

NATATORIUM READY WITH OCEAN WATER

New Pipe Line Installed and Thus Fresh Water Insured for Bathing

NEWPORT, May 19—(Special)—The vacation season will open at this resort with the grand opening of the Newport Natatorium today and tomorrow. Warm water will make the swimming a real delight. The large dance hall has been especially prepared for the summer and fine music will be furnished. The Thomas Brothers band, of Salem, will supply the music and conduct the dances during the summer.

The swimming pool has been remodeled and put in first-class condition. A new pipe line has been installed and so insures fresh water all of the time. Manager C. H. Bradshaw smiled with pleasure when the pump was started bringing the ocean water to the pool.

The Grill will be open this year as usual and the very best of meals served.

Newport is expecting the largest and best season in the history of the town. The bathing beach is in better condition now than at any time last year. Already a good many people have been on the beach and all are thoroughly enjoying themselves.

HEADLIGHTS OFTEN CAUSE ACCIDENTS

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peak of the theater traffic is awheel.

The A. A. A. statement continues:

"It never occurs to the average motorist that aside from the safety in properly adjusted headlights there is a factor of economy resulting from a saving in the various units of the car. If headlights are out of focus, they fail to illuminate the path ahead to good advantage and the owner may resort to the use of additional lighting devices, which not only waste money but help to overload the battery. There is, in addition, much slowing down and change in the car speed where headlights glare and approaching drivers are in danger of colliding. This occasions excessive use of brakes, throttle and steering wheel.

"The first step is to learn to check up on the adjustment of the headlights at least once a month—more often if the car is kept in public garages, where it may be pushed around by headlights. The process need not be complicated, and application to any traffic bureau of A. A. A. motor club, will give the motorist information as to method of adjustment and he will find a willingness to cooperate in having the lights tested."

CARE OF BATTERY HELD VITAL NEED

(Continued from page 1.)

charged). You must feed it electricity either from the generator in your car or let the USL service station do the charging when needed. The USL battery man if asked to examine your battery will gladly tell you when this is required.

The charging rate should fit the service; for instance, a sales man driving 100 miles a day may need a charging rate of only 6 to 8 amperes while a physician driving 10 miles a day may be unable to keep his battery charged with a rate as high as 16 amperes.

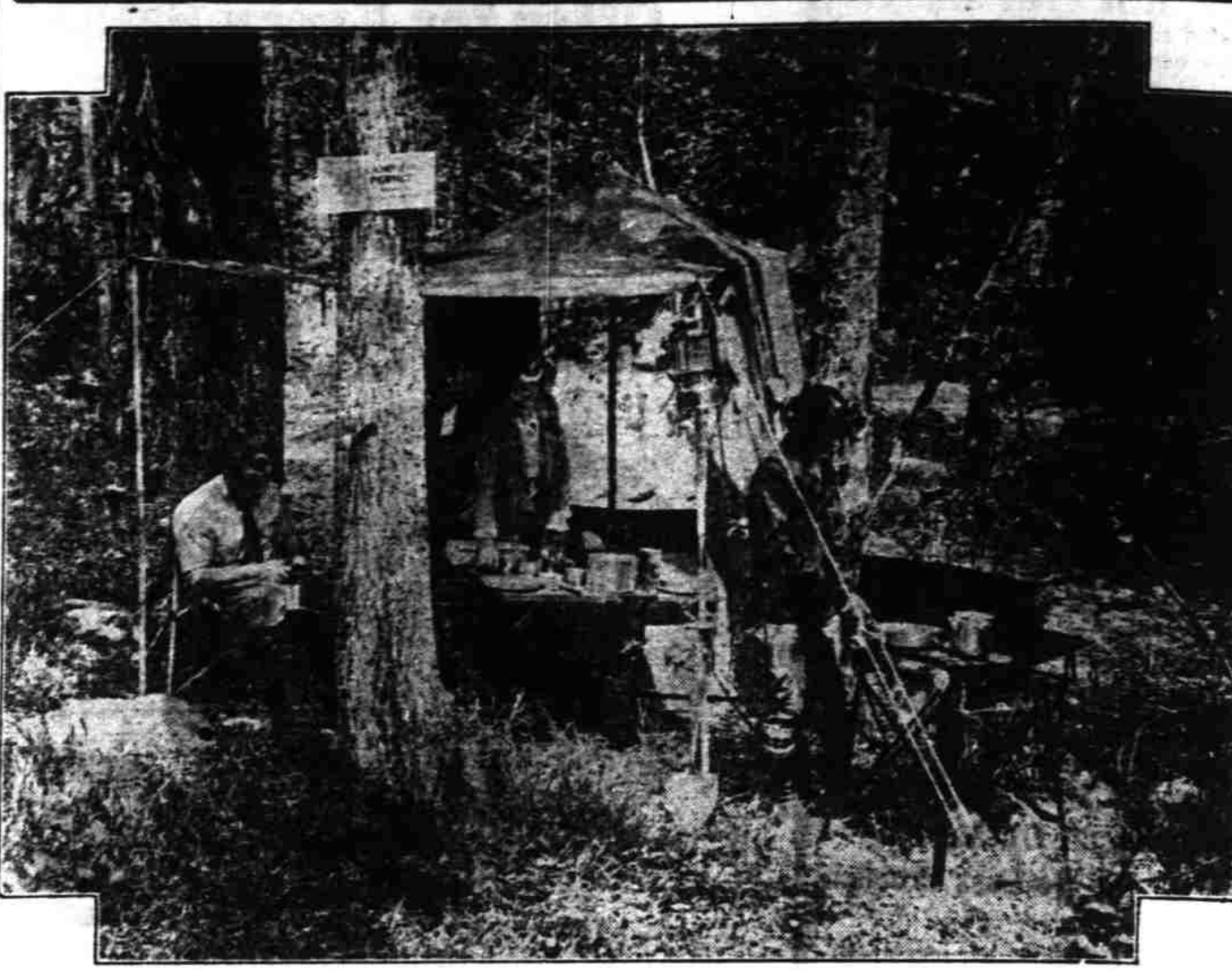
In winter the battery is cold which makes the circulation or diffusion of electrolyte slower. The battery is therefore less efficient in winter, and should not be expected to respond as rapidly as in summer. At the same time the engine is cold and the oil stiff, all of which makes more work for the battery, which if not kept in a healthy condition will soon be exhausted. Therefore, it is advisable to have the charging rate of the generator increased for cold weather driving.

All such information will be given and necessary adjustments made when you visit the USL service station.

Avoid Vibration and Overheating. Make sure your battery is well bolted securely to the car so that it can suffer no vibration. In the summer time, particularly on long drives, so that it does not become overheated as this develops disintegration of the active material in the plates and ruins the separators. Turn on the lights if the metal conductors on top of the battery feel warm to the hand.

USL batteries seldom overheat because they have a greater volume of acid between the plates. This keeps USL batteries cool even in summer driving and accounts for the well known fact that USL batteries require less filling with water than do others. **See Recommendations for Owners.**

Open Road Beckons to Campers



Doesn't this look inviting? Springtime is camping time and many a scene like this will be enacted soon, according to the Western Auto Supply Company, who furnished the campers with the equipment shown. The lure of Spring is the air and the desire to lead the automobile with camping equipment and head for the hills is hard to resist at this season of the year.

lights if the metal connections o-

top of the battery feel warm to the hand.

5. Keep battery securely clamped in position.
6. Avoid placing tools or metal on top of battery.
7. In tightening at terminal protect the other metal parts from accidental short-circuit by covering them with a cloth, blow-out brush, or other non-conductor of electricity.
8. Keep open flame away from battery.
9. Have battery recharged by a service station if specific gravity of electrolyte falls below 1.225. (The gravity at full charge is 1.280.)
10. Have the battery stored with a service station or recharged regularly if idle in winter. A discharged battery will freeze in cold weather and a battery once frozen is generally useless.
11. Go to Bill Maruna's authorized USL Service Station in case of trouble.

THIRD MARMON 68 ENTERED IN EVENT

(Continued from page 1.)

that the "last shall be first." Simultaneously with the filing of the additional entry, Cooper announced that Peter Kreis and Johnny Seymour had been nominated as drivers of the first two cars. No driver has been selected for the third Marmon special and it is not likely that additional driving talent will be selected immediately since Cooper himself is working with the other members of the Marmon team to prepare the cars for the 500-mile event.

Kreis is one of the younger school of drivers whose experience includes not only extensive

driving on American tracks, but

participation in some of the speed classics of Europe. Twice he has made the long journey to the Monza track at Turin, Italy, to compete in the European Grand Prix, the foreign race that is comparable to the Indianapolis event. In his first start in a strange land he was leading by a comfortable margin when he missed a turn and piled his car up by the trackside. Last year he was third in the big contest.

It was in Kreis' car that the late Frank Lockhart won the 1926 Indianapolis race when Kreis was forced to the hospital by illness and Lockhart, an exercise boy on the car, took it to the post and brought it home a winner.

Seymour, selected to drive the second car, holds practically every existing speed record on motorcycles, although he has never competed in major automobile races. On the same Daytona Beach where Lockhart recently met his death, Seymour traveled 152 miles an hour on a twin-cylinder cycle and 112 miles an hour on a single—both world's straightaway records.

His first big motorcycle race was in 1920 when he was second to the famous Ralph Hepburn in a 300-mile contest on a two-mile track. Hepburn, incidentally, was brought to the automobile speedways from the motorcycle tracks by Cooper a few years ago.

hands of their second or third

owners. In other words, 15,000,000 motorists are now riding in cars that were purchased on resale. Eliminate the used car from the market and a goodly share of those millions would be denied the use of a car, while most of the 10,000,000 remaining would be driving automobiles that do not measure up to their ideas of style simply because they could get no trade-in allowance and would refuse to scrap their cars with unused value remaining in them.

AMERICA RETURNS TO FORMER DAYS

Old Time "Forty Niners" in Modern Style Travel Across Continent

America is returning to the covered wagon days. Most of the millions who will trek across the continent this summer will emulate the "forty-niners" by using their vehicle both for transportation and sleeping quarters.

For several years automobile touring has been steadily increasing and this year it is estimated that a third of the population will take to the highways and byways during vacation time. And many of them will travel lighter and more comfortably than heretofore.

Reports from national parks and other centers of interest for

tourists show that the use of heavy camping equipment is decreasing, while more motorists are using their cars for sleeping purposes as well as for transportation. This is returning to the ways of the early pioneers, who traveled in their covered wagon by day and at night the women, children and aged used it for sleeping, the hardy men blanketing down under the wagon. Even these rugged people knew the discomforts, not to speak of dangers, accompanying sleeping on or near the ground and not fully protected from the weather.

The inveterate automobile tourists came to the same decision and last year saw many makeshift and ingenious arrangements individual touring families had evolved to permit comfortable sleeping inside their cars. The demand for equipment to fill this need has resulted in several devices being patented.

A special equipment has been designed for the Oldsmobile two-door sedan by John A. Lange, president of the Autobeth Company, which concern is located near the Oldsmobile factories in Lansing, Mich. One of the striking features of this Oldsmobile autobeth is that, when not in use, it occupies practically no space, is out of sight and in no way detracts from the appearance of the car.

The berths are made of aluminum alloy, combining the utmost in strength with light weight and compactness. They are fastened securely to the inside of the roof of the car. Ceiling upholstery hooks over the berths and forms a top similar to the ordinary car top upholstery. The berths weigh but 14 pounds and occupy only 1 1/2 inches of head room.

When the berths are lowered, which takes less than two minutes, the ceiling upholstery forms curtains for the side windows. By clever designing the berths rest on the floor of the car, eliminating any danger of injury to seats and



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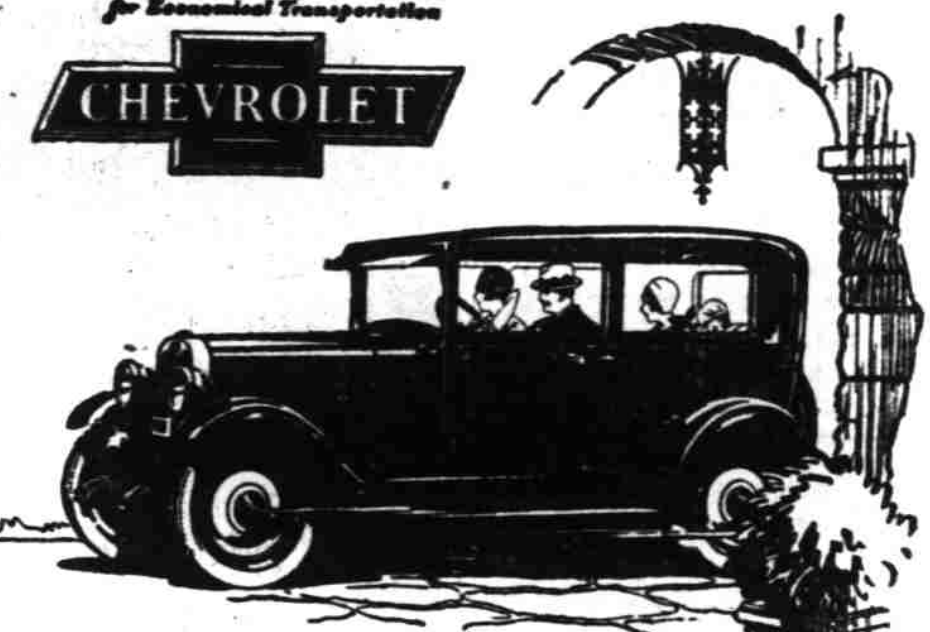
upholstery. Two berths in a car approximate in size a double bed. They can be lowered and made up without necessity of passengers leaving the car, a decided advantage in stormy weather.

Devices of this type are proving

a boon to motor tourists, it now being possible to travel for weeks without trailer or luggage on run-board.

DON FRASER LOSES HOLLYWOOD, Cal., May 18—

(AP)—Dick Hoppe, Glendale, Cal., veteran, won the decision over Don Fraser, Spokane, Wash., junior welterweight, after 10 rounds of lively going here to night.



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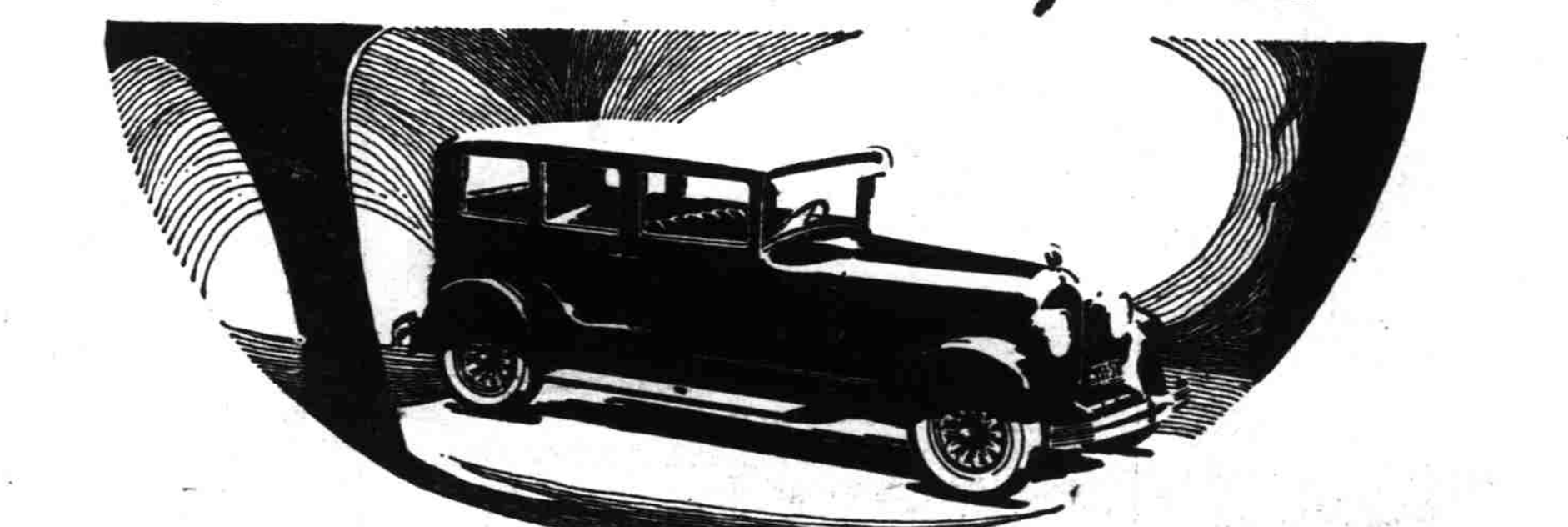
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QUALITY AT LOW COST

Not an inch have they gained on "72"



NEW performance values came into existence when the first Chrysler was created four years ago. . . . The industry since has gone over on mass to the effort to pattern after them. But the remarkable thing is that Chrysler "72" is just as much alone today as when it was the one and only exponent of its type. (Alone in a theoretical sense only? Emphatically no. Alone in an actual sense—the performance sense which singles it out and sets it apart in competition of the street and road and hill as much as its brilliant beauty sets it apart in the eye of the onlooker.

These things could not be said if they were not true—and especially if the truth were not quickly provable. (Chrysler "72" actually begs for tests and comparisons—it is eager to be checked not only on one, but on all phases of performance, with its most ambitious emulators. . . . It has not only not yielded a fraction of an inch of its leadership of four years ago—it has widened the gap and lengthened the distance. (Chrysler "72" is indeed illustrious because it is beyond doubt the one great engineering, performance, and beauty value in the motor-car market today.

2-pass. Coupe (with rumble seat), \$1345; Royal Sedan, \$1595; Sport Roadster (with rumble seat), \$1595; 4-pass. Coupe, \$1595; Town Sedan, \$1695; Convertible Coupe (with rumble

seat), \$1745; Crown Sedan, \$1795. All prices f. o. b. Detroit, subject to current Federal excise tax. Chrysler dealers are in a position to extend the convenience of time payments.

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