



a new Hudson

on 118 inch wheelbase

With the New High Compression Anti-Knock Motor that turns waste heat to power

Thousands have asked us to build a shorter Hudson Super-Six. They wanted in such a type the performance, sturdiness, reliability and luxury of the famous 127 inch Super-Six. So the 118 inch Hudson is built for them; and the 127 inch Super-Six is continued for those who prefer the longer car.

In every detail of motor, clutch, transmission, axles and four wheel brakes this new compact Hudson Super-Six is identical with the 127 inch models.

Two body types—the Coach and Sedan—are available on 118 inch chassis. They are richly upholstered and finished, and designed to give generous, even lounging passenger room.

Their lighter weight makes possible sensational performance with outstanding economy, nimbler operation in traffic and easy parking.

(118 inch wheelbase) **Standard Models** (127 inch wheelbase)
Coach \$1175 • Sedan \$1285 Coach \$1285 • Sedan \$1385
Custom-Built Models (127 inch wheelbase)
Brougham \$1575 • 7-Pass. Phaeton \$1680 • 7-Pass. Sedan \$1850
All prices f. o. b. Detroit, plus war excise tax

HUDSON Super-Six

Also a Special Full Line Display of New Hudson and Essex Super-Sixes

ROY CATCHING MOTOR CO.

125 N. ROSE

PHONE 438

ROSEBURG, ORE.

CHANDLER PRICES ARE REDUCED

"A reduction in price from \$2195 to \$1495 in the short space of three years for the Chandler Big Six Metropolitan sedan has been made possible through widespread popularity, which has in turn reduced manufacturing costs," states Mr. J. L. Stanley of the Stanley Highway Garage, local Chandler dealer, in commenting on the latest \$100 cut which brings this model down to the low price of \$1495 f. o. b. factory.

"The Metropolitan Sedan was first put on the market by Chandler in 1924 and attained such popularity that the price of \$2195 was soon reduced as production increased. Now with sales volume on this model at a new maximum comes a reduction which makes this Metropolitan Sedan 21.8 per cent less in price than when it first appeared.

"The response of the public exceeded factory expectations so that manufacturing costs have been constantly lowered."

"The Big Six Metropolitan Sedan represents the latest thing in progressive body design," said Mr. Stanley. "Slender steel corner posts allow the utmost in vision. Upholstery in rich mohair, toggle grips, arm rests, circassian-finished window mouldings and door panels, a smoking set, vanity case, and a beautiful instrument board with the instruments indirectly lighted and grouped under glass complete the interior ensemble."

"At the new price it is probably the greatest value in a sedan ever put out by Chandler. Finished in a two-tone Fawn, it gives the appearance of a car much more costly."

The optional color scheme is Ardley green with Mountain Ridge green mouldings and gold stripes."

This model is powered by the Pikea Peak motor, for which Chandler is already well known. An air cleaner and an oil filter eliminate any abrasive material from the power plant. The well known "One Shot" system of chassis lubrication completely lubricates the chassis in two seconds by simply pushing a convenient plunger. This is especially appreciated during warm weather as all the inconvenience of manual lubrication on hot stuffy days is done away with.

Other mechanical features include a motorstat which insures normal running motor temperature at all times, larger bearings and dynamically balanced crankshaft making the motor practically vibrationless and remarkably smooth at all speeds, a patented shackle silencer which regulates the tension on shackles and exerts a gentle snubbing motion on the springs when traveling over rough, bumpy roads. Four-wheel brakes are standard equipment.

This and other attractive Chandler models are now on display at the salesroom of the Stanley Highway Garage, local Chandler distributors.

ditions. While, grade standards for agricultural have developed thru government agencies, much of the recent progress in this phase of marketing can be traced to the activities of the organizations. Co-operative organizations, from the very nature of their relation to their members, must have grade standards in order to make equitable returns under a pooling system. There is a further consideration, of course, that good merchandising must be based on standard products.

Miscellaneous Suggestions.
The grain warehouse manager holds a responsible position, but he should not flatter his judgment by trying to speculate with grain under his care. Holding for an advance in price has put many a warehouse in bad with its patrons.

The question of prices for farm products is one not of production so much as of distribution and of marketing.

One pig for each cow will utilize the surplus skim milk available on the average dairy farm where cream is sold.

EFFECT OF SUCCULENT FEEDS ON FLAVOR AND ODOR OF MILK

To determine whether dried beet pulp, green oats and peas, pumpkins, carrots, sugar beets, rape, soybeans, and kale when fed to dairy cows impart undesirable flavors and odors to the milk, and to ascertain the best methods of feeding such crops and handling the milk, the United States Department of Agriculture has conducted feeding tests at its experiment farm at Beltsville, Md.

The cows selected for the investigations were giving milk relatively free from abnormal flavors and odors when fed a basic hay and grain ration, and varied in stage of lactation from those fresh to those nearing end of lactation period.

Besides the succulent feed the animals received, in proportion to milk produced, varying quantities of the following grain mixture: 100 pounds each of hominy feed, bran, and oats, and 50 pounds each cottonseed and linseed oil meal. In addition they were given all the alfalfa hay they would readily consume. The cows were divided into groups of four each, and interchanged at intervals of four days.

Dried beet pulp soaked and fed wet one hour before milking in quantities up to 30 pounds produced but a slightly abnormal flavor and odor in the milk. The same ration immediately after milking had no effect on its flavor or odor. Similar results followed the feeding of a like quantity of green oats and peas one hour before and after milking. Both kale and rape fed in similar quantities one hour prior to milking produced a decidedly abnormal flavor and

FARM NEWS

STATE MARKET AGENT'S LETTER

(By Seymour Jones)
Fighting Strawberry Weevil
The strawberry root weevil can be successfully fought by the use of a poison bait composed of five pounds of magnesium arsenate or zinc arsenate to 35 pounds of finely ground dried apples. This may be made by the growers or he can buy the bait already made up as a commercial commodity. It should be spread in the strawberry patch when the mature weevil comes out of the ground in June or early July. From 50 to 100 pounds to the acre, according to the number of plants, is used.

Improving Potato Quality
Great progress has been made in the past few years in the improvement of Oregon's potato crop by the encouragement and assistance given to growers for the planting of certified seed. It has been demonstrated that the yield per acre from certified seed is more than double that of the unimproved seed. Not only that, but the standard of quality has been raised, and under the system of state and federal inspection the potatoes from the certified seed are taking the highest grades. County Agent McWhorter of Washington county has been particularly successful in securing co-operation of farmers, with notably satisfactory results.

Increasing Wool Fleeces
By intelligent culling out of light-fleece ewes and the introduction of heavy-fleece rams, Oliver Brothers of John Day valley, in Grant county, have increased the weight of their clip from eight lbs. per fleece to 12 lbs. and Sherlock & Son of Lake county have brought similar results from a like system. The adoption of brainy methods in any industry will pay.

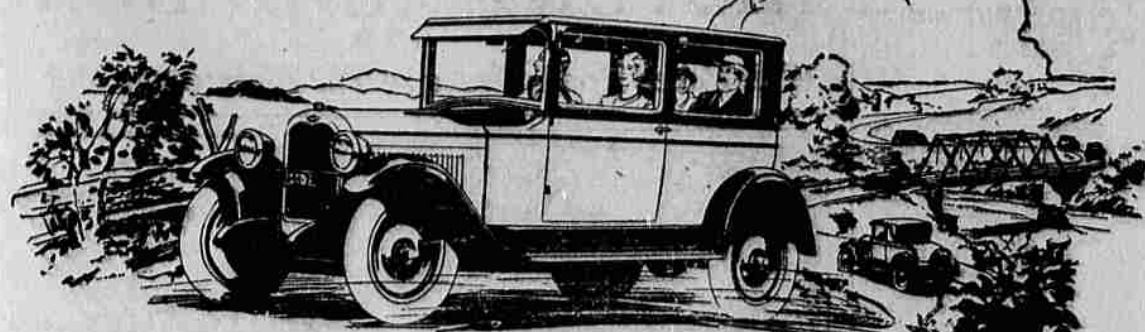
Removing Poison Spray
J. D. Mickie, state dairy and food commissioner, with offices in the Worcester Bldg., Portland, has issued a bulletin telling the amount of spray residue that will be tolerated on fruit to be shipped through or out of this state and also telling how such residue can be removed from the fruit. He will be glad to mail the bulletin to all who may desire it.

Meaning of Co-operation
W. M. Jardine, U. S. Secretary of Agriculture, said recently: "The cooperative marketing program includes also standardization of grades, of marks and handling methods. This eliminates waste and helps to stabilize market con-

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The Imperial Landau . . . \$780

1/2-Ton Truck (Chassis Only) . . . \$395

1-Ton Truck (Chassis Only) . . . \$495

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QUALITY AT LOW COST

odor in the milk, but had a negligible effect when fed afterward. Soybeans fed one hour before milking tended to improve the flavor and odor of the milk.

Further details of the experiments are given in Technical Bulletin No. 9-1, "Effect of Some Succulent Feeds on the Flavor and Odor of Milk," a copy of which may be obtained free upon request to the Department of Agriculture, Washington, D. C.

SUMMER HOSIERY

Buy "Arrowhead" for wear. Regular and chignon service wts. in silk at \$1.00. Nothing like them in the city at 50c a pair. Also missies hose in this number. Cotton sport hose at 50c, 55c, and 59c. Flat rib hose 25c, 30c, and 35c. Kiddies 1/2 and 3/4 hose, 15c, 19c, 25c, up to 59c. For hose that wears go to Carr's and get "Arrowhead."

Parabane Motor Oil 100 per cent pure paraffine base. At General Independent Dealers.

CITIES LABEL FUNERAL CARS AS JAMS GROW

(Associated Press Special Wire)
CHICAGO, Aug. 10.—Traffic is so thickly congested in large cities that it is often impossible to distinguish funeral processions which are frequently disrupted and delayed by ordinary traffic. Cities have been forced to adopt unusual methods for making funeral processions stand out. One of these is the burning of headlights. Another is the pasting of brilliant stickers on windshields and other prominent parts of the cars.

Students of highway problems point out that the inability to determine whether or not a long line of cars is a funeral entourage is a forceful reminder that most streets in use today were designed long ago for infrequent travel in phaetons, buckboards and spring wagons. Streets that once were working at full tilt when carrying 100 tons of horses and steel-rimmed vehicles hourly, now are required to transport 30 times as much, or 5,000 tons of spinning rubber-tired conveyances.

Twentieth century streets for twentieth century traffic, however, is the program that large cities are now adopting. Downtown streets are being made wider even though the cost is high. Chicago, for instance, is extending the width of LaSalle street from 80 to 120 feet. The saving to motorists and taxpayers through greater conven-

ience and lower upkeep charges will more than compensate for the cost of the project.

Strides already made in highway building, declare authorities, indicate that the city of the future will mean,



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Roseburg, Oregon



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