

What is a Bone Dry Battery--??

Why is it better than other Batteries?
It is shipped dry--no deterioration!
It goes into service on YOUR CAR a new Battery,
it is filled and charged at your local Willard Service Station!

It insures your getting a New Battery.
It has an increased capacity for work, like an over-sized tire.

There are a few reasons why your next Battery should be a Willard Bone Dry Battery--Ask us about it.

Willard

Auto Electric Shop

WILLARD SERVICE
418 COURT ST.

GET DOWN TO WORK



Now is the time a war garden takes work and all the rules are in a booklet which the National War Garden Commission, Washington, will send to anyone free for a two-cent stamp for postage.

JOURNAL WANT ADS SELL

Third Oregon Auxiliary Unveils Service Flag

One of the largest crowds ever assembled at the Aurora band hall witnessed the unveiling of the service flag which the Aurora Third Oregon Auxiliary last Friday night presented to Aurora and its surrounding country, in honor of the 31 soldiers who have already gone from this section to serve their country at the nation's call. Guy N. Hisek presided, and in a short but inspiring address presented the flag to Mayor Sadler for the city and its environs, who responded in well chosen words accepting the gift.

Patron Marr of Woodburn spoke inspiring words of praise and comfort to the parents of the soldier boys, and urged upon the people the necessity of full and patriotic cooperation in every war activity at home.

Judge Grant B. Dimick was the chief speaker of the evening and surpassed himself in impressing upon the audience

Many Automobile Men In Government Service

"Many automobile men are giving their best to our government these days," says F. G. Delano, of the Salem Automobile company, local dealer in Chevrolet automobiles. "Many are occupying important positions and doing valuable work. Many who are serving were invited to Washington to assume positions of responsibility. From the reports that come each day from the capital, it is evident that they are accomplishing much."

"The respect in which the government holds men who have been trained in the automobile manufacturing business is proof of the energy, resourcefulness, ingenuity and ability possessed by those who have helped to build a gigantic industry in a short time."

"It is remarkable, too, when you stop to consider it. Here is an industry barely twenty-five years old, but it has produced and developed men of unusual ability and leaders in a highly specialized field."

"These men are of the utmost value to the government for the reason that automobile transportation is playing such an important part in the war."

"The passenger automobile is proving to be a primary factor in the war, and its many uses are thoroughly appreciated by our government."

"In every branch of the army and navy as well as many other governmental departments, hundreds of thousands of dollars have been appropriated for the purchase and maintenance of automobiles which are used to facilitate military operations, as well as to speed the vast amount of detail included in training, equipping and transporting our newly mobilized armies."

"The automobile is proving an invaluable war-time utility. It is saving time, energy and money and enabling the accomplishment of more and better work."

MRS. HEARST LIBELED.

New York, June 22.—The New York Tribune and the New York Times, and two editors of each newspaper, were charged with criminal libel in indictments found by the grand jury yesterday, on complaint of Mrs. W. R. Hearst. She said the newspapers had cast aspersions on her loyalty.

First Pneumatic Tire Bicycle Race Recalled

One of the first spectators at the first pneumatic-tired bicycle race was W. B. Harding, head of the Indianapolis plant of the United States Tire company.

The race took place at a track near in Ireland in the last summer of 1889. Bicycle racing was popular in Great Britain at the time and at this particular meet the best wheelmen of the prominent clubs participated.

"Much interest and surprise were evidenced," says Mr. Harding, "in a little booklet giving the history of the pneumatic tire," when for one of the events of the day, Mr. DuCross and his two sons appeared on the track with bicycles equipped with what seemed to everybody at the time to be "balloon" tires, and a good deal of comment of a rather sarcastic nature was made regarding them."

"The tires justified their introduction right from the start, however, as the DuCrosses were placed first, second and third in every race in which they took part. They followed up their success on this track by further astonishing demonstrations in different parts of the country. Quickly convincing the public of Great Britain of the merits of the pneumatic tire, that before the end of 1890 every bicycle made was equipped with them."

Although Robert W. Thompson was the first inventor of the pneumatic tire, so little use was made of his patent, that all credit for the introduction of the pneumatic tire in connection with modern vehicles should be given to Dr. Dunlop, the Irish veterinary surgeon, who revised the pneumatic tire, and who was granted a patent for his invention, which was later held invalid because of the priority of Thompson's claims. To this day Dunlop tires are the only ones manufactured in England and Messrs. DuCross control its destinies."

With these tires as the first step the tire industry took a quick leap forward and soon this country led the world in quality and quantity of production. The three American companies which quickly gained dominance were Morgan & Wright, the G. & J. Tire company and the Hartford Rubber Works company, which today are three of the great automobile tire producing factories in the United States Tire company's system."

It is reported, the Port Umpqua Courier says, that all arrangements have been made toward establishing a bank in Reedsport, and the only thing holding back the proposition is the matter of building material, which will be on hand soon.

I CAN SAVE YOUR B-A-T-T-E-R-Y

Experience backed by a reputation for honest work insures a square deal.

It is patriotic to buy war saving stamps.

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TELEPHONE 348

Under the Red Triangle

With our Boys in the Y.M.C.A. Huts in France

By Carl J. Balliett

"The CROSSING"

I suppose any ship's company crossing the Atlantic at this time would be interesting.

Our party includes about 100 Y. M. C. A. men and women, 40 Red Cross people, one U. S. Postal Service man, a sprinkling of civilians going across on various war missions.

Some who have crossed often in peace times complain of the small boat and the poor accommodations. But the good ship rides rough seas like a duck, and a small boat is good for making friendships. The crossing has knit our men closely, and I feel that I know nearly every passenger aboard.

For the most part we are married men. The average age would be about 36.

Many have made great sacrifices of salary and responsibility. Among us are several presidents of corporations, the managing editor of a national magazine, the secretary of a great national society, many retail business properties, the attorney of a big city commission, several ministers and college professors and one politician who has held high office. Each is ready to take any job, large or small, that may be assigned to him in Paris.

We have all gone to school daily on the boat. The classes start at 9 a. m. and run continually up to 6 p. m. A sea voyage is usually a lazy trip, but not this one.

One chief instructor, Arthur Rudman, a real big man, has been with our army wherever it has been at war since 1898. He knows his soldier as he knows his Bible, from cover to cover. He is an upstanding, four square, warm-blooded man—a man's man, and yet one who makes no compromises with evil. Rudman never hesitates to call a thing by its right name. He is resourceful and unaccountably wise with men. The soldier boys come for his advice because they want it, and there is many a happy home in the U. S. A. that owes its happiness to his guidance of the man away from home.

No man could travel in this company and worry about submarines, mines or shells. The prevailing spirit in work hours is earnest faith. In the few play hours this changes to gaiety. We all seem to feel confident that we will be spared for our work, but if not, God's will be done. True, some canny folks have rented at \$3 for the trip those patent floating suits made on the principle of the thermos bottle, but of fear there is none apparent.

Every evening there is a concert. We have readings, fine baritone or tenor solo, recitations and a sprinkling of comedy. This crowd could put on a good show anywhere on short notice.

We near France, filled with enthusiasm for our work.

LaFollette May Run; Scott For County Judge

It is reported upon good authority that Hon. A. M. LaFollette of Salem will be an independent candidate for state senator this fall and that a lot of earnest work is being done in the county in his behalf. Mr. LaFollette, it is said, decided to come out independent after much urging on the part of his friends. He was a candidate before the primaries and was defeated only by a small majority. He received democratic votes enough, however, to nominate him on the democratic ticket, but cannot accept that nomination, if he would.

Since the primary election, it is learned, some things have come to light which will have a tendency to give Mr. LaFollette strength as an independent candidate, and it is believed by many that he will be elected at the general election in November. He will doubtless get a big vote from the democratic party at the general election, which did not count for him at the primary election.

Another possible candidate who is being strongly urged now is Hon. John H. Scott of Salem for county judge.—Salem Tribune.

MONEY LOANED TO GREECE.

Washington, June 22.—The United States today advanced a loan of \$15,700,000 to Greece, bringing the allied total up to \$5,340,000. This was the first loan to Greece.

St. Johns Mill Is Forced to Close Down

Portland, Ore., June 22.—The St. Johns Lumber company mill employing a force of 250 men has been closed down.

The action was taken, it is understood on orders from Colonel Disque, commanding the spruce production division of the signal corps.

Neither Disque nor the company's manager would comment, but from unofficial sources it was learned the mill had not conformed with certain regulations insisted upon by the government, including the eight hour day, and that it has been paying higher wages than the scale fixed by the government.

Austria's Internal Situation Is Desperate

Washington, June 22.—Appeal to the working classes of Vienna to make energetic protestation for peace was published by the Arbeiter Zeitung, French cables today stated.

The agitation was reported growing rapidly among the lower classes. Socialist papers were outspoken in their condemnation of the government.

With 50,000 persons rioting in Vienna and suburbs demanding peace and bread, the internal condition is rapidly becoming worse.

Hints for the Motorist

By Albert L. Clough

Editor Motor Service, Review of Reviews

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To Prevent Stalling Of The Engine.

THE UNINTENDED STOPPING of an auto engine while under load, known as "stalling," is always irritating to a motorist but especially to one whose engine has to be cranked by hand. Like most evils in connection with motoring it is especially likely to occur in winter, when engines are started and run much of the time, very cold. Stalling may be occasioned by some fault in the engine, such as ignition irregularities or especially by a lack of properly proportioned and vaporized mixture in the cylinders. It is this latter cause which makes engines stall so easily when cold. Stalling also occurs when a load is put upon an engine that is too heavy for it to carry. This occurs if the clutch acts harshly or is engaged too suddenly, when the engine has not been previously speeded up and the throttle not opened sufficiently after the clutch is in and when an attempt is made to start a car without having released the brakes. The liability of stalling can be much reduced by feeding the engine gasoline somewhat in excess of its normal requirements, until it becomes warm, by insuring an unfailing spark, by keeping the clutch in condition for gentle engagement and by letting it in gradually, while opening the throttle in proportion to the power which is to be called for. If stalling does occur, care should be taken that the car is thrown out of gear before an attempt is made to re-start the engine, in order that the person cranking it may not be hurt nor the starting motor injuriously overloaded, as the case may be.



ENGINE MISSES AT FULL THROTTLE.

A. L. asks: What causes my engine to miss explosions when the throttle is wide open, although it runs perfectly regularly when I cut down the gas supply?



Answer: Aside from the possibility that the engine does not get a combustible mixture at wide throttle, while it does when the throttle is only partly opened, the most likely reasons are the following: The gaps between the spark-plug points may have become too wide, due to the burning away of the metal, under which conditions the spark, while able to pass between the points at low throttle and hence at moderate compression, may not be able to pass through the highly resistant gas present at the spark gap at full throttle and maximum compression. The voltage of your sparking discharge may have become reduced through some such cause as the weakening of the spark magnet or the reduction of the period of contact of the make-and-break device, through wear of the points. Perhaps the sparking current leaks from the cables through faulty insulation—a defect which would manifest itself especially when the plugs were under full compression.

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

CLOSING OUT JULY 1ST

One 34x4 Fisk Non Skid, clincher	\$33.75 now \$26.95
One 34x4 Fisk Non Skid, straight side	\$33.70 now \$26.95
Two 34x4 Goodrich, plain straight side	\$32.05 now \$25.65
One 32x4 Firestone Non Skid, straight side	\$33.25 now \$26.60
One 32x4 Republic Non Skid, straight side	\$39.25 now \$33.40
Three 32x4 United States, chain tread	\$37.50 now \$30.00
One 32x4 Fisk Non Skid used tire	\$10.00
One 31x4 Fisk Non Skid, clincher	\$30.80 now \$24.64
Three 30x3 1/2 United States, plain clincher	\$19.75 now \$15.80
Two 30x3 1/2 Goodrich, plain clincher	\$19.30 now \$15.36
Four 30x3 1/2 Firestone, plain clincher	\$19.70 now \$15.76
One 30x3 1/2 Lee, plain clincher	\$21.10 now \$16.88
Four 30x3 1/2 Miller, plain clincher	\$21.10 now \$16.88
One 30x3 1/2 Wire Grip, plain clincher	\$34.40 now \$20.65
Two 30x3 Wire Grip	\$27.50 now \$16.50
Four 30x3 United States, Usco	\$15.95 now \$12.75
One 30x3 Fisk Non Skid	\$15.50 now \$12.40
One 32x3 1/2 United States, Usco straight side	\$24.05 now \$20.25
One 37x5 Firestone, grey tube	\$ 9.05 now \$ 7.24
One 36x4 1/2 Revere grey tube	\$ 7.55 now \$ 6.05
One 36x4 1/2 United States red tube	\$ 9.25 now \$ 7.40
One 35x4 1/2 Goodrich grey tube	\$ 7.10 now \$ 5.68
One 35x4 1/2 Goodrich grey tube	\$ 6.40 now \$ 5.12
Two 34x4 1/2 Goodrich grey tube	\$ 6.85 now \$ 5.08
One 34x4 Brunswick grey tube	\$ 5.70 now \$ 4.56
One 34x4 United States red tube	\$ 6.85 now \$ 5.08
Three 34x4 United States grey tube	\$5.75 now \$ 4.60
Two 34x4 Revere grey tubes	\$ 5.75 now \$ 4.60
Two 34x4 Lee grey tubes	\$ 5.95 now \$ 4.76

Two United States red tubes	\$ 6.75 now \$ 5.40
One 32x4 Lee grey tube	\$ 5.60 now \$ 4.48
One 31x4 Lee grey tube	\$ 5.50 now \$ 4.40
Two 31x4 Goodrich grey tubes	\$ 5.25 now \$ 4.20
One 31x4 Fisk grey tube	\$ 5.25 now \$ 4.20
Two 31x4 United States grey tubes	\$ 5.50 now \$ 4.40
One 31x4 Diamond grey tube	\$ 5.50 now \$ 4.40
One 31x4 Firestone red tube	\$ 6.05 now \$ 5.84
Vulcanizing rubber	\$ 1.30 now \$ 1.00
Bumpers	\$10.50 now \$ 7.50
100 foot Ignition Cable, per foot	\$.18 now \$.10
50 foot copper tubing, per foot	\$.20 now \$.10
Ford Coil Points, per pair	\$ 1.00 now \$.25
4 inch Blow-out Patches	\$.60 now \$.45
3 1/2 inch Blow-out Patches	\$.50 now \$.40
3 inch Blow-out Patches	\$.45 now \$.35
2 1/2 inch Brake Lining, per foot	\$ 1.30 now \$.80
One Emery Stand	\$10.00
One 8-foot Show Case	\$ 5.00
One 3-foot Show Case	\$ 3.00
Two Large Stoves, each	\$10.00
25 lbs. Carbide, per lb.	\$.10 now \$.05
50 ft. Rubber Tubing, per foot	\$.20 now \$.10
One Maxwell Battery	\$ 5.00
One Maxwell Battery	\$20.00
One 50-Gallon Steel Drum	\$ 6.00
Two 30-Gallon Steel Drums, each	\$ 3.50
Two 15-Gallon Steel Drums, each	\$ 1.50
Three 65-Gallon Bowser Oil Tanks, with pumps, cost each	\$73.00 now \$60.00
A bargain in a 5-gal. Stroke Bowser Gas Pump with two 240-gallon Storage Tanks.	
One 1915 Maxwell in fine shape	\$400.00
One 1916 Maxwell 5-passenger	\$450.00
One 1912 Stoddard Dayton, 5-passenger	\$350.00
One 1915 2-passenger Maxwell	\$250.00
One Truck Attachment	\$200.00
One Trailer, 500 lb. capacity	\$ 50.00
One Delivery Car, 1500-lb. capacity	\$300.00
One Shop Telephone	\$ 15.00

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