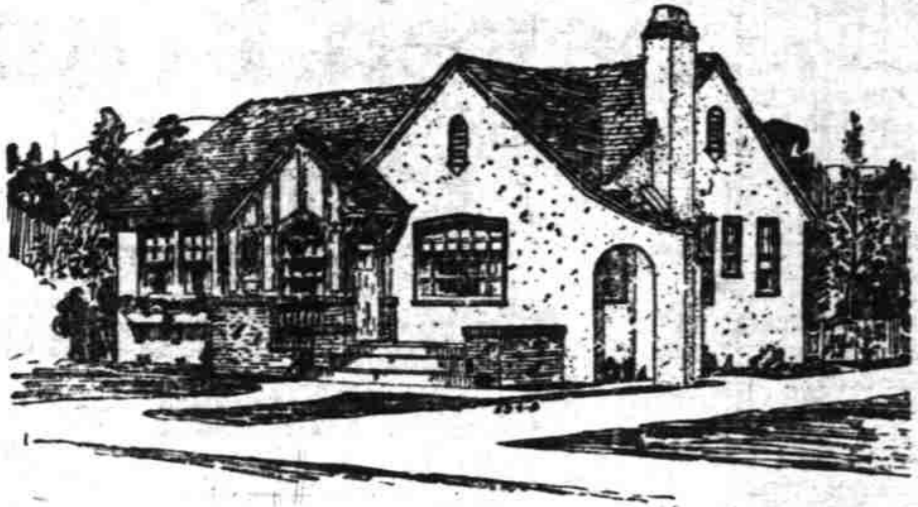
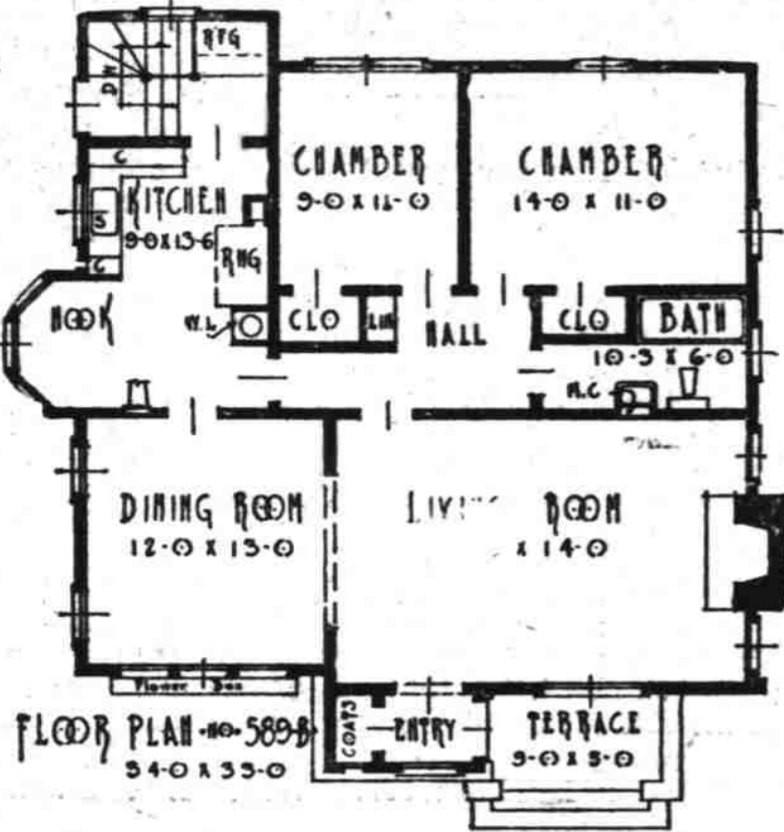


Attractive Design for Five Rooms



PLAN NO. 5



Here is an attractive design for a five-room one-story house. The exterior finish of stucco, with half timbered effect on the covered entryway, is well adapted to a dwelling of this type. The paved terraces and brickwork are pleasing, also the treatment of the chimneys and the archway opening upon the tiny garden space.

The vestibule and coat closet at the front are well lighted from leaded glass windows. The living room is well proportioned and its wall spaces may be easily arranged for comfortable furnishing by eliminating the door into the breakfast nook.

If only two bedrooms are necessary, the chamber adjoining the living room may be used as a den or a music room, an old-fashioned sitting room, sewing room, or a play room for the kiddies. It's a wonderful little room, with its windows along two sides and closet in the corner.

The architect deserves praise for leaving the dining room out of his plan. Unless there is an abundance of room in the house, a dining room is one place where floor space may be saved for other uses. The breakfast nook is amply large enough for six people.

The two chambers at the back of the house are of convenient size, well supplied with windows and each provided with a good sized closet. A hallway connects all of the rooms nicely. The kitchen and back porch are excellently well arranged. Two sets of blueprints may be obtained for a nominal fee upon application to

Spaulding Logging Co.

Salem, Oregon

Telephone 1830

AUTO TROUBLES MAY BE EASILY TRACED

Improper Lubrication Often Cause of Great Deal of Trouble To Motorist

"It has been estimated," says H. E. Oliver, local agent of the Union Oil company, manufacturers of Aristo Motor Oil, "that seventy per cent. of the sea of troubles that automobiles are heir to is chargeable to improper lubrication.

"The average car owner spends several months income in the purchase of a car. For the first 1,000 miles while the thrill of ownership in the new car is still fresh, experience has shown that careful attention is given to oiling and greasing. After that, the pace that kills usually sets in. To the service station operator's query, 'medium or heavy,' the answer is likely to be medium, just because that sounds like a good average.

"Considering the investment involved, the exercise of care in the selection of the proper lubricant is only applying the first principles of common sense. 'Just' oil is not enough even though motor oils may look alike. Tread stools and mushrooms are similar in appearance, yet there is a power of difference between them.

"Different makes of cars call for different grades of oil, and in order that the car owner may acquaint himself with these, the Union Oil company has prepared a lubricating oil chart covering all makes of cars. These charts are free for the asking and may be secured at any Union Oil service station or at independent dealers handling Union Oil products."

GOOD HIGHWAYS KEY NATIONAL DEFENSE

Permanent Roads Being Demanded; Must Withstand Great Strain

Good roads must be considered important military factors in America's defense, according to Maj. General Charles P. Summerall, chief of staff, U. S. army.

"Our military plans are guided solely by requirements for the defense of our own country," wrote Major General Summerall in a recent article for Chicago Motor Club News. He further stated that the network of good roads now being constructed from coast to coast of the country provided invaluable arteries of transport and communication, should a national crisis arise.

Military roads, it was shown, must be capable of withstanding the great strain of military traffic, which is far more severe than ordinary traffic. The Via Sacra highway, leading to Verdun, in France, was considered adequate for peace-time needs, but during the war it required so much resurfacing and repair that, had the material been used at one time, a road 12 feet thick would have been built.

Permanent Roads Demanded The major essential of a military road is permanence and utility under any and all conditions. Under modern warfare, the victory goes to the side which can most quickly mobilize forces at a definite point. The historic defeat of Von Kluck, when his army threatened Paris early in the Great war, was made possible by the taxicabs of Paris, carrying reserves rapidly to the danger point. American roads, to render the same type of service, must be capable of standing terrific punishment.

"Many roads in this country," stated Major General Summerall, "would not stand this wear, though they are effirely suitable for light tourist traffic."

Naturally, present roads which are withstanding the severe traffic of interurban motor freight and passenger service are those which, should war come, would be best equipped to serve the army transport system. Heavy duty roads must be made of concrete or a material equal in strength and in economy of upkeep.

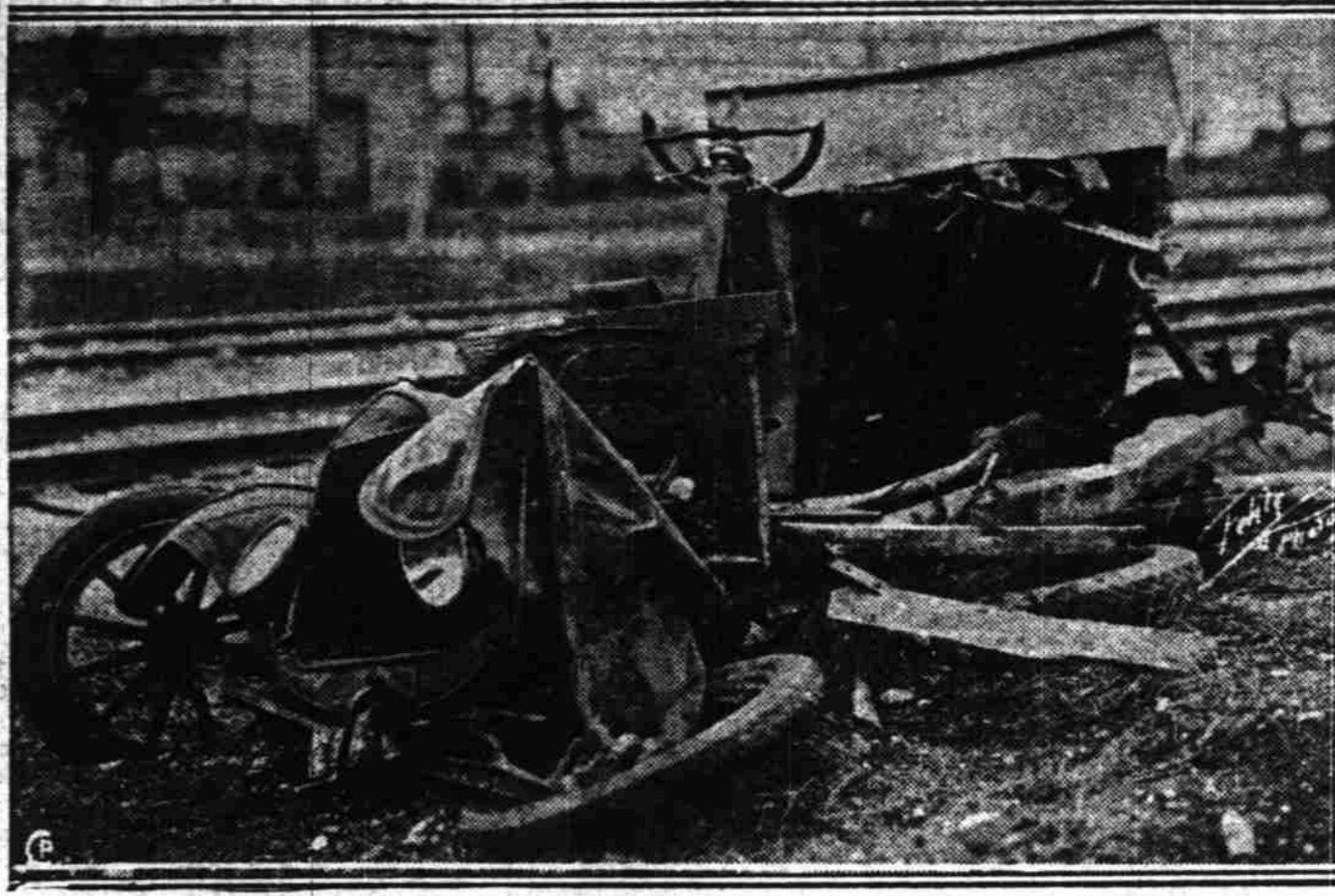
Army Vehicles Motorized The army transport system is now thoroughly motorized, with practically every type of field equipment prepared to take the road under its own power or as a trailer. Machine shops, kitchens, photographic laboratories, ambulances—these and scores of other military vehicles place a new importance on highways.

A citizenry able to mobilize by motor, quickly, with the minimum of delay, is best equipped, according to Major General Summerall, to protect the interests of the country of which they are citizens.

MESS OF POTAGE Frog broth is the latest culinary importation from France and those that have tried it say it's very superior.—Farm & Fireside.

HERE'S AN IDEAL Never cease to believe in the man you might have been.—American Magazine.

THIS DOESN'T OFTEN OCCUR—DRIVER ESCAPES!



It seems impossible, but out of this tangled wreckage, the driver escaped with only minor injury. His truck hit by a passenger train, Earl Stein, of Jefferson, Wis., landed on the locomotive pilot and the engine crew accommodatingly permitted him to rest there until the next town with a physician. Fort Atkinson was reached.

WRITES OF WAY

The first mile of concrete road in the United States was built in Wayne county, in which Detroit is located, in 1909. This first mile of highway definitely proved the advantage of rural paving.

The narrowest concrete street in the country is Fogarty street, Camden, N. J. This pavement is five and one-half feet wide.

It wouldn't be a bad idea to put bottoms on pavements.

Tennessee recently let contracts for a ten-mile concrete road 31 feet wide. This is the first wide highway in Tennessee and is probably the widest rural pavement in the south.

A garage full of automobiles burned in New York recently. Thus thousands of pedestrians were saved.

In Holland, where nearly every other person has a bicycle, taxes levied on the machines at \$1 each bring in about \$2,500,000 annually.

Nearly 3,000,000 families in the United States possess two cars.

We lead the world in boulevard cultivation. One day we plant a row of pipe; the next day we dig it up to see if it is growing.

Just how much praise would the busy bee get if he spent his time storing up something man couldn't steal?—Bethlehem Globe.

VOICE DISAPPROVAL ON RECENT RULING

Bill Would Shift Part of Responsibility From Motorists In Future

WASHINGTON, Jan. 14.—Widespread disapproval on the part of the motorists everywhere at the recent decision of the United States Supreme court, placing upon the motorist full responsibility for crossing a railroad track, was crystallized here this week when steps were taken to have the law, as laid down by the Supreme Court, changed.

This was done in a bill introduced in the House by Congressman Frank Murphy of Ohio, the purpose of which would be to shift a part of the responsibility to the railroads, which the Supreme Court's decision places upon the motorist. Under the court's decision rendered by Justice Holmes, motorist in crossing a railroad track at a blind crossing, must assume full responsibility, and must not only stop, look and listen, but under the rule laid down by the court, must, if necessary, get out of his car and go onto the track to make certain that a train is not approaching.

The Murphy bill, H. R. 7901, provides that a federal court, in such a case, must not adopt a rule contrary to the laws of the state, territory, or place where the accident occurred, its effect being to require the railroad to bear such responsibility, at blind crossings, as the state imposes upon them.

Commenting on the measure, Thomas J. Keefe, general manager of the American Motorists Association, which has already voiced its disapproval of the Supreme Court's decision, declared that the Murphy bill would meet with the approval of the millions of motorists of the country.

"It is both unfair and uneconomical to permit a railroad or a state to maintain a blind grade crossing and make the motorist assume full responsibility for the crossing the dangerous spot. The effect of the Supreme Court's decision in the Goodman (Ohio) case, placed such a burden upon the motorist that there was bound to be a reaction against such a law, and Representative Murphy's bill is the first legislative expression that congress concurs with the motorists viewpoint that the law is unfair in this respect."

Sweden Will Import 18,000 Motor Cars

Estimating that the motor transport needs of Sweden will create a demand for the importation of 18,000 motor cars during 1928, Emil Salmson, president of the Swedish Automobile Importers association came to this country to attend the Automobile show in the Grand Central Palace, New York.

Mr. Salmson was greeted on arrival by a welcoming committee from the National Automobile chamber of commerce. He will be the guest of the Rubber Association of America, the Motor & Accessory Manufacturers association, and other automotive groups during show week.

Show week here is becoming increasingly an international affair. The World Motor Transport Congress was held in New York during the two preceding years at

show time, and this year there will also be a number of representatives from other countries.

Mr. Salmson is at present visiting factories in the middle west. He is active in various motor transport circles in Sweden, being vice-president of the Royal Automobile club of that country.

AUTO ACCESSORIES BEING INTRODUCED

American Products Steadily Gaining In Popularity Abroad

Chicago, Jan. 14, American automobile accessories, following in the footsteps of American oil and gasoline, have been introduced into virtually every country in the world during 1927, according to Harry Edward Freund, director of the American Research Foundation, in an address here.

"Exports of appliances at the present time are averaging more than \$6,800,000 yearly and Americanized service stations are dispensing oil and gasoline of Standard, Sinclair, and other large American companies, automobile accessories made in America and also replacement equipment for practically all the more popular American cars," said Mr. Freund.

"Probably the greatest change noted by the motorist abroad is the increase in battery charging facilities. All large cities now have ample battery service stations and these are being extended to the outlying districts. This is a radical change from conditions prevalent

CAR LUBRICATION EXPLANATION GIVEN

Great Care Should Be Exercised At All Times To Keep Auto Greased

A few years ago when American cars without magneto equipment could hardly be sold abroad for lack of these battery charging facilities.

"There is a fly in the ointment, when the foreign field is considered, however. Foreign wages are much lower than those paid in the United States and consequently the foreign automobile merchant has not reached the level of efficiency which prevails in America. Western Europe is naturally our most competitive market, but even here American products associated with motoring are steadily gaining ground."

Possibly Smith and Vane are of the opinion that the senate is getting too blamed exclusive.—Oakland Tribune.

CHAMBERS ARE MACHINED

To insure equality of compression pressure and of power impulses each combustion chamber of Dodge Brothers Victory Six is completely machined. The shape of the head has been carefully designed to secure an easy flow of the incoming charge and quick burning, a feature which favors high fuel economy. The importance is more apparent when it is considered that at a speed of a mile a minute a new charge must be drawn into the cylinder from the carburetor, compressed, ignited, burned and exhausted twenty-five times in each second.

A correct weight oil must be used in the engine. This can be determined by following the manufacturers chart says Mr. Watkins of Smith and Watkins. For many cars a heavy oil should be used in warm weather, and a lighter weight oil in cold weather. If gear shifting is hard or difficult after the car has stood all night in a cold garage, or after being parked on the street for a time, the grade of lubricant in the transmission should be changed. Replace the old grease with a special weight grease that is not affected by either cold or warm weather conditions.

A rule that must be observed do not thin the old stiff grease by adding lubricating oil. In thinning the grease which has already done its duty you are courting trouble and unnecessary wear on all parts involved.

A test for the consistency of the lubricant in the rear axle can be made by jacking up the rear wheels and turning them by hand. They should rotate with ease. As sure as should also be made that the brake bands are not dragging while making the test.

USES SILCHROME

The exhaust valves of Dodge Brothers Victory Six are of one piece construction forged from silchrome steel, the same material used for airplane motor valves, and heat treated. The exhaust valves are 1 3/8 inches in diameter. The intake valves are 1 1/8 inches larger in diameter than the exhaust to permit easy flow of the fuel charge from the carburetor and manifold into the cylinder at high speed.

NO NEED TO OIL 'EM

The angle of the propeller shaft which is practically in a straight line with the 1928 Chandler models, makes flexible disc universal joints practically free from the necessity of lubrication. Cars not having a similar angle of propeller shaft from transmission to rear axle must use the old type of mechanical universal which needs frequent oiling.

MESS OF POTAGE

Frog broth is the latest culinary importation from France and those that have tried it say it's very superior.—Farm & Fireside.

HERE'S AN IDEAL

Never cease to believe in the man you might have been.—American Magazine.

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