



Power

**D**ON'T overlook this matter of power. It is important. You want an automobile that will carry you through mud, sand and snow, and do it easily. You want a car that will climb hills, that will get away quickly without laboring and straining its every part.

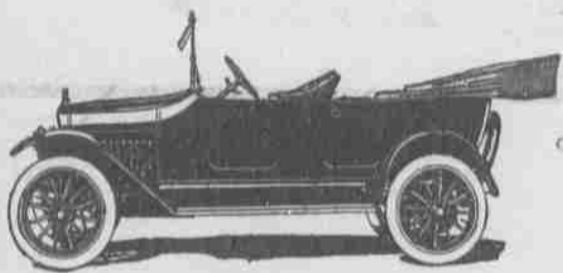
Not all cars can do these things, but you know that the Maxwell can because you have the proof.

When the Maxwell stock touring car set the World's Motor Non-Stop Mileage Record a few weeks ago, it encountered all sorts of unfavorable conditions—rain, mud and hills, over country and city roads—yet it covered 500 miles per day, day after day, for more than six weeks.

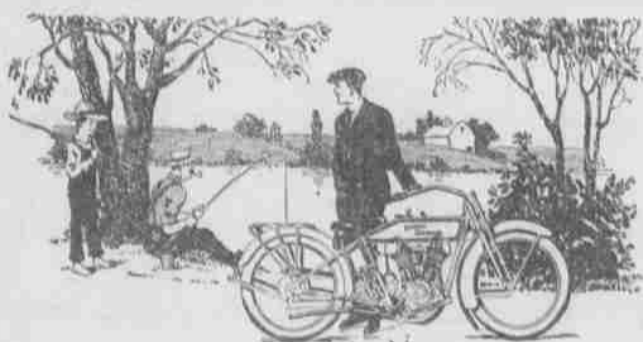
Power, plenty of power, unflinching power, is absolutely essential to such a wonderful performance as this.

Let us give you a booklet telling all the details of this record breaking Maxwell car. And let us tell you about our partial payment plan, by means of which you can make a cash deposit and pay the balance while you use the car. Give us the opportunity and we'll prove our case.

Touring Car, \$655  
Roadster, \$635  
Prices F. O. B. Detroit



HALVERSON & BURNS  
Cor. High and Ferry  
DISTRIBUTORS FOR  
**Maxwell**



**Do You Know This Is Both Fishing and Harley Davidson Motorcycle Time?**

Think of the pleasure which can be derived from this combination. Come in and look at the new 1916 Harley Davidson—It is the height of Motorcycle perfection.

**Scott & Piper**

252 State Street

Salem, Oregon

**SHORT SENTENCE ANGERED HIM**  
18 months for passing worthless checks. San Rafael, Cal., April 8.—Joseph Dietz, Oakland chauffeur, was tremendously indignant today because Judge Zook had sentenced him to serve only

# Automobile News

## PREACH SAFETY TO MOTORISTS OF AMERICA

### Automobile Manufacturers to Enlist Co-operation of Civic Bodies in the Government

Few movements for the good of the general public have attained greater national importance and influence than that of the "safety first" movement, which has been inaugurated by various societies and organizations in the last year. The slogan "safety first" has become one of vital human meaning and great work has been done to reduce accidents and the chance of accidents by the use of this slogan.

One of the most important movements of this character which has been started within the last year is that of the National Automobile Chamber of Commerce, which comprises practically every big automobile manufacturing concern in the country. In order to educate, not only automobile owners, but pedestrians, as to the rights of each, President Clifton of the chamber appointed a committee to investigate the matter and make recommendations to the national body. This committee has been investigating the matter for the purpose of devising the best way to preach the "safety first" or it might be called "courtesy first" religion to general public.

Various organizations have offered to assist this committee in their work, such as the Chamber of Commerce of the United States; the Safety First Federation of America, with headquarters in New York; the National Safety Council, with headquarters in Chicago; the Wolverine Automobile Club of Detroit, and the Chicago Motor Club at Chicago. Frederick H. Elliott, secretary of the Safety First Federation of America, and Charles M. Talbot, director of streets of St. Louis, and John Gillespie, commissioner of police of Detroit, recently held a conference with one of the committee in Detroit. It was decided that the best way for the manufacturers to aid in the "safety first" movement would be through the thousands of dealers throughout the country, who could be reached through the manufacturers themselves by way of the National Automobile Chamber of Commerce.

**Better Safety Measures.**  
Practically every automobile dealer is an influential man in his own community and with every dealer in each city and town working for better safety measures and aiding the recognized city authorities in their work of curbing careless pedestrians as well as owners, the movement should make great headway. The automobile committee will ask other organizations to aid them in this work and will ask dealers in various cities to lend their assistance.

Practically every large city is now forming committees appointed by either the mayor or heads of the police departments to aid them in correcting careless driving. For instance in Detroit, the home of the automobile, a

committee of one hundred on public safety in greater Detroit has been appointed to aid the city authorities. W. D. Rockwell, secretary of this organization, has started some active work in organizing various sub-committees in the Detroit civic and social organizations, to work among their own members. In Chicago, Charles M. Hayes, president of the Chicago Motor club and of the city public safety commission, is carrying out similar plans.

**Time Opportunity.**  
"It is true that the advent of the automobile into modern conditions of life has probably hastened the time of this tremendous movement for 'safety first,'" said one of the committee, "but I do not believe that it is responsible for it entirely any more than to have perhaps brought it on a little sooner, but because it is the greatest development and has caused the biggest revolution in modern and social existence of anything that has ever been produced or probably ever will be produced."

**Auto On Trial.**  
"The automobile is on trial, apparently. The manufacturer is placed as its sponsor and it is around this that the question of 'safety first' somewhat revolves. As a unit, the automobile manufacturers are against the unlawful use of the streets. This thing calls for education and not legislation; it calls for co-operation and not coercion. We are not going to accomplish anything in the way of legislation unless we can get education and co-operation."

## Russian Nobles Sent to Serbia Because They Kept German Names

Petrograd, April 8.—Premier Sturmer is about to change his name. He will adopt his wife's, Panin, Russian. That's why. Many Russian nobles with German names have been sent to Siberia because they refused to change them. Ex-Procurator of the Holy Synod Sabler recently made a similar change. So did Councillor of the Empire Neidhardt. So have many other Russian dignitaries, civil and military, who bore German patronymics. The anti-German wave throughout Russia is not purely a war sentiment. The war just gave it a chance to manifest itself. It is a popular reaction against a German tutelage which has lasted for generations and is generally held to have been largely responsible for the government's severity.

It is not known that pressure was brought to bear on Sturmer, Sabler and Neidhardt to change their names, but this actually has been done in many other cases and possibly, secretly, in theirs. Baron von Brummer, Steupel and von Reusskampff lost government posts not long ago because they declined to make the required change. Baron Hahn and Count Fahlen, who were marshals of nobility respectively at Mitau and another Courland district, have been asked to resign their positions and leave for districts not in a state of siege. Baron von Mielbach, marshal of nobility at Dvinsk, Mayor Pfeiffer of the same place, Count Kayserling, Baron Meyendorff and von Heyking, who held high posts under the czar, and many other noblemen of the Baltic provinces have actually been sent to Siberia for the duration of the war. All business either wholly or partly

## What Did You Mean Gallon of "Gas"?

When is a gallon not a gallon? That all depends on the point of view.

It is not a gallon when mentioned by a Canadian in the United States. It is not a gallon when alluded to by a citizen of the U. S. A., temporarily in the Dominion.

This startling fact recently came to light at the Maxwell headquarters in Detroit, in the progress of an effort to reconcile some performance of Maxwell cars in Canada with facts of record in the states.

H. F. Girwood, Montreal Maxwell distributor, was telling of Maxwell economy as demonstrated by cars under his observation.

**44 Miles per Gallon!**  
"They often average around forty miles to the gallon of gasoline," he declared. "I have myself driven one of them on a trip where we undoubtedly scored better than 44 miles on a run of more than 200."

The man to whom the statement was made was bewildered. He knew that authentic records existed of long trips in which Maxwells had scored averages around 35 and 37 miles to the gallon. Mr. Girwood's feats were however, out of line, suggesting road conditions or inflammability of atmosphere altogether unknown south of the Canadian border.

"What do you mean by 'gallon of gasoline'?" he asked at random. "Why, regular, imperial measure gallon, of course," replied Girwood.

A great light dawned on the factory man. Investigation disclosed that the English gallon, on sale in Canada, is almost 20 per cent larger than the gallon measure provided in the United States. Incidentally, it costs correspondingly more.

With this data it was easily seen that the Maxwell cars in Canada were no more generous in their yield of miles to the gallon than the Maxwell wells on which record has been kept in the States.

**Easy to Set Records.**  
Motorists who have toured in both the United States and Canada will now understand why their per gallon mileage has been so much greater north of the border. Those desiring to establish economy records for their cars will also be interested to know that in Canada it is perfectly easy to improve their best U. S. A. performances. Similar conditions also hold true with regard to oil and its consumption.

Conversely, Canadian motorists who make light of supposedly meritorious feats in American economy—feats which they themselves can readily excel without half-trying, will wisely make allowance for the fact that the American gallon is only part of the gallon they pour into their tanks.

owned by Germans and, in some cases by Russians of German descent, have been closed, compulsorily wound up or placed under government control.

Land ownership or tenancy by Germans or Austrians has been prohibited and even in cases where such ownership has continued for generations, the land is to be disposed of voluntarily or at public sale.

A number of Russian towns bearing German names have either asked that they be given new ones or have already affected changes. A list of the more important is as follows:  
Old German name New Russian name  
Schlüsselburg Oreshak  
Petrohof Petrodvorec  
Oranienbaum Bambov  
Reval Kolyvan  
Ekaterinburg Ekaterinograd

## Chorus Girl Bride of Millionaire's Son to Try to Get Him Back Today

Saratoga, N. Y., April 8.—Although her marriage to Louis Ream, son of the New York society millionaire, Norman B. Ream, has been annulled and she says, \$50,000 has been paid her by the Reams, plenty little Eleanor Pendleton Davidson, Broadway chorus girl, is in court here today to try and make the judge give her back her "Honey Boy."

"I really love him, you know," said Eleanor today, explaining that \$50,000, nor any other amount, man't heal the wound made by Cupid's dart, even if it was shot through the glare of Broadway's bright lights. Miss Pendleton believes Louis still loves her, too, but that his papa and mamma prevailed on him to desert her. She says she didn't understand what was happening when she signed the annulment petition. She wants the annulment proceedings reopened. It is charged that the annulment was procured by fraud and conspiracy on the part of T. H. Embert, attorney for relatives of the young woman in the suit, and T. W. Miller, counsel for the Ream family.

Ream and Miss Pendleton met in Thompson, Conn., the Ream country home, early in the summer of 1911, the papers recite. He pressed her to marry him, but she advised him to wait. On August 29, she agreed to become his wife September 1.

He arrived on August 31 at No. 206 West Fifty-second street, where Miss Pendleton was living with her sister, Mrs. Emory. He brought a wedding ring, her affidavit recites. That night they went to Hoboken, got a license and were married by Justice of the Peace Wareing. Returning to this city they spent the night at the Fifty-second street house. Next they visited three Jersey towns. Then Ream went to Thompson, Conn., to tell his father of his marriage.

He did not come back to his bride nor has she seen him since.

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**THREE CHEERS FOR JOE—LONG MAY HE WAVE!**  
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Wilwaukee, Wis., April 8.—Joseph Hasenmiller wanted to prove he wasn't a hyphenated American, so he erected a sixty-foot flag pole on the lawn in front of his home here and an American flag will fly there until the end of the European war.  
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**OUR AIM**  
Is to build up our business by saving the automobile owner money.

**OUR STOCK**  
Of accessories is complete: tires, chains, bumpers, oils, spark plugs, horns, lamps, in fact almost anything you may need.

**OUR SERVICE CAR**  
Is at your service, night or day, and will reach you, no matter where your car may be.

**OUR BATTERY SERVICE**  
Is unexcelled. We recharge batteries at the following prices: 6v 30-80 a. h., 80c; 6v 80-180 a. h., 90c; 12-16-18-24v starting batteries, \$1.20

**OUR MECHANICS**  
Are experts. We employ no apprentices.

**OUR PRICES**  
Are lower because we specialize on repairing and overhauling and give our entire attention to this work.

HEADQUARTERS FOR  
**Reos, Hudsons and Auburn Cars**  
WE CARRY EXTRA PARTS

**Great Western Garage**  
C. C. SIMERAL, Proprietor  
147 NO. HIGH ST., Opp. Court House. Phone 44

# Performance

The Saxon "Six" alone among cars of like price—approximates in actual performance the records made within the past year by the newly-designed multi-cylinder type, high speed motors of the costly priced cars.

The reasons which enabled the Saxon "Six" to speed 490 miles from Los Angeles to San Francisco in 13 hours, beating the Southern Pacific's fastest train by 15 minutes—to win a notable victory in the famous hill-climb at Stamford, Conn.—to have a gasoline consumption average of 21 miles per gallon and an oil consumption of 152 miles per quart—to accelerate from a standing start to 45 miles per hour in 23.6 seconds—to idle a full hour "on high" at a rate of 1 1/2 miles per hour—are seen below.

- Six-Cylinder Motor (Continental)**—specially designed, high-speed motor, giving maximum power per gallon of gasoline—matchless flexibility, smoothness and coolness under all conditions. Gear shifting is practically unknown to Saxon "Six" owners.
- Radiator (Feddors)**—of best material, handsome appearance, and absolutely cool at all times.
- Bearings (Timken)**—it is impossible to give the motor buying public a better impression of Timken bearings than they now have. They are universally used on the higher priced cars and have always proved their worth.
- Axles (Timken)**—the mere fact that we are using Timken axles in the Saxon "Six" assures the prospective purchaser that he is getting the best axles to be had at any cost.
- Drive Gear (Helical Bevel)**—conceded by engineers to be the best and surely the most quiet type of drive gear known.
- Carburetor (Rayfield)**—of the latest and most improved type. This carburetor is probably the most favorably received by motor users and is used extensively on much higher priced cars.
- Ignition (Atwater-Kent)**—lowest consumption of battery current and impossible to run battery dry by inadvertently leaving plug in switch board.
- Saxon Clutch**—dry plate, distinctively Saxon. Copied and imitated by other manufacturers—unsurpassed for smoothness.
- Two-Unit Starting and Lighting System (Wagner)**—silent, sure and enduring.
- Springs (Cantilever)**—of Vanadium steel, making the best spring suspension known. It is the highest priced spring material obtainable for cars of any price. All passengers are always comfortable in a Saxon "Six."
- Moulded Fenders**—accentuate the streamlines of the body and complete appearance.
- Economy** The Saxon "Six" is economy champion. Ignoring the low initial cost which is self-evident, many users claim to average over 25 miles per gallon of gasoline. It is economy produced by light weight, and light weight gained by skilled design and top quality materials.
- Company Behind the Car**—The Saxon Company has won the faith of the American people. It is strong and vigorous, insuring users of competent service in years to come.

Six Touring Car, f. o. b. Salem ..... \$915  
Six Roadster, f. o. b. Salem ..... \$445

**Lloyd L. Ryan**

173 S. Liberty Street

Phone 783



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