

THE WORLD HAS A NEW AND FINER MOTOR CAR

Salon Body Designs

The new Salon Body design for the new "400" series was developed after extended personal study by Mr. Nash himself of the latest creations by European body artists of international fame.

Original ideas in body artistry were co-ordinated with the most modern developments revealed in foreign and American Salons.

And the Salon Nash design is the perfected result—a new body type of the most modern beauty.

It could fittingly adorn a chassis priced at many thousands of dollars.

Nash invested a fortune in dies and machinery to create it.

But you may avail yourself of it on a line of cars notably moderate in price.

In body design, as in other important features, Nash has again outstripped all competition.

The World has a new and finer motor car—with a radically new and finer type of body.

NASH

New "400" Series

L. R. CHAMBERS MOTOR COMPANY

NASH SALES AND SERVICE

Main and Douglas Sts.

Roseburg

Phone 649

Dunne Bills Lack Promise of Relief

Proposals to Reduce Auto Vehicle Licenses and Raise Gasoline Tax Mean More Revenue for Counties But Less for State, and Latter Eventuality Would Force Curtailment of Highway Program

(The Oregon Voter)
Senator Joe Dunne would administer the Jack Spratt-no fat-no lean-remedy as a cure for whatever ails—if anything—the state's system of collecting revenues for state and county roads.

To the counties, he would give the fat of substantial increases in road revenues.

To the state, he would give the lean of substantial decreases in road revenues, except in the event that his 5-cent gasoline tax bill is approved and his reduced license bill is not approved. In this case, increase of funds from larger gasoline levy plus revenues from present license schedule would increase apportionment for both counties and the state.

If it happened that both Dunne bills became laws as a result of November's election, and present license schedule and 5-cent gasoline tax were abolished, counties would receive a total of \$1,249,281 more than they now receive; and the state, referring to the state highway commission, would suffer a reduction of \$1,870,217 in funds.

If his gas tax bill passes and his license tax bill fails, county revenues would be swelled by a total of \$1,184,200, and state revenues increased by \$1,177,837.

If his license bill passes and his gas tax bill fails, county revenues would be \$45,181 larger than under present distribution, and state revenues would be \$3,048,054 less.

Four Possibilities
One of the four things can happen next November in the event that the two Dunne bills are the only measures on the ballot affecting state and county revenues derived from auto licenses and the gasoline tax.

Both of the Dunne bills can be voted down, thus continuing the present schedules and gasoline levy, a combination that has the approval of the present highway commission, and which insures continuance of construction programs and quality of maintenance.

Both of the Dunne bills can be approved, in which case revenues apportioned to the state will be reduced from \$5,332,117 to \$4,462,200 (estimated), or a net loss to the state of \$1,870,217.

The Dunne 5-cent gasoline tax bill can pass, and his license schedule can fall, in which event the county and state shares will be increased by approximately the same amount, \$1,184,200 and \$1,177,837, respectively.

The Dunne reduced license schedule can pass and the 5-cent gasoline tax can fall, in which event the county revenues will increase a mere \$45,181, and the funds expendable by the state highway commission will decrease by \$3,048,054, a reduction of 26.5 per cent.

Voluntary Deficit?

Behind the Dunne program must be the thought that the people will voluntarily assume an increased gasoline tax as their contribution in balancing the loss to be sustained from lowered automobile license revenues. Is it safe procedure to believe that the people

now that the bulk of the main roads have been completed or somewhat improved, will be willing to boost the gasoline tax after having been regaled for months with low license talk? An increase in gasoline tax is an increase in taxes. Essentially and in the last analysis it cannot be regarded and treated as being anything more or less. Looking backward, it may be argued that a 5-cent gasoline tax might have been acceptable if it had been part of the price of inaugurating a program of getting out of the mud. The main highways are out of the mud, and feeder roads are getting out through county and state activity, directly and co-operatively.

The danger, therefore, lies in the great probability, as we see it, that the fourth alternative, the passage of the reduced license bill and the defeat of the gasoline tax increase, is more likely to be the outcome of the November vote on the two Dunne bills.

The position of the counties, if the fourth situation just mentioned comes to pass, will be but slightly bettered. The state's portion will be the lean, and a lot of it.

Willys Knight sedan, 1926 model. This car was owned by a banker and has been well taken care of and is now offered at 1-3 cost about 2 years ago. Hansen Chevrolet Co.

ROYAL CORDS USED IN FAST TRIP FROM COAST-TO-COAST

Beating all previous records by ten hours and 23 minutes for a round trip automobile run from coast to coast, Cannon Ball Baker, the famous racing driver, recently demonstrated the stamina of modern engineering in automobiles and in tires.

Baker drove a Franklin Airman 6692 miles from Los Angeles to New York and return in the remarkable time of 157 hours and 23 minutes.

This car was equipped with a set of standard 32x3.90 U. S. Royal Cord tires. The run was finished with the same set of tires as was put on at the start and gave absolutely no trouble enroute.

Shortly after the finish, Cannon Ball Baker made this statement: "Much of the success of the run is due to the very splendid service given me by your Royal Cord tires. No matter what the weather was nor how severe the roads, the tires carried on at an extremely constant high speed. Your Royal Cords gave me no trouble whatsoever enroute. Too much praise cannot be given Royal Cords."

Mr. Baker has used Royal Cords in his recent fast runs and insists on this equipment for his own protection and the best performance of the car he is driving.

Essex coach, 1926 model. This car has new oversize tires and otherwise looks like new. This car is priced very reasonable by the Hansen Chevrolet Co.

NEW TOURING ATLAS IS FINE GUIDE FOR THE MOTOR TOURIST

"Follow the United States Highways," is the advice which the Indian chief on the front cover of the New Clason 1928 Touring Atlas, just appearing on the newsstand, seems to say. Being an Indian, one would expect him to know the best routes; also he appears friendly. His upraised right hand signifies friendship in the sign language of the Indians. The publication of this Atlas, each year, by the Clason Map Company of Chicago and Denver is an annual event looked forward to by thousands of motorists who wish the latest road information before planning summer trips.

In the forty-three interesting maps of the various United States shown in this atlas, the United States highways are featured in red ink and forcibly impress one with the extent of the road improvement program being carried on jointly by the states and the federal government. The system consists of approximately \$6,000 miles of the most important cross country routes.

There are ten main transcontinental highways running east, important north and south routes with numerous connecting and diagonal roads. Every cross country motorist can appreciate the advantage of having one route to follow all the way from San Francisco to Washington or from New Orleans to Chicago. The United States highways are nearly all posted with their official numbers.

The Clason Atlas shows the recent progress in paving. Wet weather has few terrors for the tourist on the U. S. highways. A considerable portion of the system is paved and most of the rest, gravel-surfaced. As the government pays half the cost of improving and the state usually a quarter or more, even the poorest county can afford a good road wherever a U. S. Highway crosses its boundaries.

One may drive as far as eighteen hundred miles in one general direction without leaving the paving. One may drive all the way from Iowa or Kansas to Maine without a mile of mud or dust. From the New England states south to Florida, paving stretches most of the way. This is the situation from San Antonio, Texas, to Detroit; from Memphis to Boston; and so on throughout all the Central and Eastern states. In the West, will be found almost unbroken stretches of broad smooth gravel-surfaced roads. In many respects as fast and comfortable as the paving. Canada has caught our enthusiasm for road improvement and two special maps in this atlas show the progress made recently by our neighbors across the northern border into the United States, south of Lake Superior, connecting with the U. S. Highway, No. 2, across the Northern Michigan and Wisconsin. Great numbers of Americans are taking advantage of Canada's many new roads to tour the hunting and fishing re-

NEW WHIPPET SIX HAS WIDE FAVOR

In the immediate acceptance of the new Whippet Six which made its initial appearance in the show-rooms of all Willys-Knight motor-charts a few weeks ago, indications are that interest and popularity of this new light six will be as outstanding as that of the Whippet Four when it was introduced two years ago.

Well informed men in the automobile industry declare that the Whippet Six strikes a new achievement for reason, quality, price and performance in the light six cylinder car in the world. Equipped with a seven-bearing crankshaft, full force feed lubrication and other features and a performance rating that is said to equal that of many higher priced cars, the Whippet Six found a ready market.

Willys-Overland merchants throughout the nation report that the new Whippet Six is registering the greatest buying demand in the history of the light six field and every effort is being made at the company's factories to maintain production of this model at capacity to fulfill the volume of orders that have been received by the sales department since the car was first placed on display.

Although the Whippet Six has been on the market but a few weeks, it already has established an unusual performance record which has resulted in a continually increasing demand from buyers. This of course has necessitated heavy production schedules on this line of cars.

Production of the Whippet Four also is being maintained at capacity. Officials of Willys-Overland declare, with no evidence of the demand for these low priced cars showing any signs of diminishing. This demand has been constant since the first of the year when John N. Willys, president, announced the drastic price cuts which brought the Whippet Four in direct price competition with the lowest priced cars in the world.

Willys-Overland has considerably enlarged its production facilities at all its plants to meet this record buying demand which has set daily, weekly and monthly production records during the current year.

Executives of the company said that despite the high production program and the record shipments that have been maintained for months, the company went into June with approximately 25,000 unfilled orders for immediate delivery of Whippet Four and Sixes and Willys-Knight Sixes.

sorts of the Northland. Besides showing the U. S. Highway system complete and designating the paved gravel-surfaced and improved roads, this new atlas contains other information of more than passing interest. The varying license and motor laws of the states offer some interesting comparisons. One finds that in Michigan and Wyoming there is no speed limit and one can safely find how fast the old bug can go, but in Massachusetts you may get pinched for not holding her down to less than twenty miles per hour. In Connecticut, Montana and Nevada, the law says your speed should be reasonable. What a happy thought! The speed limit in other states varies widely from twenty-five in New Hampshire to the forty-five in Florida and Oklahoma. Thirty to thirty-five miles per hour are the usual limits.

For the motorist who seeks thrills, our own country offers destinations for innumerable tours. One may drive to Yellowstone Park from any state in the Union, according to Clason, with perfect assurance of good roads all the way. Also one will find quite satisfactory places to eat and sleep with good garage service in every town. Those who are interested in the prehistoric, can tour to the former homes of the cliff dwellers who once inhabited the caverns in what is now Mesa Verde National Park, southwestern Colorado. These mysterious little people moved out, for some unknown reason, without taking their household goods. After thousands of years, owing to the extremely dry climate, the former homes of this mysterious race, with many of their personal belongings and even some of their mummies, await the tourist at the end of a splendid government road over the "Green Mesa."

Other tours have for their destinations Yosemite and the giant trees of California; the famous drive along the Columbia river in Oregon; Mt. Rainier National Park in Washington; Glacier National Park in Montana; Colorado National Park in Colorado; the summer resorts of Minnesota, Wisconsin and Michigan; the pleasing resorts along the thousands of miles of Atlantic, Pacific and Gulf coast lines. All these are accessible to the owner of any sort of a car if he follows the United States Highways. Today is the day of transcontinental touring. State maps no longer cover enough territory to satisfy the tour planner. With good roads reaching from coast to coast, the Touring Atlas, which shows the best roads of all states, is a present day necessity and as far ahead of the ordinary state road map for touring and tour planning, as the modern sedan is ahead of the "buggy buggies" that laboriously chugged over our rutty country roads of twenty years ago.

Richfield's Giant "Air Yacht" Arrives For Coast Officials

LOS ANGELES, July 5.—Dis-tinguished visitors to the Pacific coast—domestic and foreign—have in the past been given official sightseeing tours by the state executives in motor cars, trains and ocean liners. Hereafter, now that a giant de luxe "air yacht" has been placed at the disposal of the Pacific coast state officials, such visitors will be enabled to get a genuine birdseye view of the grandeur and glory of three gorgeously scenic states—California, Oregon and Washington.

Perhaps no announcement in recent months has created quite the interest that did the one made by officials of the Richfield Oil company following the arrival from New Jersey on the Pacific coast of the huge blue and gold, trim-tored Fokker monoplane—literally an aerial palace car.

This announcement was to the effect that the Richfield company, agent booster of aviation, and, naturally, strong for the Pacific west, had purchased this big de-luxe air liner specifically for the use by governors and Lieutenant governors. These executives—of the three Pacific states—have just been invited in a letter dispatched from Richfield headquarters to commandeer the big plane at any time they wish.

"Not for official business, rather for personal entertainment, and for showing important western visitors the glories of this country," explained an oil company official, elaborating on the announcement.

The great plane, declared the fluent ever manufactured in America, is an "extra-fare edition" of the huge Fokker multi-passenger "ships" which normally ply regularly between San Francisco and Los Angeles on the Western Air Express passenger route.

Though a sister ship to these, it is far finer and much more elaborately fitted. The cabin contains a kitchenette, refrigerator, table, eight overstuffed chairs and a complete sending and receiving radio set.

Powered, as are the Western Air Express planes, with three Wasp motors, it has a top speed greater than 150 miles per hour and a normal cruising speed of about 125 miles per hour.



Top—The air cruiser "Richfield" palatial new liner of the Richfield Oil Company.

Center (left to right)—Anthony H. C. Folker, designer of the "Richfield"; C. M. Fuller and James A. Talbot, respectively vice-president and president of the Richfield Oil Company.

Left—Interior of the Richfield plane, showing some of the luxurious appointments and conveniences.

Around the County

SOUTH DEER CREEK NEWS

Frank Cox and family of Roseburg spent Sunday with Mr. and Mrs. J. Cox of South Deer creek.

The H. E. C. met at Mrs. Brant's Thursday afternoon.

Mr. and Mrs. Jack Melton were

callers at the home of Mr. and Mrs. Glen Cox Monday evening.

John Betts and family of Roseburg and F. Cachelin and family of Dixonville were visitors at the Blood home Sunday.

Francis and Tom Melton of South Deer Creek and Loren Gross of Roseburg were callers at the home of H. E. Blood Sunday. Several families of South Deer creek spent Sunday picnicking on

Little River.

Heath Gross of Roseburg is spending the week with H. E. Blood.

O. Boone was a business caller in Roseburg Monday.

Ford roadster, 1926 model. New tires and Ducco paint. Offered at easy terms by Hansen Chevrolet Co.

BRIDGE PICTURE SHOWN IN NATIONAL PUBLICATION

A picture of the concrete highway bridge at Winchester is printed in the current issue of the Concrete Highways and Public Improvements Magazine, a national trade journal published in Chicago. The bridge is cited as one of the finest pieces of concrete architecture in the country.

PERFORMANCE THAT ONLY WILLYS-KNIGHT GIVES

moother with use

STANDARD SIX COACH reduced to \$995

2,000,000 WILLYS-OVERLAND CARS AND GOING STRONG!

Superiorities of patented double sleeve-valve engine now enjoyed by new thousands

Lightning pick-up—a smooth, unflinching flow of power, effortlessly delivered mile after mile, year after year—an engine that is always at its best, as fresh at the end of a hard day's run as at the start—simplicity of design that insures remarkable freedom from repairs and carbon troubles—these are some of the many advantages enjoyed by more than 325,000 enthusiastic drivers of Willys-Knights.

Now, at a record low price, the new Standard Six brings you the quality supremacy for which Willys-Knight is famous. Mounting sales and greatly increased facilities enable us to offer this beautiful Six at a price never before possible.

HIGH COMPRESSION WITH ANY GAS

In this patented engine, two metal sleeves in each cylinder combine with the spherical cylinder head to form a perfectly sealed combustion chamber. This head directs the full force of the explosion straight downward, making the most efficient use of the highly compressed gas. As a result, the Willys-Knight engine gives high uniform compression at all speeds and with any gas.

TWO OTHER FINE SIXES

SPECIAL SIX

Now still further improved by such advanced features as full crown fenders, window reveals, steel-rimmed roof and optional new color harmonies of ribbons and chrome. Prices range from the Coach at \$1295 to the Sedan at \$1495.

GREAT SIX

Distinguished by finer bodies, a wider selection of beautiful color combinations, and a larger, more powerful engine, insuring even higher and smoother speed and even livelier acceleration. Prices range from \$1850 to \$1995.

All prices f. o. b. Toledo, Ohio, and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

WILLYS-KNIGHT SIX

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