



**HIS MAJESTY, THE HOG**

Davis, Cal., April 22.—Aristocratic swine and hens with family trees were on exhibition to 5000 visitors here today, the occasion being the annual "Picnic Day" of the University of California agricultural college.

Athletic contests enlivened the day. The judging of fancy livestock was the main feature.

**'STEVE' BUYS A SAXON**  
A la Ring Lardner.

Dear Al:  
I should ought to have rote you before, but you no. Al, they ain't much time for riting when you just bought a Saxon. The wife she sold me on the car Al, and she ain't showed no judgment like it befor nor after. I say to her after she'd been badgering me to buy it is it a good car and she sneers at me and says has Walter Johnson got a fast ball? At first I though she was kiddin me and that he ain't got nothing on that one of mine when the old souper is rite and then I says yes and she says good—wise man—so's the Sax on a good car. Then she says she wants one like she was tellin me to order home another case of beer only we had? Killed the case in the basement yet! the Allens not having been over since and she says look here Steve then Saxon has got the stuff see and won't bein us broken to run and whats more I can run it. I seen them where the hot lay and see she must a bin talkin to Allens wife who runs one and I see if Allen give his wife one it was up to me to come through cause I ain't no cheso bum.

Well Al, we got the car and she's a doodle and the wife runs me round and round and you and the wife can come up and go ridin with us and we can split the gasline, 50-50 only you wouldnt hardly notice it Al its so little.

Well Al I bin ridin this afternoon and I'm sleepy now and I'm zolis an' woo Morphene as the wife says only I aint no dope eater Al you know me.

STEVE.

**GERVAIS NEWS**

Mrs. L. Poutjade, of Portland, visited over Sunday with Mrs. T. J. Hall.

Mr. and Mrs. George Vogle were Portland bound passengers Thursday.

Chas. McDougal is making some repairs on Mrs. L. Poutjade's home.

E. M. Klenger and family motored from Salem Sunday and visited friends in Gervais.

Earl Gleason, who is employed at the State Hospital for the Insane at Salem, visited his parents over Sunday.

Salem visitors Saturday were: Mrs. Jennie Roudan, the Misses Gertrude and Mary Bowley and Anna Choquette.

The Misses Othelberg and Grace Malo, who are attending the state normal, are home for the Easter vacation.

Elizabeth Mauerer, of Vancouver, Wash., has purchased the A. De Jardin home and will take possession in a few days.

Miss Alveda Moisan from St. Paul, Minn., who is visiting relatives at Brooks, was the guest of Mr. and Mrs. G. J. Moisan over Sunday.

A. De Jardin and family will move into the Oliver Thibodeau home recently vacated by E. M. Klenger. They expect to build soon on their lots in the rear of their store.

Mrs. E. Malo left Tuesday morning for the home of her sister, Mrs. William Bruzee, at Chelatis, Wash., whose husband is seriously ill.

Miss Grace Shields and Miss Vesta Marshall, who are attending school at Monmouth after making a short visit in Salem, are home for the Easter vacation.

Mrs. Frank Turrell was taken to the Willamette Sanitarium, last Saturday morning where she was operated upon by Dr. H. O. Hickman. She is reported to be recovering nicely.—Star.

**WEST WOODBURN NOTES**

Mrs. G. H. Benjamin returned last Thursday from a week's sojourn in Portland.

Theo. Rubens, who was injured in a runaway accident about four weeks ago is able to be about again.

Philip Olson and family, formerly of Orenco, Ore., have taken possession of

**Call on US**

When in trouble we will be glad to help you.

Experienced man to make your repairs and adjustments. Full line of accessories in stock at all times.

Exide and G. L. B. Batteries. Recharging Station.

Supplies for Hudson, Auburn and Reo Cars, in stock.

**Great Western Garage**

C. C. SIMERAL, Prop.

147 High St., opposite Court House. Phone 44

**Automobile News**

Own an Auto? Then Read This Article Carefully

The subject of ignition is broad, as it embodies both various types of magneto ignition and battery ignition. In many instances one has both systems incorporated in one car. In this case the motor is started on the battery and as soon as the motor is well under way, the operator throws a switch onto the magneto system. In this way the car-owner saves the current from his battery and at the same time the motor is more readily started.

In removing a magneto and replacing it, it is necessary that the device is timed at the proper interval with the piston stroke of the motor. After a magneto has been removed from a car, there should be no attempt to repair or disect the instrument until the operator is thoroughly familiar with its construction because more harm than good can be done.

It would be impossible to give a complete treatise on each type of magneto construction used in the present-day motor car owing to the types of magnetos. The majority of magnetos work in connection with a battery system for the reason that a spark is better from the battery at a lower number of revolutions per minute of the motor than it is from the magneto at the same number of revolutions of the motor therefore, it is easier to start the motor on the battery than on the magneto. There are a few exceptions to the foregoing items but that is entirely dependent upon the type of magneto used, whether it is a high-tension or a low-tension instrument.

All magnetos are either clock wise or anti-clock wise, each depends on the location of the device on the motor. By this is meant, the rotation of the distributing brush follows the rotation of the hands of a clock or the reverse. In this connection, it is quite essential to connect No. 1 wire; that is the wire from the first spark plug behind the radiator, to the first connector that the distributing brush comes in contact with in its revolution.

The care of any ignition system is all important to the proper working of its mechanism. It is necessary to keep all working parts clean and free from excess oil. DO NOT OIL THE MAGNETO ONLY WHERE IT IS STAMPED ON THE EXTERNAL PARTS. It is best to follow the directions in regard to care of each respective type as furnished by the dealer, who handles the car.

The succeeding connections are made in rotation on the magneto but alternate as the firing sequence demands in connecting to the spark plug. For instance, a motor may fire one-three-four-two or one-two-three-four but the magneto always will follow in direct order, one-two-three-four. In case the motor should fire one-three-four-two, connect No. 1 magneto wire to No. 1 spark plug; No. 2 magneto wire to No. 3 spark plug; No. 3 magneto wire to No. 4 spark plug and No. 4 magneto wire to No. 2 plug.

There are the same number of wire connections as cylinders. It is necessary that each terminal or other connector is secure, for if not, a weak spark or no spark at all will be generated through the wire. Corrosion is less liable to occur where all connections are securely fastened. If these parts become corroded, the force of the current will be materially lessened and frequently the wires will be eaten through and only held together by the rust formation, thus deceiving the operator for a period of time or until the wire breaks.

Optimes the wires are bound together in a tube but through the process of oil and foreign matter, the insulation covering on the wires becomes rotted. It is then necessary to re-wire the motor. Unless one is familiar with the firing sequence, only one wire at a time should be replaced, for if an error is made in connecting up these wires, the explosion in the cylinder will occur at the wrong interval and may cause a backfiring into the carburetor, which is liable to set fire to the car.

Keep Them Clean. In the breaker box, or that part which transmits the current from the armature of the magneto to the distributing brush, are found two points. These points are made of platinum and in the regular magneto type systems, they polarize, by which is meant the current in passing through the points, builds up one side and tears down the other. These points should be kept clean and smooth by a slight use of a fine file or coarse cloth. Don't regulate or adjust the gap between these points unless you are familiar with the necessary requirements, which in some instances may be one-thirty-second of an inch and again may be one-sixteenth.

Changing Spark Plugs. There is often a mistake made in the changing of spark plugs, and unless the operator is absolutely sure that he knows how to connect the wires to the spark plugs, it is not advisable to remove but one plug at a time, for the same error may occur as having the wrong wires connected. In this connection, frequently a misunderstanding has occurred relative to the tightness of the spark plugs in the cylinders.

Many automobile owners are watching the rise in the price of gasoline with feelings akin to dismay, but this particular phase in the high cost of living is causing Maxwell owners but little concern, says Halverson & Burns, Maxwell dealers here.

Where a spark plug screws down on a gasket, do not hesitate to draw the plug tight, whether the motor is warm or cold, but if the motor uses a taper thread plug, it is necessary to screw the plug in securely while the motor is cold. If forced too tight while the motor is hot, the plug is liable to seize on the thread, which makes it hard to remove.

Mr. Halverson just received word from the Detroit offices of the company that an economy test conducted April 7th, a Maxwell touring car being up another Maxwell record by clipping off 44 miles to a gallon of gasoline. This test, made under discouraging weather conditions, and other similar tests about the country, is proving a source of satisfaction to all Maxwell owners.

The production ratio of this model to Oldsmobile touring cars has averaged for the past year over 18 per cent, and factory officials state this could easily have been raised to 25 per cent, had production plans originally been laid along these lines.

The day on which the Detroit test was made was cold, the thermometer registering only a few degrees above the freezing mark, when the start was made. At the beginning of the run, there was a strong head wind and the finish was made along several miles of gravel road. With these adverse conditions eliminated, the Maxwell undoubtedly would have added several miles to its total.

Lansing, Mich., April 22.—A higher production ratio than any other automobile manufacturing concern is able to show for a similar type of vehicle is claimed by the Olds Motor Works, of this city, for its three-passenger roadster.

The car in which the Detroit test was made has a remarkable history, which gives added value to the test. It has a total mileage to its credit of 23,000 miles, being the first 1916 Maxwell turned out of the factory. It had the honor of establishing the Indianapolis record, beating the train schedule between Detroit and Indianapolis by almost two hours. It made a trip across the continent from Los Angeles to Detroit.

The reasons for the popularity of the Oldsmobile roadster are easily determined. First of all, it is a real three-passenger roadster, seating three people easily and comfortably. Next, it is distinctively graceful in design and superb in finish.

Eastern motorists were interested in an experiment made recently in Brook-lyn, when a Maxwell was driven 82.5 miles on one and a quarter gallons less than a quart of gasoline. This is an average of 34.12 miles per gallon. Just as in the Detroit experiment, an axil-

Packard Agent Recommends Western Motor Oil

"We made a careful oil test covering eight months, using two eastern oils, and a western oil made from asphaltic base crude," said C. L. Rose, manager of the Pacific Car Co., of Tacoma, agents for the Packard.

"In spite of the fact that the Packard carrying the western oil was driven 3000 miles more than the other two cars, it showed less wear on cylinder walls, rings, pistons and motor bearings, with practically no carbon. On the other hand, both of the cars carrying eastern oil had large carbon deposits.

"There's no question in my mind about the superior quality of western oil especially in the present-day high-speed motors with their close-fitting pistons. Freedom from piston drag, and freedom from carbon are highly essential in the operation of these motors, and western oil gives just the results needed."

**A Handsome Car**

WHEN you pay several hundred dollars for an automobile, why not get a good-looking one—one that you will be proud to own, proud to drive and proud to take your friends out in? Maxwell owners have a just pride in the handsome appearance of their automobile for Maxwell Motor Cars have the same attractive lines, the same graceful design as the higher priced types.

In addition to good looks you want, of course, a reliable, sturdy and economical car. But there is no doubt in your mind on these points since the Maxwell a short time ago established the World's Motor Non-Stop Mileage Record. Any car that can run continuously for 44 days and nights, averaging 500 miles per day—22,000 miles in all and without once stopping the motor—is bound to be a well designed and well made car.

Any car that can perform such a wonderful feat on an average of one gallon of gasoline to every 22 miles is bound to be an economical car.

We have such confidence in the Maxwell car and the company behind it that we are willing to sell these cars on partial payments—and deliver the car to you when you make the first deposit. In justice to yourself you ought to know more about the Maxwell car and our pay-as-you-ride plan. All we ask is the opportunity to tell you.

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

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

**NORTH HOWELL ITEMS**

Mr. and Mrs. J. H. Bangham, from Woodburn, were Sunday visitors at Geo. Vintous.

Jas. Seism and family have moved to the Olsen home.

Mr. Seism has rented the farm of the present owners, Mr. Thurman.

The two net drama, the Last Leaf, which was staged at the Grange hall last Friday evening, was well received by a large crowd, ice cream and cake were served by the ladies, after the play.

**AUTO LAMPS**  
ALL SIZES  
GET THEM OF  
**LOCKWOOD**  
216 N. Commercial St.

Miss Emma Dickmann, of Silverton, and Ernest Dunn visited at the latter's home on Sunday.

The North Howell baseball nine played at Selah Springs Sunday, against the Silverton high school freshmen boys, North Howell winning the game 0 to 2.—Silverton Appeal.

**SAXON**  
Strength Economy Service

WHILE the wide seats and deep upholstery are partly accountable for the supreme comfort you feel when riding in Saxon "Six" at \$915, the chief reason lies in the long vanadium steel cantilever springs that gently cradle the car over the roughest roads. See the Saxon "Six" on display at the Capital Garage, 173 S. Liberty Street.

**LLOYD L. RYAN**  
Agent  
Salem, Oregon Phone 783

When you buy a Studebaker, you SAVE from \$250 to \$400

This \$250 to \$400 represents the difference between the price of a Studebaker and the price of any other car that equals it in value. The reasons for this difference are immaterial to you as a buyer. What you WANT is the car that gives the most for its price. And when you find, as you will, that cars with the same power, size and quality that the SERIES 17 Studebakers offer, cost hundreds of dollars more, make the salesman tell you WHY.

If a car gives no more, there's no reason at all for paying a higher price, is there? Just see these SERIES 17 Studebakers. Make your own comparisons with other cars—then ask the other salesman why THEY want from \$250 to \$400 more than the Studebaker prices? Thirty minutes spent in making such comparisons will save you several hundreds of dollars.

**STUDEBAKER**  
Detroit, Mich.

South Bend, Ind. Walkerville, Ont.

**FOUR-CYLINDER MODELS**

Touring Car, 7-passenger \$ 875  
Roadster, 3-passenger 850

**SIX-CYLINDER MODELS**

Touring Car, 7-passenger \$1085  
Roadster, 3-passenger 1060

P. O. B. Detroit

**J. B. KNIGHT**  
WITH VICK BROS., 260 N. HIGH ST.