

SIDELIGHTS OF THE STAGE AND SCREEN

Elsinore Theater

For the final times, Salem theatergoers may witness "No Place to Go" at the Elsinore today. Superlatives are unnecessary—one minute in the house convinces him who is most overcome with ennui that the picture is—in the vernacular—a "wow."

The continuity, lighting and story are excellent. Richard Connell wrote the yarn, which appeared first in the Saturday Evening Post.

Buster Keaton, whose name is on at least half of the lips in this nation of movie fans, appears tomorrow in "College." To say that the picture is up to par, is to say enough. Critics have praised Buster and the photography highly.

Miss Theo Pennington, the vivacious and gifted Prima-donna soprano, with "The National Opera Company" which plays the Elsinore theater, in Ballo's great Opera, "The Bohemian Girl," was leading principal, for six seasons with the famous "American Light Opera company," one of the best light and comic opera companies ever heard in the United States. Miss Pennington has one of those rare voices, a combination of lyric and dramatic, with great range, luscious warmth, and vivid coloring. Her volume is very unusual and she has been favorably compared with several of the leading sopranos of the Metropolitan Opera company of New York. Her renditions of Arline's songs in the "Operafilm" production of this favorite old opera will undoubtedly be of great interest to all music lovers in the city.

Associated with Miss Pennington are other gifted opera singers including: Mercedes Dalmada, dramatic soprano; Franklin Moecker, tenor; Carl Bundschu, baritone; and Frederick Wheeler, basso. A fine chorus of selected voices will assist in the ensemble numbers, with an augmented orchestra, under Basil Horsfall's personal direction.

Tickets can now be secured at the Elsinore box office.



—ON THE STAGE—

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SINGERS—DANCERS
ARTISAN ORCHESTRA
CRACK DRILL TEAM

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5 GREAT ACTS

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VICTORY SIX AUTO ARRIVES IN SALEM

Late Model of Dodge Brothers On Show At Bonesteele Motor Company

The Victory Six, latest production of Dodge Brothers Inc., has arrived in Salem and will be on display at the Bonesteele Motor company's show rooms today. A number of marked innovations add considerably to the attractive appearance and stability of this newest model.

The Victory is long and low in appearance and capable of sustained high speed. Grilling tests were made by engineers in both experimental and actual production models before the Victory was officially announced. Development work and tests have occupied a period of over 18 months and the models have been subject to all sorts of road work.

The body and the chassis frame, in the Victory Six, are a single unit. Because conventional sills and cross-members are done away with, the center of gravity is closer to the road and the over-all height of the car is about at the ordinary man's hatbrim. The low center of gravity and union of chassis and body are said to have a marked stabilizing effect, reducing side sway and adding greatly to riding comfort. The frame of the Victory Six chassis is so deep that no splash shields are necessary, thus eliminating a source of noise.

Further structural distinctiveness has been obtained by a novel type of body design, which might be described as a steel shell welded inside an outer steel shell to form a double wall with an air space between. What automotive engineers graphically and untechnically describe as "tin-panning" in all-steel body construction effectively has been suppressed by perforations and other sound-deadening devices; leaving, they assert, strength, lightness, appearance, and absence of rattles as a net gain.

The engine developed exclusively for the Victory Six is an L-head, medium duty type, with bore of 3 1/2 inches and stroke of 3 3/4 inches. Pistons are aluminum alloy. Seven bearings support the crankshaft, which turns approximately 1,285 r. p. m. at 25 miles an hour and about 3,350 r. p. m. at 65 miles an hour. Because of rigid support and careful balancing of the 52 pound crankshaft, no counterweights or other vibration dampeners are used. Gearshift positions are S. A. E. standard; namely, lever to left and back for low and to right and back for high.

Four-wheel Lockheed hydraulic footbrakes expand internally against a drum 12 inches in diameter. The parking brake contracts on the propeller shaft.

The entire passenger car production of Dodge Brothers, in all three models, will be supplied in wide varieties of color combinations.

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MINOR CHARGES CAUSE EIGHT ARRESTS HERE

(Continued from page 1)

They were granted time in which to consult an attorney. Fisher and Lovelace pleaded guilty.

Investigation has brought out the fact that Fisher, Lovelace and Comstock are all former convicts. Lovelace was sent up from Marion county in September, 1926, for

larceny of an automobile. He was paroled on December 14, 1927, telling prison officials that he expected to be back for board and room after the holidays.

Fisher was sent up from Lane county for forgery on November 12, 1925. He served until July 9, 1926, when he was released. During his sojourn he was made a trusty, escaped and was subsequently brought back.

Comstock was sent up from Lane county in June, 1926. He was paroled on April 21, 1927. Others arrested in connection with recent petty crimes in Salem have been released, it was stated last night by Frank Minto, chief of police.

CRITICS SCORE YANK POLICY IN NICARAGUA

(Continued from page 1)

ment there. The United States is protecting the peace of the world."

Nye Has Resolution

In this view Wainwright concurred but at the other end of the capitol Senator Nye of North Dakota, a republican independent, presented a resolution which would prohibit use of the army, navy or marines to settle disputes between Americans and foreign countries. Senator Heflin of Alabama promptly supplemented this proposal with a resolution demanding withdrawal of marines from Nicaragua. Both resolutions were referred to the foreign relations committee.

While Nicaraguan developments were creating this uproar in congress, the administration put further pressure on its move to back up the marines already in the Central American country. The navy department announced that detachments from San Diego and from Paris Island, S. C., would sail January 9 and that several light cruisers were en route from various points to Nicaraguan ports.

WETJEN LEAVING SOON ON CRUISE TO SOUTH

(Continued from page 1)

Canada and later entered the United States, traveling via the roads under freight cars. He worked at various jobs in this state. He was employed on a hop ranch near Salem at the time he broke into the fiction field.

Is Epic of Era
"Wetjen has finished what is probably the first epic of the steamship era, a novel whose publication will lift him to the first rank of sea writers," said Stevens. "I have completed my fourth book

which is a volume on the transition from pioneer days of the lumber industry to the modern system. This book should appeal particularly to the readers of the northwest for it is written around old-time Portland, Astoria, Seattle, Wallace, Idaho, and other places."

Mr. Wetjen will find some time, in his voyaging over the deep, to write some short stories for the Oregon magazine of Murray Wade, Salem.

TAKE 3 BODIES FROM HULL OF SUBMARINE

(Continued from Page One)

compartment, however, before they were forced to stop operations for the day.

Although there was no opportunity for a thorough medical examination the appearance of the bodies indicated the three men were drowned rather than suffocated. They bore little evidence of the long immersion in the water. All of the bodies were fully clothed and when found were on the floor of the compartment.

POULTRYMEN HOLD MEET

Hundred and Thirty Five Chicken Raisers Gather

ASTORIA, Jan. 4.—(AP).—One hundred and thirty-five poultrymen of the lower Columbia country were in Astoria today to attend the annual convention and entertainment tendered them by the agricultural committee of the chamber of commerce. E. J. Dixon, manager of the Pacific Poultry Producers cooperative, declared Clatsop county, with its sandy soil and good drainage formed the best poultry raising

district on the Pacific coast. A banquet at noon with numerous speeches and musical numbers ended the one-day convention.

HICKMAN CHANGES MIND

Father of "Fox" Doesn't Want Him Hanged After All

EL PASO, Texas, Jan. 4.—(AP).—Thomas Hickman, father of William Edward Hickman, today reversed his former position and said he would not like to see his son hanged for the slaying of little Marian Parker. He expressed hope he would be called to Los Angeles as a witness.

The elder Hickman says his son

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Moroni Olsen
Players
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The Detour

Tues. Eve., Jan. 17th
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50c, 75c, \$1.10, and \$1.65
Mail orders received now.

OREGON TODAY

RICHARD DIX

—IN—

'KNOCKOUT REILLY'

Announcing The VICTORY SIX BY DODGE BROTHERS

From an engineering standpoint The Victory is radically new, radically different and thoroughly original—is literally years ahead of its time in many vital features.

In a very real sense, too, it compares with no other car or class, because NO car, either here or abroad, provides features that are comparable. To enjoy these advantages you must buy THIS car, for elsewhere they simply do not exist.

Revolutionary New Principles of Design

1. For the first time since the invention of the automobile, the chassis and body of The Victory are a single integral unit—the wide, deep Victory chassis frame, flush with the lines of the body, replaces the customary body sills. (Heretofore, the body was mounted on a sill and both in turn mounted on the chassis.)

2. For the first time in history, battle-ship construction (i. e., double steel walls) is here applied to the motor car.

Spectacular Performance

The results of these, and other basic innovations are astonishing in their effect on every phase of motor car value; beauty, comfort, safety, strength and most impressive and important of all—performance itself.



With chassis and body a single unit, there are 330 fewer parts—175 pounds less weight—and an extremely low center of gravity.

The results are greater motor efficiency—increased power—quicker pick-up—greater stability and flexibility in relation to load—an easier car to handle—a faster car to drive!

21 miles to the gallon at 25 miles per hour is precisely what you can expect—with sustained high speed all day long at instant call!

Drive over cobbles and await the usual discomfort—it will never occur! The Victory is the smoothest riding car, for its type, ever built.

Safe, Strong and Stable

Because the chassis frame conforms precisely with the body lines—and because of the car's low center of gravity (weight close to the ground) The Victory is remarkably stable—tipping, skidding and swaying are reduced to a point positively negligible!

Turn a sharp corner and you will under-stand!

And the double steel walls mean double protection in case of accident—double the safety of any type yet known. A staunch body, with doors that close with a substantial and non-metallic snap.

Quiet and Comfortable
The aim of all engineering is simplicity,

for simplicity means economy—strength—SILENCE. There are only 8 major parts in The Victory body—and they are welded into a single unit. Not a joint to squeak or rattle. A silent body.

And Dodge Brothers powerful new six-cylinder motor—specially engineered for The Victory—preserves this luxurious quietness at all speeds.

A Car of Striking Beauty

Body and chassis built as a single unit—without the customary body sill—permits lower over-all height with liberal head-room and road-clearance.

Splash shields, a constant source of noise and annoyance are replaced by the wide, deep Victory chassis frame; wide, heavy-gauge one-piece fenders and drum-type head-lamps are provided. Upholstery, hardware, instruments, color combinations and other appointments satisfy the most exacting demands of style and good taste.

Indeed, you have a distinct and thrilling impression that the car in which you are riding is long, low, swift and safe—a car of surpassing originality and smartness down to the smallest detail.

\$1095
4-DOOR SEDAN, F. O. B. DETROIT

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'No Place to Go'

During the holiday season there's something to it. Most persons find themselves a bit fagged following Christmas, and it's relaxation, clean amusement which they seek. Admitting there's "No Place to Go,"

YOU WILL FIND
AT THE

ELSINORE

Paradoxically enough, some place to go, when you enjoy

NO PLACE TO GO

