



**—but, besides
pleasing your taste**

Here is a cigarette that, in addition to pleasing the taste, does a new thing, the one thing you've always wished a cigarette would do—

Chesterfields just "touch the spot," they let you know you are smoking—the "CATERPILLAR"!

And still, they're mild!

The costly imported and domestic tobaccos are blended in a new way—that's what does it. And the blend can't be copied.

If you don't believe there can be more to a cigarette than good taste—buy a package of Chesterfields today.

Leggett & Myers Tobacco Co.

20 for 10¢



Chesterfield CIGARETTES

of IMPORTED and DOMESTIC tobaccos—Blended

They "Satisfy"—and yet they're Mild

Closed Models Are Now Motordom's Chief Interest

"Winter motoring is the usual thing today, even as it was an impossibility in the infancy of the industry," says H. T. Hodgkins, general sales manager of the Studebaker Corporation. "Few there are who store their cars during the bleak and frozen months nowadays, although no one formerly required service for his motor beyond the first appearance of Jack Frost and his justly famous paint brush. And with the growth of all-the-year motoring has come a wealth of luxurious appointments in design of cars and accessories that would have bewildered the hardy pioneer of the industry."

"Mildly in her furs and wraps, finds they are more for appearance than grim necessity as she bows along from tea to card-party or afternoon call in her cozy touring sedan, now adapted to every change and mood of the weather."

"To the designer of the interiors of the modern automobile is the transformation due, in no degree less than to his sterner brother who made possible the smooth-running motor that bids defiance to all weather."

"The average buyer of automobiles began to insist upon a car which would do him service throughout the round of the calendar. And this demand is only now being met. The powerful magnate and his bank roll have been able for a few days to obtain a car to fill all weather needs—but this season finds the man on salary or with a small but growing business able to command the same degree of service. The latter will find no difficulty of his wife, demands from a motor that will stand the grind of 12 months on the road. And to me it is not only certain that winter motoring is practicable, but it is fast becoming a necessity."

 * For a quiet game of Pocket *
 * Billiards, a good cigar or the *
 * latest Sporting News, call at *
 * The Up-to-Date Billiard Parlor *
 * 437 State.

 Sell it—Journal classified ad way.
 Sell it—Journal classified ad way.

YANKEES RECKONED AMONG THE LEADERS

Started Today For Georgia For Training—Aggies Beat Washington

By H. C. Hamilton, (United Press Staff Correspondent.)

New York, Feb. 24.—The second hopeful of New York Fandom—the Yankees—dropped everything except their bats and some clothes today and started for Macon, Ga., where they will go through the training of some fragile bones. The Yanks, New Yorkers declare, are going to be one-half of the world's series next fall and the Giants will be the other half.

Bill Donovan's chances are considered exceedingly good this year, provided he can train his youths to step around without stepping on themselves and breaking up all plans and a few bones. He's got a fair start. There isn't a broken bone in the crowd and Ray Caldwell says all broken promises have healed perfectly.

Captain T. L. Huston, part owner of the club and a veteran of the Spanish-American war, will go along with the boys to tell war stories and insist that they take their drill daily.

The case of the Yankees is a sad story. They started last season just the same as if they didn't care whether anyone else won ball games. They got along fine with this feeling until the bones began to crack—either under the strain of mistreatment—and then the Yankees decided it was hard life anyway and started backward. With the right breaks, it was figured, they would have beaten the Red Sox out of the right to play the Dodgers for the world's championship.

Those who claim to know something about it, declare the Yankees must not be counted out of a chance for the 1917 pennant.

Those making the trip today were Harry Sparrow, business manager of the club; Ray Caldwell, Alexander Ferguson, George Mcgridie and Jimmy Duggan. On the way to Macon

they will pick up Manager Donovan, Fritz Maisel, Al Russell, Joe Kelly, Bob McGraw and others. Many will go direct from their homes to the Macon camp.

Seattle Leads in Hockey

Seattle, Wash., Feb. 24.—Seattle's ice hockey septet widened the margin of its lead in the race for the Pacific Coast association gonfalon last night at the Arena by walloping Spokane nine to seven. The game was not as lively as some seen here before until the last period, when the Metropolitan loosened a trifle and the visitors, on several occasions, became threatening.

The locals have but two more games on their schedule. They will need to win both to make the pennant doubly sure. Next Tuesday night they again cross sticks here with Spokane, and on Friday journey to Portland to close the season with the Uncle Sams.

HOT FIGHT WITH COUGARS

Eugene, Ore., Feb. 24.—Walden Trotter had two dead cougars and an assortment of bad lacerations today as souvenir of his thrilling adventure while gathering eggs last night.

In his barn 45 miles east of here Trotter discovered two cougars. He shot one dead and wounded the other. It attacked him. Trotter's dog came to his rescue. The cougar was killed with blows from Trotter's rifle butt, after a bloody struggle.

Your Five Hundred Muscles

The five hundred muscles in the human body depend on pure and rich blood for their health and contractile energy which is the ability to labor. If they are given impure blood they become enfeebled, the step loses its elasticity, the arm its efficiency, and there is incapacity to perform the usual amount of labor.

What a great blessing Hood's Sarsaparilla has been to the many toiling thousands whose blood it has unadorned and kept pure and rich! This medicine cleanses the blood of all humors, inherited or acquired, and strengthens and tones the whole system. It is important to be sure that you get Hood's Sarsaparilla when you ask for it. No substitute for it is like it.

TRY JOURNAL WANT ADS
 TRY JOURNAL WANT ADS

Billion Mark in Production With Billion As Value

Portland's 1917 automobile show marks the 21st birthday of the automobile industry.

It is of age, but unlike the tens of thousands of men whose services are dedicated to the king of vehicles, 21 years finds it still only a youth, half grown.

There are many men in Portland who recollect the beginning of the automobile industry, and saw the first, fantastically constructed, wheezy, short-legged "horseless carriage" from which the modern swift and silent car has evolved.

Two decades is a near cry backward and yet the year just closed saw passed for the first time in history the billion mark in motor vehicle production and the industry's money till rang up more than \$1,000,000,000 as the total value.

1,617,708 Cars in 1916

The total production of all classes of motor vehicles in 1916 was 1,617,708. Of these 1,325,378 were passenger automobiles and 292,330 trucks or commercial cars. Based upon their retail prices, the total value of the entire product was \$1,088,028,291, of which more than \$921,000,000 went for pleasure cars.

Last year's production—the greatest in all history—shows a gain of 80 per cent over that of the preceding year when 902,618 autos were manufactured. This increase is twice as much as the average annual gain since the foundation of the industry.

Of the 1,617,708 motor vehicles produced in the country last year only 78,200 were exported. The rest were left for distribution in this country, and according to the estimates of the National Automobile Chamber of Commerce, there are now not less than 3,500,000 motor vehicles in the United States.

Although 1917 apparently will see slight elevations in the price of automobiles due to the skyrocketing of material costs, still the average price paid apparently is not due for much of a rise.

Price Steadily Drops

During the last few years, in fact, the average price paid by the motor-owning public has steadily declined, due largely to the huge output of small, light and cheap machines that give enjoyment to folks of ordinary income. For 1915 the average price was \$672 and for 1916, \$603, a drop of \$69.

Decline in the average price and for machines does not mean that the higher priced car is going off the market, because it is not. It means simply that the universal means of travel, not only for the well-to-do, but for those not so wealthy. And to meet this huge demand that the so-called "cheaper car of an average price of \$500 or less has been built.

The great quantity of the low priced cars sold pulls down the average price when all are considered in the aggregate.

1917 Production Is a Guess

Now with the 1917 buying season getting under way, the question is asked: "What will be the production of this year?"

It will be larger, as manufacturers, than it was in 1916. In other words, a new record will be again established. Just what this production will amount to no one can with certainty foretell. Last year when the production totaled 1,617,708 cars the National Chamber of Commerce had estimated that it would be around 1,200,000. It was wrong by 400,000 cars, and the estimate was made only after all possible data had been considered.

So in answer to the question, of what 1917 holds in store, manufacturers make it plain that they merely guess when they hazard a "20 per cent increase over 1916."

Street Car Upsets With 108 Laborers

Toledo, Ohio, Feb. 24.—Running at a high rate of speed, a street car crowded with 108 workmen bound for the Willys-Overland Automobile shops, turned over here at 6:30 this morning. It is estimated 50 were hurt, several probably fatally.

The crash jammed the car doors tightly shut and the hundred workmen were caught like rats in a trap.

The tangled mass of human beings fought, prayed and screamed in a dozen tongues while firemen from a nearby station tried to open the doors. They had been no standing room left in the car.

When the firemen chopped holes in the roof and hauled the men out, many were faint from want of air.

THE MARKETS

The following prices for fruits and vegetables are those asked by the wholesaler of the retailer, and not what is paid to the producer. All other prices are those paid the producer. Corrections are made daily.

The only rise in prices noted today is in oranges which have jumped some twenty five cents per box. The cattle market is still strong, with no change of prices recorded.

Grains	
Wheat	\$1.20@1.25
Oats, new	45¢
Bran	\$28.50
Shorts, per ton	\$32
Hay, cheat	\$8@10
Hay, vetch	\$10@11
Hay, vetch	\$12
Hay, timothy	\$16
Butter	
Butterfat	43¢
Creamery butter, per pound	44¢
Country butter	30@32¢
Eggs and Poultry	
Eggs, trade	30¢
Eggs, cash	29¢
Hens, pound	15@16¢
Roosters, old, per pound	9¢
Turkeys, live	19@21¢
Turkeys, dressed	22@24¢
Ducks, live	15@16¢
Geese, live	12¢
Pork, Veal and Mutton	
Pork, on foot	10½@11 3/8¢
Veal according to quality	10@13½¢
Veal according to quality	10@13¢
Steers	6@8¢
Cows	4@5½¢
Bulls	4@5¢
Swine	5¢
Lams	11¢
Wethers	6@8¢
Figs and Dates	
Figs, 36 12-oz.	\$2.00
Black figs	10¢
White figs	11¢
Golden dates	15¢
Dromedary dates	\$3.75
Vegetables	
Cabbage	6¢

String garlic	76@10¢
Potatoes, per 100 pounds	\$2.75@3.00
Paranips, carrots and beets	\$1.25
Green onions	40¢
Artichokes	\$1.10
Lettuce, California, crate	\$3.25
Onions	96@9½¢
Celery	\$1.10@1.25
Tamale husks, lb.	10¢
Cauliflower	\$3.00
Brussels sprouts	\$1.12

Fruits	
Apples	50¢@41
Oranges, navels	\$2.75@3.00
Lemons, per box	\$3.50@4.00
Bananas, pound	5¢
California grape fruit	\$3.50
Florida grape fruit	\$5.50@6.00
Pineapple	8¢
Honey	\$3.50
Cranberries	\$3.50
Cocoanuts	\$1.15

Retail Prices	
Country butter	40¢
Eggs, dozen	35¢
Sugar, cane	\$8.45
Sugar, beet	\$8.25
Creamery butter	50¢
Flour, hard wheat	\$3.10@3.40
Flour, valley	\$1.90@2.00

PORTLAND MARKET	
Portland, Or., Feb. 24.	
Wheat, club \$1.54	
Red Russian \$1.52	
Bluestem \$1.60	
Fortyfold \$1.56	
Oats, No. 1 white feed \$3.00	
Barley, feed \$3.00	
Hogs, best live \$12.35@12.60	
Prime steers \$9.50@9.60	
Fancy cows \$8	
Calves \$8@10	
Spring lambs \$13	
Butter, city creamery 42@43¢	
Eggs, selected local ex. 33½@34¢	
Hens 18½@19¢	
Broilers 19@20¢	
Geese 12½@13¢	

MOONEY TO HANG

San Francisco, Feb. 24.—Thomas J. Mooney, convicted of complicity in the preparedness parade dynamiting, will be hanged at San Quentin prison on May 17.

Superior Judge Franklin Griffin today overruled Mooney's motion for a new trial and set that date for the execution.

The Clear-Cut Issues

Between Others and the

HUDSON SUPER-SIX

Don't confuse them.

No other Six is like the Super-Six. The distinction lies in a Hudson invention. That invention—applied to a Six of the finest type—increased its efficiency 80 per cent.

So the difference is tremendous.

No Eight or Twelve has anywhere near matched the Super-Six in performance. That's why those types have not been more adopted.

The Super-Six holds all the worth-while records.

It has proved supremacy in every point that counts.

It is now the largest-selling fine car in the world.

Never before has a single maker brought out such a dominant feature. That is why so many rivals seek to cloud the issue.

They say you don't want a racing car. You don't need such vast reserve power. You are not going to drive across continents, so those records do not count.

A Light, Simple Six

But note that the Super-Six is a light, simple Six. Other Sixes have a same-size motor. We have not added size or cylinders or complications to attain our end.

What we have done—and all we have done—is to eliminate most of the friction. In that way only we attained the speediest stock car in the world. And the most powerful stock motor, size for size, that was ever built.

Would you have less power, less speed, because of greater friction? Or would you have that friction ended, and use what power and speed you need?

The After-Cost

The question is not one of power or speed. It's the question of after-cost. Friction in the motor causes wear.

Phaeton, 7-Passenger	\$1650	Touring Sedan	\$2175	Town Car	\$2950
Roadster, 2-Passenger	1650	Limousine	2925	Town Car Landaulet	3025
Cabriolet, 3-Passenger	1950	(All Prices F. O. B. Detroit.)		Limousine Landaulet	3025

Wear destroys the bearings and the parts. It reduces car life. It leads to noisy motors.

The Super-Six records were won by endurance. Its greatest supremacy showed in the 24-hour record—won by 52 per cent. And in the 7000-mile round trip from San Francisco to New York. There it twice broke all the transcontinental records.

Any argument against such showings is an argument against endurance.

The War of Types

In the war of types—between Sixes, Eights, and Twelves—the Super-Six has won. Every record shows that. The ended trend toward V-types also shows it.

The light, simple Six—the ideal type—again holds ruling place. Not the type that used to rule, but the Super-Six.

It is evident today that the Super-Six is the only permanent type.

Today it comes in bodies of the most luxurious sort. And with a new gasoline saver—a radiator shutter—which means much added economy.

We urge you to prove these things before the season when demand will far exceed the output.

260 North High Street **VICK BROS.** Salem Oregon