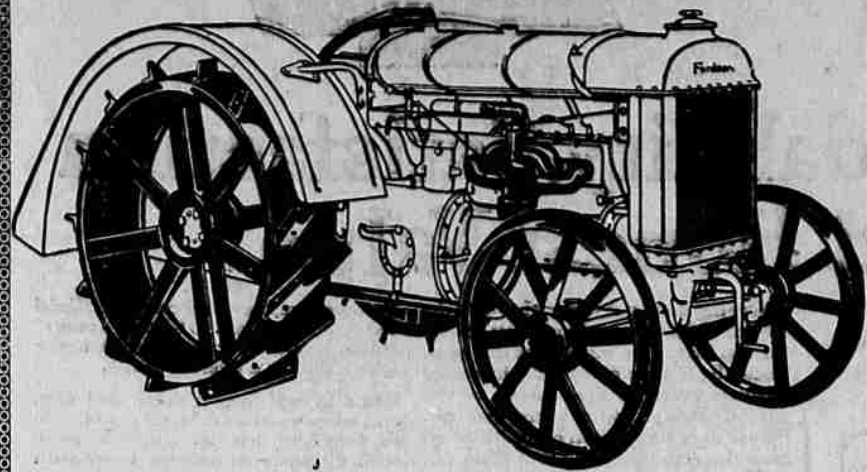


Fordson

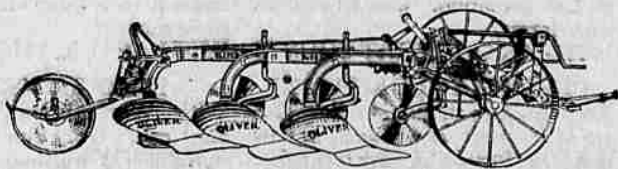


Lightens the Burden on the farm



Oliver Disc Harrows
Roderick Lean Disc Harrows
Towner Offset Deep Tillage Disc
THE NEW FARM IMPLEMENT

Spike Tooth Harrows
Spring Tooth Harrows



Oliver Bottom Plows
Oliver Disc Plows
Ferguson Plows
Towner Subsoilers
New Towner Digger Cultivator

C. A. Lockwood Motor Co.

NEW FORD BEATS FASTEST TRAINS

With confidence in their hearts and four sandwiches in their pockets, and you have fully equipped Lindberghs, Chamberlains, and Byrds of the air—and the McKays and Tituses of the land.

A Model "A" car has completed the trans-country trip from Fordson, Mich., to Seattle, Wash.—in approximately 7 hours less than the scheduled time of the fastest train from the Great Lakes to the coast.

A Model "A" Tudor sedan covered the 3064 miles from Fordson to Seattle in 76 hours and 50 minutes, elapsed time, or at an average rate of 39.87 miles per hour. Eight hours and 30 minutes were taken out for our servicing, gas and refreshments, so that actual traveling speed was maintained at a rate of 44.86 miles per hour over the 3000-mile journey.

Just as a Model "T" Ford car won the first transcontinental automobile race of history, New York to Seattle, nineteen years ago, so a Model "A" car established a new trans-country record for motor cars.

"We believe in the new model, and we are going to give her the hardest test to which she may be put, a trans-country trip in the dead of one of the severest winters in the memory of man," was the McKay-Titus statement.

The car was rambling through Wyoming when the log-keeper made this note: "Now driving in snow, but nicely and safely doing 55 miles. Little car just built for all conditions."

"A hundred miles out of Fordson we met a Cadillac sport model doing 60 miles. We hung to his tail for quite a distance, then lost him after passing him for the third time."

They all did their darndest, but their best wasn't good enough to keep up to the pacemaker. Some of the parade stragglers lost extra time by being held up by state highway police. The police had been tipped off as to what was going on and their motorcycles developed engine trouble when the 65-mile-an-hour Model "A" whirled into view.

Miss Sedan was reeling off 60 to 65 miles an hour on these highways, and the Model "Ts" which accompanied them the last 100 or more miles into the finish line broke their backs trying to keep up to the pacemaker Model "A."

At the city limits of Seattle several hundred cars of various makes, including almost every dealer's car of the new model, met the record-making sedan. A lively procession moved to the Fifth Avenue theatre, where the car was run on the stage with all her war paint on. She stopped the show.

"Welcome home," smiled Mayor Bertha K. Laides, the only big town mayor-in-skins in the land.

UPKEEP, COST ON A GREAT ECONOMY

Significant of the quality of materials and care of building that into the finer present day automobiles is a statement of average costs of parts replacements on Studebaker cars, made known here yesterday by O. M. Berrie of the Central Garage, local Studebaker-Erskine dealers.

According to Mr. Berrie, there has been a reduction of more than 50 per cent in the per car factory parts sales for Studebaker cars in the past seven years. In 1921 factory repair parts sales for Studebakers averaged only \$15.72 per car in operation. But in 1927 this average was reduced to \$7.82 per car in operation. The figures given represent an average for Studebaker repair parts sales all over the world.

A tabulation, showing the steady decline of parts costs, follows:

Year	Cost per car
1921	\$15.72
1922	\$12.41
1923	\$12.28
1924	\$11.18
1925	\$10.74
1926	\$10.44
1927	\$7.82

"It is interesting to note," Mr. Berrie points out, "that during 1927, when parts costs were reduced to a minimum, Studebaker cars won world records for speed and endurance. Three Studebaker Commanders, strictly stock cars in every respect, each traveled 25,000 miles in less than 25,000 minutes. Nothing else on earth ever ran so far so fast."

This test was the most withering that an automobile has ever been forced to meet and proved spectacularly the stamina of Studebaker cars. It is but another indication of the engineering genius that designs Studebaker cars, of the high quality materials and precision methods that go into their building."

Mr. Berrie asserted that in many cases the bills for parts replacements on Studebaker cars were caused by the motorists themselves rather than the failure of parts on the cars.

"If you will inspect our stock room today you will find we have more hub caps and fenders in readiness for replacement on cars than any other parts," he said. "You will find an abundance of these parts, but I doubt if we have had a crankshaft in stock for several months. In fact it is so rare that a Studebaker crankshaft or other vital internal parts are needed that we do not carry them. I suppose the greatest proportion of the 47-82 which Mr. Studebaker owner spent last year for parts could be charged to minor accidents in traffic, for clipped fenders and other similar items."

"The present day automobile is built to live for thousands and thousands of miles. The old fashioned

THE DODGE STANDARD SIX

FASTEST AND FINEST PERFORMER UNDER \$1000

A broad statement—but one that has been checked and rechecked by the stop watch—confirmed and reconfirmed by the public and by Dodge Brothers.

In short—a FACT.

For the Dodge Standard Six provides more horsepower per pound than any other car in the world.

The way it leaps from the traffic line and glides on up to rocket speed—utterly without effort—reminds you

of the costliest cars you have driven. And gear shifting is reduced to a new degree of simplicity.

A BIG good-looking car. Staunchly built! Typically Dodge Brothers! Materials of such ruggedness that Standard Six performance is doubly enjoyable because you know it is doubly safe!

A BUY if there ever was one!

Now on display—here and everywhere.

J. O. NEWLAND & SON
Phone 458 Roseburg, Oregon

\$875

COUPE, f. o. b. Detroit

Tune in for Dodge Brothers Radio Program every Thursday night 9 to 9:30 (Pacific Time) — National Broadcasting Company Pacific Coast Network.

4-Door Sedan \$895
Cabriolet \$945
Deluxe Sedan \$970
f. o. b. Detroit

ALSO THE VICTORY SIX \$1045 TO \$1170 AND THE SENIOR SIX \$1570 TO \$1770

Eight Billion Persons All World Can Sustain, Botanist Points Out

(Associated Press Leased Wire)
WASHINGTON, April 25.—The earth has enough agricultural land to support a population of eight billion persons, Dr. H. L. Shantz, University of Illinois botanist, concludes in a paper presented today before the annual meeting of the National Academy of Sciences.

His total allows two acres of agricultural land for each inhabitant, and fixes the maximum of population density which can be supported at 230 persons to the square mile.

"The natural vegetation of the world," he said, "may be divided into seven forest types covering a world area of about 22,000,000 square miles, seven grassland types covering 13,000,000 square miles, and five desert types covering 17,000,000 square miles."

"Of the 22,000 square miles of forest, about 14,000,000 square miles are capable of yielding crops producing land. Of this area, about

6,000,000 square miles are suitable for warm weather crops and 8,000,000 are suitable for cool weather crops. There are about 3,000,000 square miles of forest land suitable for grazing only.

"The grasslands are valuable as grazing lands, and of the 13,000,000 square miles of grasslands, 3,500,000 are suitable for the production of cool weather crops such as wheat, rye, oats, while 6,800,000 are suitable for warm weather crops such as cotton or corn, and 2,700,000 suitable for grazing only. The desert types constitute 17,000,000 square miles and are useful chiefly as grazing land of low carrying capacity."

"On the basis of the combined type, the world contains about 26,000,000 square miles of grazing land, about 12,800,000 square miles of land climatically capable of producing warm weather crops, and 11,500,000 square miles capable of producing cool weather crops."

HOOVER FAR AHEAD IN MASSACHUSETTS TOWNS

(Associated Press Leased Wire)
BOSTON, April 24.—The first five towns to report in the Massachusetts presidential primary today, all small communities, cast 148 votes for Hoover in the Republican presidential preference column and nine for Smith on the Democratic side. Coolidge received 10, Fuller 5, Lowden 6, Dawes 7, Borah 4, and Hughes 1.

CERTIFIED BROCCOLI SEED

Original St. Valentine strain known as the old Ashby No. 2, heading March 10th to April 10th, this strain producing \$5 to \$5.50 per lb. has been in a local bank for two years pending field trials. Write or phone, orders to H. P. Conn 6F33 or B. W. Cooney, 1249 Umpqua Ave. Per pound \$18; 2 lbs. to 25 lbs. \$17, and 25 lbs. or more \$16. B. W. Cooney.

GEN. HINES VISITS IKE

(Associated Press Leased Wire)
SALEM, Ore., April 24.—Major General John L. Hines, commander of the Ninth Corps area of the United States army with headquarters at San Francisco, and one of the most distinguished officers of the army, was a caller today at the office of Governor Patterson. He was accompanied by Colonel Asa Singleton of his staff, General James A. Reeves, commander of Vancouver Barracks, and Captain E. C. Atkins of Vancouver.

For sale—John Deere 3-bottom, 10-inch orchard tractor plow, new, for \$125. Stearns & Chenoweth, Oakland, Oregon.

ROTARIANS NAME FARMER FOR DISTRICT HEAD

(Associated Press Leased Wire)
SEATTLE, April 24.—John C. Soper, Walla Walla farmer, today was unanimously chosen governor of the first district of Rotary International holding its 15th annual conference here. His selection will be formally confirmed at the international convention in Minneapolis in June.

ACHIEVEMENTS IN REALM OF SCIENCE BRING 4 MEDALS

LEADERS IN THE MAJOR LEAGUE

(By the Associated Press)
Including games of April 24.

National
Batting — Grantham, Pirates, .471.
Runs — Frisch, Cardinals, 11.
Runs batted in — Cohen, Giants, 12.
Hits — Douthett, Cardinals, 19.
Doubles — Grantham, Pirates; Butler, Cubs; Terry, C. O. H. n. Giants; Bottomley, Cardinals; Bressler, Robins; Wilson, Phillies, 4 each.
Triples — Bottomley, Cardinals 3.
Home runs — O'Doul, Giants; Frisch, Cardinals; Webb, Wilson, Cubs, 3 each.
Stolen bases — Frisch, Cardinals, 2.
American
Batting — Durocher, Yanks, .444.
Runs — Jamieson, Indians, 12.
Runs batted in — Goslin, Senators; K. Williams, Red Sox; J. Sewell, Indians, 11 each.
Hits — Sewell, Indians, 19.
Doubles — Munsell, Yanks; J. Sewell, Indians, 6.
Triples — Regan, Red Sox, 4.
Home runs — Homer, Athletics, 4.
Stolen bases — Schang, Browns, 4.

NOTICE

Eagles lodge will have a potluck supper Wednesday night, April 25, at 6:45 or 7 o'clock in the Eagles hall.

CHURCH GOING RECORD PERFECT FOR 52 YEARS

LAWRENCE, Kas., April 25.—Continuous attendance at Sunday school for 52 years is the record of Miss Mattie Radcliffe.

Since childhood, Miss Radcliffe has been a communicant of the Trinity Episcopal church. Her faithful attendance was rewarded at the Easter service when the pastor, the Rev. F. B. Shaner, presented her with a wrist watch and bracelet.

Although she was ill on several Sundays in the half century since she joined the church, Miss Radcliffe never missed attending Sunday school.

Salmon east at Idleold Park.

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"Old Dog" Returns Home To Greet Victory Six

AFTER running 370,000 miles, originally as a 1915 model touring car and now a delivery truck, this pioneer Dodge Brothers car has been returned to the factory as a gift from the Simmons Company of Kenosha, Wis. The car has been in daily operation for thirteen years, and is still in running condition. At the left is the new Dodge Victory Six.

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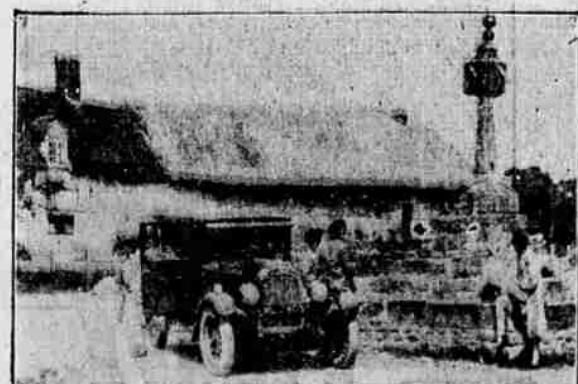
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New World Invades Old



The motor car makes available to travelers many such quaint old-world spots as this one, on which the Buick party chanced while touring ancient Berkshire. This village cross and sun-dial did service before the invention of clocks. Presumably the hour was a matter of guesswork on sunless days, though the tale is told of a villager who visited the dial at night to tell the time—by means of a lantern.

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