



The World's Greatest Motor Car Value

Note These Specifications

Engine—Four cylinder unit transmission bolted to engine; detachable head. Crank shaft of exceptional size and strength and fitted with large bearings. Cam shaft and cans drop forged integrally from solid bar of steel.

Ignition—Atwater Kent System.

Cooling—Tubular radiator and fan. Thermo-siphon system with large inlet and outlet connections.

Lubrication—Splash system with positive oil pump, delivering oil direct to front and rear main bearings and maintaining constant level in splash pan.

Carburetor—Special atomizer type; dash adjustment to suit starting and running in any climate.

Gasoline Tank—Located under dash cowl, making short and absolute feed to carburetor. Positive feeding qualities, even on steepest grades.

Clutch—Faced with multi-beson lining; clutch runs in oil and takes hold smoothly and without grabbing.

Brakes—12-inch, affording positive control.

Transmission—Main transmission shaft has Hyatt roller bearing. Jackshaft has phosphor bronze bushing; gears are nickel steel, heat treated.

Steering—16-inch steering wheel; irreversible worm steering gear, adjustable; ball thrust on both ends of worm; steering wheel shaft and spark throttle control rods enclosed in steering column which is rigidly held to instrument board; steering drag link is atwart car and absorbs shock from wheels.

Control—Gear shift lever in center of driving compartment and operated at right of driver; spark and throttle controls operated on quadrant underneath steering wheel. Throttle also operated by foot accelerator.

Instrument Board—Carburetor adjustment, speedometer, light and ignition switch, battery regulator switch, ammeter, dash light and gasoline gauge are carried on this board within sight and easy reach of the driver. Light and ignition switch, ammeter, fuse box and battery regulator contained in metal housing called the electrical control unit, which can be easily removed for inspection or adjustment.

Wheel Base—103 inches.

Tires—36-in. x 3 1/2-in. all around; anti-skid tires in rear.

Wheels—Artillery type of best grade hickory; 12 spokes in both front and rear wheels; equipped with demountable rims.

Rear Axle—3-4 floating type, five Hyatt bearings; axle shafts of nickel steel; gear ratio 3.58 to 1.

Front Axle—Drop forged I-beam section, extra long wheel hub, running on ball bearings.

Springs—Front, semi-elliptic, 32 inches long, 1 3/4 inches wide, fixed in front, shackled at rear. Rear, 3-4 elliptic; lower half 46 inches long.

Frame—Frame—Pressed steel with three cross members. Frame is tapered from 33 7/16 inches at rear to 23 inches at front, insuring that the body rests solidly its complete length.

Fenders—Crown fenders, fully enclosed at front and rear between wheels and body.

And the Price

Touring Car \$725

Roadster 710

f. o. b. Salem

Halvorsen & Burns

FERRY AND HIGH

Cars here for immediate delivery.

Let us demonstrate to you.

MAXWELL PRICES TO MOUNT; INCREASE LIGHTEST SO FAR

Unable longer to offset the constantly-soaring price levels for raw materials without either taking something out of the car or adding to its selling price in order to make ends meet, the Maxwell Motor Sales company, it is made known has found it necessary to increase the retail price of the Maxwell touring car and roadster models. The advance takes place May 1. It amounts to \$30.

Indicating the degree of efficiency that has been attained in the Maxwell company's manufacturing plants, this increase takes rank, it is pointed out, as the narrowest margin of price advance found necessary to any automobile producing organization since prices first evidenced a marked trend as a result of the stringency in metals and other raw materials after the first year or so of the European war.

Through announcement a month in advance of the price change, purchasers who take early steps for preparation for the coming season of the motor car's greatest usefulness are to be given the advantage of the present Maxwell retail price of \$635 for one month. This makes possible a financial saving that assumes some importance in the light of hints from the Maxwell company that it is possible the price may have to be further advanced if conditions in the materials markets do not adjust themselves more satisfactorily in the next few months than they have in the period since January 1st.

The closed models of the Maxwell company are not as yet affected by the price increase. It is asserted that a lift may be given closed car figures also, should the company find it necessary again to add to the touring car and roadster prices that must apply after May 1.

The Maxwell manufacturing policy has been to produce in large quantities a light and efficient car of standardized parts, says President Walter B. Flanders of the Maxwell company. We have adhered to the original practice of the standardization of all Maxwell parts and will continue to do so. The policy has resulted in a degree of manufacturing efficiency by which we have been able to overcome the great increases in the costs of our raw materials.

These increases have been enormous. In the aggregate they amount to over thirty per cent. In some individual instances they have run from 1,000 to 1,500 per cent. Every item that enters into the making of the car has increased in cost by a margin several times greater than the percentage of increase we have given the selling price.

This gives a forcible illustration of what car standardization means for the automobile buyer. Because of it we find it possible to keep on with our production. We could have accepted suggestions a number of times that looked to a change in the car. These involved taking out something that we now give the Maxwell buyer. We did not deem such changes to be advisable in order to effect so-called economy.

The Maxwell producing units now have been in operation a number of years, so that with the price advance we surely give the public the benefit of refinements and advances we have made. In the making of almost 100,000 cars yearly we have brought about economies as well that have a direct relation to the buyer's purse. Recently we perfected plans for the biggest production of trucks in the motor world. This makes possible a still further margin of efficiency so that our ideal of standardization does not need to be disturbed.

All this has enabled us to withstand the rising costs for everything we use and go ahead with our output as scheduled for the year with the smallest margin of price increase the industry so far has made known. We will proceed with the hope that materials costs will not necessitate an increase in the prices for our closed cars or a further addition to the slightly advanced figure that must apply with the other models from May 1.

The Maxwell has effected its own advance costs with success so far, our policy plainly shows, and we are in a position as advantageous as any in the industry to still further produce a useful and complete automobile for the American public at the lowest possible price margin.

Quality of Willys-Overland Material Is Proven

Information just received from the Toledo factory of the Willys-Overland company by the local Willys-Overland dealer, contains a novel endorsement of the Willys-Overland construction and the quality of the material used by that company in its production.

Last year, it is announced, the steamer Wisely, carrying a cargo of general merchandise bound for Vladivostok, caught fire at sea, and was beached on the Chinese coast, about six hundred miles from Hong Kong.

Included in the vessel's cargo were eighteen six-cylinder Overland touring cars. Some time ago the vessel was raised and the greater part of the cargo was salvaged.

These eighteen touring cars when raised to the surface presented a sorry appearance. The vessel had been on fire for several days, before sinking to the bottom, where it lay for three months.

During all this time the cars were subjected to the effects of fire, smoke and water. In addition, chemicals which the boat also carried, affected the paint and upholstery.

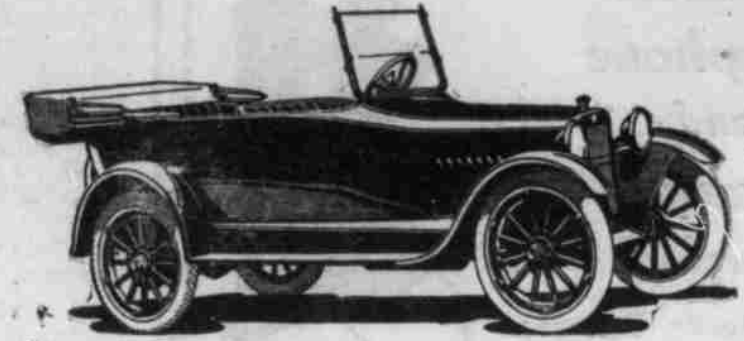
Examination revealed, however, that the motors and chassis were in excellent condition. At an average cost of \$200 these chassis were refinished and put into livery service. According to a letter from their owners to the home factory in Toledo they are giving excellent satisfaction.

occasionally, as you are merely keeping the water there to give you trouble later. If it is possible have a drain valve fitted and so avoid the trouble.

DAILY CAPITAL JOURNAL Classified Ads

Phone R1 Prompt Service

"SAXON SIX"



Will increase in Price Several Dollars on May 1, 1917--We have a few cars on hand that we will sell at the old price, f. o. b. Salem

\$975.00

THE SAXON CAR

STRENGTH ECONOMY SERVICE

G. H. SELLERS

Manager Saxon Motor Sales Co., of Salem

271 Chemeketa St.

Telephone 296

Company M at La Grande Pleased With Surroundings and Regular Home Treatment

The Capital Journal is pleased to publish herewith an account of how the members of Company M are being treated by the citizens of La Grande, Oregon, where the company is stationed. The story is written by Corporal Richard O. Hansen, a newspaper man of this city, who is well known to everybody, and it gives a vivid glimpse of the duties the boys are having to do. In fact, this story is the first to be received from "the front" and comes from the columns of "The La Grande Observer."

While the headquarters of the company is at La Grande, the active duties take the boys over into Idaho part of the time. Each group or platoon that goes on duty stays out three days, returns and is in La Grande at least six days before going out on patrol duty again.

The following is the story by Corporal Richard Hansen:

With squad and platoons of "boys in olive drab" drilling and marching in its streets, with heavily armed and fully equipped detachments of uniformed men leaving at intervals for unknown destinations, with the far carrying, clear notes of the bugles sounding frequently, La Grande, since the arrival of Company M, Third Oregon Infantry, has taken on a military atmosphere which it has not experienced since the days of the Spanish war. Captain J. R. Neer, a business man with 13 years military experience, is in command of the company.

The soldiers are quartered in the basement of the First Methodist church, which has been donated for their use while they are in this city. There they sleep on canvas cots which are piled in tiers around the sides of the room to increase the floor space during the day. The three cooks, assisted by several men who are changed each day, make the kitchen a very busy place because the appetites of the young men, living in the open air and drilling hard for six hours a day as they are, are almost limitless. The quantities of food consumed would seem appalling to the ordinary housewife but there is not a case of indigestion from over eating among the boys and it is probable there will not be. The food is plain but well cooked, of a character which will make brawn and sturdiness and is sufficiently varied and the ration is so balanced that there is no monotony.

At present there is in La Grande only about half the entire membership of the company, the remainder of the men being on "detail" at various points "somewhere in the United States." This city is, however, the headquarters of the entire company.

Company M Excels.

It is a tradition that Company M excels all other companies of the national guard of Oregon in type of men and efficiency of drill. When the company was on the Mexican border last year, about 35 per cent of the men were college graduates, many were state officials, there were thirteen lawyers, and there were various other professional and business men.

Though the company has undergone a radical change in personnel since the return from the border as many of the old men were mustered out in September, yet general type of manhood in the company at present is fully as fine. There are over thirty men in the company who in civil life are students of Willamette university at Salem, an institution which traditionally has held the highest ideals of manhood. Some of the men are from Kimball College with Willamette university. There are two men from University of Oregon, both of whom were members of the company when it was on the border.

Many High School Boys. A large number of the boys are high school students from Salem high school, being barely eighteen years old which is the youngest a man may enlist with his parents consent.

The company is composed almost entirely of single men from eighteen to thirty years, men under the age of twenty-five predominating. Appreciate La Grande. First Lieutenant Dana H. Allen, said today that the most common topic of conversation among the men is the treatment they have received at the hands of the citizens of La Grande. He said "it has become almost a custom among the men, although we have been here but a few days, to ask one another 'what will they do for us next?' La Grande is surely treating us fine."

"When we were met with that monster crowd Friday night," said Lieutenant Allen, "and were so warmly welcomed we were almost speechless. Then to go into warm quarters instead of tents, to be given the use of the Y. M. C. A. with its amusements and bathing facilities, to be extended the finest kind of welcome at the churches, and to be given that automobile ride Sunday afternoon and later the dinner of chicken and home-made cakes and to be allowed the privilege of attending the dances is all so much more than we even imagined, that the men are simply so pleased they can talk of little else. They swear by La Grande and all its kindly people."

"We will try to conduct ourselves in such a manner that the citizens will

school students from Salem high school, being barely eighteen years old which is the youngest a man may enlist with his parents consent.

The company is composed almost entirely of single men from eighteen to thirty years, men under the age of twenty-five predominating.

Appreciate La Grande. First Lieutenant Dana H. Allen, said today that the most common topic of conversation among the men is the treatment they have received at the hands of the citizens of La Grande. He said "it has become almost a custom among the men, although we have been here but a few days, to ask one another 'what will they do for us next?' La Grande is surely treating us fine."

"When we were met with that monster crowd Friday night," said Lieutenant Allen, "and were so warmly welcomed we were almost speechless. Then to go into warm quarters instead of tents, to be given the use of the Y. M. C. A. with its amusements and bathing facilities, to be extended the finest kind of welcome at the churches, and to be given that automobile ride Sunday afternoon and later the dinner of chicken and home-made cakes and to be allowed the privilege of attending the dances is all so much more than we even imagined, that the men are simply so pleased they can talk of little else. They swear by La Grande and all its kindly people."

"We will try to conduct ourselves in such a manner that the citizens will

in such a manner that the citizens will

(Continued on page three.)

WHAT WILL BE TYPE OF FUTURE ENGINE

(Continued from page one.)

the manner in which the discussion regarding it was held indicated a general belief that it was a question of whether or not the V-type would supplant the vertical type. This is no longer the case any more than there is a question as to whether the eventual engine will be the four or six. It seems to be quite well understood that there will always be a field for all types.

One of the engineers who has been responsible for the introduction of the twelve-cylinder engine in passenger cars in this country presented a paper before the Society of Automobile Engineers at the time of the introduction of the type in which he outlined the reasons for his company taking up the twelve. Briefly stated, these were largely concerned with smoothness of operation, reduction of weight as compared with the power developed, and in general accessibility and efficiency.

In regard to the smoothness of operation, the fact that the twelve-cylinder engine has six power impulses to every revolution of the crankshaft and the eight-cylinder has four impulses to every revolution, shows that the continuous flow of power that is secured is bound to give smooth operation in those types. The reason that the angle between the cylinder blocks of a twelve-cylinder engine is 90 degrees is that in order to get six impulses for a crankshaft revolution it is necessary to divide 360 degrees, or a complete circle, by six in order to give equal divisions of the circle. This results in 60 degrees at which angle the cylinders must be set.

The reason that the V-shape engine is used instead of having the eight or twelve cylinders strung out in a line is that in the V type it is possible to get an engine with a great amount of power and at the same time have a short, sturdy crankshaft. The twin-six, or eight engines are hardly longer than their corresponding sixes and fours, and for this reason it is a great deal better to mount the cylinders in a V than to place them in a single line. If the latter method were used it would be necessary to take up entirely too much of the wheel base. One of the companies that adopted the twin-six engine states that its product is approximately 300 pounds lighter than the six which preceded it and has approximately 10 per cent more power up to 1,500 r. p. m. of the engine.

One of the greatest effects of the V engine was to force better performance from the ordinary type. That is, when the high performance was secured from the V engines designers of fours and sixes immediately started to improve their products, so that there are not a few of the latter who claim as great an ability for their cars as can be secured with the V engine.

SALEM, ORE.; SALEM MASS.

(Toronto, Canada, Newspaper)

The West of the United States, some times called wild and woolly, is still young, in places, and disposed to vanity and adventure. Having had less experience than the South or the East, it is often more impulsive and rash, rushing into places where its elders would, perhaps, not dare to tread. Fearless and free, untrammelled by tradition or convention, it romps over its boundless prairies and plains, its hills and mountains, and is restrained by little consideration for those parts of a common country which it thinks effete.

There is Salem, Ore., for example, which had no place on the map until the middle of the Nineteenth century, actually questioning the right of Salem, Mass., which dates back to 1625, to a place in the sun! Salem, Ore., that is, with utter disregard to the facts of history, full to the brim, as it constantly is, of the present and the future, has the temerity and the audacity to ask Salem, Mass., which has a past to be proud of, if it will not kindly take steps to change its name so that there may be no rival Salem in the field! "Your town being of the same name," writes Manager Ivan G. McDaniel of the Salem (Ore.) Commercial club, to Mayor Benson of Salem, Mass., "it naturally draws from us, and we think it would be a good thing if you would kindly take it up with your citizens and change the name of your town."

"When your little community," replies the Mayor of Salem, Mass., with a calmness no less remarkable than admirable, considering his reputation, "reaches a population of 50,000 or more and a valuation that will place you in the same class as our small cities of the East; in short, when your city has reached the size that your manager's nerve and confidence have already reached, we will advise you then to change the name of your city; for there might be some confusion in having the same name, and you would not ask the venerable mother of all the Salems in the country to change her name at the behest of even an enterprising and hustling namesake."

This is dignified as well as appealing, and Salem, Ore., should realize from its tone that if there is going to be any changing of the name of Salem, it will have to set the example. It is not known whether the letter received by Mayor Benson was personal or circular in character. It would seem, however, that Manager McDaniel should have felt his way by trying his proposal upon the other Salems before approaching Salem, Mass. In the United States, there is a Salem in Illinois, in Indiana, in Missouri, in New Jersey, in New York, in North Carolina, in Ohio, and in Virginia, besides those in Oregon and Massachusetts; and it is not certain that they are all children of the town founded by Roger Conant. All the younger Salems in the United States had an equal opportunity with the original of naming themselves for the Salem that was the seat of Melchisedek as some think, or the Salem that was the original of Jerusalem, as some others will have it.

However this may be, the point of present concern is to head-off what

seems to be a growing tendency among Westerners to demand exclusiveness for the names of their towns, no matter how or where they got them in the first place. Not long ago, Oakland, Cal., sent letters to other towns called Oakland asking them if they would be kind enough to change their name so as to assist the "sun-kist" community near the Golden Gate in its effort to stand out conspicuously and alone. Portland, Ore., no doubt, feels embarrassed, now and then, by the confounding of its name with Portland, Me., and it is not unlikely that both would be better contented if the island of the same name near the Dorsetshire coast of England, would withdraw from any claim, near or remote, to relationship with a famous cement. If the ambition of towns and cities in the United States to obtain the exclusive right to the names they bear should spread, East Liverpool, Pa.; New London, Conn.; Manchester, N. H.; Belfast, Mt.; Paris, Ky.; Rome, N. Y.; Lynn, Cambridge, and Boston, Mass., and innumerable other towns and cities in the United States that are called after towns and cities abroad, might fall into the way of pleading with the latter to change their names. The matter might go even farther than this. It might be possible that New England, carried away by the passion for exclusiveness, such as has manifested itself in the case of Oakland, Cal., and Salem, Ore., would be led to write Old England to change its name. Those western idiosyncrasies are somewhat like other things which people first abhor, then pity, then embrace.

It is well that the mayor of Salem, Mass., has given the club manager of Salem, Ore., a rebuff. The sooner this thing is stopped the better for all concerned.

Banished Russian Author May Now Return

London, April 14. — Amphitroev, well known Russian novelist, who was banished from Russia and who now may go back for violating the censorship by writing an article for the Ruskaya Volya, to get the meaning of which the reader had to take the first letter of each word and set them together, showed a copy of it here today. It read thus: "It is absolutely impossible to write about anything. The censorship is playing a monstrously unfair game. The state of affairs is more deplorable than it was thirty years ago. They even block out the fables of Krylov. I apologise, my readers, for having with my gray head to have recourse to such a way of getting in touch with you. Protopopoff has fettered our press."

WATER IN CARBURETOR.

Inasmuch as water may accumulate in the bottom of the carburetor and cause trouble it would be well to draw off some of the gasoline on hand occasionally and inspect it. If water is present it will be repelled by the gasoline and will form globules on the hands. If the carburetor has a drain valve the gasoline is easily drawn off, but if only a plug is provided it must be removed