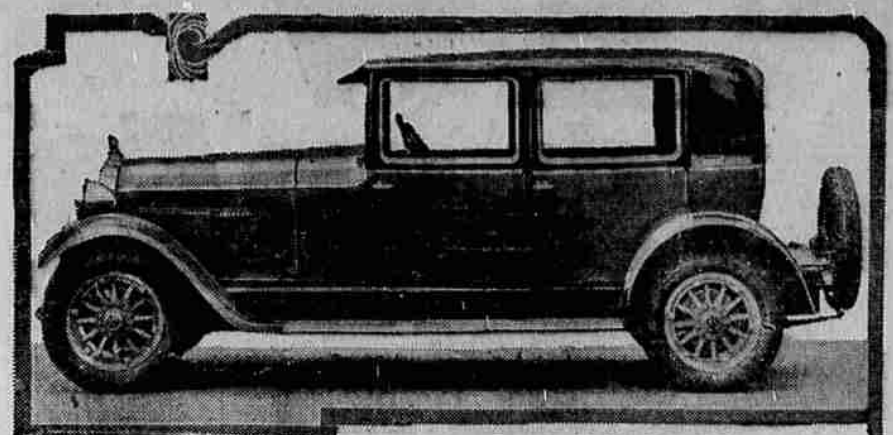
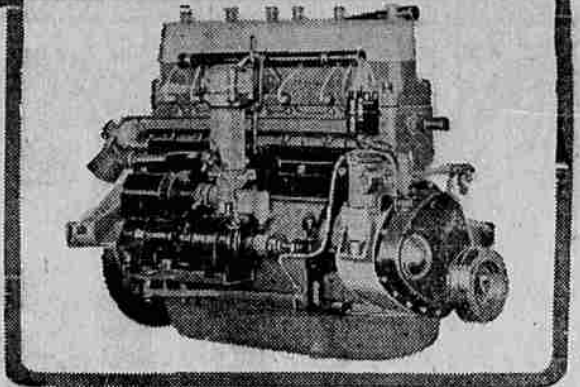


NEW HUDSON SUPER-SIX FEATURES



(Above) New Hudson Super-Six Standard Sedan.

(Right) Hudson's new motor now affording high compression advantages on ordinary gasoline.



The story of the new Hudson Super-Six—which is now announced by Roy Catching, Hudson-Essex dealer—is essentially a story of a striking innovation in motor engine design.

General appearance is improved with important advances both in the interior and exterior. But while the new bodies are more attractive, the most striking step ahead is the new motor, for which the Hudson organization puts forth sweeping and positive claims. The most interesting are:

1. The motor employs unusually high compression with its accompanying power and efficiency, yet avoids spark knock, roughness and other qualities heretofore thought unavoidable with such a motor.

2. No special or doped fuels are necessary or even desirable; the design of the motor cares for this problem. Hudson engineers point out that ordinary gasoline has actually more heat units than special—the problem has been to use them.

3. Fuel-energy formerly wasted is turned into power. Greater power is developed at all speeds—and particularly at high speeds—yet the motor is described as highly economical, considering horsepower developed.

4. A degree of smoothness and flexibility is gained which may be compared with that of a steam engine. The motor has outstanding acceleration and pulling power. So important does the Hudson

Motor Car company regard these improved results that it has applied for basic patents on the design and the principles involved. They are presented to the public as a companion-invention to the Super-Six principle of motor balance which has been a feature of Hudson Super-Six construction for more than ten years.

Hudson engineers explain that the most interesting feature of the new motor is the manner in which fuel is fed to the cylinders, and there fired. In this new design, the manifold is cast into the head of the motor, with passages so arranged to the separate cylinders that each receives equal charges of fuel. From the manifold, the fuel enters the cylinders by an entirely new plan—a design which centers around the F-head type of valve arrangement, with the intake valve in the head and the exhaust valve at the side of the combustion chamber.

The intake valve is located in the combustion chamber so that it overlaps in part the exhaust valve, which is placed below it. Thus coming in from above, the fuel enters the combustion chamber freely through a large-sized valve. If there is any heavy wet mixture in the fuel, it drops directly on the exhaust valve below. As this valve becomes heated as soon as the motor starts firing, this heavy gas is immediately vaporized and passes into the cylinders in an ideal condition for firing. At the same time the dropping of this mixture on the exhaust valve helps keep that unit at a more moderate temperature, adding to its life.

Prolonged tests of this motor have proved, it is said, that this feature of design prevents the difficulty of raw gasoline entering the cylinders, thence draining down the cylinder walls to cause dilution of the motor oil. The exhaust valve is a highly effective "hot-spot," built within the motor itself.

In the actual firing of the fuel, which has now reached the cylinders, even more important advances have been perfected. Fuel compression has been raised to an exceptionally high figure. In all modern motors this is recognized as requisite to high efficiency, but the problem has been to avoid fuel "knock."

The Hudson design accomplishes this by the shape of the combustion chamber and the location of the spark plug. Instead of being placed at the center of the combustion chamber the plug is located to the extreme side, near the two valves. When a spark is generated, the first explosion of the highly compressed fuel is extremely sharp. But the first efforts are localized in the small chamber around the valves, and serve chiefly to seat the valves very tightly. The flame then spreads over into the cylinder. There it expresses a pushing rather than an explosive effect upon the piston. The effect may be likened to modern cannon explosives—which push the projectile all the way down the barrel.

The meaning of this new design to the owner, say the Hudson engineers, is that he obtains a superior performance at all stages of operation.

Cars have been thoroughly tested locally, and found to perform better than any previous Hudson. The local Hudson-Essex organization is naturally highly enthusiastic. Mr. Catching sums up the whole case as follows:

"Hudson engineers are noted for working along simple and practical lines. Instead of trying to develop a motor which would perform on an special fuel, they have created one that gets the results with fuel you can buy anywhere at a low price. With the new motor which they have created, you

have all high compression advantages, and no disadvantages. This new motor design ends all spark knock; it obtains with ordinary gasoline the results which have been sought with special fuels; it prevents dilution of motor oil; it uses fuel which previously has been wasted to produce power; it saves gasoline.

"The Hudson Super-Six motor has been known for more than a decade as one of exceptional power and smoothness. This has been due to the Super-Six principle of motor balance. We have no hesitation in saying that this new invention is as important an engineering advance as was the Super-Six principle in its day. It does with the problems of fuel and heat what the Super-Six principle did with the forces of vibration—namely, divert them to useful purposes.

"This invention makes a cold motor start with mid-summer snap in any weather. The owner need not nurse his motor while it warms up. Any kind of gasoline can be used—and the motorist should remember that there are actually more power-units in standard gasoline than there are in any doped fuels. The problem, now solved, has been to utilize them. This utilizing and saving of fuel makes Hudson the most economical car per pound of weight yet produced.

"The power of the motor has been applied to exceptional performance throughout its range, rather than to an extreme top speed. The Hudson will go as fast as any reasonable man will want to drive. Its acceleration is something surprising. It climbs even the most difficult hills with no sign of laboring or effort. The torque of the motor is of a smoother and altogether different character, due to the fact that the cylinders are pushed rather than struck by the firing of the fuel. In all phases of performance this Hudson is a leader.

"The complete line of cars is as follows: standard coach \$1285; standard four-door sedan \$1385; custom brougham \$1575; custom 7-passenger sedan \$1850; custom 7-passenger phaeton, \$1600; all f. o. b. Detroit.

How good news does spread! General Gasoline is still the best.

DIXONVILLE WOMEN TO HOLD MEETING AT 2 P. M. FRIDAY

One of the most enthusiastic communities in the county has now turned its attention, or at least the attention of practically every woman, to the home demonstration phase of extension work. This is the Dixonville community. The second of a series of meetings for these women will be held at the Pine Grove church on Friday, August 12th, at 2 o'clock in the afternoon. At the time of this meeting Mrs. H. E. Cully, will have on exhibition several articles showing the effects of painting on fabric. Mrs. Cully will also be prepared to give information as to how this work is accomplished, where and how to secure the materials best suited to the work, and will also show the women which fabrics are most suitable for the various articles to be used about the home.

All the women in the community are invited to be present and to invite their neighbors to accompany them. At this meeting further work will be outlined for the September meeting, and also to make an effort to strengthen that phase of work for the county as a whole.

Try our buttermilk—it's different. Roseburg Dairy. Phone 136.

Among the 100



When girls from more than 100 cities line up for the national beauty contest in Atlantic City in September, the name of Miss Louise "Peggy" Proctor may not be the last. She will represent Lockport, N. Y. Her hair has a natural wave. Miss Lockport also wears nifty curls over her shoulder.

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New magnificence
new power, new features
new lower prices!

THE awaited 1928 models by Chandler have arrived—opening a still greater era of success for a company that enjoys a most enviable position of strength, independence and stability.

For 1928—bodies of supple lines, built close to the ground—with smart color themes carried out in exquisite harmony—form and finish that fairly radiate the presence of unimpeachable quality.

Extra-long springs that really absorb shocks—extra-wide seats, extra-deep cushions and extra-rich upholstery—interior fittings and decorations of the most advanced fashion—not only all the finest comforts of motoring, but a

wealth of unusual and delightful niceties and luxuries!

A smoother-flowing development of Chandler's world-famous Plikes Peak power principle—new features and refinements that further accentuate the difference between Chandler performance and ordinary performance.

And new lower prices! The new Special Sixes by Chandler range from \$945 to \$1235; the new Big Sixes, from \$1495 to \$1795; the new Royal Eights, from \$1995 to \$2195; all prices f. o. b. Factory.

Just see these newest Chandlers. Just reel off some trial mileage in one. And please go the limit in making comparisons.

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ROSEBURG, ORE.

Shaw Advocates Liberal Divorce Grounds

Famous Philosopher Also Says Civilization Would Die Without Religion.

Divorces should be made as easy as possible to get, in the opinion of George Bernard Shaw, the noted dramatist and critic, as quoted by George Sylvester Viereck in this week's Liberty.

"The present legal reasons for divorces are ridiculous," Shaw declares. "Bad temper is a better ground for divorce than adultery. Even so tough a Conservative as Gladstone said that adultery was the worst reason for a divorce. As a matter of fact, it never operates when it is the sole reason."

"I cannot conceive of anything more hideous," Shaw continues, "than to compel two human beings to live together against their will. If a woman can reject a suitor because she does not love him, why should she be forced to live with a man she no longer loves?"

Civilization without religion will die, declares Shaw.

"This much I know, looking at life at seventy," he says. "Men without religion are moral cowards, and mostly physical cowards too when they are sober."

"Civilization cannot survive without religion," Shaw continues. "It matters not what name we bestow upon our divinity—Life Force, World Spirit, Eternity, Creative Evolution—without religion life becomes a meaningless concatenation of accidents. I can conceive of salvation without a god, but I cannot conceive of it without religion."

gion. . . . The cause of Europe's miseries was its lack of religion."

CURWOOD LITTLE CHANGED

(Associated Press Leased Wire)

OWOSSO, Mich., Aug. 10.—Physician attending James Oliver Curwood, author, seriously ill with streptococcal infection, reported little change in his condition this morning, Mr. Curwood, they said, spent a "very restless night."

VALENTINO'S BROTHER "RE-MAPS" FOR MOVIES

(Associated Press Leased Wire)

LOS ANGELES, Aug. 10.—The Examiner says Alberto Gualleimo, brother of the late Rudolph Valentino, emerged yesterday after an hour under the knife of a plastic surgeon during which he obtained a revamped profile.

By reason of a re-made nose, he expects to make his entry into motion pictures and follow his brother's footsteps to film fame.

OUT OF DATE

Timothy had been passing judgement on a neighbor. "I hate the old cat!" he cried, stamping his foot.

"You shouldn't say that, Tim," reproved his mother. "The Bible says we must love everybody."

"I know, but Mrs. Glims wasn't alive when the Bible was written."

HARD LUCK

Sheriff: Did he ketch that automobile thief?

Deputy: He was a lucky bird. We had chased him only a mile when out 500 miles was up and we had to stop and change the oil—Judge.

BAPTISTS VOLLEY AT FREUD, SHAW AND WELLS

(Associated Press Leased Wire)

TALLAHASSEE, Fla., Aug. 10.—Freud, George Bernard Shaw, and H. G. Wells were among the authors included in a list of "indecent, immoral and filthy text and reference books and many rotten fiction books," which a group

of deacons of the First Baptist church here told Governor John W. Martin are in use in the libraries of Florida's higher institutions of learning.

Small boys (in clothing store): I want a collar for my father. Clerk: One like mine? Small boy: No, a clean one. Tlt-Bits.



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Enjoy the interesting daylight journey through Oregon. A convenient, comfortable trip; roomy accommodations in all-steel safety coaches where you can relax and rest as you ride.

You save money, time, and nervous energy if you go by train. Avoid crowded highways.

3 fine trains daily to Portland; note these schedules:

Leave An. Portland
Train No. 32 (new daylight train) . . . 12:25 p. m. 7:40 p. m.
Shasta 4:25 p. m. 11:00 p. m.
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1924 Chevrolet Sedan.
1925 Ford Touring, Ruckstell, speedometer.
1924 Ford Touring—terms.
1923 Ford Touring—terms.
1922 Ford Touring—terms.
1920 Ford Touring—terms.