

Ten Commandments for Auto Owners

The ten timely suggestions which follow will insure the autoist against a great deal of trouble.

While several columns of advice might be given to the driver-owner who has decided within the past few spring-like days to get the "old bus" out again, 10 commandments will cover the subject nicely, and tell what attention should be given to have it always ready for service.

Learn Your Car Thoroughly

First.—See that the gasoline tank contains a sufficient quantity of gasoline, that there is plenty of oil in the crank case, that the radiator is filled with water, and that the tires are properly filled.

Second.—Lift hood and inspect fan belt, hose connections, ignition, wiring, coil and spark plugs. Fill the storage battery with distilled water to proper level in each cell. Oil the valve stems and push rods. Inspect oil pump and fittings for possible leaks.

Third.—Screw down grease cups on front springs and front axle. See that the nuts on the spring bolts are tight. Keep the spring clip nuts tight. Fill steering gear housing with soft grease.

Fourth.—Remove floor boards and oil shifting mechanism, clutch and the brake mechanism. Inspect clutch leather and if dry apply Neatsfoot oil. Oil all elevators.

Fifth.—Screw down grease cups on rear springs and see that spring bolt nuts are tight. Inspect transmission and differential housing for loose nuts or bolts. Examine the brakes and screw down grease cups over brake shafts in rear axle.

Inspect Bolts and Fill Grease Cups

Sixth.—Inspect body bolts and fender bolts. Fill all grease cups with good grade of medium weight grease. Keep wheel rims free from mud and slurry edges. Keep the body and fenders free from mud.

Seventh.—Occasionally jack up car under frame, pry the spring leaves apart with heavy screwdriver and lubricate between leaves with graphite mixed with oil. Keep transmission case and differential housing two-thirds filled with a good grade of medium gravity grease.

Eighth.—Occasionally drain the oil from crank case and then flush out crank case by pouring through a pint or so of kerosene. Every 10 days or so put two or three tablespoons of kerosene in each cylinder and let it stand over night.

Ninth.—Strain the gasoline through a chamois if possible when filling the tank—more care should be given to straining if the car is equipped with a vacuum feed system. Drain small amount of gasoline from storage tank in order to remove sediment. The strainer screen inside of top connection from vacuum tank should be cleaned also.

Wash Car Thoroughly

Tenth.—Wash the car thoroughly. As matters of fine bodies recommend that cold water be used solely—but if soap is used let it be pure soap free from

All Super-Six Racers To Finish Is Hudson Policy

Hudson's fleet of super-six racers virtually will run 'from back of scratch' in all the important events this year, according to Vick Bros. local Hudson agents.

The handicap is self imposed. In order to satisfy Hudson aims all of the cars it enters in any of the great races must finish.

When one considers the comparatively small percentage of racers in the big speed events which finish at all, it is at once apparent that the Hudson has assumed almost an impossible task.

But in winning all worth while records last year the Hudson was never extended to the limit of its endurance. There always remained a big reserve of power and endurance that was never required even in those terrific tests.

This year, therefore, the super-six will be put to the ultimate test. Long distance races at frightful speed will be required of the cars—and all must finish to satisfy Hudson. An honest exposition of these qualities of endurance and power demands that the race cars adhere closely to super-six stock structure. This has been done.

The principal change is in shortening the chassis. The super-six racers will be fitted against specially constructed frames in which every quality has been subordinated to speed. They do not even distantly resemble the stock cars of the names they bear. Therefore their performance signifies nothing of what can be expected of their stock car. In the course of a year of ordinary car usage, one of these cars would consume thousands of dollars in fuel.

But the qualities which the super-six racers will demonstrate in these speed events are the same that the purchaser of a super-six stock car gets. That is why the Hudson did not radically depart from stock car structure in building its racers.

In a public newspaper announcement, he invites competition in road demonstrations and requests any Florida automobile dealer to equal or improve upon either or both of his attainments. In this challenge he goes the limit for his Maxwell, inviting the competition regardless of the size, selling price or cylinder number of the competing car.

Indicative of the road ability of the Maxwell, the long east coast run practically duplicated the time of a run made last fall, over a road that had no similarity whatever, from Indianapolis to Chicago and return—the distance there being the same, 376 miles. The total elapsed time for the Florida run was 35 minutes greater though the time of nine hours flat and a like average sustained speed of 41.7 miles an hour would have been duplicated almost exactly, it is held, had the car on the Miami dash not encountered road working gangs north of Palm Beach, causing delays.

In all the road runs the Maxwell has been put to the strenuous campaign of durability tests it has made in attaining, during the last two years, the official American Inter-city motor car championship, it is asserted that a harder road to negotiate never has been encountered than the one in Florida.

Hardest Test Run Gives Maxwell Record

Making the longest and hardest run available for a public road test and durability demonstration in Florida, a stock Maxwell touring car, leaving South Jacksonville with four passengers at 11 o'clock the night of Tuesday, March 6, successfully withstood the pounding of the 376 miles between Jacksonville and Miami in the astonishing total elapsed running time of 9 hours and 35 minutes.

The record, officially observed, gives to the Maxwell distributors in Jacksonville, Fla., and his driver, P. W. Gibbs, the greatest motor car attainment so far achieved in the state, the Miami test having eclipsed, as a demonstration, anything ever previously accomplished by automobile. The car erased hours from the swiftest passenger train time and it lowered the best previous motor car record, established by a Hudson Super-Six, by approximately three hours.

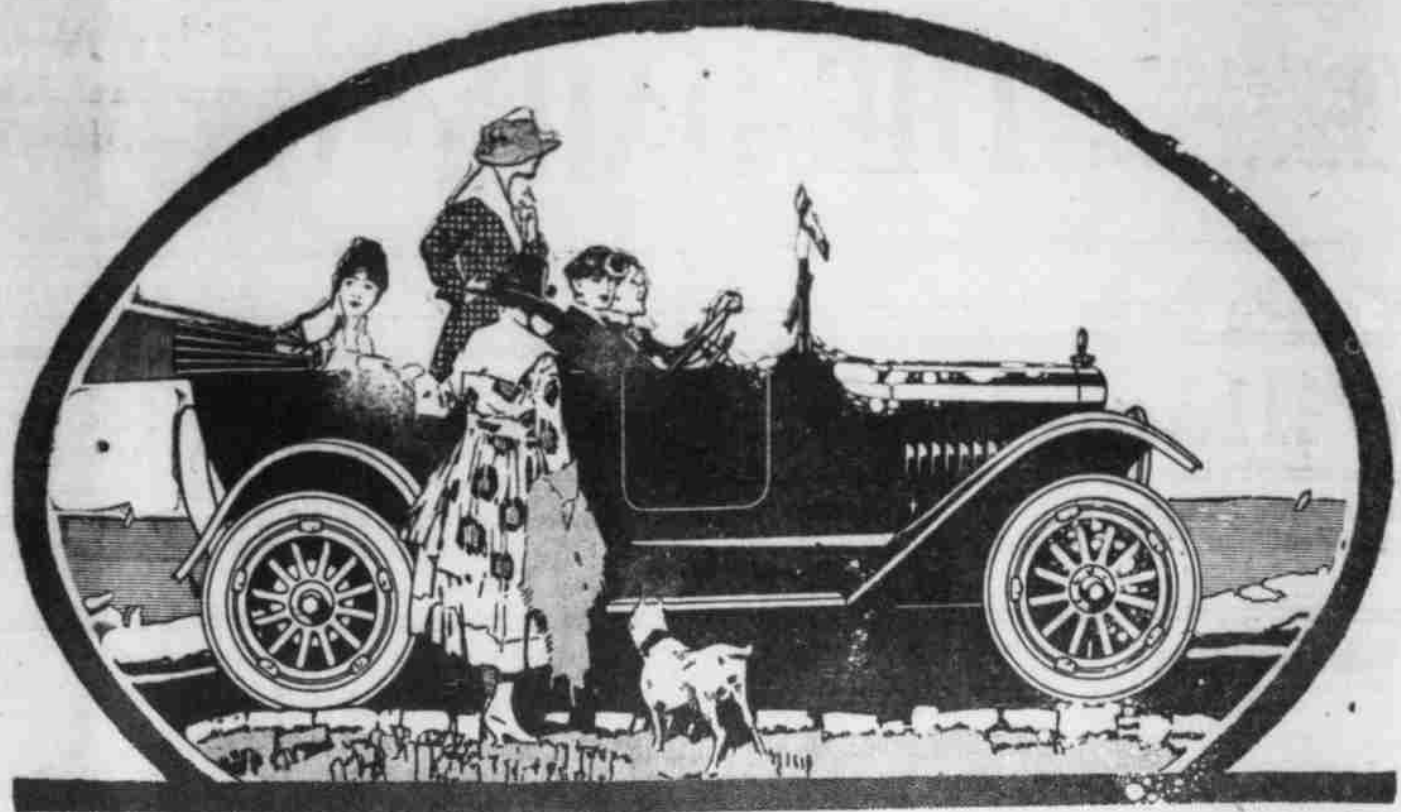
Arriving in Miami at 8:25 Wednesday morning, the car was officially credited with having negotiated the distance at the average speed of 39.4 miles an hour. Two punctures en route made the sum total of trouble encountered.

This surprising performance, added to a previous record attained in a run from Jacksonville to Tampa in seven hours and 23 minutes—an average of 37.6 miles an hour—has impelled Florida motor enthusiasts to the conviction that the sturdy Detroit product now has a belt that dangles with scap, and therefore the Jacksonville distributor is out with an astonishing deft to motor car representatives throughout the entire state.

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\$635 Now—\$665 May 1st

Maxwell Quality has been and will be rigidly maintained in spite of the big and constant increases in the cost of materials.

That's the Maxwell policy, fixed and immutable as the Rock of Gibraltar.

For years the Maxwell Company has been proving it in the Maxwell car, which has come to be recognized as the "World's Greatest Motor Car Value."

—as the car of power—of ease of control—of stability—of endurance—of economy.

200,000 satisfied Maxwell owners attest to the success of that policy.

More than three thousand Maxwell dealers owe their business stability to the fulfillment of that policy.

The First Consideration is—Maxwell Owners' Protection

No matter what other motor car manufacturers may do in the face of the greatly increased cost of raw materials, the Maxwell Company is going to maintain the high Maxwell standard of quality and only make a slight increase in the cost of the car.

While we are sorry that there is any increase, it can't be helped—because the first consideration is Maxwell quality.

—the quality which has given the Maxwell the two world's non-stop records of 22,800 miles, the 1916 record, and 23,500 miles, the 1917 record, at amazingly high mileage per gallon of gasoline.

This Small Increase is Your Big Insurance Policy

If the Maxwell Company didn't make the increase, slight as it is, it would have to skip here and there in materials, construction and refinements.

—and that the Maxwell Company will never do.

No manufacturer can make a car today for the same cost as he could a year ago.

The fact that the price of the Maxwell will be raised is your assurance that the Maxwell campaign is still putting the same quality into the car.

Your guarantee of still getting the "World's Greatest Motor Car Value."

In Fact, Better Value Than Ever Before

As a matter of fact, the Maxwell is now an even better "buy" than ever before.

Note—Prices above quoted are F. O. B. Detroit.

Halvorsen & Burns FERRY AND HIGH STS.

Salem Agents



EVERY BUMP Hits your machine like a PILE-DRIVER

Let a wheel strike an obstruction an inch high at speed of fifteen to twenty miles an hour—

It strikes your car a blow like that of a tremendous hammer.

So it goes, day after day, week after week.

The wonder is that metal stands the strain so well.

Parts will weaken. The only way to be entirely safe is to have the car examined occasionally by expert mechanics. It is good insurance, and saves repair bills.

TRY US ONCE

BATTERY "Exide" SERVICE

Means attention to the battery that keeps it strong and saves deterioration. Storage Batteries must be charged before they are entirely exhausted, and should be inspected regularly.

Great Western Garage

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Home Preparedness No. 4—What a Million Door Yards Can Do

By Carl Vrooman

(Assistant Secretary of Agriculture)

(Member of the National Emergency Food Garden Commission)

Washington, April 7.—What goes beyond their own dooryards millions of American women can render real service to the nation. This service is as real as that rendered by the soldier on the field of battle. It is to plant and care for the little plot of land that lies back of the house—to make a home garden.

One million dooryard gardens planted in our suburbs and cities this spring would mean a national saving of possibly \$50,000,000, a sum as large as that which President McKinley was given by congress for the prosecution of the Spanish-American war. Growing vegetables for home consumption in these gardens would relieve the railroads of the necessity of carrying millions of pounds of bulky freight thus releasing thousands of cars and engines for hauling men and munitions.

Our experts have calculated that an average American family uses about 20 bushels of potatoes a year. It does not take but a fraction of an acre to produce this quantity of this important

All Fat People Should Know This

The world owes a debt of gratitude to the author of the now famous Marmola Prescription, and is still more indebted for the reduction of this harmful, effective obesity remedy to tablet form. Marmola Prescription Tablets can now be obtained at all drug stores, or by writing direct to Marmola Co., 304 Woodward Ave., Detroit, Mich., and their reasonable price 75 cents for a large case, leaves no excuse for dieting or violent exercise for the reduction of the overfat body to normal proportions.

What Shall I Do With My Daughter?

By Rose Wilson Bull.

The European war with its tremendous tax upon the nursing resources of over half the world has turned the attention of women generally toward the nursing profession, and led to an increased demand for more information about Red Cross training.

In the first place women want to know how they can enlist as war nurses, what their first duties are, what the chances are of their seeing actual service "at the front", what dangers they are likely to encounter, and under what conditions their work is performed.

Before we go any farther let it be thoroughly understood that the army hospital, with all its complicated problems, with all of its extremely delicate surgery and its many technical complications is no place for the amateur, however well intentioned she may be. One of the most difficult jobs of Red Cross officials in times of stress is to know what to do with the thousands of intensely earnest volunteers. One thing they can not do with them, however, is to put them in hospitals where the lives of wounded soldiers depend on trained skill and careful observation of nursing technique. This applies even to those who honestly claim that the care of the sick "comes naturally to them."

The familiar picture of the Red Cross nurse tenderly leaning over a wounded soldier on the battlefield, with shells exploding about her, is a beautiful picture but it is not based on fact. The development of trench fighting has revolutionized methods of first aid ambulance service and hospital care; and modern weapons, inflicting modern wounds, have revolutionized war surgery, and put a new aspect on war nursing.

This is the most direct avenue of patriotic service open to the trained nurse who wants to aid her country in time of war. The Red Cross has set a high standard for its nurses. They must be graduates of reputable training schools in which they must have had

at least a two years' course. In states where registration is enforced by law, the Red Cross requires that the applicant be a registered nurse. Proper endorsements and recommendations must accompany all applications, and when the nurse has joined the organization she must, in the event of war, report at headquarters, and state whether she is available for service in her own locality, or may be sent to any part of the country or the world, wherever the need

(Continued on page three.)

On The Square

If you have had us repair your tires and tubes our work speaks for itself and you know it pays to have them repaired.

WE STAND BACK OF OUR WORK

W. M. HUGHES

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