

WHIPPET FOUR IS WINNER OF RACES

Since the introduction of the original Whippet four-cylinder model three years ago, it has established an outstanding reputation for its speed, stamina and roadability. Even in its initial year it was subjected to numerous tests in stock car races and hill climbs in every section of the country and because of its remarkable performance quickly became the center of attraction among the cars in the low priced field.

Not alone did it prove its ability to cope with cars even far beyond its price class in this country but it continues to maintain the reputation it has held for three years in the foreign countries.

The latest accomplishment of a Whippet four was in three races against twelve other cars of both American and European make in a race program at Auckland, N. Z. Entered in three of the events, the Whippet Four captured two firsts and one second, even though pitted against six cylinder cars, several of which had been specially equipped for increased speed. The car that won the race in which the Whippet finished second was an American built car of six cylinders selling in the \$1500 price class.

The races were run over a mile and a half track, the major event, which was won by a Whippet Four, being a distance of 10 laps or 15 miles.

In the two races in which the Whippet crossed the finish line ahead of the pack, it obtained the lead at the very start of the race because of its fast pick-up and get-away and never gave way to any of the other entries. Because of its low center of gravity the Whippet was able to round the curves with safety at full speed whereas the other cars were forced to slow down.

The Whippet that showed the way home to its classy field of competitors in these races was a strictly stock model except for a change in the carburetor and an exhaust manifold and the construction of a small racing body. Otherwise the car was the same as the thousands that already are in the hands of the driving public.

RICHFIELD OIL CO. ELECTS VICE PRES.

Bradford M. Melvin, prominent San Francisco attorney, has been elected vice president, secretary and general counsel of the Richfield Oil Company of California, according to an announcement by James A. Tabb, chairman of the board.

Mr. Melvin has been senior member of the law firm of Melvin and Sullivan, of San Francisco, which firm's practice will be continued by Ward Sullivan, admitted to the bar upon his resignation from the United States navy at the close of the World War. Mr. Melvin has achieved phenomenal success in his profession and has been looked upon as one of San Francisco's outstanding attorneys, especially in the field of corporation law. He was formerly assistant city attorney of San Francisco and was attorney for the Pacific department of the General Electric company, and the Fidelity and Deposit company of Maryland, among other large companies, as well as having handled the legal affairs of several prominent San Francisco brokerage and investment concerns.

Mr. Melvin was born in Oakland in 1881 and is the son of the late Henry A. Melvin, who was associate justice of the supreme court of California and one of the state's noted jurists. He was educated in the Oakland public schools, Bonita's University School, Berkeley, and attended Stanford University, the University of Southern California law school and the University of California. He has been a prominent and leading figure in club life of San Francisco for many years, being a member of the Family, Bohemian and Olympic clubs and the Lakeside Country club.

RUBBER PLANT AREA ENLARGED IN TWO STATES

Basic Material for Motor Vehicle Tires Grown Successfully in Southwest

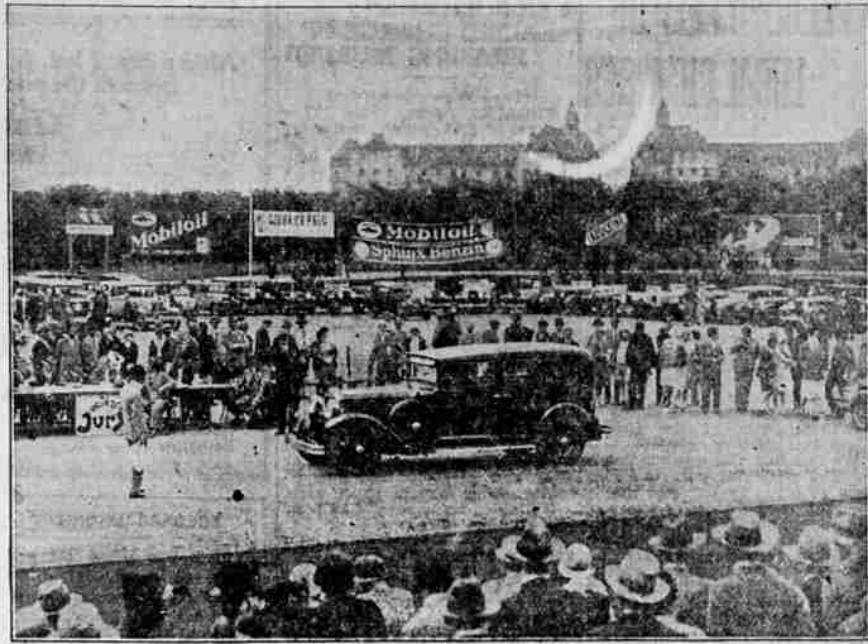
SALINAS, Cal., July 17.—Successful manufacture of automobile tires from Guayule, a rubber-producing plant, has led to an increased acreage to the Mexican shrub in 18 counties of California and Arizona. More than 4,000 acres are planted to Guayule in Monterey county, California, alone.

The development of this new industry has progressed to the point where 100 pounds of rubber is obtained from a single acre at one harvesting. Since it requires four years for the plants to mature, this is an average of 400 pounds of rubber per acre yearly.

Use of the Guayule plant produced "Vul-Lex" for extracting rubber is not new. It has been practiced in Mexico for more than 20 years, and from one to two per cent of all rubber used in automobile tires has been Guayule. However, the California and Arizona undertakings are the first successful efforts to grow the plant commercially. The Mexican rubber product is obtained from native plants that grow wild.

First experiments with Guayule in the United States were conducted by the American Rubber Producers, Incorporated, a subsidiary of the American Rubber company.

Nash Wins Budapest Style Award



Each spring brings the cream of fine motor cars and chosen examples of the coachbuilders' art to parade before super-critical judges and gala day crowds in Budapest, Hungary. It was no small triumph for Nash engineering and body building this year when this beautiful Nash "400" Advanced Six Limousine won to the highest award in the annual Budapest "Concours d'Elegance." Three other "400" models, two Advanced Six Sedans and a Special Six Sedan, also received prizes in their class.

In 1926, 200 acres were planted, and each succeeding year an additional area was cut in until, this year the company's plantings total 2,200 acres.

J. M. Williams, manager of the operations at Salinas, says Guayule rubber can be produced at a profit on land suited to its culture. It should be of light texture, free from hardpan, in a climate of not less than 10 inches rainfall in winter and level enough to permit the use of four-row planting machines and cultivators.

Guayule rubber is not obtained, as is Para rubber, by tapping the tree or plant. The entire shrub is plowed out and ground up. The fibre waterlogs and goes to the bottom while the rubber floats to the top and is drawn off.

Good Roads Reduce Auto Upkeep Expense

Average Cost Per Mile Down to 6.43 Cents—Vehicles Now in Use 24,731,000.

(Associated Press Local Wire) WASHINGTON, July 17.—Figures showing good highway construction has reduced the average automobile operation cost to 6.43 cents a mile as compared with 10 cents a mile in 1924 are advanced by Thomas P. Henry, president of the American Automobile association.

Mr. Henry was instrumental in initiating a move for increased federal aid funds, destined to receive attention at the next regular session of congress. He believes the appropriation should be increased from \$75,000,000 annually to a possible maximum of \$125,000,000. A bill asking \$225,000,000 yearly has been introduced in the house.

When the present federal aid legislation was enacted in 1916, he said, there were only 3,500,000 motor vehicles registered in the United States, while now there are 24,731,000.

"State and local governments," Mr. Henry said, "now are expending the stupendous sum of \$1,500,000,000 annually for the construction of roads. To this amount the federal government is contributing only \$75,000,000, or approximately five per cent.

"The present federal aid highway system of approximately 200,000 miles of important interstate roads has been only one-third completed, and under the present program it will require at least ten or fifteen years to complete this important work.

"There were 40 motor vehicles registered in 1925 to every mile of improved highway, while the ratio 10 years ago was 17 motor vehicles to every mile. This clearly shows that the highway building agencies are not keeping pace with the increased number of motor vehicles."

FARM HOME NEAR GLIDE DESTROYED BY FIRE TUESDAY

The H. J. Spiegelberg home three miles northeast of Glide was totally destroyed by fire about 3:30 yesterday afternoon. The fire started near the roadway, presumably from a carelessly dropped cigarette butt, and soared from the burning grass set fire to the roof of the house. A small amount of furniture was saved from the burning building, but nothing could be done to save the house, which burned to the ground within a very short time. The barn and outbuildings were also destroyed. The house was located on what is known as the Walter Wright property. No insurance was carried.

LABOR PLENTIFUL

NEW YORK.—New York papers recently carried a want ad for applicants, preferably reformed safe blowers, to conduct a series of demonstrations proving the difficulty in robbing newly developed safes and equipment. The Bankers' Exposition was the advertiser and a note was carried with the ad assuring complete confidence and a caution that unreformed robbers need not apply.

Today's News of Sport

ATHLETICS, YANKS WIN; PITTSBURGH AND CUBS BEATEN

By WILLIAM J. CHIPMAN
(Associated Press Sports Writer) Underdogs had their day in the national league yesterday as all of the leading teams tumbled in a heap, preventing any contender from gaining. In the American league the Athletics retained their lead of eight games by defeating Cleveland 7 to 5, in ten bitter innings as the Yankees coasted home by 11 to 7 at Detroit.

In the general annihilation of contenders along the national league front, the defeat of the Pirates was most notable. The three-runners had a record of eight straight in the east until Bob Smith pitched the Braves to a 4 to 1 decision yesterday.

Claude Willoughby, aided by the home runs from the bat of Charlie Klein, was just a shade too tough for Pat Malone, and the Phillies won by 6 to 5. Heughe was called in to help Willoughby in the ninth when the Cubs began making threatening gestures. The ultimate winning margin was presented to the Phils by Frank O'Doul who hit for four bases in the seventh.

Klein's two homers yesterday ran his total for the season to 28, giving him a margin of three over Ott for the inter-league lead.

Sylvester Johnson hit winning form for the Cards when he let the plants down with seven scattered hits, and won his own game by 5 to 0 by smacking out a home run with one on in the fourth.

Jack Hendricks continued his campaign to escape from the cellar, and approached to within three points of his goal. The Reds took both ends of a double-header from the Robins in Brooklyn, 5 to 3 and 7 to 2.

The White Sox worked hard to edge out the Senators by 4 to 3 in ten innings, and the Browns consolidated their collapse by yielding another game to the Red Sox. Milton Gaston hurled a three-hit game to win by 11 to 2.

HOW THEY STAND IN PENNANT RACES

Pacific Coast League.			
Hollywood	W. L. Pct.	750	
San Francisco	12 4	750	
Los Angeles	11 5	688	
Mission	11 5	688	
Oakland	6 10	375	
Sacramento	5 9	357	
Portland	4 12	250	
Seattle	2 13	133	
National League.			
Pittsburgh	53 27	653	
Chicago	48 29	625	
New York	49 27	576	
St. Louis	37 42	494	
Brooklyn	37 44	467	
Philadelphia	33 49	407	
Cleveland	31 51	369	
Washington	32 49	395	
American League.			
Philadelphia	51 32	726	
New York	51 29	638	
St. Louis	48 34	571	
Detroit	44 41	513	
Cleveland	41 41	500	
Washington	39 49	338	
Chicago	31 55	360	
Boston	28 58	310	

LOUGHRAN PLANS TO ENTER RANKS OF HEAVYWEIGHTS

NEW YORK, July 17.—Tommy Loughran, busiest of all the flistic champions, will defend his light

heavyweight crown against James J. Braddock of Jersey City, at the Yankee stadium tomorrow night in what may prove to be his last fight as a 175-pounder.

Winner or loser in his battle with "Jersey Jimmy," Loughran is authority for the statement that he will engage in few if any more bouts as a light heavyweight.

He has said that if he beats Braddock he will fight again as a light heavyweight in September, and then cast his lot definitely with the heavyweights. If he loses he has said he expects to take a vacation and see what he can do in the way of putting on more weight and adding punch to his flistic repertoire.

Another element in Loughran's decision has been his reported difficulty in making the weight. Although there seems to be no reason to doubt that Tommy will be down to 175 pounds for Thursday's battle, there is no question at the same time that the task has weakened him to some degree.

Betting odds on the day before the fight favor Loughran at 7 to 5 but an expected rush of Braddock money may tighten the odds before ring time.

Hoover to Dedicate New Navigable Ohio.

Once Shallow River Deepened to Accommodate Water Traffic at Cost of \$110,000,000.

By RAY WILKERSON
(Associated Press Staff Writer) CINCINNATI, July 17.—(A. P.)—The Ohio river, winding 1,000 miles through an important industrial district, will attract President Hoover to Cincinnati October 15 to dedicate its canalization, a government project providing a year round route for commerce.

Fifty years ago shippers transported wheat on the Ohio river only six months in a year. At times the water was less than one foot deep. The federal government in 1878 decided to control the river's depth by constructing a series of dams and locks. The first was built just below Pittsburgh. Since then 48 other dams have been built, the last of which will be completed this summer, assuring shippers a continuous 9-foot stage during the entire year. The project cost \$110,000,000.

Comparative figures show that more tonnage passed down the Ohio last year than was cleared through the Panama canal.

The Ohio river and its tributaries drain an area in which reside 15,000,000 persons, about one-fourth of the nation's population. Starting at Pittsburgh, the steel center, the Ohio river connects industrial cities of Steubenville, Wheeling, Huntington, Ashland, Cincinnati, Louisville, Owensboro and Paducah. Shipments of oil, gasoline and steel bridges to increase tonnage by completion of the project. Principal tonnage consists of coal, coke, sand, gravel, steel, cement, oil, gasoline, lumber and miscellaneous freight.

IN ONE STRETCH, TOO

Maud: I'll say this for Ted's dancing—he do keep good time. Bert (Ted's rival): So's right. It's just done five years of Ted's life.

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DRAIN-TO-DELTA AIR BEACONS TO GO UP "SHORTLY"

(Associated Press Local Wire) MEDFORD, Ore., July 16.—J. C. Thompson, district manager of the California-Oregon Power company, said today he expects installation of beacon lights for the air mail night flying between Delta, Calif., and Drain, Ore., to start "very shortly."

The department of commerce has asked for estimates for the installation of power lines to the isolated points in the Siskiyou mountains.

Estimates call for 35 beacon lights for Douglas, Josephine, Jackson and Siskiyou counties.

An unconfirmed report has it that the night mail flying over western Oregon is scheduled to start October 1.

Installation of power lines in the four counties is expected to take six weeks.

RANCHERS ASSIST IN FIGHTING FIRE

Organized ranchers, settlers, mountaineers and local people have given valuable aid in fighting forest fires on the Mount Hood national forest, according to an article in the 1928 year book of the U. S. Department of Agriculture, copies of which have just been received by the district forester's office, Portland, Oregon.

The prompt and efficient work done by the Graz Rite, a mountain-climbing club of Hood River, Oregon, on a forest fire 15 miles away, is mentioned. Settlers, ranchers, storekeepers, mountaineers, and other local people have shown their interest in the prevention and fire control on this national forest, are organized into fire-fighting units and have pledged themselves to help out on short notice. During rain and spring thaws these cooperative units are given some training by the forest rangers in map reading, compass work, pacing and fire fighting. They are organized with a fire chief, camp foreman, straw-busser, truck drivers, packers, cooks and fire fighters.

They know where tools, trucks and other equipment can be secured, and when a fire call comes each man in the unit having been assigned his place, the unit begins to function at once.

These units, therefore, form a third line of defense in the annual battle against the "red enemy" of the forests—the "red enemy" released all too often by the carelessness of human beings, the foresters report.

Some 29 different communities surrounding the Mount Hood national forest have now been organized, with over 300 men available in time of fire emergency.

The forest service points out that these cooperative fire-fighting units are a very striking example of a most practical kind of interest in the national forests, since these men will drop their own work and go out to fight a forest fire, often times the hardest kind of work. What a lesson this example should be to careless campers and thoughtless smokers in the woods, forest officers say.

The year book article is titled "Forest Fires Fought in Oregon by Settlers Aiding U. S. Foresters" by John D. Guthrie of the Portland forest office.

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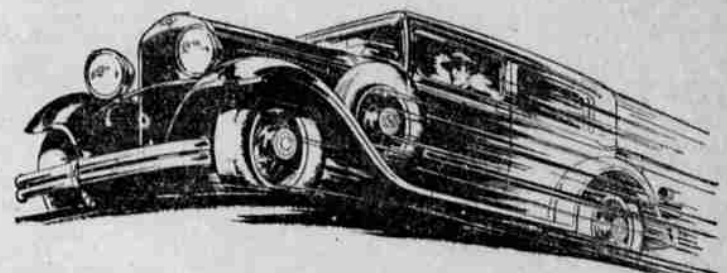
MICHIGAN GOVERNOR IS UNHURT IN PLANE CRASH

(Associated Press Local Wire) KALAMAZOO, Mich., July 16.—Governor Fred W. Green, escaped injury today in a plane crash at recreation park here where he had flown to attend the grand circuit races. The machine piloted by Ralph DeHaven of Kalamazoo, struck an obstruction in landing, turned on its nose, cracking the propeller blade and stripping off the running gear. The governor and DeHaven climbed out unhurt.

Plane at Idlewild Park

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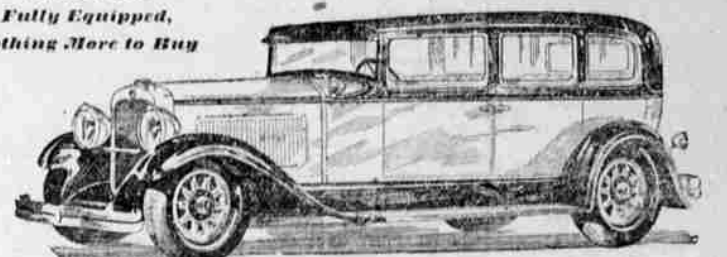
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CONSIDER the delivered, fully equipped price of this charming Nash "400" Sedan, and you'll see immediately it is a car you certainly should consider, when you get ready to buy.

For here, at a delivered, fully equipped price much lower than you would expect to pay for a car of its size and character, is an Advanced Six "400" Sedan with the Twin Ignition, high compression, valve-in-head, 7-bearing motor—with the beauty and style that have made the "400" a heavy favorite among all the year's new cars—and with a host of other costly-car features never available before in this price field.

Such features, for instance, as Bijor Centralized Chassis Lubrication which oils 29 chassis points at the pressure

of a pedal. And alloy steel springs individually designed for its size and weight, correlated with Houdaille, double-action, outboard-mounted, hydraulic shock absorbers. And the "world's easiest steering!"

These are only a few of the features of this Nash "400", but they give you an idea of its greater value and the extraordinarily fine performance you may expect from it.

The delivered, fully equipped price on this, and on all "400" models is lower, for the simple reason that all this equipment—Bijor Centralized Chassis Lubrication, Houdaille hydraulic shock absorbers, bumpers, spare tire lock, and tire cover—is installed at the factory and included in the factory price. Some dealers charge as much as \$50 to \$60 extra for bumpers alone.

L. R. CHAMBERS MOTOR COMPANY

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