

SPRING CLEANING OREGON HIGHWAYS

Boy Scouts, School Children
and Civic Bodies to
Lend Aid.

EUGENE, April 16.—(Special.)—Spring cleaning for Oregon highways has been set for May 10, when Boy Scouts, school children, service clubs and civic organizations of all kinds will turn out to clear the roadways of rubbish. Backed by Governor Albin W. Nordblad, State Superintendent of Schools C. A. Howard, and other state officials, the Oregon Federation of Garden clubs has instigated the highway clean-up day, which it hopes to make annual. Mrs. Jessie M. Honeyman, of Eugene, is chairman of the movement, and is assisted by Mrs. A. E. Rocked, Portland, while Mrs. G. T. Valliant, Oswego, is president of the federation.

Calling on all civic organizations in the state of Oregon to aid in this clean-up day, Governor Nordblad stated, "I believe that Oregon faces a real task in preserving the natural beauty spots along the highways, which make accessible Oregon's vast forest regions, the great plains, the valleys, the snow-

capped mountains, the wonderful fishing streams, the ocean and beaches and the one thousand and one wonders of the state. One of the principal methods of adding to these beauty spots is to assist in keeping them clean. May this splendid movement not last for just a day, but continue the entire year. I commend it most heartily to the people of Oregon."

The highway commission, the park commission officials, the forestry service, and the Oregon State Motor association have already promised cooperation in the project while volunteer offers of help are coming in every day in larger numbers, according to Mrs. Honeyman.

In order that every possible mile of highway can be covered the corps of workers will be organized under a uniform plan which is now being outlined by the committee. Each county will be organized with a central headquarters committee of five strong community leaders, who will choose their subordinates. As the dead rubbish is cleared away, the state highway trucks will gather up the piles.

IMPORTANT NOTICE

Will anyone who has been missed by the census enumerator please call at the Chamber of Commerce for an individual census slip? We want every person in Roseburg enumerated. This is a governmental matter and must have your attention.

W. C. HARDING,
C. of C. Secretary

MISS PAT

A Story of Romance
and High Adventure in
Life of Modern Days.

By Elenore Meherin, Author of "Chickie" and Other
Famous Serials

CHAPTER 37

The cans and suitcases banged against the cabin door; the shuttered wing scraped the ground with a final wolfish twist; the wind went leaping down the canyons. Its weird howling echoes put the last touch of dread on the scene.

Colossal, rocky walls, separated by a terrifying gorge, swept about above them. They could back up 2,000 feet to these towering precipices they could look down 3000 more to the plunging abyss.

The plateau rose like an exiled king between the canyon's floor and its sheer, overhanging walls. And here, on its flat, forbidding loneliness, the little plane and its four distraught occupants were landed.

In a numb, icy despair Pat folded the child in her arms. "She murmured: 'Hush, hush. We're all right now,' and closed her eyes against the vast, threatening shadows trooping from the abyss.

These shadows took on dark titanic forms. They strode in mass formation over the canyon walls, giving its huge, templelike structure a frightening aspect. They were gods of desolation prowling through elemental ruins.

The four humans who had strayed into their cavernous arches were of no more import than four pebbles dropped by a forgotten wind.

Whatever fate the desperate men had planned for Pat and the child paled now before this chill, inescapable doom.

They sat in the cockpit and faced each other—those two, Pat watched them. Her pulse went faint.

The pilot took off his helmet and watched it with a sobbing growl from the plane.

But the other—the tall fellow whose mouth was cruelly thin—who had operated the radio and sat utterly quiet, staring with murderous eyes into the blanched face of the pilot.

In a tone whose low caress carried an appalling menace he cursed. He laid imprecation like gashes on the head of the other. He doubled his fists as though he longed to let him have horrible, smashing blows.

The pilot accented this menace with sullen resentment.

"It was land or crack up," "I told you to keep out of that wind. You drove right into it!" "They were on our tail."

"Like hell they were."

"We're lucky to get out alive." "Don't worry—you won't get out alive! You've cooled us all. Do you realize there's no road out? And you've smashed the plane!"

Your chance to make a real saving on the tires you will need this summer.

Firestone

OLDFIELD

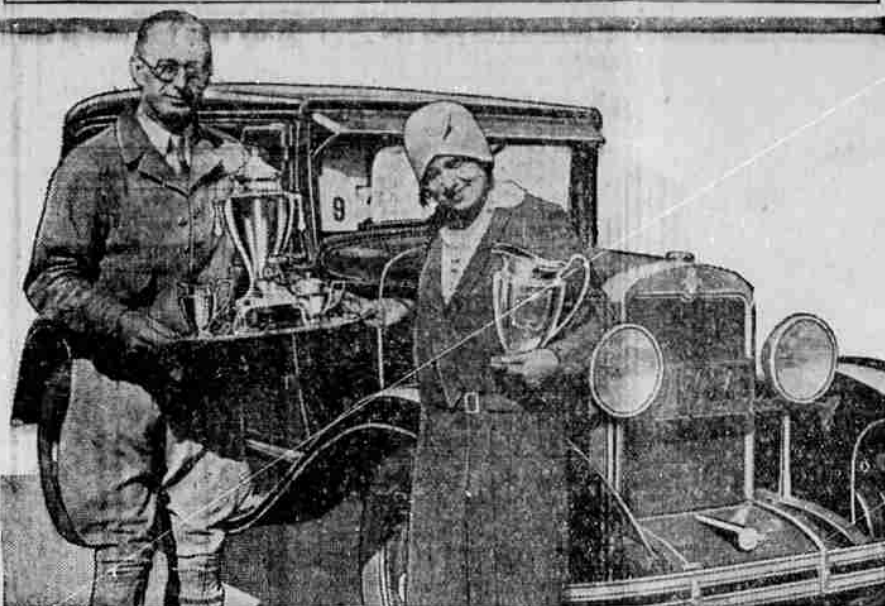
Firestone—
Oldfields

30 x 3 1/2 O. S. \$5.05
29 x 4.40..... 5.70
30 x 4.50..... 6.30
32 x 4..... 9.10

HEAVY DUTY
30 x 5.....\$20.25
32 x 6..... 35.00

616 Winchester St. Roseburg
General Automobile Repairing

Chevrolet Wins Economy Run



Mrs. Paul W. Lawrence, winner of the sweepstakes and class honors in the Gilmore economy run from Los Angeles to Wrightwood, shown with the Chevrolet coach used on the run. Earl Gilmore, president of the Gilmore Oil Company, is presenting the trophies. The Chevrolet coach is a standard car in every way. The Chevrolet averaged better than twenty miles to the gallon of gasoline and used no oil on the 200-mile trip.

"Striking evidence of the economical transportation provided by the Chevrolet six is afforded in the results of the recent Gilmore Blue-Green economy run from Los Angeles to Wrightwood, in which sweepstakes and class honors were won by Mrs. Paul Lawrence in her 1930 Chevrolet six coach," commented E. W. Fuhr, regional manager for the Chevrolet Motor company, recently.

"This victory bears out the advertising claims made for Chevrolet economy—better than twenty miles to the gallon. The winning figure for the Chevrolet was 36.71 miles per gallon of gasoline, this figure being computed on a

basis of car weight, distance traveled and gasoline consumed.

"The circuitous route followed from Los Angeles to Wrightwood was 200 miles in length, and as the Chevrolet used but 91 gallons of gasoline for the trip the average, in ordinary terms, was better than 20 miles to the gallon.

"It is interesting to note, too, that during the run the Chevrolet six did not use any oil or water.

This victory of the Chevrolet six was won in a field of forty-two cars, representing all price classes and including the four, six and eight-cylinder types.

"The power plant in the Chevrolet six has numerous improve-

ments and refinements over the well-known valve-in-head engine introduced last year. The engine is fully inclosed, with a high-compression non-detonating head, and develops 50 horsepower.

"Economical features of the Chevrolet six do not alone explain the popularity of the car with the 1,350,000 owners who purchased Chevrolet last year, for it has also brought new measures of comfort and ease of handling into the low-priced field.

"Improvements made in the 1930 line, include numerous progressive features in the engine, chassis and body."

The men stooped over a stove. They were prepared for a long stay somewhere! The aroma of coffee came tantalizingly to Pat's nose.

Then the smell of bacon aroused the boy. He sat up and dashed tears from his eyes.

"Will they give us some?" Then slowly, ingratiatingly: "You ask them for something—won't you, Pat?"

He was her charge now, holding to her pathetic trust. She'd protect him—fight for him. But how? She wondered and naved for wisdom. How should she approach these men. What attitude would win the kindest treatment?

She recalled tales of bandits and robbers that fearless, winsome women had outwitted and won.

Pat took the child's hand. Hugging to her. She walked over and sat herself down near the stove where they were eating.

She said, with a shrug, and her voice making a valiant effort to come reasonably. Anyone could

hear it tremble:

"You got us into this! Do we rate eats?"

"No dumb-waiter here. Not exactly the Palace Hotel. Not too proud to help yourself, are you?"

"I should say not!" said the girl, reaching for the pan where a portion of beans and bacon remained.

"Glad to see you've got some sporting blood!"

Tears rushed down her cheeks. She thanked heaven for the merciful dark. But the little boy's hand was so eager as he took the bacon, and he crammed his mouth with a piece of bread. He whispered:

"Can you give me more bacon? I don't want the beans."

Never had she known such a thrill as when she put her share to his lips.

That night it was bitterly cold. The two men came into the cabin where Pat, fighting against sleep, sat with Billy nestled in her lap.

Her arms were ever so weary but she wouldn't put him down. She was afraid to yield to sleep

and let the child slip from her arms.

Now she pretended. Soon the two men were snoring.

After a while Pat, too, was asleep. She didn't know how long—it must have been hours that she sat there in this deep pool of exhaustion.

She came up from it with an alarming quiver.

It was morning. The men were standing outside the cabin door. They talked in muffled whispers.

With all her nerves strung tight Pat listened.

"Find a path out, then. We can get a machine and go through with it."

"What will he do with the skiff?"

Pat's horrified eyes saw the radio operator—the fellow whom the other called Tom and to whom the pilot looked for leadership—saw this fellow point to the chasm, heard him say with a shrug: "Easy—none above over—who'll ever know?"

(TO BE CONTINUED)

As fine as money can build or buy



EIGHTS
AND
SIXES

It is natural to want the best. Public preference invariably follows the arrival of a superior product.

And there is a best. Always, there is some manufacturer unwilling to be satisfied with an average result.

In motor cars, one manufacturer who insists upon a superior product is Nash.

No manufacturer has finer facilities to produce fine cars than Nash. None lays down any more rigid standards for materials and craftsmanship.

The Twin-Ignition Eight, the Twin-

Ignition Six, and the Single Six represent three cars in three popular price fields as fine as money can build or buy.

Nash Features
You Should Know

Centralized chassis lubrication, built-in, automatic radiator shutters, and the world's easiest steering in every model. Adjustable front seats. Steel spring covers with lifetime lubrication, in the Twin-Ignition Eight and Twin-Ignition Six lines. The priceless protection at no extra cost of Duplate, non-shatterable plate glass in all doors, windows, and windshields throughout the Twin-Ignition Eight line. This glass is also available at slight extra cost in all other Nash cars.

SINGLE SIX
\$935 to \$1155

TWIN-IGNITION SIX
\$1325 to \$1745

TWIN-IGNITION EIGHT
\$1675 to \$2385

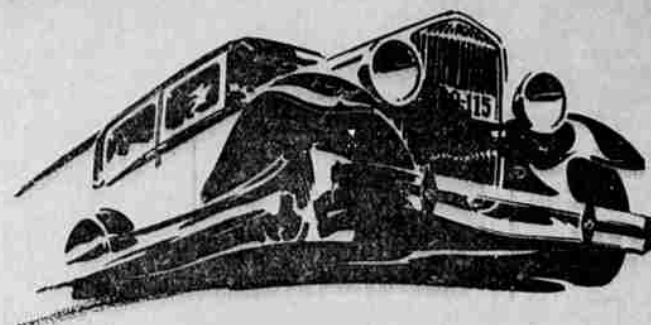
All prices f. o. b. factory—Convenient Monthly Payment Plan if Desired

NASH "400"

L. R. CHAMBERS MOTOR COMPANY
NASH SALES AND SERVICE

Main and Douglas Sts. Phone 649 Roseburg

Smashing Proof ... of greatest value



As established in Continent-wide tests, by 5,000 New Essex Challengers

All motordom saw the amazing results of Challenger Week.

The New Essex Challenger set outstanding marks in every locality. It climbed hills seldom attempted by any car. It set new marks for acceleration. It established economy results never before associated with such performance. It made inter-city reliability and endurance runs that take place with the industry's great marks.

The really important thing is that equally fine marks were made by Essex right here in this locality. And you will find the same true no matter what city or community you visit. For these facts were established—not by just a few hand-picked specially tuned cars—but 5,000 Essex Challengers in all parts of the country, many of them owner-driven. The results speak for what any and every New Essex Challenger can do.

You will be delighted with Essex beauty. Interiors are luxuriously finished. There are eight models and a wide choice of colors at no extra cost. The New Essex Challenger has victoriously proved the most satisfactory quality car of low cost that the market affords.

We continue our invitation to Ride—Ride—Ride! Know from personal experience what this brilliant New Essex Challenger can do. Then no lesser car can satisfy.

\$735 COUPE—(with rumble seat \$750)—Coach \$765—Standard Sedan \$825—Touring Sedan \$875—Brougham \$895—Sunseton \$995—Essex Commercial Chassis \$445.

Prices f. o. b. Detroit, Factory. Included in Standard Equipment: Four two-way shock absorbers—Starter on dash—Radiator shutters—Electrolock—Electric fuel and oil gauge on dash.

A WIDE CHOICE OF COLORS AT NO EXTRA COST.

ROY CATCHING MOTOR CO.

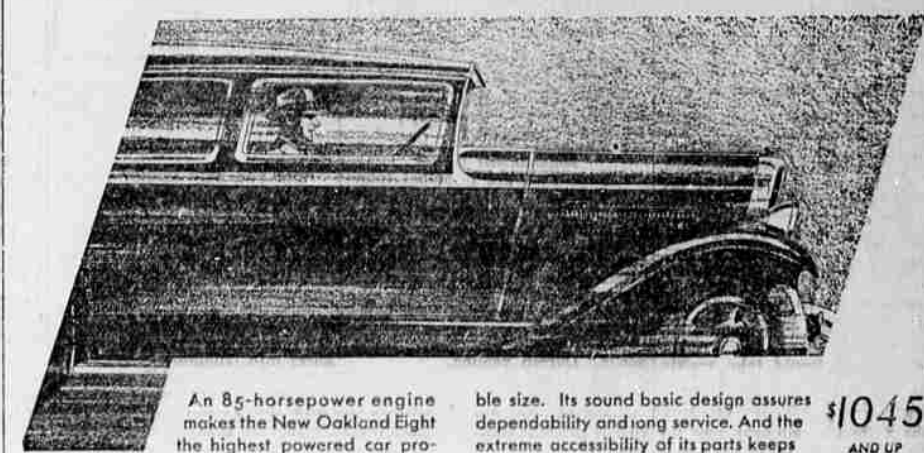
Completely equipped machine shop for handling all classes of auto repair work.

125 N. ROSE ST.

PHONE 438

ROSEBURG, ORE.

High in power— moderate in weight --and therefore SUPERIOR in PERFORMANCE



An 85-horsepower engine makes the New Oakland Eight the highest powered car produced for its weight and size, only racing cars excepted. Because it develops one horsepower to 37 pounds of car weight, few cars can match the New Oakland's speed, pick-up and power. This ratio of power to weight accounts for its superior performance. Furthermore, the inherent eight-cylinder smoothness of the power plant is intensified by a complete down-draft fuel system—new type cylinder heads—a short, very rigid crankshaft—and laminated steel spring and rubber engine supports. The New Oakland Eight is also very economical to own. Its gasoline mileage equals that of many sixes of comparable size.

Its sound basic design assures dependability and long service. And the extreme accessibility of its parts keeps maintenance costs at the minimum. Come in and see this car with smartly tailored bodies by Fisher. It will convince you that you can now own an exceptionally fine eight at a very moderate price.

The New Oakland Eight, \$1045 and up, f. o. b. Pontiac, Michigan, plus delivery charges. Low-cost Hydraulic Shock Absorbers included in list prices. Dumpers, rear fender guards and spring covers extra. General Motors Time Payment Plan available at minimum rate.

Consider the delivered price as well as the list if it is to be a guide when comparing automobile values. Oakland's delivered prices include only authorized charges for freight and delivery and the charge for any additional accessories or financing desired.

\$1045
AND UP

PRODUCT OF
GENERAL MOTORS

The New OAKLAND

Roseburg Motor Company

111 N. Rose

Phone 100

Roseburg, Ore.