

LIGHTING CODE SOON IN FORCE

J. S. Bureau of Standards Last Authority

September 1, 1925, chapter 323 of the laws of 1925, regulating the adjustment of motor vehicle lights in Oregon goes into effect, and, inasmuch as the law assumes that all motor vehicles within the state will have been provided with approved lighting equipment, properly adjusted according to legal standard, enforcement of the provisions of the law will rest upon that date by the traffic division of the department of the secretary of state.

No lighting station can legally adjust lights until it has on display, in conspicuous place, a certificate of authorization issued by the secretary of state and no mechanic can legally adjust lights until he has been examined and licensed so to do, and his certificate of authorization must also be made available upon demand. To date 44 light adjusting stations have been approved throughout the state and licenses have been issued to 119 qualified adjusters.

Application for appointment as authorized light adjusting stations are being received daily, and, as rapidly as they are equipped with facilities for testing and adjusting they are inspected by an officer of the state traffic department, and if approved, a certificate of authority is issued. Applications are also being received for appointment as authorized light adjusters and licenses are being issued as rapidly as compliance with legal requirements is established.

The old magneto type of headlights will not meet with the requirements of the law and all cars operating under this type of illumination must be re-equipped with electric or citylene systems before they can operate on the public highways on and after September 1. The change can be made at nominal cost.

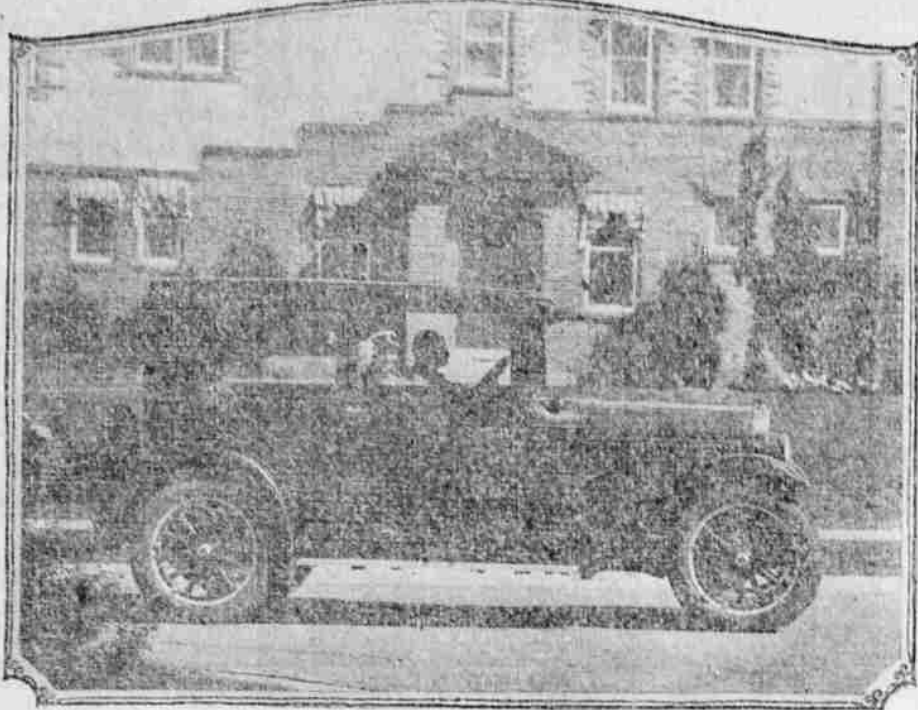
Adjustment receipts cannot be issued by the adjuster for any device which has not been tested by the United States bureau of standards and approved by the secretary of state. To date 17 different headlamps, reflectors and control devices have passed the test and been approved by the secretary of state and his list is furnished each authorized light adjusting station and must be posted conspicuously upon a bulletin board provided for that purpose. As tests are completed additions will be made to the authorized lists.

A maximum charge of 75 cents is allowed by law for light adjusting service, exclusive of equipment to conform to legal requirements.

Though not yet 60 years old, Mrs. Alice Fagon of Sioux City, Iowa, is the great grandmother of six children.

Mme. Nemtchinova, one of a Russian troupe of dancers now appearing in London, has her legs insured for \$150,000.

A New Oldsmobile Closed Model



Central Oregon Roads

Weekly Report Issued by the State Highway Commission

The Dalles-California Highway
Note: Through traffic advised to take Sherman highway.

The Dalles-Dufur-Maupin-Criterion—Good macadam.

Criterion-Cow Canyon—Surfacing under way.

Cow Canyon-Gateway-Madras-Redmond-Bend—Good macadam except six miles dirt road at Trall crossing of Crooked river, which is in fair condition.

Bend-La Pine—Seventeen miles cinder surfaced; balance fair earth road.

La Pine-Six Miles North of Sand Creek—Unimproved dirt road in fair condition.

Six Miles North of Sand Creek-Klamath Falls-Merrill-California State Line—Macadam.

Sherman Highway
Biggs-Wasco-Moro-Grass Valley-Kent-Shaniko-Madras-Redmond-Bend—Macadam except six miles dirt road at Trall crossing of Crooked river.

Ochoco Highway
Redmond-Prineville-Mitchell—Macadamized and in good condition.

Mitchell-Antone-Dayville—Dirt road.

Crater Lake Highway
Medford-Trall-Prospect-Crater Lake-Port Klamath—Macadam; open for travel throughout. Crater Lake lodge now open.

Klamath Falls-Lakeview Highway
Klamath Falls-Bonanza—Macadam.

Bonanza-Drews Valley Section—Unimproved. Rough going in places.

Drews Valley-Lakeview—Eight miles macadam, balance dirt road in fair condition.

Bend-Lakeview Highway
Bend-Silver Lake—Road in fair condition.

FROM HIS HOME TOWN



Admiral E. W. Eberle, chief of naval operations of the United States navy, with the gold sword presented to him by the people of Fort Smith, Ark. It is a token of their admiration and pride in having one of their own townsmen attain the highest ranking officer's position in the navy.

Silver Lake-Paisley—Dirt road, in fair condition.

Paisley-Lakeview—45 miles macadam.

Central Oregon Highway
Bend-Burns—First 12 miles macadam, balance fair dirt road open to travel.

Burns-Crane—Macadamized.
Crane-Vale—Rough but passable.

McKenzie Highway
Eugene-Sisters-Redmond—Macadamized except a 12 mile section over McKenzie pass where construction operations are in progress; passable

at all times.

Sisters-Bend—Macadam.
McKenzie-Bend Highway
Junction of The Dalles-California Highway-Tamale-Sisters—Good macadam.

Willamette Highway
Eugene-Goshen—Paved.

Goshen-Lowell—Macadam.

Lowell-Oakridge—Fair condition.

Oakridge-Crescent—Open and in good condition to Emigrant creek; from Emigrant creek over summit, take old road; rough, but passable.

AUTO ENGINEER DRAWS CROWDS

Willys-Overland Principles Explained

A crowd which filled the salesrooms of the Willys-Overland garage here to its utmost capacity last night heard from Lee R. Bryant, engineer and designer for the Willys-Overland company, an interesting discussion of the principles of automobile construction, particularly as applying to the four and six cylinder cars put out by his company. Following the lecture Bryant explained personally to many who crowded to the front of the room, details of the sleeve valve motor and Lancaster balancer, exclusive features of the Willys-Knight, and special points in the engines used in the Overland cars.

At the same time R. S. McClure, local dealer, and B. H. Hylan, advance man for Bryant, were kept busy in the rear of the room serving an excellent brand of punch.

Six cylinder engines of both Overland and Knight type were used by the lecturer in his explanations to the crowd of auto owners and prospective owners gathered at the garage. The engines were cut away at various parts to show the internal as well as external workings, and created great interest.

Bryant's talk was entirely constructive, no attempt being made to make comparisons at the expense of other makes of cars, but merely to show the excellence of the four and six cylinder models which lined the walls of the sales room.

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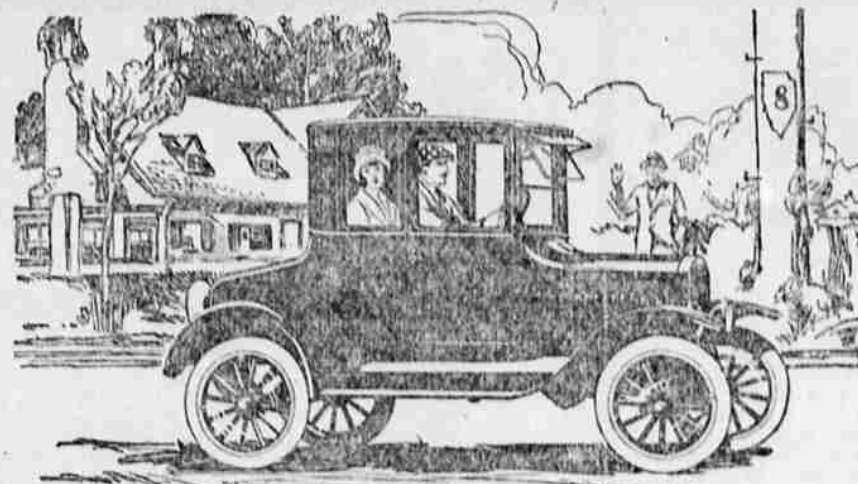
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Enjoy the Best Time of the Year

Now come the most glorious days of all—late August, September and golden October! Days meant to be lived out-of-doors—when the roadsides are ablaze with flowers, and the woodlands a riot of color.

Take a Ford Car and strike out from the crowded highways. Explore the side-trails that lead to the best fishing, the loveliest spots of natural beauty.

There is no going too hard for your Ford; nothing at which its willing power will balk. And its control is so simple, so easy that you can venture where you will on unknown dirt roads, with the same confidence with which you set out on the paved highway.

The best vacation days of all are still ahead, the weather is less changeable now and roads are in better condition. Get a Ford Car and revel in the finest time of the year.

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On open cars demountable rims and starter are \$85 extra.

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Many demonstrations were made as a result of the interest aroused at the lecture.

Bryant is now on the eighth week of a tour of cities having Willys-Overland agencies.

The first Davis cup series was played just 25 years ago and was won by the United States by a 5-0 score.

Miss Helen Wills, the United States women's tennis champion, will be 20 years old October 6. She was only 17 when she first won the title.

An angry man opens his mouth and shuts his eyes.

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