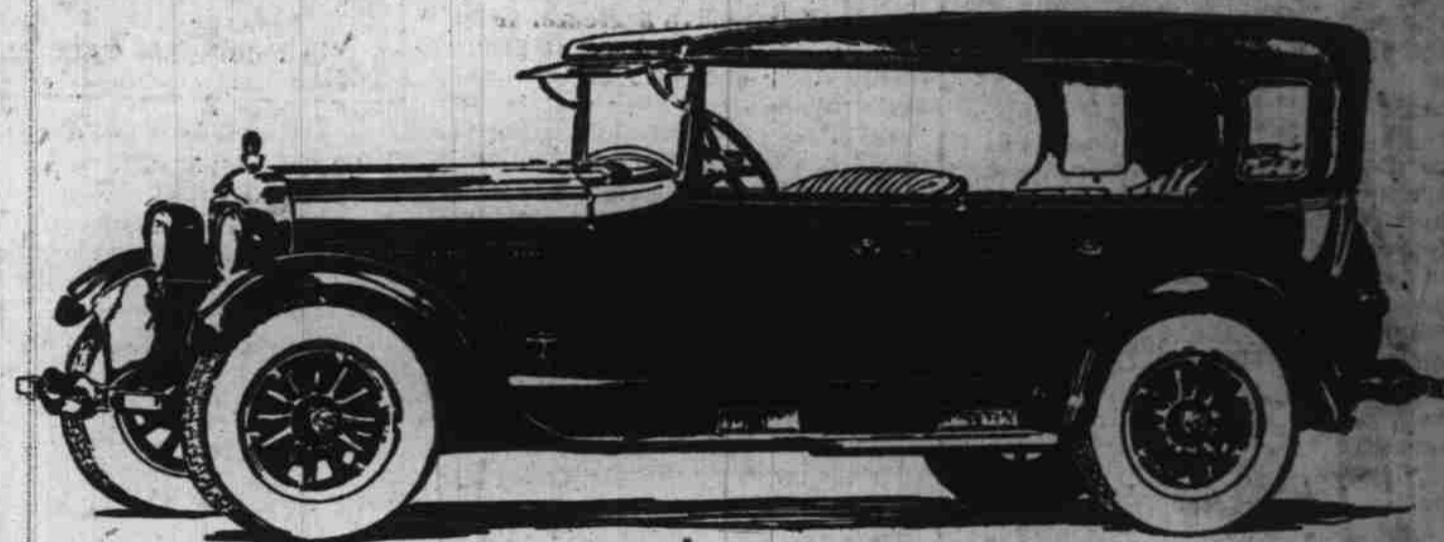
SMOOTH PERFORMANCE

A program of constant mechanical refinement involving the body, engine, clutch, brakes and other units of Dodge Brothers Motor Car, has resulted in an unusual smoothness of performance.

You have only to ride in the car to instantly appreciate the decided freedom from vibration.

BONESTEEL MOTOR CO.

474 S. COMMERCIAL ST.



Duplex—exclusively Studebaker—a new kind of car!

A closed and open car combined—the advantages of both at an open car price!

Value Points New Big Six

The New Duplex-Phaeton Body—it solves the closed-open car problem.

Genuine Balloon Tires.

New Satin-Lacquer Finish.

Spanish chrome tanned leather upholstery.

New ideas in ease of operation and control.

Vibrationless Engine; forced oiling system with new idea in oil supply. Full 75 h. p. block test.

Four-wheel Hydraulic Brakes optional—totally unlike any other system on American cars.

THE new Studebaker Duplex models give the comfort and protection of a closed car—with all the advantages of an open car, plus the good looks, riding comfort, interior finish and fittings that no open car could ever give!

Yet the price is no higher than that of an open car.

The appeal of its simplicity, convenience and durability is instant and decisive—with a touch of the hand you draw down the four roller enclosures and in thirty seconds your airy open car is a snug, comfortable enclosed car. With equal ease the enclosing sides can be rolled up into the roof and you have an open car again.

The Duplex body is especially built for the roller side enclosures, the roof is framed and shaped in steel—permanently beautiful and steel-strong to support the rollers, and the upper part of the Duplex is integral with the lower part. It is a unit body which harmonizes perfectly in beauty and function.

There is no other body like it on any other car at any price—because it is exclusively a Studebaker creation, made only by Studebaker. You can buy the Duplex from no other maker.

The new Duplex is available for each of the three new Studebaker chassis—the new STANDARD SIX, the SPECIAL SIX and the BIG SIX.

And these three new chassis are the evolution of the famous chassis of the five preceding years. Each year they have been improved and refined.

But this year the new models are climaxed with every tested and proved betterment that experience and science have thus far developed.

They are paramount exemplars of modern automobile design.

Simply stated, this means that money cannot buy more modernly perfect automobiles than the new Studebakers—we have the Duplex models ready for your inspection. Come in today!

STANDARD SIX 113 in. W.B. 50 H.P.	SPECIAL SIX 120 in. W.B. 65 H.P.	BIG SIX 127 in. W.B. 75 H.P.
5-Pass. Duplex-Phaeton \$1385	5-Pass. Duplex-Phaeton \$1785	7-Pass. Duplex-Phaeton \$2185
3-Pass. Duplex-Roadster 1360	3-Pass. Duplex-Roadster 1745	5-Pass. Coupe 2025
3-Pass. Coupe-Roadster 1645	4-Pass. Victoria 2375	7-Pass. Sedan 3175
5-Pass. Sedan 1760	5-Pass. Sedan 2485	7-Pass. Berline 3250
5-Pass. Berline 1865	5-Pass. Berline 2065	
4-wheel brakes, 4 disc wheels, \$60 extra	4-wheel brakes, 5 disc wheels, \$75 extra	4-wheel brakes, 5 disc wheels, \$75 extra

(All prices f. o. b. Salem, and subject to change without notice.)

MARION AUTOMOBILE COMPANY

235 South Commercial Street.

Telephone 362.

THIS IS A STUDEBAKER YEAR