

LAWS OF OREGON AS APPLIED TO AUTOMOBILES

Compiled by O. J. HOWARD and C. R. BISHOP

(Continued from last Saturday)

17. Patrol Wagons and Fire Engines—Patrol wagons, police ambulances, fire patrol, fire engines and fire apparatus shall in all cases, with due regard to the safety of the public, have the right of way, all provisions of this act to the contrary notwithstanding, but this shall not protect the driver of any such vehicle from consequences in the arbitrary exercise of the right or for injuries willfully inflicted.

18. Traffic Regulations—In all localities where an authorized officer, marshal, constable or policeman, conspicuously displaying his star and then discharging the duty of regulating and directing traffic in his locality, shall signal any vehicle to take a direction or to stop or otherwise to proceed for the safety of the public, it shall be the duty of such vehicle to obey said direction and to comply with the orders of said authorized officer in that behalf.

(General Laws of Oregon, 1911, page 265.)

Duty in Case of Collision, Mistakes in Judgment or Accident—Should any pedestrian or other object, through want of care or other cause, come in contact with a moving vehicle in the streets, roads or highways of this state it shall be the duty of such vehicle to stop and of the owner or operator thereof to ascertain the name of the person or object and to render such aid and assistance as may be required, and in case of collision or other accident to render like assistance to the colliding vehicle or the vehicle struck as the case may be, and to the occupants thereof as may be necessary, taking the name of the vehicle, its number, the time, the place and other data concerning the accident or event, with the names of witnesses present, and likewise giving his own name and number for identification. Each and all of said information, however, shall not be construed or determined as fixing liability in either case for fault or negligence of either party, but shall be a means of identification of the facts and circumstances only; and neither party to a collision or a consequence resulting from mistake in judgment or arising from accident shall move away from the place of its occurrence without complying with this section, and if this complying with this section, however, is not done it shall be a violation of this act and punished accordingly as herein provided, and in a civil action for damages, as in this act elsewhere provided, shall be construed as an evidence of fault.

Registration of Vehicles; Pleasure, Commercial and Demonstration—Every owner of a motor vehicle which shall be driven in this state, except as otherwise provided herein, shall within ten days after he becomes the owner thereof, cause to be filed by mail or otherwise in the office of secretary of state, an application duly signed by such owner for registration on a blank to be furnished by the secretary of state for that purpose, containing: (1) The name, residence and business address of the owner of such motor vehicle and the name of the county in which he resides; (2) a brief description of the motor vehicle to be registered, including the name of the manufacturer, style, type and factory number of such motor vehicle, the character of the power and the amount of the horsepower stated in figures of horsepower; provided that every person, firm, association or corporation manufacturing or dealing in motor vehicles for the purpose of sale, instead of registering each motor vehicle so manufactured or dealt in, may make an application upon a blank to be furnished by the secretary of state for a general distinctive number for all the motor vehicles owned or controlled by such manufacturer or dealer for the purpose of sale, such application to contain: (a) A brief description of each style or type of motor vehicle manufactured or dealt in by such manufacturer or dealer, including the character of the motor power; and (b) the name and business address, including the county, of such manufacturer or dealer. Upon the receipt of such application in due

form and the payment of a registration fee of \$10 the secretary of state shall cause the same to be filed in his office. There shall thereupon be signed and issued to such manufacturer or dealer a general distinctive number and delivered to such manufacturer or dealer at a place designated by him in Oregon to be designated by him in his application a certificate of registration in such form as the secretary of state shall prescribe, and number plates, in duplicate, with a number corresponding to the number of such certificate of registration. Such number plates shall be displayed in the manner provided in General Laws of Oregon, 1911, by every motor vehicle of such number and, without expense to the applicant, issue and deliver to the owner two number plates, rear and front. The number plates assigned as herein provided, shall be and remain with the motor vehicle for the period of registration mentioned in the application therefor; provided, however, that in the event of the loan, mutilation or destruction of a number plate or plates the owner of a registered vehicle may obtain from the secretary of state a duplicate thereof upon filing in the office of the secretary of state an affidavit showing the fact and the payment of a fee of \$1.00.

Sale and Transfer—Upon the purchase of a motor vehicle registered in accordance with Act, the title of the number plates shall vest in the vendee, and said vendee shall within five days after the date of such purchase notify the secretary of state, giving his name and business address, the name of the vendor, and his license or registration number under which such motor vehicle is registered, upon the receipt of which information the secretary of state shall transfer the said license or registration number to said vendee. A fee of \$1 shall be paid to the secretary of state for each transfer, which transfer he shall file in his office and note upon the registration book or index and at least monthly furnish each county clerk of the state a list of such transfers. Such lists shall be filed by said county clerk and shall be open to inspection during office hours. No sale or transfer of any motor vehicle registered under this Act shall be valid without compliance with this section.

Distinctive Number on Vehicles—No person shall operate or drive a motor vehicle on the public highways of this state after the first day of August, 1911, unless such vehicle shall have the number plates assigned to it by the secretary of state conspicuously displayed on the rear and front of such vehicle in plain view and so as to be easily read by the public; and it shall be unlawful to display more than one registration number upon the rear and front of any vehicle, or any number which does not entitle the holder thereof to operate such vehicle upon the public highways of this state.

Change of Color of Number Plates—Annually—Such number plates shall be of a distinctive different color or shade for each year, to be designated and selected by the secretary of state, and there shall be at all times a marked contrast between the color of the number plates and that of the

Brakes, Horns and Lamps—Every motor vehicle shall be provided with adequate brakes sufficient to control the vehicle at all times and a suitable and adequate bell, horn, whistle or other signaling device, and shall, during the period from one hour after sunset to one hour before sunrise display at least two white lights in lamps on the front and one red light in the rear of such vehicle. Said rear lamp shall show a white light in the rear of the vehicle. The white rays of such rear lamp shall shine upon the number plate carried on the rear of such vehicle. The light of the front lamps shall be visible at least two hundred feet in the direction in which the vehicle is proceeding; provided, that motor bicycles or motorcycles and all vehicles other than motor cars shall be required to display but one lighted lamp, such lamp to be placed on the front of the vehicle so that it shall be visible one hundred feet in the direction in which the vehicle is proceeding, and show red lights to the rear. There shall be displayed on the face of the lamps showing white lights the registration number in figures not less than one inch in height, and placed thereon in such manner so that when the lamp is lighted the number may be read at a distance of at least fifty feet by a person possessing proper eyesight.

(General Laws of Oregon, 1911, page 271.)

Chauffeurs—The word "chauffeur" is of French origin, meaning generally, "a warmer, heater, stoker, fireman." In Webster's International dictionary, supplement of 1904, the word is defined, Chauffeur, literally a stoker one who manages the running of an automobile. In the Standard dictionary a chauffeur is defined as being "One who drives or operates an automobile." In the law of Oregon, "chauffeur" means any person operating a motor vehicle as mechanic, employe or for hire.

Registration of Chauffeurs—Every person desiring to operate a motor vehicle as chauffeur shall file in the office of the Secretary of State an application under oath for registration, on a blank to be furnished by the secretary of state for that purpose, containing: (1) The home and residence address of the applicant and that he is over the age of eighteen years and is physically and mentally competent to operate a vehicle and possesses the qualifications required by this act; (2) whether or not the applicant has been previously convicted of a violation involving moral turpitude of any of the provisions of this or any other vehicle law or ordinance or traffic regulation, giving the date and place of such conviction and the provision or provisions of the law or ordinance violated; and therewith shall pay a registration fee of two dollars; but for all licenses for

TODAY'S BALL SCORES

National.

First game:	R. H. E.
Pittsburg	3 10 5
New York	4 12 0
Mammoux and Gibson; Perritt and	
Rariden.	
Second game:	R. H. E.
Pittsburg	0 5 1
New York	5 13 1
Kantlehner and Wilson; Anderson	
and Rariden.	

First game:	R. H. E.
Cincinnati	0 10 1
Brooklyn	1 10 1
Schneider and Clarke; Marquard, Ap-	
pleton, Mills and Meyers.	
Second game:	R. H. E.
Cincinnati	2 5 0
Brooklyn	3 10 1
Mosley and Wingo; Pfeffer and Mc-	
Carthy.	

First game:	R. H. E.
St. Louis	3 10 2
Boston	4 10 0
Ames and Snider; Rudolph and Gow-	
dy.	
Second game:	R. H. E.
St. Louis	5 6 2
Boston	8 10 2
Meadows and Gonzalez; Hughes and	
Gowdy.	

First game:	R. H. E.
Chicago	5 9 1
Philadelphia	4 5 2
Hendrix and Fischer; Alexander;	
Oecksgre and Killifer.	
Second game:	R. H. E.
Chicago	1 6 3
Philadelphia	4 10 3
Lavender, Sention and Prondergast,	
Fischer; Demaree and Burns.	

First game:	R. H. E.
New York	4 4 1
St. Louis	3 5 0
Caldwell and Nunnemaker; Davenport	
and Severoid.	
Second game:	R. H. E.
Chicago	6 6 0
Philadelphia	6 6 0
Meyers and Pinich; Taber and	
Schall.	

First game:	R. H. E.
Philadelphia	4 5 2
Chicago	6 9 1
Bush and Haley; Benz and Lapp.	
Second game:	R. H. E.
Boston	8 8 1
Detroit	10 12 3
Ruth, Wyckoff, Gregg, Foster and	
Cady; Thomas, Covateski, Ballant and	
Blake.	

Washington	0 8 2
Cleveland	10 12 1
Gallin and Barry; Buggy and Daly.	

PERSONALS

Mr. J. V. Johnson of Suver is in the city.

Mrs. Viola Dixon and son, Loyal, of Woodburn were in the city yesterday.

Mr. J. M. Prather was a Salem visitor yesterday from Astoria.

Miss Margaret Scholl is spending her vacation visiting in Tacoma and Seattle.

Miss Lolita Dennis is in Lebanon, the guest of her aunt, Mrs. D. C. Corrier.

Mr. and Mrs. Carl Gregg Doney are in Portland, registered at the Seward hotel.

Frank J. Rosenberg and family returned this morning from an outing at Newport.

Mrs. A. M. Schvart and daughter, Mrs. Kate Uphoff of Silverton are Salem visitors.

Miss Minnie Peterson will leave this evening for a short visit with friends at Lebanon.

Mrs. Bert Dennis and Mrs. May Irwin will leave tomorrow morning for a short visit at Newport.

Mayor Harley O. White returned this afternoon from a business trip in the eastern part of the state.

Miss Jesse Miller and Miss Sylvia Miller have returned from a vacation spent at Seattle and Tacoma.

Elbert Thompson and wife will return Monday from a two weeks' vacation spent in the Coos bay country.

E. K. Spiker will speak tomorrow afternoon at 4 o'clock at the W. C. T. U. hall on Commercial and Ferry streets.

Frank Simons, Fred Gahlsdorff and Dean Fowle returned yesterday from a two weeks' outing in the Mt. Jefferson country.

Mrs. E. M. Savage and Miss Marie Martin will leave Sunday morning for a short visit at Newport at the home of Mr. and Mrs. George O. Savage.

Mr. and Mrs. M. E. Pogue left last evening for an overland automobile trip to Gates where they will spend a few days camping out and fishing.

Miss Elizabeth E. Farrar of Portland is in the city, a guest at the home of her nephew, John H. Farrar, assistant postmaster.

Clyde E. Johnson and wife and R. F. Richardson and wife will leave this evening for a three weeks' motor and camping out trip in the Cascade country.

Mrs. J. D. Moore of Pueblo, Colorado is in the city, a guest at the home of W. W. Moore. In about two weeks she will be joined by her husband, Dr. Moore, a brother of W. W. Moore.

Mr. and Mrs. E. Siekle of Santa Cruz, Calif., are in the city, visitors at the home of W. W. Moore. After a two week's visit in Salem, they will continue their trip east, including a stop in the Yellowstone park.

Mrs. Lena Antman and son of Mountview were in the city, on their way to Trinidad, Colorado, where they will make their home. This afternoon they sailed from Flavel on the steamer Great Northern and will visit in Los Angeles before going to Colorado.

numerals of letters thereon.

Form of Number Plates—Such number plates shall be enameled metal, four and one-half inches wide and not more than thirteen inches in length, in the left hand end of which there shall be the abbreviation

in letters set one above the other as here shown, each of said letters to be not more than one inch long, and to the right thereof there shall be the distinctive number assigned to the vehicle set forth in numerals, three inches long, each stroke of which shall be at least one-half inch in width and to the right of such number the year for which said license is issued set in numerals one above the other in figures not to exceed one inch in length.

(General Laws of Oregon, 1911, page 271.)

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(Continued next Saturday)

Cruiser Marblehead carrying the Oregon naval militia has left Sitka, Alaska, for Paget Sound.

HAVE YOUR Capital Journal Sent to Your Summer Vacation Address.

PHONE 81

FRENCH PRAIRIE DRAINAGE PROJECT

Report Made As To Feasibility—Cost Estimated at \$5.70 Per Acre

Of particular interest to a number of Marion county people is an advance copy of a report on the French Prairie drainage project, prepared by Guy A. Hart under the direction of the U. S. department of agriculture, just received by Assistant State Engineer Percy A. Cupper. Mr. Hart made a preliminary survey of the French Prairie district in 1915, and the report and accompanying map embody the results of his investigation. The south end of the district is about seven miles north of Salem, and the district extends about 11 miles north to a point near Woodburn. According to the report there is approximately 15,000 acres which can properly be included within the district. The area would be drained through 16 open ditches, thus dividing the project into 16 units. It is estimated that the total cost of construction of the drainage ditches would be approximately \$85,000, or about \$5.75 per acre. Mr. Hart recommends that the entire area be organized into one district. This, he estimates, will render the cost less than if separate districts were organized, and will provide better security for any lands which may be issued. The map accompanying the report shows the location of the various proposed drains. The report is accompanied by results of a soil survey made under the direction of C. V. Huzak and W. L. Powers of the Oregon experiment station. It is probable that immediate steps will be taken for the organization of the French Prairie drainage district.

MISS EMMA SYNDER OF AURORA HONORED

Portland, Ore., July 29.—Miss Emma Snyder of Aurora, Ore., was today elected chief of the Oregon Grand Temple, Pythian Sisters, at their convocation here. Mrs. Nellie Vernon, of Astoria, becomes past grand chief.

Other officers elected are as follows: Mrs. Emma McKinney, Hillsboro, grand senior; Mrs. Alice E. Gaily, Enterprise, grand junior; Mrs. Jennie Hargrison, Corvallis, grand manager; Mrs. Mary R. Mogue, Klamath Falls, grand mistress of records, and correspondents; Mrs. Edith E. Clark, Rainier, grand mistress of finance; Mrs. Julia Blythe, Seilo, grand protector, and Mrs. Gussie Hull, Oregon City, grand guard.

This is Mrs. Hogue's fifteenth consecutive year in office.

Funeral of E. P. McCornack from Moody Home Monday

The funeral services for E. P. McCornack will be held at 10:30 o'clock Monday morning from the Moody home on Court street. The services will be conducted by the Rev. Carl H. Elliott, pastor of the First Presbyterian church and burial will be in the City View cemetery. Following the simple services at the house, the Masons will take charge and the burial will be according to the ritual of that order.

Among the relatives who will attend the funeral are the following: J. K. McCornack and family of Spokane; Dr. and Mrs. E. P. Geary of Portland; Frank A. McCornack of Klamath Falls; Miss Mary McCornack of Eugene; Mrs. C. M. Collier of Eugene; Malcolm A. Moody of The Dalles; Ralph E. Moody of Portland; Mr. and Mrs. Halladay of Portland; Mr. and Mrs. McCornack of Eugene; Eugene McCornack of Florence, Oregon; D. M. Stevenson of West Port, Oregon; and Miss Agnes Stevenson of San Francisco.

NOTICE TO COMMANDRY

Members of De Molay Commandry No. 5, K. T., are earnestly requested to meet at the asylum at 9:45 a. m. to act as an escort at the funeral of our deceased brother, Eugene P. McCornack. Sojourning Sir Knights are cordially requested to join with us.

By order of the Eminent Commander, F. A. Turner, Recorder.

Members of Salem lodge No. 4, are requested to meet at Masonic hall at 9:45 a. m. sharp, Monday, to attend the funeral of our deceased brother, Eugene P. McCornack. Members of Pacific lodge No. 50 and sojourning brethren are earnestly requested to join with us.

By order of the Worshipful Master, S. Z. Culver, Secy.

Pleaded Guilty to Charge of Horse Stealing

Hillsboro, Ore., July 29.—Having pleaded guilty to a charge of horse stealing, R. C. Gossman, wealthy resident of North Plains, today paid \$2500 in gold into the county coffers as the first installment of his \$4,000 fine. He was fined \$1,000 on each of the four counts in the indictment.

The gold was handed over to the clerk of the superior court. A parole was then granted, until the remainder is forthcoming.

The horses are alleged to have been taken from a pasture and sold to Portland dealers. Two were recovered after having been sold to the government. They were about to be shipped to Mexico when the owner identified them as his property.

AEROPLANES BOMBARD THREE ITALIAN TOWNS

Rome, July 29.—Enemy aeroplanes bombarded the towns of Bari, Molfetta and Otranto, killing several and wounding more than a score of persons, a war office statement said today.

The cities are in Apulia province, the southern extremity of Italy.

Gideons promise to have bibles in every hotel in the United States within three years.

EPIDEMIC IS AGAIN MORE PREVALENT

Today Shows 161 Cases, Yesterday 134, Deaths 44, Friday 36

New York, July 29.—While America's foremost experts completed plans for a conference here next week, the infantile paralysis situation here became alarmingly worse. One hundred and sixty-one new cases were reported as against 134 yesterday. There were 44 deaths against 36 yesterday.

Officials admittedly were discouraged. They had hoped the big temperature drop would help them in their fight.

The first real step against fakirs who claim to have cures was taken today. A man named Joseph Forbes was arraigned in the Tombs court charged with being agent for a fake cure. He pleaded not guilty and was held pending further examination. Police say the "cure" consists of a string of camphor balls.

The outlook as considered so bad by United States officials that the thirtieth coast artillery, N. Y. N. G. which was packed and ready to enter for its Maine summer camp, was ordered to remain.

Adjutant General Stotsbury received the order from the war department in Washington a few hours before the troops were to leave. The regiment is composed almost entirely of Brooklyn men.

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Commercial Club Pays Deserved Tribute to E. P. McCornack

Whereas, Our fellow townsman, E. P. McCornack, has been suddenly called from his active life among us to the Beyond, and

Whereas, The character of the man was such as to command the love and profound respect of each and all of us who worked by his side for many years, and

Whereas, His tireless and farsighted efforts in the upbuilding of the State of Oregon and of our community have brought returns a thousand-fold to each member of this organization and to every citizen of Salem,

Therefore, Be It Resolved, That the citizens of Salem, through the Commercial Club, do hereby express their profound sorrow at the death of their fellow-citizen, E. P. McCornack, and the grateful appreciation of each member and every citizen, of his most effective work in the community and

Be It Further Resolved, That copies of these resolutions be sent to the bereaved family, given to the press, enrolled on the minute book, and hung on the club room walls in perpetual memory of our late member and well-beloved fellow-townsmen, E. P. McCornack.

High Upkeep Cost Does Not Bother Saxoners

Seven months of strenuous service, in all kinds of weather and only fifty cents repair bill, is the record established by Mr. Hines Holt, of Columbus, Georgia. In a letter recently received, Mr. Holt says as follows:

"My Saxon roadster certainly gives the utmost satisfaction. I have often wondered why so many people are satisfied with mediocre cars when the Saxon is on the market. I average 28 to 30 miles to the gallon of gasoline and never experience any of the trivial troubles which seem to go hand in hand with fellow motorists. I had all the credit to the 'Saxon' and assure that now I have been sold I will certainly remain in the Saxon fold."

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Used Cars For Sale At Unusual Cut Prices

One Demonstrator Maxwell, 1916 Model.

One Used Maxwell, 1916 Model.

One 1912 Chambers in A-1 condition.

Get our prices on the above cars. New 1917 Maxwell on the floor. No change in the car; but some change in price—\$685 F. O. B. Salem.

Halvorsen & Burns

Corner High and Ferry St. Maxwell Station



Growth

The tremendous growth enjoyed by the Saxon Motor Car Company in its two years of operation, is the most fitting tribute to the rightness of the car. At no time has it been a question of passive acceptance on the part of the buying public. It has been a keen, vigorous demand—a demand which has required a continuous increase in the manufacturing facilities to their present capacity, which is still inadequate.

February 23, 1914, the first Saxon was shipped from the factory. February 23, 1916, 127 were shipped and today we are shipping approximately 170.

"Topsy," in "Uncle Tom's Cabin," when questioned regarding her origin and up-bringing confessed, "I just grewed;" a statement undoubtedly sufficient to explain many organizations, but not the Saxon. It has a definite ideal towards which it is working—the ability to manufacture the best automobile for the least money—and since its inception every energy of the entire organization has been directed towards this ultimate end.

It has not been a haphazard growth. It has been careful construction, under the guiding hand of Mr. Ford, on the original foundation laid by him in 1914.

Are we accomplishing our ideal? We believe we are approaching it.

Today we offer an automobile containing more standard, recognized parts than any other car under \$1000—parts that are admittedly of the finest material. The Saxon will operate as cheaply as any car made and will perform with the ease and simplicity which only the master motor can accomplish.

Yes, we are proud of our record. We are enjoying a phenomenal growth, based on an honest value. Touring car, \$915, f. o. b. Salem. Roadster \$495, f. o. b. Salem.

Lloyd L. Ryan
Saxon Station, corner High and Ferry,
Maxwell Garage.

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Goodyear

"Blue Streak" Bicycle and Motorcycle Tires

Iver Johnson and Excelsior Bicycles

Some Good Buys in Used Motorcycles at \$50 and up

Morse & Ramsden

221 S. High Street