

"TIMING" SPRINGS FINE CAR FEATURE

1920 Plymouth Embodies
Advance in Equipment
That Adds Comfort.

It is just as important to time the springs of an automobile as it is the ignition. An engine will not run properly with badly timed ignition. A body will not ride comfortably with badly timed springs. The front and rear springs of a car must be perfectly synchronized if the passengers are to obtain real pleasure from riding in it.

There are two main elements that enter into the proper timing of the springs: the flexing qualities of the springs themselves and the shackles in which they are mounted. As all motorists know, the front springs of an automobile are shorter than the rear springs. The rate of deflection of the front springs bears a definite relation to the rate of deflection of the rear springs. It is the tendency of the front springs to flex quickly in short arcs, and of the rear springs more slowly in a longer arc.

To produce a perfectly-balanced automobile, the period of time re-

quired for the deflection of the shorter front springs, when the car is traveling over the road, must bear just the right relation to the time which the corresponding deflection of the longer rear springs requires. The care used in the synchronization of Plymouth springs accounts in a large degree for the comfort provided for passengers.

All springs for the Plymouth are carefully tested and assembled in sets before they are placed in the chassis. The testing machine shows the variations in the flexing qualities by observing the pressure required to compress the springs a fixed distance under a fixed weight. Springs of corresponding deflection are selected for each chassis.

Most motorists know what a nuisance it is to have spring shackles get loose as a result of wear, producing squeaks and rattles. Ordinary shackles are held in place by nuts. When the bolts work loose, these must be tightened up with a wrench. It is difficult to adjust accurately bolts so constructed, and the tightening process usually results in binding, which interferes with the proper flexing of the spring.

Plymouth shackles are constructed on the principle of the tapered bearings. Wear is automatically taken up and they do not work loose. An elastic steel washer, instead of the usual nut, secures the shackle assembly and maintains the proper adjustment. The shackles always work in perfect harmony with the spring.

A Kiss for Corinna

By MAY CHRISTIE

Denise Van Wyck, bored with the life of a debutante, and Corinna, a beauty parlor operator, are both in love with Malvey Craig, a clerk in the employ of Denise's uncle, Mr. Crisswell. Malvey protests to Corinna that he is not at all interested in Denise, but Corinna discovers them having lunch together. That evening Malvey calls on Corinna to explain about his luncheon appointment, and tells her that she is the "only girl" for him. But even though she is convinced that he really loves her the name of Denise Van Wyck continually comes up to mar Corinna's happiness. Meanwhile Marie, Corinna's roommate, has just discovered that Peter, her "beau," is a married man. Trying to forget her disillusionment she goes out with Jack Van Tui, a friend of Denise's.

Now GO ON WITH THE STORY

CORINNA took a cup of coffee in to Marie, who was awake unusually early.

There were dark circles under Marie's child-like eyes. Her lids were swollen, as though, before she had fallen asleep last night, she had been weeping.

"Gosh, honey! You look fresh as a daisy!" Marie made a brave effort to sound cheerful. "I've got to hand it to you, Corinna, you're a wonder-worker."

"He's a wonderful boy," said Corinna, smiling and radiant. "We all think THAT when we're in love, and haven't got wise to them!" Marie sighed heavily.

"Just because one man's turned out to be a rotter it's foolish to condemn the whole lot of them. Corinna, make Marie drink her coffee while it is hot, plumping the pillows up behind her friend."

"The man who gets you, Corinna, will certainly be lucky. Only don't throw yourself away on a good-looking face and a few soft words and an empty pocketbook."

"You mean—Malvey?"

"Sure I do. He's a good kid. But selfish, of course, like the rest of 'em. And, being handsome, all women'll swoon him. You could aim a lot higher, I tell you, Corinna."

"What you preach you don't practice."

"Sure I don't—and just see where it's landed me! I turned down—Peter—a couple of birds who were crawling with money! Now I'm alone—still doing nothing in the chorus—with one beautiful heartache!"

"If you married a millionaire without loving him, you'd be still more miserable, Marie. You've a heart. You haven't the hardness or the selfishness of the successful gold-digger."

"Don't be too sure, I'm freezing hourly. I tell you, I'm freezing right onto Van Tui now, and A KISS FOR CORINNA."

though he sure is a hot tamale he can't thaw me out. He's terribly piqued about it."

"See, you do remain an iceberg," Corinna smiled uncertainly at Marie's phraseology.

She couldn't but be happy when she thought of Malvey. Such a wonderful evening. Such a night of happy dreams.

Corinna decided she wouldn't go by subway on this lovely morning. She'd go really, like a queen, down Riverside on top of a bus.

If only she could see Malvey again this evening! She was already longing for another glimpse of him. But tonight he had a University Extension lecture.

In her clean little world over-all, as she moved about the beauty parlor, an aura of happiness emanated from her, so that even the stoniest of her customers was infected by it, and was quite pleasant today.

"You're wanted on the phone, Miss Duran." A white-angred negro maid with a wide grin popped her head into Corinna's booth.

Phone calls were not encouraged for the workers. Only in rather urgent cases were the girls supposed to be called up.

Malvey was aware of this fact. Had something very special happened? She hurried to the instrument with a quick beating of the heart.

It did prove to be Malvey. He had an invitation for her for this evening. He informed her jubilantly. No, he wasn't going to cut his banking lecture, for this affair

would take place after the class.

She heard him say—across the wire his voice came with a boyish gaiety: "You get your glad rags ready. Sweetness, I've got two tickets for the Charity Ball in Madison Square garden for you and me tonight."

Corinna trotted on air all day. Never had she done her work more dexterously.

The message from Malvey had been so unexpected. He had made no mention of any ball or festivity last night.

She told one of her customers about it—one of those smart society women who know all about that sort of thing.

The woman said, with a cat's little laugh: "He didn't give you much notice, did he? He must have had the tickets for some time. It looks like someone at the last minute turned him down."

Corinna wouldn't let herself believe it. She'd cast foolish thoughts and jealous suspicions away from her, and enjoy herself tonight to the limit.

At seven she was back in her small apartment, and had washed and pressed her one crepe frock. A rose-colored thing that had seen two Winters and a Summer. But it was still in style, she assured herself.

Marie was going to the Charity Ball, too, after her show, she informed Corinna.

"EVERYONE will be there," said Marie airily, powdering her nose before setting off for the theatre. "I'm going to borrow a darling little dress I wear in one of our numbers in the show. I'm going with a big party, and I've got to look decent."

Was Peter Pattison, the married man who had no hurt and deceived Marie, to be included in the party?

Marie was flustered. She scarcely ate a thing at supper. Under the powder there was a high flush of excitement on her cheekbones.

Corinna was ready and waiting when at 10 o'clock Malvey arrived for her.

"Gosh! You look sweet, honey!" She was looking very pretty in the rose-pink crepe, even though it was two seasons' demodee. She had arranged a fold here and fixed a pleat there, to camouflage the bits that were faded.

They went off together on the "L."

Pretty society girls selling all sorts of things—tickets for raffish tickets for side-shows—greeted them as they entered the garden. There were booths and tents set all around the brilliantly illuminated arena.

Surely never had been seen so many lovely women!

They were besieged by the importunate, and took refuge in a side-show of performing fleas.

Then, having dollar tickets, they climbed to the top gallery. Rakidowicz was the scene about them and below them. At least impossible to recognize anyone in the vast sea of faces.

But Malvey had brought a pair of small glasses with him. They had lots of fun trying to spot celebrities.

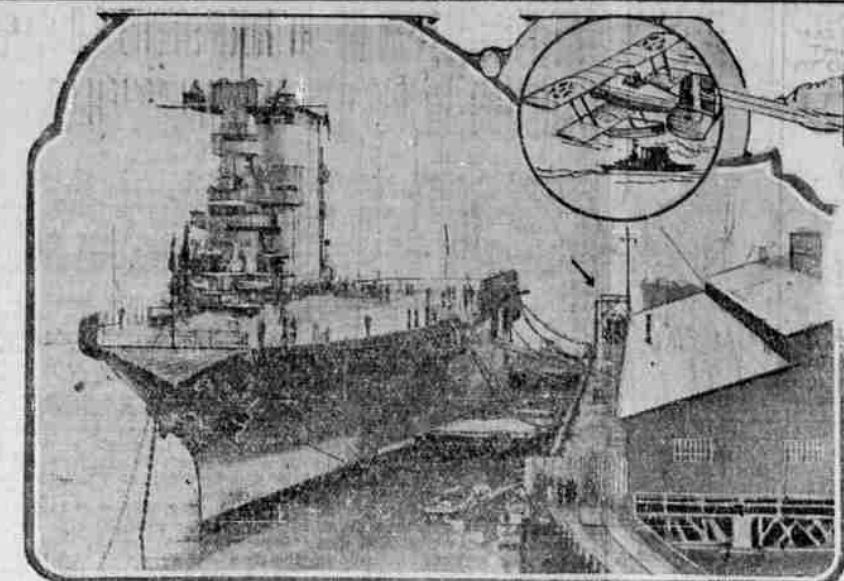
The band struck up a stirring air. The grand procession of the evening started. This was a gala show for the benefit of the Consumption hospitals—aided by the greater part of New York society.

The hostesses of the debutantes were out in full force, lending their beauty and their prestige to the occasion. Some of the girls in Corinna's beauty parlor had told her this morning that many of the highly-placed society damsels would appear in the tableaux clad in next to nothing.

DR. DEAN B. BUBAR
OPTOMETRIST
Specialist in the fitting of
Glasses
116 Jackson St.

Chiropractor
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"Complete Health Service"
Mineral Vapor Baths
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Power Crisis Averted By Airplane Carrier



Her mighty turbines generating electricity having forced "Old Man Power Crisis" to lower his colors.

The U. S. aircraft carrier Lexington departed Friday, January 17, from Tacoma for California waters.

The power crisis, which threatened the industrial section of Tacoma, and resulted in the curtailment of street lighting and the use of electric signs, except where essential, is now a thing of the past, according to data obtained by the city in putting in pliers, etc.

so that Uncle Sam's "290,000.00 power plant" could be in operation.

The power shortage resulted from the exceptionally dry season, with the result that the Lake Cushman and Nisqually plants, two of the largest units in the city's

system, were without sufficient water to generate "juice."

When the shortage was imminent, the Lexington was under orders to proceed to California waters for the winter season. In fact, she was already under way when orders from Secretary of the Navy Adams changed her course to Tacoma.

Prior to leaving the Bremerton navy yard, the Lexington loaded 70 barrels of Texaco airplane oil for use while in the Southland. At present no flying maneuvers are being carried on, because the Lexington is berthed too close to the city's docks for flying safety and that of pedestrians and wharf employees, the Texaco bureau points out.

The huge airplane carrier is berthed at the Baker Dock, where thousands of dollars were expended by the city in putting in pliers, etc.

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SEVEN WEEKS TRIP IN CHEVROLET SIX

Atlanta Pastor Pays Tribute
to Modern Means of
Economic Travel.

ATLANTA.—Paying high tribute to the economy and performance of the low-priced automobile, especially as a means of long distance travel, the Rev. G. W. Gasque, rector of the Episcopal Church of the Incarnation, today recited some of the accomplishments of his new six cylinder Chevrolet coach on a recent 10,618 mile loop tour of the western half of the United States, during which he averaged 22.3 miles to the gallon of gas.

Accompanying Dr. Gasque on the seven weeks adventure were Mrs. Gasque and their young daughter, Anna Lee.

The long trip was made on scheduled time so that the minister could fill speaking engagements in prominent Episcopal churches along the way. The route led from Atlanta to Chicago, by way of Nashville, Evansville, and Indianapolis, thence across the northwestern states to Seattle, down the Pacific coast, around California, San Francisco and Los Angeles and back home across the desert country of Arizona and New Mexico.

A highlight was the climb of Pike's Peak over a tortuous road-way that stretches 13 miles along its mountain side. Dr. Gasque reports that the car carried its party to the summit without faltering and without heating the motor.

Many other cars attempting the climb were forced to halt along the roadway to cool off before continuing, he said.

Dr. Gasque kept an expense book of the trip, which discloses interesting facts about the performance of the car. Having been newly purchased when the trip began, the car was not extended during the first 500 miles of driving. During this period it averaged 18 miles to the gallon, the book showed.

When the car was broken in, however, the gas mileage was greatly improved. For the entire 10,618 miles, which included driving in cities and in open country, the Chevrolet consumed 476 gallons of fuel, an average of 22.3 miles to the gallon. The gas bill for the trip was \$107.15. Sixteen and one-half gallons of lubricant were used, costing \$22.25. The minister's book showed no expenditures for mechanical repairs.

MEXICO AIRLINE
TO BE EXTENDED

Several cities in Mexico and Central America now looking air transportation shortly will be included in extensions to Pickwick

No More Gas
In Stomach
And Bowels

If you wish to be permanently relieved of gas in stomach and bowels, take Pinkham's Vegetable Compound, which is prepared especially for stomach gas and all the bad effects resulting from gas pressure.

That empty, gnawing feeling at the pit of the stomach with discomfort that anxious, nervous feeling with heart palpitation will vanish and you will again be able to take deep breath without discomfort.

That drowsy sleepy feeling after dinner will be replaced by a desire for entertainment. Bloating will cease. Your limbs, arms and fingers will no longer feel cold and go to sleep. In the morning you will feel alert, prevent gas from interfering with the circulation, thus the venting in the bowels will be easy and gas driven out. Price \$1—(Adv.)

Always on hand at
Nathan Fullerton's

Latin American Airways 3000-mile system which now has its south-curved terminus at San Salvador, according to Thomas E. Morgan, general manager.

"Twenty-three cities in Mexico, Guatemala and El Salvador already are served by Pickwick planes carrying mail, express and passengers," Morgan said. "While in a short time we expect to add several hundred miles of new air lines to the system, serving a half dozen or more important communities. The projected expansions will be in southern and central Mexico and in Guatemala. These expansions probably will necessitate addition of one or two more ships to our present fleet of eleven planes."

Prospects for building up a lucrative business in air transportation are brighter in Mexico and Central America than in many sections of this country, Morgan said, because of the long distances and inadequacy of established land transportation systems.

DIRECTOR, 34, WEDS
SCENARIST, AGED 39

(Associated Press Special Wire)
HOLLYWOOD, Cal., Jan. 22.—George W. Hill, film director and his bride, Frances Marian Thompson, scenarist, are back at work today, hurrying to complete present motion picture assignments in order that they soon may begin a round-the-world honeymoon.

The pair revealed last night they had been married in Phoenix, Ariz., Saturday. The wedding, they said, was the culmination of a friendship launched by an introduction by the late Jack London, novelist and their mutual friend, seventeen years ago.

Mrs. Hill was the widow of Fred C. Thomson, film cowboy star, who died in 1928. She gave her age as 29 and Hill his as 34 when applying for the marriage license.

The new low prices on the Chevrolet have made it necessary to cut the price on our used cars on hand. We have over 80 to choose from. Come and look them over, Hansen Chevrolet Co.—Adv.

"Couldn't Feel
Any Better"

"I was nervous and rundown and weighed less than a hundred pounds. I felt tired and weak and often had to lie down. I took Lydia E. Pinkham's Vegetable Compound because I saw it advertised. Now I eat well, sleep well and have good color. In fact, I couldn't feel any better and I weigh one hundred fifty-five pounds. I am glad to answer letters from any woman who wants to know more about the Vegetable Compound."—Mrs. Bertha Stephens, 21 E. Ross Street, Lancaster, Pennsylvania.

Lydia E. Pinkham's
Vegetable Compound

Lydia E. Pinkham Med. Co., Lynn, Mass.

NEW WILLYS SIX BIG ACHIEVEMENT

Efficiency of Engineering
Is Cited by the Willys-
Overland Head.

The automobile industry is going through another great transition. It has passed through the period devoted to the development of a vehicle for reliable performance over a long period. The next advance must be the designing of bodies that would strike an entirely new style motive.

Both of these forward steps have been realized. No one today will question the ability of the modern motor car to deliver satisfactory performance nor can it be denied that bodies of striking design, evening lines and carefully selected colors are now found in the wide selection from the low priced range to the higher priced cars of the so-called luxury classification.

Then we come to a concentration on increased engineering efficiency to build cars with greater power and speed development to meet the demands of the public, then building and pricing the cars in line with these demands. This is nowhere better exemplified than in our 1930 presentation of the new Willys six, which I believe represents the major accomplishment of the Willys-Overland in more than 22 years of motor car production.

In this new six we have more than met the demands of the public for a low priced six cylinder car with the speed and power development heretofore found only in cars that sold in the higher price ranges. All of the vast manufacturing facilities of the Willys-Overland were employed to bring the perfection of the new model which develops

72 miles an hour in high gear and is powered by an engine that produces 65 horsepower. Compare this rating, if you please, with cars that sell in the higher price classes and you will be better able to visualize the Willys-Overland advancement.

The high standard of performance set by this model has not been restricted to its power and high speed development. Appreciating the constantly increasing growth of heavy traffic, especially on the congested streets of our business sections, an unusual amount of technical attention was paid to the development of a second gear performance that would answer to a large degree, the modern demand of the motorist for a car with a flashy getaway and ability to weave in and out of congested traffic lanes. This has been accomplished in the new Willys six with a second gear performance of 48 miles an hour.

In the development of this powerful engine, the factor of safety was not overlooked. We decided to equip this new car with large, internal four-wheel brakes, with only a slight pressure of the foot

bringing the car to an almost instant stop.

Advancement has not been held to the power plant alone, other features including design of bodies that adhere to the modern type trend, roomy and comfortable interiors, easy steering, "Finger-Tip Control" over-ride tires and other specific advantages which are immediately apparent, have been incorporated in this new six.

Nor has this engineering efficiency been confined to the new Willys six. Our development of the 1930 Willys-Knight great six ranks as one of the most notable advancements not alone in the design of the bodies which have won unstinted praise from some of the world's greatest custom car designers, but in the perfection of its sleeve valve power plant.

We have a new Ford sedan only used 4 days by owner, traded in on new Oakland, will sell at a discount. Roseburg Motor Co., Oakland-Pontiac Dealers—Adv.

Eat barbecue sandwiches and live forever. Brand's Road Stand.

Arundel, piano tuner. Phone 189-L.

Our 1930 Booklet

Feeds and Feeding Just Off the Press

This Booklet contains a complete description of all UMPQUA BRAND POULTRY FEEDS also valuable suggestions on brooder care and feeding.

Call or write the mill and your copy will be mailed to you at once.

The Douglas County Flour Mill

Roseburg, Oregon

Phone 13

Just naturally a quick starting winter gasoline.. TEXACO

It's the crisp dry snow of a smooth runway that brings out the last spurt of flashing speed for the ski jump—and it's dry Texaco gasoline that releases the last ounce of potential power to swiftly moving pistons in the engine.

Even on the coldest day the new and better Texaco Gasoline never holds back. From the first ignition in a cold engine to the last hot stroke of a cross-country run, Texaco will surprise you with its instant response and steady power. For Texaco is high test. You pay no more but you get more. Its low boiling point, low end point and finely balanced distillation range provide the full measure of everything you can expect for your engine. Try Texaco. Make the Texaco pump your "stop sign" for gas—and oil—whenever the gauge reads low.

THE TEXAS COMPANY
TEXACO PETROLEUM PRODUCTS



The NEW and BETTER TEXACO GASOLINE



DRY SNOW speeds you
on.. so does DRY GAS

1. A wet gas is an atomized mixture of gasoline vapor in which are suspended drops of raw gasoline.
2. These drops of raw gasoline form an uneven mixture which resists the action of the spark.
3. Result: Destructive crankcase dilution, difficult starts, a sluggish motor.

1. The new and better Texaco vaporizes so readily that it forms a dry gas—an active mixture of gasoline and air.
2. This pure, dry gas responds instantly to the action of the spark.
3. Result: Lightning starts, rapid acceleration, smooth action—power!