

NEWPORT, OREGON

(Continued from page 1)

two and a half or three hours of great pleasure to make the trip by automobile. The ever cool and refreshing sea breeze is invigorating and is a delightful change from the heat and dust of the interior highways.

Few summer resorts are as well prepared to take care of the summer visitors as Newport. You are met by representatives of the

various hotels, summer cottages, and tent cities and thirty minutes or so should see you comfortably established in your summer home. Newport has several high class hotels; excellent boarding houses, and furnished or unfurnished tents and bungalows.

To those who prefer to keep house, excellent furnished cottages are available, or if they prefer it, a furnished tent. Electric lights, city water, and other con-

veniences add to the pleasure of the summer visitor.

Newport maintains an auto camp ground and there are a number of good places to camp along the coast just out of the city.

When you are comfortably settled, the next question is how to get the most pleasure and profit from your stay.

To those who do not care to experience the tonic shock of bathing with the inrolling breakers, Yaquina Bay offers an opportunity for swimming in calm salt water. Most summer vacationists, however, prefer surf bathing and certainly they have come to the right place to enjoy this fine pastime. Newport has a gradually sloping beach of firm white sand that extends for miles up the coast. Nye Beach is a favorite bathing place and here, when the tide is in, you will see hundreds of bathers from the youngsters to the white-haired grand-dad enjoying a dip in the surf.

A \$30,000 natatorium awaits you. You may enjoy a dip in the beautiful bathing pool of warm ocean water, new showers, and salt sea tub baths. A fine dance hall is located on the second floor of the Nat building overlooking the rolling surf.

One of the greatly appreciated pleasures at Newport is the boating. In September, after the first rains, you will see the waters of Yaquina Bay dotted by many small boats. These are fishermen who have come from the inland towns to enjoy the superb salmon fishing on Yaquina Bay. When the fall run of salmon comes in from the ocean to make their way up the Yaquina river there is royal sport in the bay trolling for chinook, silversides, and steelheads. Moonlight excursions by boat or launch to Toledo or Elk City are frequently indulged in by the young folks. The moonlight sparkling on the water, the sound of the surf, the college songs and the melody of the guitars make the evening pass all too rapidly.

Few places, if any, in Oregon, afford such a variety of fishing as Newport, with the ocean on one side for deep sea fishing and Yaquina bay on the other. Scores of different kinds of fish, including sea bass, ling cod, rock cod, halibut, perch, kelp, flounders, salmon (in season) are caught in abundance.

Vast halibut banks are just off the coast. This industry is rapidly growing and has assumed huge proportions in the last few years. Fishing fleets from Seattle, Tacoma and Portland, as well as the local fishermen, fish on these banks.

On the beaches at low tide crabs and clams are secured with little effort. The famous "rock oysters" may be dug from the rocks at low tide. Newport is the only place in the United States where this wonderful delicacy is found.

Miles of Grinding

EVERY highway is just so much abrasive surface—rough, gritty.

Wear—constant, frictional wear—that's what your tires get. And to stand up, to give you real mileage, CTC tires must be built of just the right component parts.

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REAL RECORD IS SET BY NEW STAR MODEL

Rhododendron Run Made on Average of 22 Miles to Gallon of Gasoline

PORTLAND, May 15.—From Portland to Rhododendron and return, a distance of 91 miles, was covered here a few days ago, with the new Star Six to test economical operations for the Bee Hive Auto Service, and develop a gasoline mileage of 22 miles per gallon under observation of the Portland Journal.

According to C. L. Boss, head of the Star car distributing firm here bearing his name, this was one of three tests of economical operation and endurance that have been made with the new Star Six, and which have created wide comment in automobile circles. The other two were a trip over the new Hassayampa Trail, from Phoenix to Prescott, Arizona, and a round trip between San Diego and San Francisco, all three trips developing approximately the same results.

The purpose of the local trial was to obtain the cost of operating a new Star Six on a 100 mile run, obtaining figures on which the Auto Service company could base rental charges. The car was driven at speeds held by the average motorists, and the entire trip consumed 2 hours and 45 minutes. The regular formula of renting a car was gone through before the car was taken out, including measuring gasoline, checking speedometer and securing of proper insurance. The total charges when the party returned were: rent,

\$2.75; gasoline, 92 cents, oil 25 cents, insurance 95 cents; or a total of \$4.87.

According to members of the auto rental service, this is the lowest cost type of transportation available today. The test was not conducted as most "economy" runs are made, at the economical speed of 20 miles per hour, and the motor was not stopped from the time the party left Portland, and no tricks were employed in driving.

The Arizona and California test runs, according to Boss, were conducted under official observation of newspapermen, and covered 122 and 1250 miles, respectively.

Lloyd E. Ramsden is having a splendid trade on bicycles, kiddie cars, speed wagons, bicycle tires, bicycle accessories, etc. Store and shop, 387 Court St. (*)

Vick Bros. are selling the Oakland and Pontiac cars. Agents for the valley counties. Pioneer firm in autos. Oakland coach now only \$1290. 280 S. High St. (*)

HIGH SPEED ENGINE

(Continued from page 1)

Thus the Knight engine adds a fourth accomplishment to its past records of the longest sustained running at maximum speed, the European hill climbing record and the achievement of developing greater power per cubic inch of piston displacement throughout its entire range than any other type of stock construction power plant.

The Knight sleeve valve motor, in the new Willys-Knight Six Seventy model, develops a full 53 brake horse power from a piston displacement of 180 cubic inches. In its construction it follows the general practice of high speed motor design which results in a brake horse power greatly in excess of the actual rated horse power based on other dimensions.

The results of high speed motor construction are felt in operating economy, high motor torque, fast acceleration and power on hills.

The sleeve valve motor of the Knight type makes it easy to utilize the principle of high speed engine construction since the design-

ers are not restricted by size and weight of the valve mechanism.

C. S. Hamilton Furniture Co., 340 Court. Don't fail to see the famous day bed and de luxe bed spring. Rome quality. Refrigerators, Opal ranges, electric stoves, Armstrong linoleum. Every room made beautiful and attractive, at small cost. (*)

--Facts you should know about Studebaker Cars

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Thousands, requiring other than one ordinary standardized model, influenced the building of the most complete low priced line—touring, coupe, coach, sedan, landau-sedan.

BENDIX (4) BRAKES

heads the list of Star Six value points:

- new, ground-hugging lines.
- Continental Red Seal 6 cylinder motor, cradled in multiple chassis.
- 90 inches of spring suspension.
- Fisk Balloon Tires.
- heavy, natural wood artillery wheels.
- Hayes, Hunt bodies.
- genuine gray Spanish leather upholstery.
- famous easy disc clutch.

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Lasting pride of ownership comes from masterful performance, ease of operation and maintenance, from reliability and economy.

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Hudson holds first advantage because of its patented Super-Six—the world's most famous motor. More than 800,000 have been built by Hudson under its exclusive principle. For 11 years it has been outstanding because of distinctive smoothness, wide flexibility, power, speed, and reliability.

Hudson is easy to steer. Its power range is so

great that gear shifting is lessened, and the riding action is so well arranged that long hours at the wheel are not tiring.

Economy is found in low operating and maintenance cost.

These are the qualities that make genuine satisfaction. Upon such a chassis is mounted the Coach. It gives all closed car comforts. It is sturdy, beautiful in line, and complete in every practical detail. Its sale has exceeded that of any closed car priced above \$1,000. That production has led to greater economy and much lower prices. It has permitted many improvements in chassis and body.

So today's Hudson Coach is not only the best ever built. It also is priced lower than ever before.

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All prices include freight, tax and the following equipment:
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