

NOTICE TO Ford Owners

Equip your Ford with a set of AITCHANDEE SHOCK ABSORBERS and enjoy the pleasure of as easy riding as the high priced cars afford.

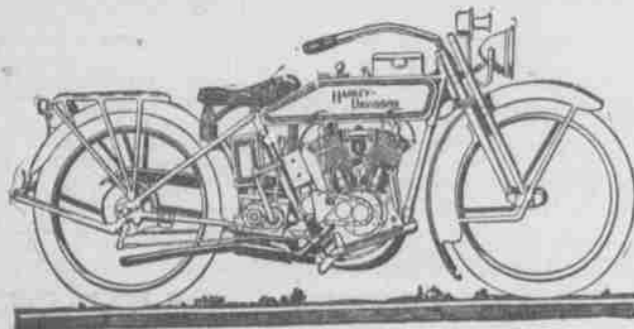
A complete set of H. & D. Shock Absorbers cost you the small sum of \$10 installed on your car, and are guaranteed to give satisfaction in every way.

Call and see them at the

Great Western Garage

141 North High St.

OPPOSITE COURT HOUSE



The 1916 Harley-Davidson Harley Davidson Winners

OPEN THE MOTORCYCLE SEASON.

"The Big "Silent Gray Fellow" HAS AGAIN PROVED ITS SUPERIORITY

In the endurance contest from Portland to Roseburg and return, and in the Decoration Day races at Portland, the reliable old Harley Davidson won all honors.

If a better Motorcycle could be made Harley-Davidson would make it.

Give us an opportunity to demonstrate the performance of the 1916 model.

If not a new Harley-Davidson this year—let us fix you up with a good second hand machine. We will treat you right on the deal.

Scott & Piper

252 State Street, Salem, Oregon

Automobile News

MAXWELL GETS BIG MUNICIPAL ORDER

The Maxwell Motor company closed a contract last week with the municipal government of Kansas City for 27 new motor cars. The order was placed by William C. Weaver, purchasing agent for Kansas City, after he had made an investigation extending over a field of cars of various makes. He found the Maxwell best adapted to the needs of the exacting municipal service, because of its durability, its dependability and its great economy in operation.

Another factor that entered into the choice of the contract was the prompt delivery guaranteed by the Maxwell company. A promise was made that the cars would be turned over in three days and this promise was fulfilled to the letter.

Some Commercial Bodies. In the assignment are 21 runabouts and a touring car, the remainder being chassis for special commercial bodies. The growing popularity of the Maxwell chassis in the commercial field was another element that entered into the transaction. These chassis are delivered all ready for the tops to be fitted on. There is no extra wiring or adjusting to be done. The tops may be made according to the specifications and requirements of the owner. Many merchants are finding this a most convenient method of purchasing cars for delivery purposes.

Knows Maxwell Economy. Last year, Kansas City used a number of motor cars of a make other than Maxwell in its municipal service. For several months, Mr. Weaver, the city's purchasing agent, has been keeping a close tab on gasoline consumption and he knows a good deal of what the Maxwell can accomplish along this very important line. He wisely concluded that the use of Maxwell cars for the city service would cut down the municipal gasoline bill to an appreciable degree.

Oldsmobile Production Will Double Next Year

The production of Oldsmobiles, already well beyond the 10,000 mark per annum, is to be raised to 20,000 cars next year.

This decision was arrived at by factory officials, after a thorough analysis of business conditions throughout the United States.

The Olds Motor Works has been a quantity producer of automobiles comparatively a short time. For the major portion of its career it manufactured only the most expensive cars, and in limited numbers.

In 1915, however, it began to produce a light car, the success of which was instantaneous. Since then it has developed two improved models, a four and an eight, with rapidly increased production.

The basis of recent Olds success is held to be founded on the incorporation in a light car of the features of luxury and refinement formerly identified with the heavy Olds product.

In the opinion of heads of the concern the appeal of this class of car is constantly increasing. To quote Jay V. Hall, associate executive of the Olds: "With millions of automobiles in use it is only natural that there should exist a large class of buyers who are extremely well versed in the detail of motor car construction and niceties of finish and performance."

"In the selecting of a car, it is no longer the discriminating few, but the discriminating many who judge."

"It is for this class of buyers that the Oldsmobile has been especially designed. Our product offers a smoothness and flexibility in action, and a refinement in detail and appointment that is extremely gratifying to the motor connoisseur."

"Olds production plans for next year are gaged on the sound assumption that care in the selection of a car will increase rather than diminish as time goes by. Our present data is to the effect that we shall move 20,000 cars without difficulty."

BIG MILEAGE MARKS MADE BY MAXWELLS

Recent Performances of Touring Cars Show a Minimized After-Cost In All Respects

RECENT MAXWELL ECONOMY RECORDS. In South Africa—31.3 miles on two ounces less than a gallon of petrol. In London, England—33.6 miles on a new mixture of oil and petrol. In Seattle, Washington—45 miles on a gallon of gasoline. In Detroit, Michigan—44 miles on a gallon of gasoline. In Oakland, California—45.6 miles on a gallon of gasoline.

The attention of the automobile public has been drawn at various times this spring to notable mileage performances of Maxwell cars. In view of the upward trend in the price of gasoline, a great deal of importance is attached to the after-cost of automobiles and the officials of the Maxwell Motor Company take great pride in the records that have been made by their product.

Above are listed some of the more remarkable of the series of economy marks registered by Maxwell. These are taken from a greater list of economy records. Unsolicited testimonials to the high mileage records made by Maxwell cars are constantly coming to the Maxwell offices at Detroit.

Oakland Run Largest. The most encouraging feature of the economy runs is that the highest mileage was obtained in the more recent tests. The California run was made on May 3rd. On that day, Ray McNamara drove a stock Maxwell touring car from Oakland, California, to San Jose. The mileage obtained was 45.6 miles on a gallon of gasoline. This run was observed by newspaper men and by officials of the Lincoln Highway Association and the San Diego Fair.

This run was a little better than the mark made by the same driver in Michigan early in April, when he drove a stock car and made an even 44 miles on a gallon. On that day, the weather conditions were unfavorable, the temperature being close to freezing and a strong head wind preventing most of the distance.

In Foreign Fields. Most of the economy tests abroad have been staged in mountainous country and have proved the endurance as well as the economy of Maxwell cars. The South African test was made around Table Mountain, which has two fairly steep gradients.

to prevent their retreat to Heligoland. Suddenly a fast British cruiser was detached and headed full speed westward, evidently for reinforcements.

"Meantime the Germans had altered their course westward, but by 7 p. m. the British squadron had been reinforced and the Germans began to withdraw. A running fight then continued until 11 p. m.

Dense smoke overhung the water. Shells repeatedly flew over my trawler. "I believe the attempt of the British to cut off the German retreat was only prevented by the timely flight of the enemy."

Details of the sinking of the Elbing were brought here by members of her crew who were rescued. Three officers and 15 men were picked up by a trawler and landed today.

85 of Shark's Crew Perished. Hull, June 3.—Eighty-five members of the crew of the destroyer Shark are believed to have perished when the vessel was sunk.

The Danish steamer Vider has arrived here with seven survivors. They are believed to be the only men of the Shark's complement of 92 who were saved.

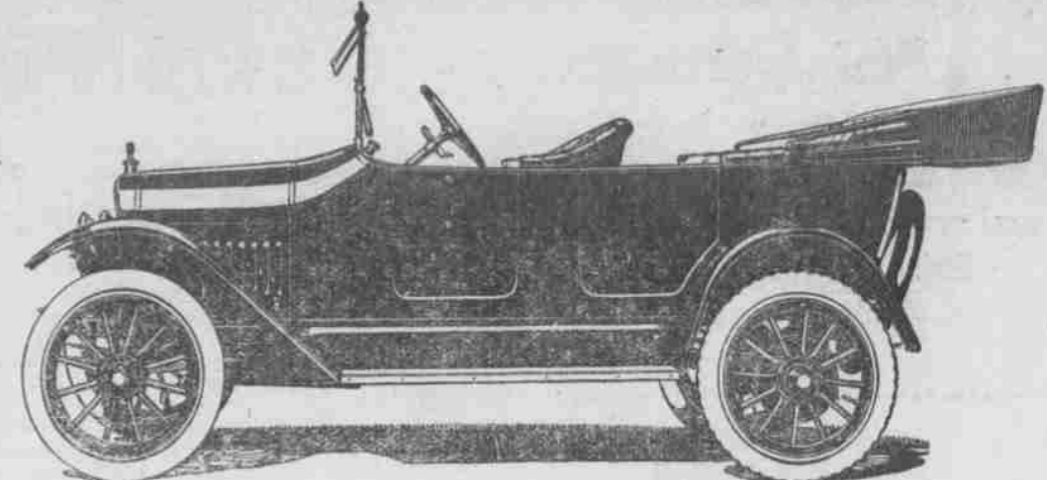
The survivors said the Shark was used as a decoy for the British fleet. They were in the water six and a half hours before being picked up.

"How did that story pan out about the man up in Euston who found the big headline on his back stoop this morning?" asked the city editor one day last summer.

"Nothing in it," replied the reporter. "He discovered it wasn't a baitstone, after all. The man left it there."—Ex.

KEEP COOL With a \$4.50 Gasoline Iron. LAMPS, LANTERNS, MANTLES Call and See Them. C. M. LOCKWOOD 216 N. Com'l St. Salem, Ore.

AUTO LAMPS STORAGE BATTERY CHARGING See LOCKWOOD 216 N. Commercial St.



The Car of Lowest "First-Cost"

THERE has been to date, but one real full five passenger automobile with electric starter, electric lights, sliding gear transmission, high tension magneto, demountable rims, elliptic type springs, "One-Man" mohair top and every other feature found in high priced cars to sell at \$745.00. That car is the Maxwell.

The Car of Lowest "After-Cost"

It is fitting that the car of lowest "First-Cost" should also be the car of lowest "After-Cost."

- The Maxwell is lowering all economy records for: 1st—Miles per set of tires. 2nd—Miles per gallon of gasoline. 3rd—Miles per quart of lubricating oil. 4th—Lowest year-in-and-year out repair bills.

HALVORSEN & BURNS

SAY BRITISH HAD

(Continued From Page One.)

torpedo boats several times came into action successfully, one of them three times. The fight kept on until 9 o'clock in the evening.

Some of the Losses. During the day battle the English lost the dreadnaught Warspite, the battle cruiser Queen Mary, one armored cruiser, apparently of the Achilles type and several destroyers.

"During the night, both sides made violent attacks by torpedo boats and cruisers, fights of which other hostile losses were victims.

"Among others, the German leading ship annihilated six modern English destroyers.

"All German reports emphasize the bravery shown by the British during the fight which continued almost uninterrupted for 12 hours.

"His majesty's ship Franconia must be definitely considered lost. The ship sank, apparently during the night of May 31 or June 1 during a partial engagement.

"Of the German torpedo boats, five have not returned, but a large part of the crews were rescued.

"Although the weather was unfavorable for air reconnaissance during both days of the engagement, naval airships and flyers contributed considerably, by reconnoitering and quick action, to the success of the high seas forces."

Mastery of Sea is Gone. Berlin, June 3.—England's claim to

the mastery of the sea is broken. This is the German view resulting from the victory of the fleet of Vice-Admiral Scheer, which has given the Kaiser's navy as brilliant a tradition as has been written on the pages of any naval power.

Flags were displayed everywhere today in celebration of the clash with the British high seas fleet and the German success. Schools were dismissed, special services of celebration and thanksgiving were called and German enthusiasm was aroused as at no time since the Kaiser's army was drawing near Paris early in the war.

Although no official expression was obtainable, it was evident that the sea victory is regarded here as another step toward a possible early peace. Defeat of the British fleet the first time it felt Germany's naval power, the fact that German territory is free of the enemy; that Belgium and northern France are successfully held, while the French and British lines have remained stationary for the past year, and the crown prince is hammering at the gates of Verdun—these points were cited as answers to the allied demands that Germany be crushed.

All Germany Rejoices. The Kaiser is expected to hurry direct to Wilhelmshaven where he will inspect the returning victorious fleet, personally congratulate and decorate Admiral Scheer and his men.

Wild scenes of exultation marked the session of the reichstag in which the German was announced. Immediately the news became generally known, flags appeared from every window. Reports of the successful engagement were flashed to the front over the mil-

itary lines to the men in the trench. Today messages of congratulation to the navy from commanders of the Kaiser's land forces were being relayed rapidly through the war office and the ministry.

All naval writers of Berlin newspapers acclaim the fleet. The official statement furnished the only information to date. The statement of Winston Churchill that the British fleet would drag the Germans out "like from a hole" is again commented, and the result of the first encounter of the high seas fleets given as many's answer to England's sarcasm and claim of mastery of the seas.

Newspeakers emphasize today that large British units lost 100,000 tons, whereas the Germans lost only 13 tons and a similar proportion of sea vessels.

NEW SCHOOL HOUSE AT LYON

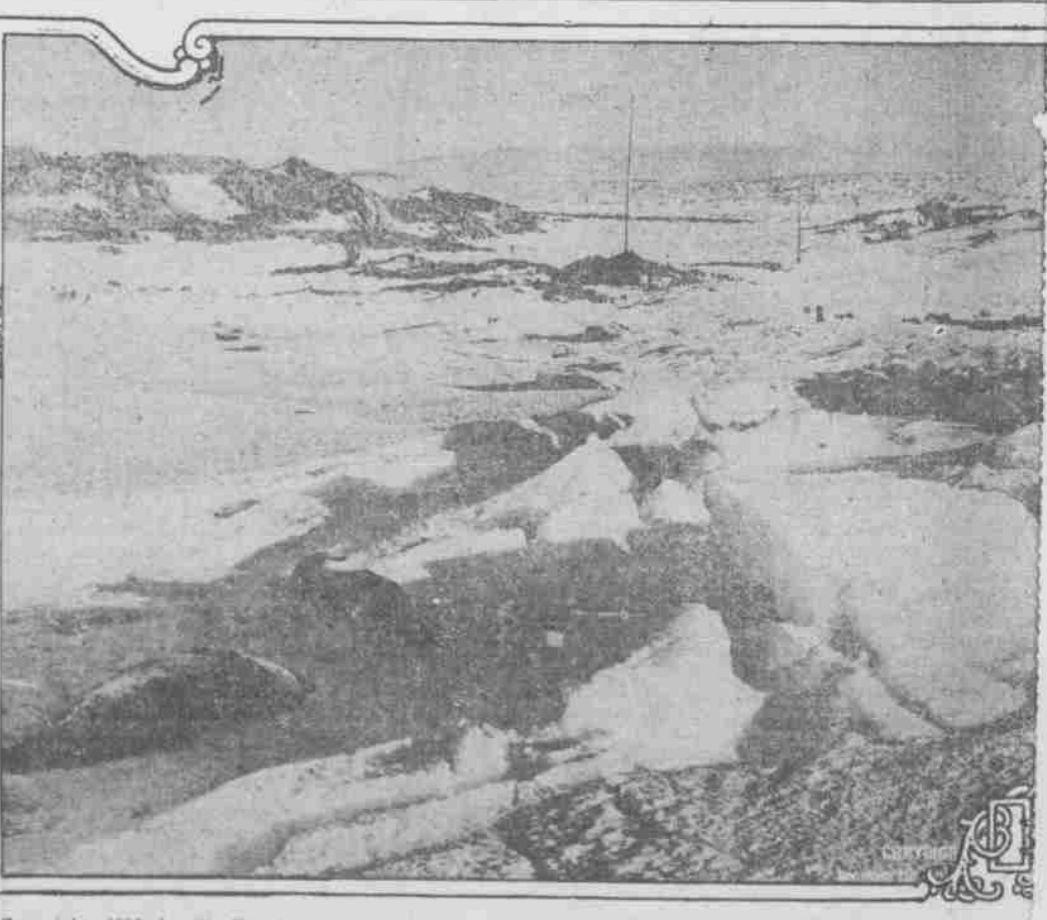
The voters of the Lyons school district have decided to erect a new school building.

The new building will be a one-story structure with basement and contain two large rooms. The plans provide for a modern ventilation and light systems and all the latest school equipment. The change is in line with changes being made all over the country in the construction of school buildings.—Stayton Mail.

Phone 81 for better carrier service.

Sir Douglas Mawson and Companions Brave Antarctic Blizzards to Secure Moving Pictures

Expedition Sent Out by British Government to Adelie Land Secures Wonderful Moving Pictures of the Antarctic—Pictures Cost \$300,000 and Are Said to Be Most Expensive Films Ever Taken



Copyright, 1915, by Sir Douglas Mawson.

SINCE the year 1840 no sail had been within the antarctic circle over the 90 degrees of longitude until Mawson expedition arrived in 1911, and before the year 1840 no evidence had been found that any life being had ever at any time been in that portion of the world, and the existence of land there has all been doubted by geographers. While no human life existed in this newly discovered portion of the world, animal life abounds there, and the waters fish live in greater numbers than in the tropics, which are popularly supposed to contain more animal life than colder waters. The strangest of all these antarctic inhabitants is the penguin, and the motion pictures secured by Sir Mawson show this half bird, half fish, in a most amusing and at the same time highly instructive manner. His experience with man, they were found to be remarkably tame, and exceptionally intimate views were secured. These films were secured for the Chautauqua at great expense and are said to be the most costly films ever costing over \$300,000.

GERMAN LOSSES

(Continued From Page One.)

ed of forty-five vessels of all classes. In the British fleet there were only eleven vessels at the start of the fight. Later eight British warships of the first line joined in the battle, members of the Naesborg crew declared. The fact that Zeppelins participated in the battle was confirmed by the Naesborg crew. They reported sighting one Zeppelin.

With the arrival of British reinforcements the German fleet retired southward. Heavy firing was heard far into the night.

The captain of the Naesborg declared that members of his ship's crew could not stand on deck, although the Naesborg was several miles from the scene of action.

British Outnumbered at Start. The action opened, he said, with several German vessels in pursuit of smaller English craft. Within a few minutes, British cruisers were sighted headed toward the Germans under full steam. The fleeing British craft then turned, and under heavy fire, steamed into action against the enemy. The warships were first sighted 150 miles off Hansholm.

All accounts from Dutch sources agree that the German fleet was proceeding as one unit when the first British ships were encountered. The German fleet is estimated in different reports to have consisted of from forty to fifty vessels. The weather was misty and the sea smooth. One Dutch report fixes the time of opening of the battle at 4:15 in the afternoon. All

reports apparently agree that the British were outnumbered at the start and faced heavier vessels. Later, as darkness approached, the British guard fleet appeared and the Germans began to retire.

Super-Dreadnaught Sunk. London, June 3.—The super-dreadnaught Hindenburg is reported to have been sunk.

The dreadnaught Hindenburg is Germany's newest dreadnaught. She was completed since the opening of the war and regarded as the last word in German naval construction.

The Elbing Scuttled. Ymuiden, Holland, June 3.—The German cruiser Elbing was so badly damaged, in the engagement with the British that she was scuttled by her commander, Captain Madlung, according to reports brought here today.

English Spirit Undaunted. (United Press staff correspondent.) London, June 3.—British spirit is undaunted and despite the loss of such ships as the Queen Mary and Invincible of which all England was proud, together with a dozen other war craft, the disaster of the North sea battle is viewed philosophically today.

Chief regret centers in the loss of officers and men. The lost ships can be replaced and at all events Great Britain's sea superiority is still two to one over the Germans, Englishmen grimly declared.

One of the chief reasons for the heavy losses is found in the fact pointed out by experts here that German dreadnaughts—first line vessels of the Kaiser's navy—were opposed by nothing heavier than British cruisers until the

English dreadnaughts appeared. British Fleet Outnumbered. In response to wireless calls and hurried signals from torpedo boats and destroyers sent back to bring up aid to the assailed cruiser squadron, the great first line ships of Britain swung forward to the scene of battle. When they appeared, however, the Germans fled and the British still maintain today that Germany has yet to feel the full force of English sea power.

Efficient Zeppelin scouting enabled the Germans at all times to locate approaching warships. Hovering above the German high sea fleet as it pounded the British cruisers and destroyers to pieces, the Zeppelins were able to give warning of the approach of the dreadnaughts hastening to the aid of the outnumbered squadron. Then came withdrawal, successful retreat to the German naval base, and the super-fighting machines of Great Britain could only return to their home waters.

As a result of the assistance rendered by the Zeppelins, a general belief is being voiced today that the navy be equipped with scouting air forces. In some quarters the suggestion is made that Sir John Fisher be returned to actual control of the navy.

Hollander Saw Battle. Ymuiden, Holland, June 3.—Captain Hunt of the Dutch trawler John Brown, who witnessed the big battle in the North sea, gave the following description of the engagement today:

"The Germans had at least 50 ships including dreadnaughts which I first saw heading north by northwest when the British approached from the northeast. They were greatly outnumbered."

"The engagement started at 4:15. The smaller British forces pluckily endeavored to cut in behind the Germans