

Elgin Six for Patriotic Economy

"Car of the Hour"

\$1250 Salem
5-Passenger Touring
4-Passenger Roadster

--economical in first cost,
upkeep and operation

In these times of conservation and greater efficiency your motor car is essentially a labor and time saving conveyance.

Buy it with the same care as you do other necessities.

The price of the Elgin Six is within your means. Its operating cost is less than many lower priced cars. Its cost of upkeep is almost negligible.

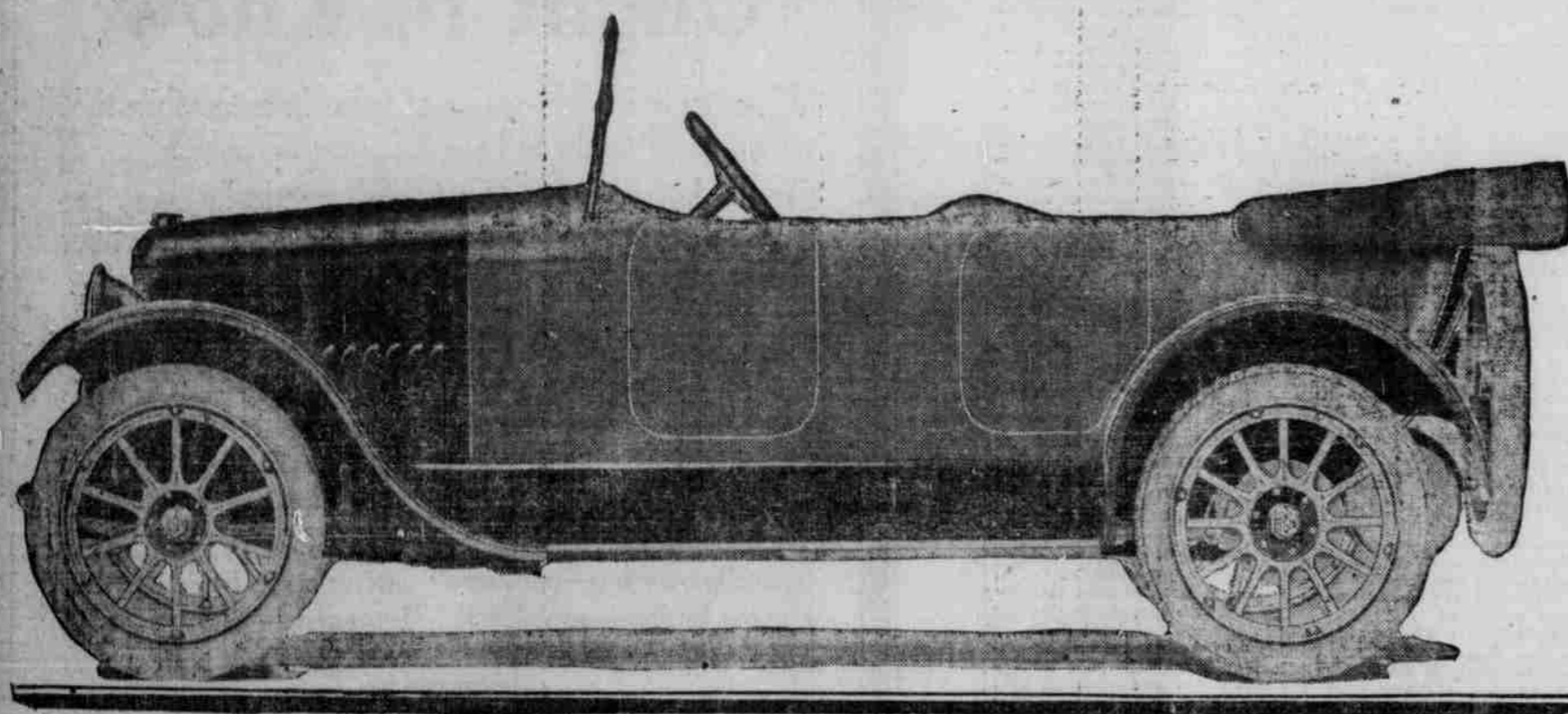
Its specifications compare favorably with those of cars selling for several hundred dollars more. No car in its price class offers such genuine value as proven by wonderful past performance.

The car illustrated is exactly like the one which recently established the world's record by traveling from Chicago to the Pacific Coast and back (6202 miles) with sealed hood, clutch and transmission.

It is the same model that was appointed Official Scout Car by Secretary of War, Newton D. Baker, to report road conditions to the War Department. The Elgin Six averaged 19.4 miles to the gallon of gasoline on this entire journey.

Tests like these have proven the wonderful economy, stamina and dependability of this World's Champion Light Six.

We cordially extend an invitation to inspect the newest models now on exhibition at our salesroom. Immediate Delivery.



LEE L. GILBERT, Distributor

Phone 361 150 S. Commercial St. Salem, Oregon
Marion, Polk, Yamhill and Tillamook Counties.
Some open territory for live dealers.

Hints for the Motorist

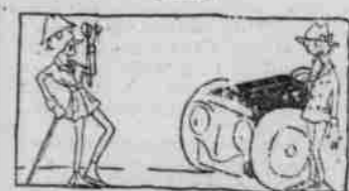
By Albert L. Clough Editor Motor Service, Review of Reviews

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Taking The Battery To The Doctor.

AFTER HAVING SERVED through the pleasure driving season and, in many instances, suffered the effects of overheating due to a continuous overcharging when the demand for current was very light, the storage battery of a car, in all probability, requires some expert attention. It is particularly desirable that it should receive it at about this time when the service required of a battery is most exacting on account of long lighting hours and severe demands upon the starter due to the use of the car being confined mainly to short trips with numerous stops and starts and to the imperfect carburation incident to cold weather. Even if the battery apparently is in good condition, it is a wise precaution to take it to the service station and have it thoroughly looked over. If it is somewhat "under tone" this is perceptibly required. Quite likely, the separator insulation may have begun to give way, making internal leakage or short circuits imminent. Probably there has been some shedding of active material from the plates, reducing their capacity and preparing the way for short circuiting the terminal connections may have become corroded and the solution may be of incorrect density. It is much better economy to have any defects remedied before they become too serious rather than to delay until the battery is "all in." Not only is it desirable to have the battery in perfect condition when the demands upon it are the severest in order that lighting and starting devices may not fail but it should be remembered that a battery which for any reason cannot be kept well charged is in danger of freezing with the cracking of its cells and other damage, if exposed to winter weather. If the charge is low, the plates badly sulphated and the solution weak in acid from that or any other cause, freezing is quite likely to occur. The electric systems of cars do not afford sufficient current to keep their batteries charged under winter driving conditions, and in such instances an effort should be made to increase the charging rate, to reduce the demand for current or both in order that the battery may be maintained in a fully charged condition to meet the exigencies of the cold season.

FUEL ECONOMY OF EUROPEAN CARS.



F. P. C. writes: An English motorist, with whom I have been talking, represents that their cars give much better gasoline mileage than ours. Is this a fact?

Answer: It is a fact that British cars show a higher average fuel economy than ours but in making comparisons, it should be remembered that their "gallon" is larger than ours. The American motorist requires that his car shall go every where on high gear and to accomplish this it must be equipped with a large and powerful motor which must be run, at times, at speeds at which it is very wasteful of fuel. The European motorist, on the other hand, expects to change gears frequently and to run his car on its geared speeds considerable of the time, which obviously permits the use of a smaller and less powerful motor on his car and furthermore results in his motor's operating at

economical speeds much more of the time than the American's motor.

FITTING OLD CHASSIS WITH NEW BODY.

A. B. J. writes: I have a 1910 car which runs about as well as some of the latest machines and is so reliable that I dislike to part with it. The body, however, is so out of date that I am almost ashamed to use it. Can modern bodies be obtained for these old cars and, if so, would it pay me to get one?



Answer: There are concerns, some of which are located in or near the Detroit district, which make a specialty of furnishing such bodies and, as your car is one which was built in quite large numbers, we fancy that some of these body builders could supply what you require. Such a body would possess modern lines but, of course, your car is hung much higher than the cars of today and could readily be identified as one of "old vintage" made over.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.



When You're in Doubt—Ask Me

Does your battery need charging?

Does your battery need water?

Do connections need tightening? Are you sure that your battery is being kept right up to maximum efficiency?

If you don't know, ask me. Three minutes' test will tell you what is needed; may add weeks of useful life to your Willard Battery.

Ask, while you're here, about the Still Better Willard with Threaded Rubber Insulation.

Auto Electric Shop

418 Court Street

Phone 203



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Millions in Wage Advances For Nation's Railroad Men

Washington, May 3.—Recommending millions in wage increases for the men who man America's railroad system, the railway age adjustment board has completed its report to Director General McAdoo.

The recommendations will be taken directly to McAdoo, who is now in New York, and are expected to be made public soon.

The wage board, headed by Secretary of the Interior Lane, has been working for many weeks on the report. Hearings were held both with the employees and railroad managers to determine upon a fair basis of increase. The workers based their demand on the mounting cost of living and asked increases ranging from 30 to 65 per cent. It is understood that the board's report, if accepted by Secretary McAdoo, will mean total wage payments of approximately a quarter of a billion dollars annually.

Virtually all railroad employes are affected by the wage increases.

Standard Oil Company Gives Advertising Space To Liberty Loan

During all this week the Standard Oil Company will contribute all the space that would otherwise be used for advertising Zanolene lubricating oil to pushing the Third Liberty Loan. Beginning last Monday the final drive to sell Liberty Bonds began and everybody is working to the utmost to help the Government make the Loan an overwhelming success.

No pains will be spared by either individuals or business firms and the Standard Oil Company is in the forefront in the patriotic move to concentrate every effort to give the Pacific Coast the lead over other sections of the country.

All contracts for advertising Zanolene in the press will be turned to pushing the sale of Third Liberty Loan Bonds.

TRAITOR'S NAME ON BALLOT

St. Paul, Minn., May 3.—The name of James A. Peterson, convicted of disloyalty in the United States district court at Minneapolis, was placed on the primary ballot as candidate for the United States senate. Secretary of State Schunaber explained that Peterson had filed before conviction.

TRY JOURNAL WANT ADS

THE SALEM VULCANIZING WORKS

The oldest and best equipped repair shop in Salem. I do all kinds of repair work and do it well.

Goodrich, Goodyear and United States Tires for sale

W. M. HUGHES, 414 FERRY STREET

LARGEST HULL LAUNCHED

Eureka, Cal., May 2.—The largest wooden hull ever constructed on Humboldt bay was launched from the Hammond yards yesterday. Its capacity is over 3000 tons. Engines and boilers will be installed here.

How the Velie Builds Its Bodies

Time was when little or no attention was paid to the design or construction of the car body of automobiles; their entire attention was given to perfecting the motor, which development was carried on almost entirely in the machine shop. At the present time, however, as much attention is paid to body lines, trimming material and outside appearance in general, as is given to the motor or mechanical system, it being well said, that "The body sells the automobile while the motor keeps it sold."

We use ash and oak in the construction of body frames because ash and oak are the best woods for vehicle building. They withstand the action of the elements longer and have greater strength than other woods.

Our ash is selected from hill-grown stock, the soft or brashy wood grown in the low lands not being considered strong enough for Velie bodies.

All lumber used, both ash and oak, is cut during the winter season when the sap of the tree is in the roots. This renders the plank less liable to warp or twist during the drying process. The lumber after being cut into planks is piled carefully in the open air so that the air drying or seasoning process may go on uniformly. After remaining in the open air for a period lasting from six months to two years, according to the thickness of the plank, the lumber is subjected to the kiln-drying process, which, by means of carefully regulated temperature, drives out every atom of moisture, making the plank absolutely dry so that it will not warp or twist, even when worked into body parts.

In constructing the framework of the body we have aimed to secure rigid sections without unnecessary weight. The solid sill construction is so built, in connection with the rear door pillars and fender housings, as to form a rigid side member from end to end of the body.

The style of windshield anchors and method of attaching same are worthy of mention. These anchors or brackets are heavy malleable castings drilled and reamed to fit the windshield shank. They are attached to the door pillars by means of bolts and are held across the body by an angle iron which is riveted to the brackets. You will notice that this construction does away with unsightly rust spots and it is not necessary to use the rubber fillers which you see on so many makes of cars. The windshield does not strain the cowl of a Velie body for the cowl covers the windshield brackets, and the threaded windshield shanks pass thru the cowl into the bolted brackets, and are held in place by means of nuts and lock washers on their under side.

We employ the slotted tennon method in assembling our door frames, which

AUTO NEWS NOTES.

Mr. Geo. Ruef of Independence is the proud possessor of a Velie "Six".

C. C. Chaffee of West Salem, bought a Velie "Six" this week.

C. A. Elliott will drive four Velies from Portland today.

Mr. Sanford Jones, agent for the Great Northern Express company, says that "hoss feed" is higher in price than gas, so he has placed a Ford truck in his delivery service.

Vieg Bros., report the following sales of Ford cars: Dr. B. W. Walton, Vera Rosenquest, Joe Thomas, Harvey W. Domes, Kaly A. Vogt, Ennis E. Wait, A. B. Southworth, (truck), J. V. Dencor E. W. Manning.

makes a stronger door than when the frame parts are simply heaved together. Then too, especial attention is given to door fittings on Velie bodies, particular care being taken to make sure that the door openings and doors are made to exact dimensions. The rigid body sides just mentioned are a great help in making good-fitting doors and guarantee their continual satisfaction.

When the body has been assembled and the metal has been attached it is then sent to the sand blast. This is a process whereby fine sand is forced thru a hose by means of compressed air and coming into contact with the metal at high pressure removes dirt and grease leaving a fine velvety surface to which the paint adheres much better than to the original smooth surface of the more or less greasy steel. Experience has shown that even sudden changes in temperature will not cause the paint finish to break on a sand-blasted surface so tenaciously does the paint adhere to the roughened metal.

Now comes the famous process of Velie painting. Forty days are required to reach the state of finish demanded by the Velie standard of quality. With such a foundation and such a finish Velie bodies stand apart from the ordinary in an attention-compelling manner. "The name insures the quality."

WARRANTS FOR PRO-GERMANS

San Francisco, May 3.—Presidential warrants for five Sacramento and a resident of Woodland were received yesterday by federal officials. Four Austrians, Marco Belich, D. Perak and Peter and Hocco Standlich, of Sacramento, are charged with tearing up a United States flag. Herman Fenner is charged with drinking a toast to the Kaiser in a Sacramento bar.

George P. Stiskal is now held in jail in Woodland as a dangerous alien.