

DOWN THE ROAD

By FRANK BECK

WHEN YOU CAN'T FIND THE KEY TO THE DOOR OF YOUR CAR IN THE EXCITEMENT OF CHRISTMAS SHOPPING—



Exasperating Moments Of a Motorist

NEW DAY JEWETT IS NOW IN SALEM

Trumm Motor Company to Display New Machine Made for Modern Needs

A distinctive new automobile, the New-Day Jewett, designed to meet the changed conditions of motoring in America, is presented to the public today by the Paige-Detroit Motor Car Company, represented here by the Trumm Motor Company.

The New-Day Jewett, which enters the field of automobiles in the thousand dollar class, is a six cylinder car embodying many special features to help solve the problems of the modern owner and driver.

In designing the car, both chassis and body, the Paige-Detroit company says, it was the aim of the engineers to produce a car perfectly adapted to present day conditions in the United States, where traffic congestion demands ease handling, positive braking, quick starting and high power to give quick acceleration and to obviate frequent gear changes, in combination with a body that attains compactness without reducing the passenger space. The necessity for utilizing small parking spaces and the ability to thread one's way through crowded highways were prime considerations in the design.

It is because of the car's unique adaptability to present and future conditions that the name "New-Day Jewett" was adopted.

Among the leading features are Paige hydraulic four-wheel brakes standard on all models, making it the lowest priced car with hydraulic equipment; improved steel construction in the closed car models with a noteworthy increase in safety through the resulting narrow pillars, the dangerous "blind spots" being virtually eliminated; and new-day ease of control in combination with the performance qualities for which the Jewett has long been favorably known.

The body engineers have scored a remarkable success, having provided for the new car the identical inside dimensions as in the much higher priced models, achieving a car of unusual spaciousness and comfort.

Riding qualities also compare favorably with the costlier models the New-Day cars being equipped with springs exactly the same measurements (26 in. front, 54 in. rear) as in the older Jewett.

In appearance and in construction, the New-Day Jewett closely follows its predecessors in the Jewett line; in fact wherever possible its makers have followed exactly the standard Paige practices. The closed models of the new car are offered.

The engine, following Jewett and Paige practice, is of the L-head type, the six cylinders cast in a single block, with detachable head. Its bore and stroke are 2 3/4 x 4 1/2, while the actual brake horsepower is 40.

The crank shaft is a heavy drop forging, heat treated and ground, supported by four large main bearings. The front end drive is by silent chain. A gear-type oil pump supplies pressure lubrication to all main and connecting rod bearings, timing chain and camshaft.

The axles are the Paige type, heavy duty. The steering spindles are mounted on ball-bearings.

Paige hydraulic brakes contract over 12-inch drums on all four wheels. Only one flexible connection is used for the rear wheels, connecting with a metal tube that runs across and the rear axle supplies the fluid for both wheels.

Fuel supply is from an 11-gallon tank in the rear, the tank being protected by a heavy steel covering that serves as a rear cross-member of the frame.

Tires are 29x1.75 non-skid balloon cords. On the standard two door sedan, artillery type wheels are used; the de luxe sedan has disc wheels.

Standard equipment for all models includes sun visor, coincidental ignition and steering wheel lock, electric horn, radiator ornament, windshield wiper, speedometer, jack and tools. In addition, the de luxe models have snubbers, front and rear; nickel radiator shell, automatic windshield wiper, full front bumper, quarter rear bumpers, rear view mirror and combination stop and tail light.

Both the standard and de luxe models are finished in two tones of lacquer, and have double belt molding, the lower band extending the full length of the car. The pillars are very narrow, greatly increasing the area of glass, and giving full vision from all seats. The greatest benefit is to the driver who has so little obstruction of vision that he will have no concern about what may be hidden from view.

Both front and rear seats are set low, and there is surprisingly ample leg room. Gearshift lever and hand brake lever are set well forward out of the way and there is room enough in the tonneau to carry luggage without inconveniencing passengers.

A combination of an unusually wide door and a folding front seat makes possible the easy entrance or egress of passengers without disturbing those seated in the front compartment. The right-hand front seat folds forward under the dash, completely out of the way.

The windshield is of the one-piece construction, adjustable for ventilation. A cowl ventilator is provided also. The windows in the doors may be lowered flush with the frames, while the side windows can be lowered nearly to the frames; all are controlled by crank window regulators.

The general Motors plant in Oshawa, Ont., will adopt the British practice of stenciling a red triangle on the right rear fender of its cars that are equipped with four-wheel brakes.

Four-Dollar-a-Year Slaves Built by Simple Experiment

Graphic Story of What Has Happened Since Edison Invented the Electric Light, Recently Told by Radio

The forty-sixth anniversary of the demonstration of the first successful incandescent lamp has just passed. That alone would justify its celebration in honor of Thomas A. Edison, its inventor.

The developments following in the wake of the lamp make the day of its birth the real beginning of the electric age—the birthday of a new era—an era which will lead all the rest.

The energy distributed as electricity by the electric light and power companies of the United States is available at an average cost of \$4 per man power per year.

The slave and the convict, who get no wages at all, cost many times as much. Even the Chinese Coolie draws a princely salary in comparison.

The four-dollar-a-year men are the most efficient laborers the world has ever known. Work is the life of their being. They live only when they work. They don't watch the clock; they never heard of an eight-hour day. There isn't a lazy man among them. No task is too great and none too mean. No work is too good and any work is good enough. They are Jacks-of-all Trades and experts at each. They are many-handed and every hand is a right hand. They will perform any number of different jobs simultaneously. They will run the sewing machine upstairs, sweep the floors downstairs, and cook dinner in the kitchen, wash dishes in the pantry, make ice in the back hall, light the dining room table, iron clothes in the basement, summons you to the front door, and carry a message to the other side of the world—and do it all at one and the same time.

They never sleep, never rest, never play. They are never sick, never tired, never drunk. They don't grow weary or deceptiv. They require no taskmaster, overseer or boss. They don't soldier, loaf, or maling. They don't complain, quarrel, or talk back. They have no alibi or excuses. They don't have to be petted, humored, or cajoled. They have no kick on the food, tools or quarters. They bear no grudge, or ill-will, cherish no resentment, and don't know the meaning of disloyalty. They are never surly, ill-tempered or reluctant. They are unobtrusive, hold their tongues, and carry no gossip. They don't steal, em-

blezzle or defraud. They ask no days off. They are the only working men whose average wage is less than before the war.

Work for Rich and Poor Alike

They work for rich and poor with the same willingness and the same effectiveness and at the same wages. The quality of their work is the same to all, without reference to financial, social or political position. They are the servants of the servant as well as of the master.

Whatever physical work there is to do their job is to do it. Almost every day some new kind of work is found for them to do. Their capacity for beneficial service is unbounded.

Wiping Sweat From Men's Faces

Notwithstanding the many other tasks they have taken on, they make more and better light every year. That's one of their distinguishing characteristics.

They are constantly improving their methods—always becoming more and more efficient at each task they undertake.

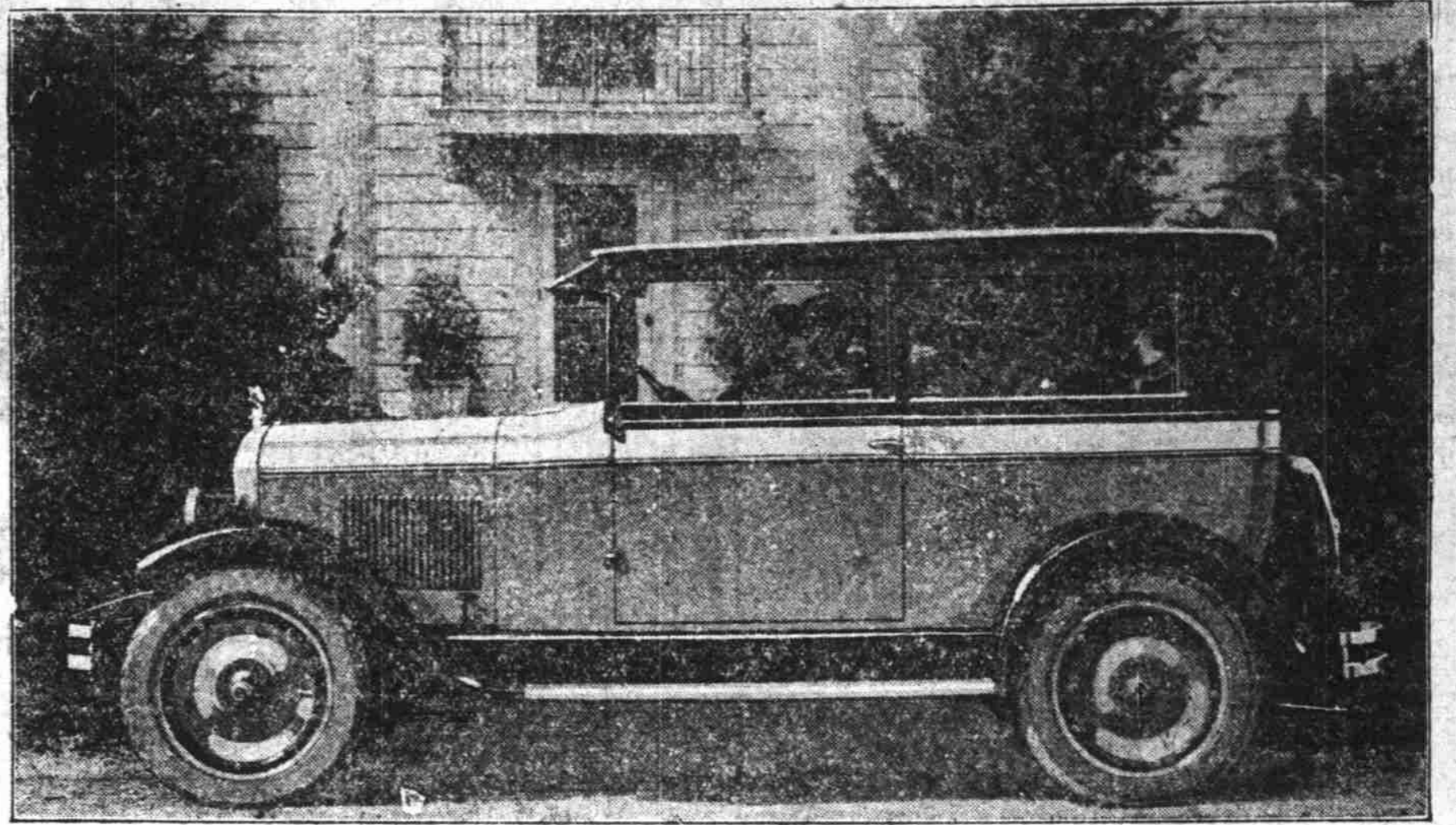
They are taking on their shoulder the burden of labor. They are freeing men and women from drudgery. Every day they are mitigating more and more the sentence pronounced on man for Adam's disobedience. They are wiping away the sweat from men's faces. They are converting laborers into directors of labor. They are increasing production, raising wages and elevating the standards of living. They are enabling men to substitute brains for brawn. They are the reason why the workmen in America receive the highest wages in the world; produce the greatest output per man in the world, and enjoy the best living conditions in the world.

Offspring of Light

In the United States there are 308,880,000 of these four-dollar-a-year men. They are hired out to 16,377,605 employers. Their numbers are increasing and settling over wider and wider areas. There are 30,618,000 more of them than there were a year ago, and they have 1,900,000 more employees than they had then. They are spreading from city to hamlet to farm. The day will come when they will be available everywhere.

They live in the generators of the electric light and power companies. But wherever they are, you can always put your finger on them. When not needed they re-

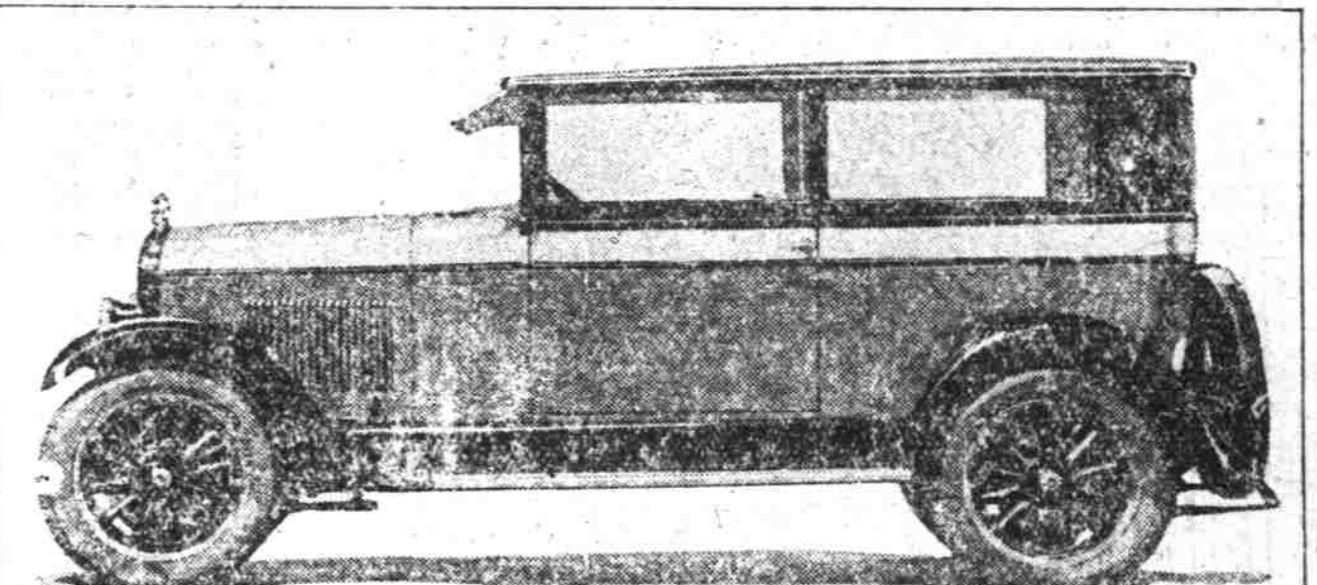
LATEST PRODUCT OF PAIGE-DETROIT COMPANY HAS STEEL BODY



DISTINCTIVE FEATURES MARK NEW-DAY JEWETT; UTMOST VISIBILITY ASSURED

One of the most striking features of the New-Day Jewett Sedans, just announced, is the wide area of glass. Steel body construction permits of a great reduction in the thickness of the pillars, eliminating "blind spots" that obstruct the view. The de luxe sedan illustrated is finished in two-tone lacquer; disc wheels, bumpers front and rear, snubbers, and Paige hydraulic four-wheel brakes are standard equipment. The new car is now being displayed by the Trumm Motor Company.

NEW-DAY JEWETT SEDAN IS CAR OF REAL ROOMINESS



FOUR-WHEEL BRAKES STANDARD EQUIPMENT ON NEW MODELS

Paige hydraulic four-wheel brakes are standard equipment on the New-Day Jewetts. The illustration shows the standard sedan. The bodies of the closed models are of steel, and so well has the new construction been adapted to the latest Jewett that it retains the exact interior dimensions of the costlier models, giving unusual spaciousness for driver and passengers.

DAILY PIPE ORGAN RECITAL AT 9 P. M.

Terry, Chicago, Broadcasts Special Concert Through Station WOK

CHICAGO.—A midnight organ recital, 9 o'clock Pacific time, given by Leo Terry, organist at the Capitol theater, is a new feature of the nightly program broadcast by radio station WOK.

Mr. Terry is known as a musician of exceptional talent and numerous letters complimenting him upon his performance have been received from radio fans since the hook-up of WOK with the southside theater was effected last week.

The midnight recital will at the beginning continue for fifteen minutes and will be made up entirely of request numbers. As the requests become more numerous the length of the recital will be extended. Another member of the Capitol theater staff whose work is appreciated by radio fans is Miss Ruth Farley, assistant organist.

Miss Farley is also a musician of merit and her work has been highly praised. WOK is also broadcasting music by the Capitol theater orchestra of forty-four pieces led by Albert E. Short.

Viennese Influence Again Felt in Rome Light Life

ROME.—The influence of Vienna, before the World war a rival of Paris as the capital of European gaiety, again is making itself felt in the night life of Rome. Vaudeville "turns" and cabaret performers from France and England gradually are giving way to Austrians. As a result, the soft Viennese German is heard more frequently than French in places where Romans go to amuse themselves.



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