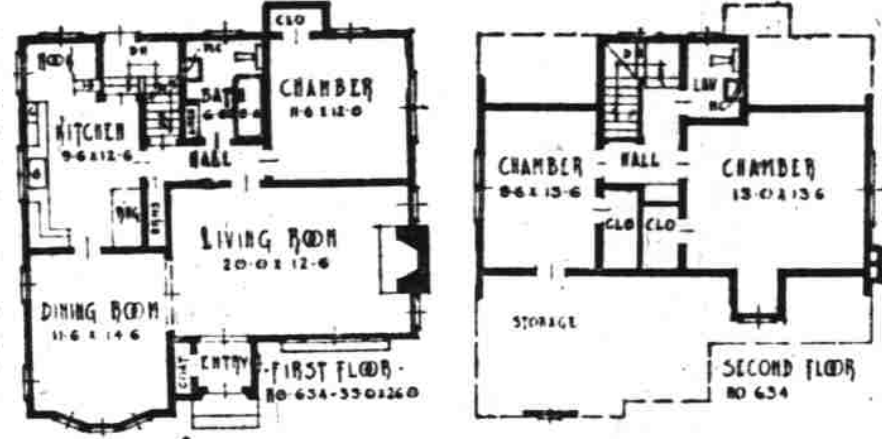




PLAN No. 634

Use of shingles for the main part of the exterior, and half timber and stucco for the front gables, has resulted in a very attractive appearance to the six-room house shown here.



Through using the upper story for two bedrooms, six major rooms are provided by the floor plan.

The living room is at the front of the house, with a fireplace at one end, the other opening into the dining room, which occupies the wing and bay.

To the rear of the dining room is the kitchen with breakfast nook at the back end. The kitchen has a large number of built-in features and was designed to save steps for the housewife.

A central hall at the rear of the living-room provides access to the downstairs bedroom, the stairs to the upper story and to the kitchen. The two bedrooms on the upper floor are large. Lavatory accommodations are provided for these two rooms.

Spaulding Logging Co.

Salem, Oregon

Telephone 1830

### ALDERBROOK OPEN INSPECTION SUNDAY

Beautiful Residence District Three Miles South Ready For Viewing

Alderbrook, the first rural residence district adjacent to Salem to be offered for sale under building restrictions, has been opened by Mrs. Winnie Pettijohn, local realtor, she announced late last week.

Alderbrook is on the Pacific highway just three miles south of the Ladd & Bush corner, and is one of the most admirably located residence districts anywhere in the Salem vicinity, especially from the standpoint of appearance.

Two beautiful modern six room houses have been built, as models showing what can be done in this district.

Mrs. Pettijohn states that this addition has been designed especially for those people who appreciate high class houses.

Inspection of the district is especially invited today from 2 to 7 p. m., or any afternoon during the week.

These homes include one acre of ground approximately, and are equipped with modern conveniences including garage built into the house, furniture, fireplace, tapestry wallpaper, frigidaire and automatic electric pump.

### MARMON COMPANY MAKES NEW RECORD

From Available Figures Group Leads In Making Straight Eights

In March, for the second consecutive month, the Marmon Motor Car company broke all monthly production records in its history and, at the same time, established two new daily sales records and shipped more cars to foreign countries than ever before.

March shipments of the Marmon "68" and "78" exceeded the previous high record established in February of this year by slightly more than 20 per cent. A similar increase was recorded in export shipments which were 19 per cent greater than last May, the largest month in 1927.

From all figures available it appears that the company so far this year has manufactured a greater number of straight-eight automobiles than any other company in the industry. In the first quarter of 1928 the company more than doubled its business over the same period last year and has a production schedule for the remaining nine months that shows an even larger increase over 1927.

Included in the record March were four solid trainloads of automobiles, one to Montreal, Canada, which was the first trainload ever to be shipped by Marmon outside the boundaries of the United States. Two trainloads were shipped to the eastern seaboard and one to the Pacific coast. The Boston automobile show, during which Marmon sold more cars than ever

before, also was a factor in the record business.

On March 19, more retail deliveries of Marmon straight-eights were reported to the factory than on any other single day in company history, but this record was exceeded by 23 per cent on March 26. Early in the month 500 wholesale orders were received in a single day to establish another high water mark.

A material increase in the distributor and dealer organization that immediately followed the introduction of the two new Marmon straight-eights was one of the greatest factors in the record business.

With factory unfilled orders continuing to mount, the company is preparing for the greatest spring business in its history and in April and May will greatly increase its production schedule to supply the requirements of its retail organization.

### FORD LUBRICATION NOW COMBINATION

Special System Now Exclusive Development and Very Efficient

The engine lubrication system of the new Model A Ford car is a combination of pump, splash and gravity feed which is an exclusive Ford development.

In design and in operation it is simple and positive and repeated tests have shown it to be ideally suited to this somewhat revolutionary type of four-cylinder, medium-speed, medium-compression motor.

The oil pump is located in the bottom of the crank-case and is run off a gear on the camshaft. It is enclosed in a fine mesh wire screen through which the oil filters before it is pumped up into the valve chamber. The screen is surrounded by a shield so that the oil is pulled through it, rather than flowing in by gravity. The oil flows into the valve chamber in a continuous stream whenever the engine is running, but is in no sense a "forced" feed. It is rather the full load of the pump being delivered in a smooth, flowing stream. The principal purpose of delivering the oil to the valve chamber is to provide direct gravity feed lubrication to the bearings of the crankshaft. However, it also supplies exceptional lubrication for the valves, giving better and quieter action, and by gravity to the front and cam-shaft bearing.

Small pipe openings lead down from the valve chamber to the crankshaft main bearings and oil flowing down these by gravity provides an abundance of lubrication. The bottom of the valve chamber is so arranged, through the use of small, inbuilt dams to provide reservoirs of oil for each main bearing pipe opening.

As the engine rests in the chassis on a three-degree angle, sloping to the rear, the oil arriving in the valve chamber flows back, filling the first reservoir; then over the little dam, filling the second reservoir, and then over again to the third and last reservoir. From this point the overflow oil is carried by an external pipe down to the front end of the oil pan in the crankcase where it flows back over the pan, filling the troughs through which the connecting rods are lubricated and

from which all other moving parts are sprayed by the splash system. From the pan the oil flows to the bottom of the case to be pumped back again.

### OPEN HOUSE, SUNDAY, MAY 6th

At 665 North 21st Street  
W. P. DUNSMOOR OF DUNSMOOR BROTHERS  
Whose Motto is  
"HOME BEAUTIFUL"  
Invites you to see the last word in decorating and inspect a home which is now offered for sale.



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### JOE WILLIAMS

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### U. S. A. PROVING PLACE FOR HUPPS

Engineer Tells of Practical Tests Given New Cars On Mountains

Where are the best automobile proving grounds in the United States? Frank E. Watts, chief engineer of the Hupp Motor Car Corporation, gives a reply which is at once epigrammatic and practical.

"The best automobile proving grounds in the United States," he says, "are all over the United States."

The remark illustrates the method by which Hupp cars are tested for performance and durability before they are permitted to go into the hands of buyers.

"Wherever and whenever we find unusual conditions, especially in concentrated forms," the Hupp chief engineer explained, "we take advantage of the facilities which Nature has provided and man cannot duplicate even at very great expense."

Hills can be built, Mr. Watts went on to observe. So can race tracks. But you can't manufacture unusual climate, wide atmospheric variations, high altitude and real mountains. When Hupp desires to make sure of the stamina of new cars or new car features, it subjects them to the actual conditions they will have to face in owners' use.

"Proving new cars, as we do it, is a rather expensive but decidedly worth while practice," said Mr. Watts. "We send test cars thousands, in fact hundreds of thousands of miles to subject them to the experience that subsequent owners will meet in their use of a car."

"When we were developing our

Century cars and wanted to know what they would do in extremely cold climates, we sent some to Minnesota in the dead of winter, when the thermometer was successfully flirting with 40 below temperatures. Thus we could test them in actual and severe winter conditions and were able to check the cold weather efficiency of various starting and lubricating systems beyond all question.

"Other cars went in midsummer to Phoenix, Arizona. When it was 120 in the shade and no shade. Cooling systems can receive a test there never possible anywhere else. Upholstery and paint prove their sun resisting qualities in Arizona; and oil and air cleaners are tried to capacity with alkali dust, which is extremely destructive to engines. In fact, general hot weather performance can be accurately determined in the Arizona test."

"To find out what a car will do in high altitudes we take it to Colorado and Utah and when it has climbed over the Rockies for a few months we know all about its axle gearing and its power and hill climbing abilities—all about the effect of high altitude on carburetors and cooling. But high altitude conditions don't exist in Michigan and can't be reproduced there."

"To test the 'mud hog' ability of a car we choose Kentucky, Tennessee or Missouri, each of which can boast a special brand of mud unexcelled for stickiness and general contrariness. Here we ride for miles, running boards dragging through mud, carrying, in addition to a full load of passengers and luggage six hundred pounds or more of just plain mud. Then we know what road clearance and engine power mean."

"We send cars south and stop off for a moment at the famous Uniontown hill—but not for long for there are hills in the Carolinas even more difficult. We try them out and pass on to get the effect of sea level altitudes on carburetors and other features that must suit both low and high altitudes. The salt air's effect on perform-

ance and car finish are incidental revelations which are carefully noted.

"Before we ever show the public any of our new models, we know just what they will do in the hands of their owners. We don't have to use slide rules and adding machines to figure out theoretical data what their hill climbing abilities are or what effect altitudes or temperature variations will have. The cars have already shown us. They have passed the acid test of actual road performance on the precise kind of roads and in the precise conditions where owners will use them."

#### Painless

Parasitic growths of a high powered civilization, one cynic has declared, remove the surplus income of inflated travelers painlessly but with unerring skill.—Woman's Home Companion.

PARIS—Mlle. Teresina, who at 20 weighs 500 pounds, plans a home of her own. When she retires from the show business she will have a house with made-to-order doors, beds and chairs, and will spend the rest of her days, she says knitting and reading.



## Moving & Storage

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Have just completed our new three story concrete warehouse and are now well prepared to handle best of furniture and pianos.

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SALEM, OREGON

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### PORTLAND ELECTRIC POWER COMPANY

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Salem, Oregon

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