



# PAIGE

The Most Beautiful Car in America

NATURE is reawakening. And with the coming of Spring, Summer and the Season of Outdoor Living comes the Call of the Road. For the Joy and Comfort of Touring you and your family require a car you are sure of, a car in which you are comfortable, a car you are Proud of.

Such a car is always a Paige. And if your needs require a five-passenger car such, in fullest measure and without an equal, is the new Paige Linwood "Six-30." It has all the essential features of the most expensive cars and the price is only \$1175.

You will find Comfort in the roominess, in the luxurious upholstery and finishing, in the tremendous power of the motor and the delightful ease—scarcely a finger pressure—with which you can drive, control and steer this amazingly lively car.

You will find in the Linwood the Pride as well as Satisfaction which every Paige Owner feels and declares in his Paige.

Stratford	"Six-51"	seven-passenger	\$1495 f. o. b. Detroit
Fairfield	"Six-46"	seven-passenger	\$1375 f. o. b. Detroit
Linwood	"Six-30"	five-passenger	\$1175 f. o. b. Detroit
Brooklands	"Six-51"	four-passenger	\$1095 f. o. b. Detroit
Dartmoor	"Six-30"	two or three-passenger	\$1175 f. o. b. Detroit
Limousine	"Six-51"	seven-passenger	\$2750 f. o. b. Detroit
Sedan	"Six-51"	seven-passenger	\$2500 f. o. b. Detroit
Sedan	"Six-30"	five-passenger	\$1775 f. o. b. Detroit
Town Car	"Six-51"	seven-passenger	\$2750 f. o. b. Detroit

Paige-Detroit Motor Car Company, Detroit, Mich.

## GUYER & PRIEM

Distributors for Marion and Polk Counties. Phone 867. Sales Place 246 State St.

### Some Strong Points of Beautiful Paige Cars

You cannot get out of a motor car any more than the manufacturer builds into it. With this thought in mind an inspection of Paige mechanical construction on any model will prove the value, the quality and dependability of Paige motor cars.

The most noticeable feature of Paige design is the clean-cut appearance of the entire chassis. It requires real engineering ability to simplify and refine a mechanism and yet secure that perfect efficiency in service for which Paige cars have become a standard.

Paige motors are exclusively of the six-cylinder type. They embody improvements and refinements that produce results that are truly remarkable—power in abundance for any emergency—flexibility that gives a range of from two miles to sixty on high gear almost as quick as you can think—silent operation that proves the excellence and the skill of Paige workmanship.

The cylinders of fine gray iron are cast in a single block rigid, light, and strong, and insuring perfect alignment that reduces friction and wear, giving economical upkeep.

The massive crankshaft, while not too heavy, has the rigidity and balance that reduces vibration and gives a smooth running motor even at high speeds. Three big bearings carry the shaft securely. The crankshaft is also carried in three big bearings.

Ignition is the Remy distributor, a simple device of proven efficiency. The electric starting motor and electric generator are the Gray & Davis, separate unit, new design, lighter weight and greater power. The simple and efficient lubricating system on all Paige motors insures quiet operation and long life to bearings. An oil pump carries oil from the reservoir at the bottom of the crank case and forces it to the main bearings and timing gears. It then runs to six troughs under the connecting rods which dip into it and splash it in a shower over the cylinder walls, the valve mechanism and connecting rod bearings. The driver knows constantly whether the oiling system is in operation by a pressure gauge on the instrument board.

The Paige cooling system is another feature that sets the pace in efficiency. The radiator is of the zigzag cellular type with 15 per cent more cooling space because of its pointed shape and another 15 per cent efficient because the water dropping down the zigzag tubes is cooled more thoroughly. Some of the tests to which the Paige cooling system has been put by owners are quite remarkable, yet they came through with a perfect score and proved the quality and stamina of Paige cars in every part.

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### Here's a Way to Save Some Doctor Bills

Physicians Give Free Advice by Which Parents May Profit.

It's a matter of general interest just now how one's physical condition can be got into shape to best receive the benefits of the summer season. Especially is this true of the children. They have become run down by a winter of unnatural manner of living because of ill-considered food and much time spent indoors. Spring comes with its sunshine, its fresh vegetables and all else invigorating, but the children are in no condition to receive nature's remedies. Many parents call on the family physician. Many other parents take advantage of what the physician told them when he was first called in consultation. All good family physicians say: "Give the children Castoria." Healthy parents know this remedy of old, for they took it themselves as children. It was more than thirty years ago that Castoria made a place for itself in the household. It bore the signature of Charles H. Fletcher then, as it does today. The signature is its guarantee, which is accepted in thousands of homes where there are children.

Much is printed nowadays about big families. Dr. William J. McCrann, of Orono, Neb., is the father of one of these much-talked-about families. Here is what he says: "As a father of thirteen children I certainly know something about your great medicine, and aside from my own family experience I have, in my years of practice, found Castoria a popular and efficient remedy in almost every case."

Charles H. Fletcher has received hundreds of letters from prominent physicians who have the same esteem for Castoria that Dr. McCrann has. Not only do these physicians say they use Castoria in their families, but they prescribe it for their patients. First of all it is a vegetable preparation which assimilates the food and regulates the stomach and bowels. After eating comes sleeping, and Castoria looks out for that too. It allays feverishness and prevents loss of sleep, and this absolutely without the use of opium, morphine or other baneful narcotic.

Medical journals are reluctant to discuss narcotics. Health officials, however, say: "Our duty is to express danger and record the means for advancing health. The day for poisoning innocent children through greed or ignorance ought to end. To our knowledge Castoria is a remedy which produces composure and health by regulating the system, not by stupefying it, and our readers are entitled to the information."

The promoter produced his letter. "That's his signature alright," replied the policeman, "but the fight can't go on."

"If I should get the secretary on the telephone and he should tell you to allow the fight to proceed would you change your mind?"

"This was agreed to and some one rang up the secretary who informed the policeman that the fight must be held. The policeman made his apologies, bowed very low a lot of times and he and his men took front seats and watched the show."

"Next day it was found that the secretary was out of town."

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NEW TODAY ADS WILL BE  
read in the Journal in all live  
Marion county homes—Try 'em.  
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## Costs Most to Make

# BUT...

## Least to Use

Don't be content to take anyone's "say so" about the starting battery for your car. Get out your investigating glass and look them all over. You will not need the eye of an engineer to see why an "EXIDE" costs most to make but least to use.

Take as one instance its unit cell assembly, each cell a separate sealed unit. This makes it easy to remove a cell.

The non-flooding plugs prevent overflowing. The jars are made of a special tough semi-flexible compound. Its sturdy case is built to "hold together."

Extra large plates and in consequence an extra-powerful battery. Its handles are sunk into the case and permanently held there by anchors of solid metal; no bolts, screws or nuts are used in these handles.

The above are some of the salient features of the "EXIDE" Starting and Lighting Battery—it has others.

But, most important fact of all, it has built into it the knowledge, the experience and the ideals of the oldest and largest maker of storage batteries in this country, the company that for twenty-nine years has carried Quality Prestige throughout the storage battery world.

There's an "EXIDE" Battery for Every Car and an "EXIDE" Service Station in Every Principal City

## Great Western Garage

C. C. SIMERAL, Proprietor

147 North High Street Opposite Court House Telephone 44



### Batteries Manufactured by This Company Are Used

In a majority of the U. S. Submarines. For Gun Firing and Wire- less by the U. S. Navy. Almost exclusively by Large Central Lighting and Power Companies. By the Telephone, Marconi Wireless and Western Union Companies. For Electric Vehicles, Mine Locomotives, Battery Street Cars, Railway Signals, Etc. In thousands of House Lighting Plants.

### WHAT WILL BE TYPE OF FUTURE ENGINE

First Twelve Used in Motor Boats at Monaco Away Back in 1910.

By Merle Shepard in San Francisco Examiner.

When the V type engine was introduced for passenger car purposes about three years ago there arose immediately a great amount of clamor. Around the stove in every garage, as well as in the most exclusive clubs, the pros and the cons of the eight-cylinder and the twelve-cylinder were discussed as energetically as the latest war reports. As a matter of fact, the twelve-cylinder engine is not absolutely a new development, although its use on automobiles for ordinary passenger purposes is considerably later than any of the other types in common use.

Although the history of the eight and twelve are somewhat different, it is quite interesting to study the latter as typical of V-engine development. What is said of the twelve is in a great many respects true of the eight, although they have their basic differences. The first twelve-cylinder engines were used in the racing motor boats which took part in the international events at Monaco in 1910. At that time there were three boats, the Ursula and the Maple Leaf I and II, which were equipped with these engines. The engine in the Ursula was not a V-type but had the twelve-cylinders in a single line. The engines in the Maple Leaf were of the V type, however, with two rows of six cylinders mounted on a common base in the same way as the well-known twin-six engines in the modern cars of today are mounted.

It was not at the Monaco meeting, however, that these engines had their first success. A cracked cylinder caused the withdrawal of the boat and the engines were repaired and set up in another boat, which entered the inter-

### INTERNATIONAL RACES AT HUNTINGTON BAY, LONG ISLAND

This time, through the fault of the hull, the engines did not do all that they were capable of accomplishing and a new boat was built. Finally, with this same engine in the Maple Leaf IV, this boat was successful enough to carry away the British international trophy.

The twelve-cylinder V-engine used in the Maple Leaf is considerably larger than that used in our modern cars. It developed nearly 40 horsepower and had a bore of seven inches with a stroke of seven and one-half inches. A feature of the engine is that the inlet valves are arranged over the exhaust and the exhaust valves discharge into a water cooled expansion chamber located over the cylinder heads. There were two magnetos, one for each line of six cylinders.

The next place in which the V type twelve-cylinder engine appears is in the Sunbeam racing car, built by the English Sunbeam company. This differed from the engine in the motor boat in that instead of having the cylinders cast separately, they were cast in blocks of three. Like the Maple Leaf engines, all the valves were operated from a single camshaft, and the cylinders were at an angle of sixty degrees to each other. This engine was very successful in the Sunbeam racing car, and using its experience acquired with this engine, the Sunbeam company is now building aeronautical engines along the same lines. Four carburetors are used on the twelve-cylinder aero engines made by this company.

In this country the introduction of the eight-cylinder V by one company and the twelve-cylinder engine by another marked the beginning of the use of the two types of V engine for passenger cars in America. It had been seen in Europe before on the product of some of the foreign makers, but this was its introduction by an American maker. There are now several on the market and others which are about to appear. It seems to be quite well understood that there is a definite field for the V-shape engine. When it first appeared

(Continued on page four.)

### INTERIOR SECRETARY ASSISTED THE SPORTS

### Somebody Very Obliging Impersonated the Government Official

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

New York, April 14.—A story of how the Cuban secretary of interior, all unconscious of it, helped a bunch of Cuban fight fans out of a hole, was brought here recently by a traveler from Havana. The fight was staged in Havana over the protests of the mayor and the chief of police, much to the satisfaction of the promoters—and to the extreme chagrin of the secretary, who found out about it later.

The fight was advertised to take place the hall was packed, the cigars were going big and the Cubans were happy. Just as the announcer was telling his audience what a fine pair of scorpions the two antagonists were, and how the fight was going to fly in clumped a sergeant and ten toy soldiers, designated police.

Down the aisle they marched in precise military formation and were brought to an abrupt halt at ringside by the sergeant, who, with a flourish, informed the audience and the promoters that, by order of the mayor, no fight was to take place.

"But I have the authorization of the secretary of the interior to hold this fight," the promoter protested.

"Can't help it," replied the sergeant. "Orders are orders and I work for the mayor. Clear out."

"The debate grew and the words were flying fast. "Suppose I should show you a letter from the secretary of the interior. You know his signature, don't you?" And

### Stayton News

(Continued from page one.)

Easter with her parents in Stayton. Hon. Seymour Jones, of Salem, will speak at the M. E. church here Sunday night on "Issues to Be Voted Upon the Patriotic Church Member Should Understand."

There was a large audience at the Catholic church last Sunday morning attending the Easter service. High mass and benediction were impressively celebrated by Father Lauck.

Ed Adsett and family, of Salem, were recent visitors here at the C. E. Craemer home. Miss Rosa Rock has been making her parents, who live in Stayton, a visit. Miss Rock lives at Silverton.

Plans are under way at the school for May day recognition. Miss Lois Williams, of Portland, was a recent visitor at the home of her father here. The visitor is a Rose City teacher.

Mrs. S. A. Starr entertained the Brode club at her home Wednesday evening. William Elder, of Lyons, was a Stayton visitor at the home of his parents this week.

Mrs. J. M. Ringo is visiting friends in Portland.

### Thumb Nail Sketches of Men Who Do Things

Washington, April 14.—The center-fire control for dreadnaughts whereby main gun batteries are located in a line down the center of the ship, is one of the revolutions of naval construction contributed to the world by American naval genius. Rear Admiral David W. Taylor, recognized as one of the leading authorities on naval construction is the man who originated "center-fire."

He is now chief of the Bureau of Construction and repair. His job is to draw the intricate detail plans and specifications for the navy's new ships, and after afloat to keep them ship-shape. No one branch of the naval establishment is more vital than his; perhaps none so much.

Admiral Taylor inaugurated his brilliant career with the navy by graduating with honors from the Annapolis academy, and then entering the great English naval academy, when England was receiving our midshipmen. Taylor carried off the highest honors ever won at that academy.

When the British cruiser Hawk rammed the steamship Olympia in the Thames several years ago, the British government sent for Admiral Taylor to obtain his expert opinion as to the cause of the mysterious collision. It is chiefly due to his efforts that the present super-dreadnaught can travel faster and with greater displacement on the same amount of coal than the pre-dreadnaught could. Taylor is one of the meekest men to look at in the world. He has the face, bearing and general appearance of a country preacher. He thinks so far ahead in warship construction that he's generally "out the same distance be-

### \$350,000,000 Tire Bill for This Year

It is estimated that more than \$350,000,000 will be spent in the purchase of tires for pleasure cars alone during 1917. The estimate is based on the number of cars in use, the average mileage, the guarantees ordinarily made with tires and on other figures of the consumption by car owners in the past.

### MOTHER GRAY'S POWDERS BENEFIT MANY CHILDREN

Thousands of mothers have found Mother Gray's Sweet Powders an excellent remedy for children complaining of headache, colic, feverishness, stomach troubles and bowel irregularities from which children suffer during those days. These powders are easy and pleasant to take and excellent results are accomplished by their use. Used by mothers for 10 years. Sold by Druggists everywhere, 25 cents.

### Magnet on Auto Foils Puncture

An ingenious device consisting of a magnet carried in front of each of the two forward wheels of an automobile and in close proximity to the ground has just been invented. It will prevent the puncturing of pneumatic tires by automatically picking up magnetic particles, such as chips of metal, tacks, nails and the like.

### DEAD CYLINDERS MAY BE EASILY LOCATED

To tell which cylinder is missing explosions, short-circuit the plug with a screw driver. Touch the end to the cylinder and lean the blade against the head of the plug. This will prevent the plug from firing. If it is a live cylinder, this will change the sound of the exhaust. If it is a dead cylinder, it will make no difference in the sound of the exhaust. By noting the sound of the exhaust you can tell which cylinder is missing explosions.

### ANOTHER SHIPMENT OF

# Harley-Davidson

### MOTORCYCLES HAVE ARRIVED

COME IN AND TRY THIS NEW MACHINE—A GIANT IN POWER. ER. THIS MOTOR HAS THE "JUMP," "PUNCH," "GETAWAY" AND THE EXTRA BURST OF SPEED THAT MAKES IT THE TALK OF THE TRADE.

IT'S THE SAME TYPE MACHINE ON WHICH ALAN T. BELL RECENTLY BROKE THE WORLD'S 24-HOUR, 12-HOUR, 1,000-MILE AND 500-MILE RECORDS, BY TRAVELING A FURTHER DISTANCE IN 24 HOURS THAN ANYONE HAS EVER GONE.

1153 1/2 Miles in 24 Hours (Average over 48 Miles per hour)

1917 16-H.P., 3 SPEED ELECTRIC EQUIPPED HARLEY-DAVIDSON, \$325.50 AT SALEM.

## Scott & Piper

252 STATE STREET