

FOREST HIGHWAY FUND RUNS HIGH

Oregon's Share of Annual Federal Appropriation Totals \$537,103

Apportionment of the \$7,500,000 road fund for the national forests among the states for the fiscal year of 1928, has been announced by the forest service, United States department of agriculture. The fund is part of the federal aid road bill.

Four million five hundred thousand dollars was authorized by congress for the forest highway fund which provides for the survey, construction, and maintenance of forest roads of primary importance to states and communities; and \$3,600,000 as apportioned to the development of roads in and adjoining the national forests of primary importance for the protection, administration, and utilization of the national forests, and necessary for the use and development of the resources upon which communities within the national forests are dependent.

Because of the more extensive areas of national forest land in the west than in the east, the greater portion of the funds has been allotted to western states. From the highway fund California was apportioned \$680,140; Idaho \$509,561; Oregon \$579,891; and Montana \$492,247. Arkansas with \$34,472; and Virginia with \$17,287, and New Hampshire with \$16,437 received the bulk of the appropriation in the eastern states. Alaska was allotted \$472,547, and Porto Rico \$597. Of the funds for forest road development Idaho was apportioned \$636,277; Oregon \$637,103; and California \$423,871. New Hampshire with \$13,821 was given the greatest allotment in the eastern states. In the south Arkansas received \$50,464 and North Carolina \$34,742. Alaska will get \$29,562 and Porto Rico \$206.

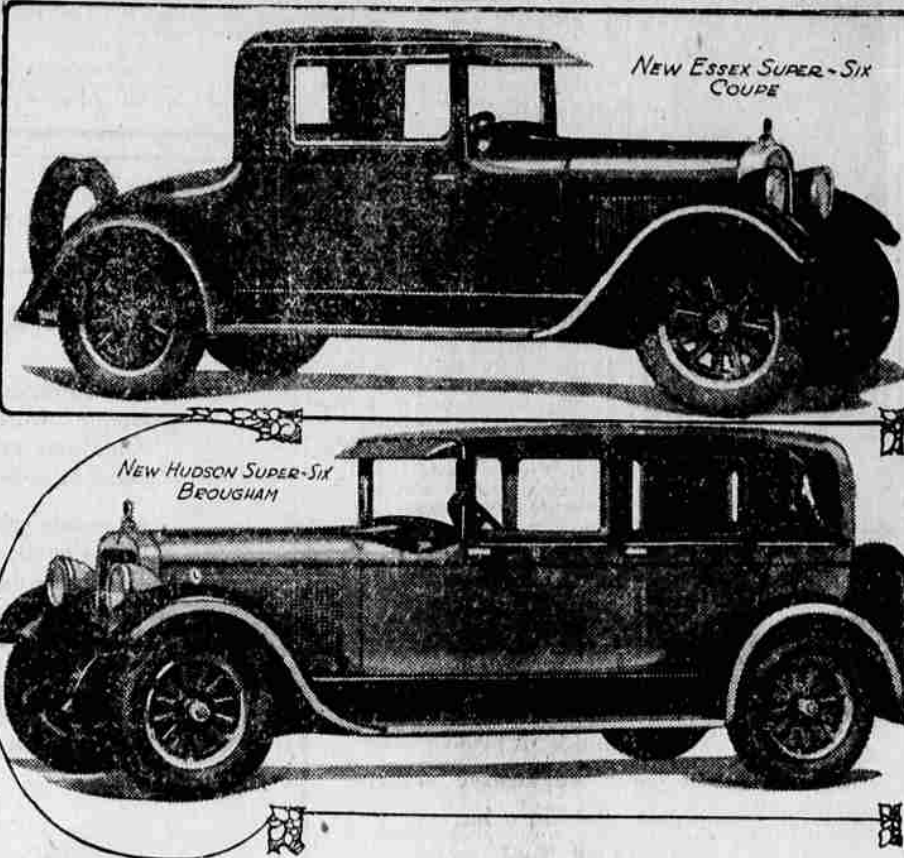
BIG LIGHTS WILL ILLUMINATE ROAD

MISSOURI VALLEY, Ia., Jan. 15.—Ten 250-candlepower lights are used to illuminate the principal highway leading in and out of Missouri Valley.

The lights are placed 400 feet apart and furnish motorists with a well lighted highway as well as blaze the main road to the town.

So far as British fashions are concerned, girls will be girls again. The advances spring styles show a definite reaction against the masculine modes.

HUDSON-ESSEX ANNOUNCES NEW LINE OF CARS



Above is pictured the new Essex super-six coupe, which, with the new Hudson super-six brougham, are new models recently announced by the Hudson-Exess company.

Touring Car Going Out—Low, Closed Auto More Popular With Motorists

NEW YORK, Jan. 15 (AP)—Automobilists who can afford a new machine in 1927 will take to the roads in long, low closed cars, set well down to the ground and equipped with compact, powerful motors that can reel off the miles at almost any desired speed.

This was the indication seen in the latest models on display at the 27th annual national automobile show. Three hundred models of 45 makes of machines are constructed almost without exception along those lines.

The show, an annual event which fills the hotels with visitors from all parts of the world, also contains 65 models of 21 makes of

trucks, indicating that automobile express service during the year will be carried mostly in light and faster machines, built for good roads.

Touring Car Going Out.

Few radical departures from 1926 models are noted. The lowered center of gravity in the passenger cars, long recognized by manufacturers, has been applied this year because of the increasing use of the closed car. The open or touring car is almost a thing of the past, the exhibits revealed, and some firms will adopt the policy of making the touring car only on order of the buyer within the next few years.

In general, the makers have confined themselves to the conservative single color and combination of not more than two tones. Among the duo-tones, the cream and green and green and black predominate, although some models have come forth in screaming and contrasting colors of greens, blues and reds.

Finishes are all "chrome" almost without exception, however, the outer metals of copper, brass and aluminum have been left "en natural" and richly burnished, a reaction to earlier practices when automobiles gleamed with trappings of brass and copper.

Handles, locks, window lifts and indicators are nearly all silver-plated, as are lights, radiator caps and exterior furnishings. The conventional motorist has given way to fantastic and decorative ornaments for the radiator cap such as figures of Atlas with the world on his shoulders, dogs, lions, birds and other figures, draped and undraped.

The 1927 machine is richly equipped inside with electric cigar lighters vanity and writing cases and odd pockets for gloves and magazines. The dashboard has become a simplified and artistic accessory with gasoline and motor heat indicators included on the board. "Coincidental" locks are used almost entirely, some operating on the transmission and ignition and others locking the transmission and wheel.

Changes Under Hood

The important technical changes in the 1927 models are found mostly under the hood. The dealers said they consist of devices for filtering the oil and gasoline and for cleaning the air before allowed to enter the motor. Quieter valve operation has been achieved through the more scientific design of cams; driving shafts have six and seven bearings instead of the usual three or four, and much heavier than usual. Other parts of the motor, such as cylinder, however, have given way to lighter metals of aluminum and alloy.

The motors as a rule run more smoothly, and many devices have been added for reducing the vibration. Those include double springs, rubber and fabric cushions for the motor, more balanced crankshafts, and improved shock absorbers. Comfort and safety have been increased.

The rubber seat promises to be more popular this year than before and is adapted in coupes almost as much as in roadsters. The two-passenger coupe, with a detachable top is featured by many manufacturers.

Wireframes range from 100 inches to 148 inches, and improvements in the larger and more expensive models are built around the longer wheelbase. However, manufacturers assert, the tendency toward a small, easily handled machine with short wheelbase and simplified mechanism is gaining, although comparatively few are on display at the exhibition.

Henry Regatta, England's classic rowing festival on the Thames, will be held June 29-July 2.

Dignitaries Fly Before Onrushing Cars

WASHINGTON, Jan. 15 (AP)—The deliberate life in modern Washington is confined almost alone to the senate chamber. Outside of the capitol building, the city "steeps on the gas."

When the members of the nation's deliberative body emerge onto the streets they must look sharply to escape the crush of traffic which seems to have over-laxed even the once wide and comfortable avenues chartered by L. Blount. To hurry things along, 30 miles an hour now is prescribed as the speed limit on some avenues where dignified statesmen once railed at the recklessness of bicycle "scorchers" who frightened the spick and span tourist drawing aristocratic equipages.

It is no novelty to see the coat tails of a cabinet official flying in the wind as he attempts to make a perilous street crossing, and several service men who guard President Coolidge must be alert when he takes his customary stroll.

Foot Warmers For Traffic Officers

BERLIN, Jan. 15 (AP)—There will be no more cold feet for Berlin traffic cops this winter if a system of artificial hot water bags at street intersections finds general adoption. The scheme consists of installing electric heating devices in the heavy glass-encased safety islands upon which cops stand during the day and which are illuminated from the inside with red lights at night.

Traffic officers at the new intersections where the device is in use are pleased with the idea. "They say it is like standing on top of a warm stove."

In England there is one telephone to 27 inhabitants, compared with one telephone to every seven in the United States.

SMITH HOME FROM DODGE CONVENTION

5,000 Attend the Annual Dodge Meeting in Detroit, Jan. 5, 6, 7

L. C. Smith, Dodge dealer here, returned home Thursday morning from Detroit, Mich., where he attended the annual meeting of Dodge dealers from all over world. Every state in the United States, Europe, Asia, Africa, and Australia were represented among the 5,000 persons in attendance at the convention.

The convention lasted for three days, Jan. 5, 6, and 7, and during that time the Dodge factories were visited, and Dodge automobile shows attended besides the regular business of the meeting. More than 100 Dodge cars were on display at the auto show, showing the various lines of cars, and the different tests, which they undergo before leaving the factory.

The policy of the Dodge company was outlined, and the changes made in Dodge cars during the past year were explained, telling the reasons for the changes. It is the slogan of the Dodge company "Constantly improved, but no yearly models," and points were brought out showing how and why the Dodge car has been made a little better each year. About half a million Dodge automobiles have been produced during the past year, it was announced during the convention.

Mr. Smith went to Detroit on the special train, formed for the Dodge dealers, in Portland. It required four and a half days to make the trip. Each person came the route they desired home.

1926 Great Year For Automobile Industry in U. S.

For the twenty-ninth time in its history, the automobile business has established a new record year. Figures made public recently in the annual statistical sheet of the National Automobile chamber of commerce give a total production of 4,480,000 motor vehicles for 1926, with the wholesale value of \$3,656,959,909.

The totals are slightly in advance of 1925 when production was 4,336,754 and the wholesale value was \$2,977,984,833.

Only three times in its history has the motor industry failed to reach a new high total. One of these periods was in the war year of 1918, another in 1921, and the third in 1924.

Increase 3 Per Cent

The increase of 3 per cent over the total export figure of last year, the volume being 559,000 vehicles for 1927, is regarded by the motor industry as one of the most significant figures of the year. This total represents 12 per cent of the business of the automobile factories, and it is predicted that 25 per cent of production will be sold abroad within a few years.

Closed cars continue to increase in popularity, amounting to 74 per cent of the total, despite the fact that there was an excellent trade in roadsters and other open models during the year.

The volume of motor vehicle taxes was \$735,226,909. This is close to the total expenditure for highway construction and maintenance during the year, since a part of the billion dollars spent for this purpose was financed by bond issues.

Shipments of motor products over the railroads likewise reached a new high total during the year. The number of freight carloads of automotive goods was 3,169,999.

Registration of the vehicles in the United States has reached a new high figure of 22,239,000 according to a compilation based on reports from the various states.

Michael Arlen now ranks with Byron and Peter Pan. He has had a collar named after him.

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But this particular car—the Brougham on the 6-45 chassis—is only one of the many Paige models upon which prices have just been sharply reduced.

Always a good buy at their price—Paige cars now represent sheer dollar-for-dollar values without equal in the industry.

Only the prices are changed. You get the same smart and distinctive bodies with their two and three tone color combinations, striped recessed window panels and a wealth of charming interior appointments. You get a chassis with an even more powerful, speedier motor—quicker acceleration, easier handling, and the perfect safety of Paige-Hydraulic 4-wheel brakes.

There's no obligation—come in or phone soon and we'll arrange for you to drive the Paige of your choice.

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Thus it conserves at least one-half the upkeep cost of the ordinary automobile, and instead of gradually losing in power and efficiency, in smoothness and silence, as do all cars of poppet-valve design, the sleeve-valve engine Willys-Knight actually improves with use. It grows quieter, more powerful, more efficient with every mile.

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Because of its simple sleeve-valve construction, this unique Willys-Knight Great Six power plant does away with all carbon troubles and valve-grinding. It has no springs to weaken, nothing to adjust, nothing to replace or repair...

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