

TELLS HOW TO CUT MOTORING EXPENSES

Biggest Cost In Short Trip--Problems For Motorists to Study

(By an Expert Mechanic.)

The average motorist, who is constantly complaining about the high cost of operating his car, probably does not stop to consider that he is largely responsible for such a condition. He would do well to study the problem and see if there are not ways and means of effecting a saving of gasoline, oil, tires and lessening the general wear and tear of the car. After 14 years of experience in the automobile business I have picked out some of the more important causes of the high cost of motoring which can be overcome by each individual.

The motorist who has his car at his door practically all of the time and who jumps in and uses it to run 100 yards down the street or on quarter or half-mile trips to execute little household errands or deliver messages, must realize that such driving can produce nothing but waste and high average cost of depreciation. With gasoline soaring as it has lately it behoves every driver to cut out short trips. It is said that the biggest expense in running a trial is the starting and stopping. The same is true of an automobile, and the larger the car, the more expensive it is to start and stop it.

It is on the long journeys that the motor car scores. It scores over the bicycle and all other forms of locomotion in speed and in avoidance of fatigue over long distances. Again, economy can be effected by an amendment of driving methods. Tire economy is secured by moderate driving, by careful starting and stopping and by close scrutiny of the road. Drivers who are in the habit of speeding up between street intersections and slowing down abruptly at the street crossings are abusing their tires.

A maximum of 25 miles an hour, when such speed is permissible, is

Willard Will Mobilize Railways If Needed For Transport of Troops



DANIEL WILLARD.

At a joint meeting in the office of Secretary of War Baker of the council of national defense and its advisory commission, composed of civilians, it was decided to appoint seven committees to develop the program for the country in time of war.

Daniel Willard, president of the Baltimore and Ohio railroad and chairman of the advisory commission, reported

judicious driving. Perfect control of every adverse circumstance without injury to passengers, tires or mechanism can be maintained if this speed is never exceeded. It has very wisely been said that any old car can go fast, but it takes a good one to run slowly.

HUDSON SUPER-SIX WINS BIG STOCK EVENTS

Since its introduction last year the Hudson "super six" has won practically every stock car record in the country. Perhaps the greatest of these is its round trip across the continent, made in 10 days and 21 hours. A seven-passenger touring car which, with baggage and passengers weighed 5000 pounds, was driven from San Francisco to New York city in 5 days, 2 hours, 31 minutes. It beat the best previous record by 1 1/2 hours, 59 minutes. It beat the best time held to within a month at the time the Hudson made its run by 2 1/3 days. At the end of the trip the Hudson was going so well that it was decided to turn her about and try for a record going back. It was the first attempt ever made by a car to do a round trip across the continent. The return trip was made in 5 days, 21 hours, or a total for the entire round trip of 10 days, 21 hours. Heavy rains were encountered in the Sierra Nevada mountains on the way back, which delayed the time a few hours.

Perhaps the most coveted record in the world is that for the 24 hours run. For years the time made by S. P. Edge on the rocklands track, England, had stood. Ralph Atwood, driving a Hudson stock "super-six" chassis, covered 1,519 miles in 24 hours in the Sheephead Bay track under American Automobile association supervision and lowered Edge's record by 327 miles. With the same car, with meagre body equipment, Mulford had made the fastest time for a stock car on record with the American Automobile association when on Daytona Beach, he covered a measured mile at the rate of 102.53 miles an hour.

The greatest hill climb in the world is that up Pike's Peak. A "super-six" made the best time up that highway. It defeated 20 cars for this non-stock event.

The "super-six" showed such speed that it attracted the attention of racing drivers looking for mounts. Ira Vall bought the Brooklyn demonstration car. He cut out some of the frame, changed the gear ratio, mounted a racing body and entered the metropolitan race at Sheephead Bay. It was the only car that did not stop in the 150 mile run, and he won third money. In the Vanderbilt and Grand Prize races held in California the "super-six" performed well. Twenty one cars were entered in the first race, three of which were "super-sixes." Six cars finished, of which three were Hudsons.

A View of Pennsylvania Avenue In Free Verse

Washington, March 3.—On the eve of the national inauguration, pity the staid and sober aborigines of the national capital. Pennsylvania Avenue, America's Appian Way—teems with strangers.

Infinite numerous and more various, they have usurped the town. Cosmopolitan, boeotic, itinerant—surging through the thoroughfare in a tireless ebb and flow.

The proletarians; the fat-jowled and opulent—splenetic, plethoric, lethargic, apathetic. Atrophied and ossified.

Seven seas of people, herding over the sidewalks into the gutters, elbowing, straining, fainting.

People who drink buttermilk; and those who write very libre. Young men with tortoise-shell glasses. Women with high foreheads and morals, and low heels; women with low foreheads and morals, and high heels.

Tatterdemalions, thieves, pick-pockets, raging and hobnobbing and good-fearing citizen in a drab overcoat and an umbrella.

While overwhelmed on the streets of their own city, the natives wander bewildered—in a phantasmagoria of swirling nothingness.

GOOD BODY POLISH

A good and inexpensive polish for brightening enameled body parts can be made by mixing three ounces of citronella, one pint of kerosene, one gallon of turpentine, and one and one-half ounces of oil of cedar. Apply the mixture with a soft cloth and then rub well with another dry, soft cloth. The more rubbing afforded the parts the greater will be the luster.

The "super-six" showed such speed that it attracted the attention of racing drivers looking for mounts. Ira Vall bought the Brooklyn demonstration car. He cut out some of the frame, changed the gear ratio, mounted a racing body and entered the metropolitan race at Sheephead Bay. It was the only car that did not stop in the 150 mile run, and he won third money.

In the Vanderbilt and Grand Prize races held in California the "super-six" performed well. Twenty one cars were entered in the first race, three of which were "super-sixes." Six cars finished, of which three were Hudsons.

FEEL HER PULSE!

THE CAR IS A GOOD DEAL LIKE A HUMAN BEING.

IF THERE'S SOMETHING GONE WRONG, YOU CAN SENSE THE TROUBLE BUT MAY NOT ALWAYS BE ABLE TO TELL WHAT THE DIFFICULTY IS.

THAT'S WHAT WE KEEP TRAINED MECHANICS HERE FOR--TO FEEL THE PULSE OF THE CAR, FIND OUT WHAT THE AILMENT IS, AND THEN APPLY THE REMEDY.

THE NEED OF TRAINED HELP IS NEVER MORE NOTICEABLE THAN WHEN THE IGNITION AND LIGHTING SYSTEM--THE NERVES OF THE CAR, GET OUT OF ORDER.

TRY US WHEN YOU HAVE TROUBLE NEXT TIME--AND LET US TELL YOU ABOUT THE

EXIDE BATTERY



BATTERY "Exide" SERVICE WITH FREE EXIDE SERVICE

THE BATTERY THAT MAKES THE LIGHTING AND STARTING SYSTEM WORK AT 100 PER CENT EFFICIENCY.

DAY AND NIGHT SERVICE--WORK GUARANTEED

Great Western Garage

C. C. SIMERAL, Proprietor

147 North High St.

Opposite Court House

Telephone 44

26,000 MEN JOIN WAR

Against Motor Wear and Friction

ENDURANCE PROVED BY

HUDSON SUPER-SIX

Let us not confuse the issues which stand uppermost today.

It is not speed, not power, not hill-climbing ability which make the Super-Six supreme. Though it holds those stock-car records.

It is the fact that those records were won--against Sixes, Eights and Twelves--by minimizing friction in the motor.

That is why the Super-Six invention stopped the trend toward V-types. It reduced friction vastly more than they did.

That is why a Six holds ruling place today. A new basic principle, patented by Hudson, removed its limitations.

It was to minimize friction that V-types were considered.

But in that the Super-Six outdid them.

That is why it out-spied any other stock car. Why it won so many hill-climbs, including Pike's Peak. Why it broke all records for quick acceleration.

Why it broke the 24-hour stock-car record by 52 per cent.

Why it twice broke the transcontinental record in one continuous 7000-mile round trip.

It was all motor endurance, due to friction and wear reduced to a point which no other type has approached.

Now makers of Sixes point to the fact that a Six still holds first place. But the top place is held by the Hudson Super-Six. No six, eight, twelve or car of any type has equaled it in any of the things which count.

It is a new type Six--the Super-Six--made under Hudson patents. It rules because it added 80 per cent to old-type Six efficiency. Because it ended the Six limitations--vibration, friction and wear.

THE ONE GREAT QUESTION

The one great question in choosing a car is this: What motor type comes nearest to eliminating friction?

That type will out-perform all others. It will wear the longest, cost the least for upkeep, waste the smaller amount of power.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

VICK BROS., 260 N. High St., Salem

That is now the Hudson Super-Six. It probably always will be. No engineer can hope to come much closer to perfection.

That is the reason for Hudson supremacy--the wonderful performance of this motor. No maker can approach this type in things that count for most. Until one does, men who want a great car must choose the Super-Six. With it he is master of every motoring situation.

NOW A GASOLINE SAVER

Now another feature--a great gasoline saver--adds to the Super-Six attractions. And new body creations, in every style, attain the very limit in beauty and luxury.

We have here now the models exhibited at the New York Show. Come see them.

Studebaker Six Rated As One of Best Cars Made

The Studebaker Six is one of the best automobiles ever made, and it should be, for it is the masterpiece of one of the world's largest makers—and no company in the world in manufacturing or engineering experience, resources or organization, excels Studebaker; and the Studebaker Six is the best work of Studebaker.

It is a car of masterful power, no car in the world under \$2000 exceeds it in this respect—and, in ratio to weight no car in the world at any price exceeds a Studebaker Six in power. Yet it is remarkably economical in gasoline, tires, upkeep and maintenance expense, because of its unexcelled design. It is easy riding and as easy driving as cars of much greater weight and longer wheelbase, and this because of its extra long springs, scientifically designed seats and cushions, and perfect lines. Like the highest priced makers, Studebaker has not adopted temporary fads and fancies in body design as an advertising or selling stimulus. It changes body designs only by the refinement of distinctive lines, which are permanently beautiful and stylish.

It would be equally foreign to Studebaker policy to make radical changes in its motor design either Four or Six merely for the sake of advertising and sales value. The present motor has met every emergency of average service and at average driving speeds it is better than any other design yet developed. In the Series 19 refinements have been made in the lubrication system, rendering it absolutely positive in operation. Refinements have been made in the motor mounting and in the balance and design of the reciprocating motor parts—crankshaft, connecting rods and pistons—still further cutting down vibration and adding to the speed and power range of both motors. The evolution of the Studebaker motor and full floating rear axle system has made the Studebaker chassis one of the finest pieces of automobile construction on the market today.

A BARE OLD GAME

"No one has to be a prophet or the son of a seer to be perfectly safe in predicting that the attendance and the sales at this season's automobile shows are going to put all past performances along these lines in the discard," remarks the Commentator, in the February issue of American Motoring. "The people have the money and they have the motor car habit. The combination of the two can result in but one thing, and that particular thing is going to mean a very comfortable feeling in the bank balance of those who live from and by automobiles, while those who pay for it—all those who ride—are going to get more for their money than ever before. Really, it is one of those delightful and extremely rare games wherein there are no losers, but all who play win."

TRY JOURNAL WANT ADS

LITTLE TALKS ON THRIFT

By S. W. STRAUS
President American Society for Thrift



A believer in thrift who was a benefactor to his descendants as far as money is concerned, at least, was Commodore Vanderbilt. When he was 16 years old he was taking passengers from Staten Island to New York by way of the ferry boat. The fare was not large, but he saved enough in two years to buy two boats of his own. In the meantime his wife had gone into the hotel business and in the next few years they accumulated \$18,000 between them, with which Commodore Vanderbilt bought the controlling interest in a steamboat company. He did, and he saved money until he had enough to pay his fare to Chicago and to live on until he got another job in a dry-goods store—which he afterwards owned and which became the largest in the world.

"No boy ever became great as a man," said John Wanamaker, "who did not in his youth learn to save money. Nine-tenths of getting ahead consists of laying something aside." James J. Hill conveyed the same idea when he said, "If you want to know whether you are going to succeed the test is easy. Are you able to save money? If not, drop out. You will surely lose. You may not think it, but you will lose as sure as you live." These men knew what they were talking about. They spoke from experience. Each began to save when he was carrying a mere pittance. They did not make the mistake of waiting until they earned "more." Marshall Field, for instance, started out as a clerk in a dry-goods store in a little village at \$2.50 a week. Our idea is that a person could not live on \$2.50 a week even in a small town in those early days, to say nothing of saving money. He did, and he saved money until he had enough to pay his fare to Chicago and to live on until he got another job in a dry-goods store—which he afterwards owned and which became the largest in the world.

NO REPAIRS ON SUNDAY

On order of the police commissioners Macon, Ga., garages, must close their repair departments on Sundays. Only drugs and necessities can be sold under the new rules. The exact status of gasoline is undetermined so far.

MONEY IN POTATOES

George H. Brown, of New Era, and his son, E. E. Brown, have made a profit approximating \$20,000 by planting about 80 acres of land to potatoes. With this showing they have easily demonstrated that they can be designated as the "Spud Kings" of Clackamas county.

Their 80-acre tract near New Era produced this season 20,000 bushels, and in addition to this Mr. Brown purchased several thousand bushels on the outside which he disposed of at a good profit. Mr. Brown has about 500 sacks left, averaging about 115 pounds to the sack. He has been offered as high as \$3.75 a hundred for this supply. The potatoes he sold at the early market brought \$1.25 a hundred. The biggest part of his crop sold at an average of \$3.25 a hundred.

Mr. Brown has had considerable experience at potato raising having made them his principal crop for a number of years. He specializes in the Early Rose and American Wonder varieties.—Concord Herald.

LIUN COUNTY FAIR

As usual the oldest and first established county fair in the state will be held at Seio on September 18, 19 and 20, 1917. This will be the 11th annual fair held by the Liun County Fair association and promises to excel any previous one held.

An entirely new line of amusements and attractions will be brought forward this season for the benefit of the many visitors. At the recent annual meeting an entirely new board of directors was elected, with one exception, Dr. Prill, the originator and head of the fair for the past 10 years, was retained, much against his wishes.—Stayton Mail.

STORE-CLOSING AGREEMENTS

The merchants of the towns of Hubbard, Aurora, Silverton and all other towns in that section, will, beginning Monday, March 5, close their places of business at 6:30 each evening except Saturday. This agreement was reached at a meeting of store owners of the different towns held at Woodburn Wednesday.

The Colonel is furious about the proposed indemnity to Columbia for Panama, because "I took it." (Put the accent on the "I" rather than on the "took," if you desire the real flavor of the quoted matter, though it's good either way.)