



AUTOMOBILE NEWS



New Production Record Is Set By Chevrolet

Spurred on by the greatest demand in its history, Chevrolet in April again set up a new production record with a total output for the month of 111,337 units, according to word just received from the local dealer.

This exceeds by 1,027 units the best previous monthly performance in the history of the company and establishes an all-time record for the monthly production of general cars.

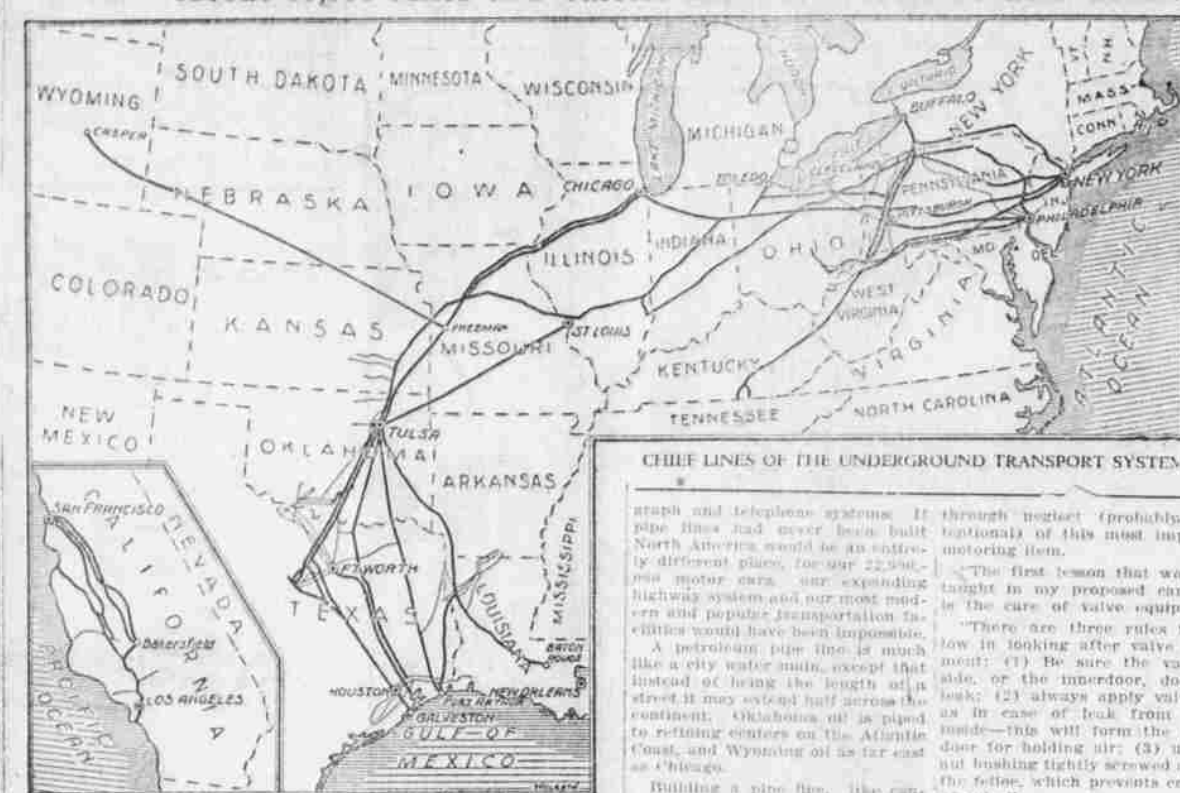
"Equally as spectacular as the remarkable monthly production feat and dividing the spotlight with it was the mark established April 28, when in the short space of a day's working hours, the factories built 5,347 Chevrolet cars and trucks," said Mr. Harrison. "This was 275 units in excess of the best previous day's record."

It was particularly fitting that the record day happened to be the same one that Alfred P. Sloan, Jr., president of General Motors Corporation, chose for a visit to the Flint plant. Mr. Sloan, with C. S. Mott, vice president of General Motors Corporation, arrived at the factory early in the day as guests of W. S. Knudsen, president, and C. P. Harth, vice president of the Chevrolet Motor Company.

Before Mr. Sloan had completed his inspection of the big plant, where cars and machinery were containing to build the right types of Chevrolet cars now available, it was evident that a new production record was in sight.

"Mr. Sloan waited for no time to come off the line, congratulated Mr. Knudsen on the remarkable showing being made by the Chevrolet Motor company and its product, and rode off the line in the special-marking model, which again happened to be a coach."

Mysterious "Underground Railway" System of United States Covers About 85,000 Miles and Carries An Almost Unbelievable Tonnage



The "underground railway" system of the United States transports annually half as much freight tonnage as do the railroads of France. Its mileage is twice that of all German railroads and nearly four times that of British railways.

This "underground railway" system is, in fact, not a railway at all, but it is one of the biggest, least known, almost mysterious transportation organizations in the world. It is easily the most efficient of all devices to eliminate distance and cheapen transportation. It includes about 85,000 miles of line—about half trunk mains and half small feeders—over one-third the country's railroad mileage.

The "underground railway" is, of course, the petroleum pipe line system. If all the petroleum which it moves in a year were loaded in oil tank cars for railroad haulage, it would make up a train 40,000 miles long—once around the world and two-thirds around on the second lap!

The Roy Cross of the American Association for the Advancement of Science states that the pipe line cost of transporting oil ranges from four to ten cents per mile per hundred barrels; that is, about ten per cent of the cost of all transportation. Nothing except the oil is moved—no dead weight in cars.

Like Railroads, but Different

The country's pipe line fabric is curiously like the railroad system. It has trunk lines, feeders, terminals, storage yards, switching systems, stations, dispatchers, tele-

graph and telephone systems. If pipe lines had ever been built North America would be an entirely different place, too—our 22,000-mile motor cars, our expanding highway system and our most modern and popular transportation facilities would have been impossible.

A petroleum pipe line is much like a city water main, except that instead of being the length of a street it may extend half across the continent. Oklahoma oil is piped to refining centers on the Atlantic Coast, and Wyoming oil as far east as Chicago.

Building a pipe line, like constructing a railroad, involves first a survey of the route with regard to grades, stream crossings and the like. But a railroad seeks the easiest route to get its business, while the pipe line seeks to save expense.

The Method of Building

A feasible survey being made, right-of-way is secured. Then gangs of men distribute the pipe and join it into continuous line. This joining is done before the pipe is lowered into the trench that runs along the line. The pipe is largely by great power, ditching machines. Finally, the pipe is buried, completely about sixteen inches, but deeper in cold regions.

According to desired capacity, the pipe may be 4, 6, 8, 10 or 12 inches in diameter, or even larger. While the pipe is being laid, pumping stations are erected to push the petroleum along. Commonly, these are about forty miles apart, but in rough country, or for heavy and viscous oil, much closer. A pumping plant includes engines and pump powerful enough to shove the oil along to the next station. At each station storage tanks are provided, of 10,000 to 25,000 barrels capacity, and oil is pumped directly to and from these; that is, there is not a continuous stream but a succession of pumpings from one storage tank to the next. A four-inch pipe line with 100 pounds per inch pressure will deliver about 2,800 barrels per day; a six-inch line, 10,000 barrels; eight-inch line, 21,000 barrels.

No trains, wheels, but—

Pressure, applied at each pumping station immediately registers any stoppage of flow or leakage. When a break is indicated, the engineer instantly telephones the next station ahead, and telegraphs the superintendent. When the engines are reversed so as to draw the oil, by suction, away from the break, the superintendent, corresponding to the railroad's track walkers, hurry out to locate the break, and gangs are always at hand to make repairs. Because of the storage tanks at pumping stations, a break does not necessitate stopping the pumping current in the section where the break occurs; all other sections go right on pumping from and to the storage tanks.

Once in operation, a pipe line's operations are practically automatic and continuous. They proceed twenty-four hours a day throughout the year. In proportion to tonnage and distance, a very small force is required to operate a pipe line.

FORD TO PRODUCE NEW LIGHT AUTO

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not necessitate a total shutdown.

"I am glad of this because it will only a comparatively few men will be out at a time while their departments are being tested up for the new product. At one time it looked as if there might be a total shutdown of the plant, but we have now secured that there is less than 25,000 at a time. The lay-off will be brief, because we need the men and we have no time to waste."

"At present I can only say that about the new model—it has speed, style, flexibility and control in traffic. There is nothing else like it in quality and price. The new car will cost more to manufacture, but it will be more economical to operate."

Favors "Save The Tire" Campaign

"Save The Tire"

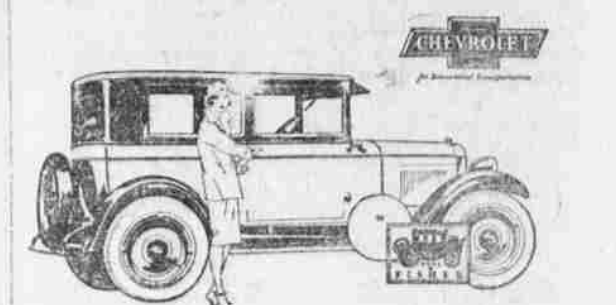
A campaign with this as the objective would be best in order in this country if W. C. Perkins of Perkins Motor Co., La Grande, Montana, dealer, had his way.

"We have had all kinds of campaigns," Mr. Perkins said, "to save the surface, to save the forests and to save meat, everything else, each one valuable in its way and all teaching the lesson of conservation."

"I believe that we should have a campaign to save the tire, that we should conserve the millions of dollars that are wasted every year

of the speedy, pneumatic-tired type with medium load capacity. This trend also is indicated by National Automobile chamber of commerce figures just released which show that 81.8 per cent of all trucks produced in the United States and Canada during 1926 were 1, 1½ and 2-ton capacity. These are exactly the same capacities in which Graham Brothers trucks are built.

A detour is the longest distance between two driven points.



The World's Lowest Priced Cars with Supremely Beautiful FISHER BODIES!

Chevrolet is the only car in its price class offering bodies by Fisher—built as only Fisher can build, and styled as low-priced cars were never styled before!

Despite the lowness of Chevrolet prices, there is not the slightest compromise in design, construction or finish. All embody exactly the principles employed on the highest priced cars—a composite construction of selected hardwood and steel. All are finished in beautiful colors of lustrous, lasting Duco.

Enhancing the inherent beauty of the bodies themselves are numerous features of distinction previously considered exclusive to the costliest cars—features typified by heavy full-crown, one-piece fenders and bullet-type headlamps.

Only the economies of Chevrolet's great volume production make possible such quality at Chevrolet prices!

Check Chevrolet Delivered Prices

These include the lowest handling and financing charges available.

Blue Mountain Garage

M. A. HARRISON, Mgr. Opposite Postoffice

QUALITY AT LOW COST

Try It Once

You Are Taking No Chances.

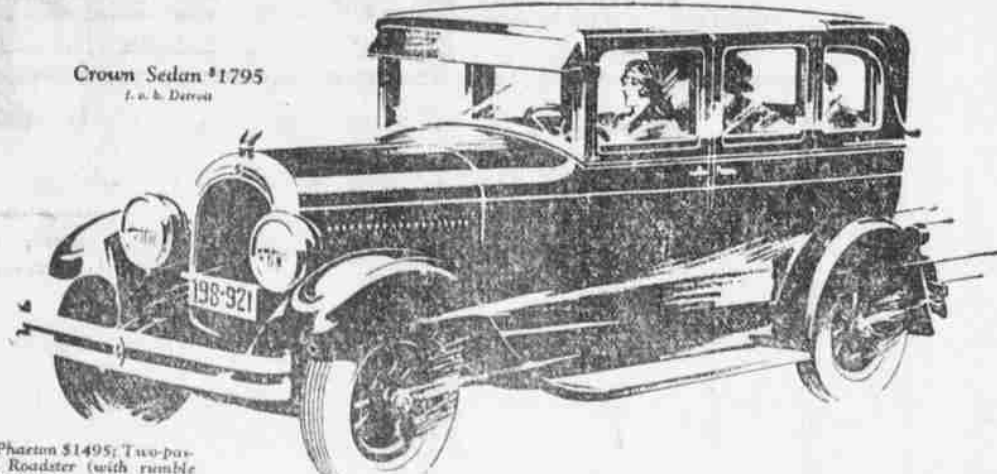
Drive up right soon, we want you to try VEL-TEX Motor Oil at our risk. If after using it for several days you are not entirely satisfied, call around and we'll refund your money without question.

GAS—VELTEX—MOTOR OIL.
The Quality Pair

LA GRANDE FILLING STATION
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Once you drive the Chrysler "70" you'll want no other car



Crown Sedan \$1795
L. & B. Detroit

Sport Phaeton \$1495; Two-passenger Roadster (with rumble seat) \$1495; Brougham \$1525; Two-passenger Coupe (with rumble seat) \$1545; Royal Sedan \$1595; Two-passenger Convertible Cabriolet (with rumble seat) \$1745; Crown Sedan \$1795; L. & B. Detroit, subject to current Federal excise tax.

Chrysler dealers are in position to assist the convenience of time—ask about Chrysler's attractive plan. All Chrysler cars have the additional protection against theft of the Federal Bureau of Investigation.

DRIVE the Chrysler "70"—not a perfunctory demonstration over a standard route—but a real test over all sorts of roads and through all sorts of traffic, in the way you are accustomed to drive.

Do that and you'll prefer the dash and vigor of its smooth performance to cars even much higher priced.

How often you have watched the cars lined up at a traffic intersection. And, at the signal, each time you have seen a Chrysler "70" whisk away in the lead.

Or on the open road, how often you have seen a Chrysler "70" pass car after car.

Now experience these thrills yourself. Drive it into the byways. Cobblestone roads and rutted detours lose their dread.

beneath the cradling comfort of its chrome vanadium springs, its special spring mounting and its shock absorbers.

See how easily you direct it by its pivotal steering gear. And once you have felt the sure safety of its four-wheel hydraulic brakes, you'll want them above all others.

Come in today. There'll be no need for us to explain "70" beauty of line, coloring, upholstery and appointment, for these instantly delight and charm your eye.

Then let us place a "70" at your disposal; and you will surely know the real reason behind the sweeping public preference for Chrysler "70" and the unique results in lasting performance and luxurious comfort that only the "70" gives.

CHRYSLER "70"
BUILT AS ONLY CHRYSLER BUILDS

L. W. WEEKS

Jefferson Ave.

Telephone 180-J

CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

A Wonderful Tire!

The New Fisk Balloon—
A Great Tire For Traction!
A Great Tire For Wear!

The real test of any tire is on the road. If you've ridden on Fisks, you already know what superior quality is. If you have never tried Fisks, you can get the right kind of facts only from the man who has. Ask him his mileage records—ask several of them—and then you'll

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When It's Time To Re-tire

(Most modern and complete Kayhawke repair and vulcanizing equipment to give perfect tire service. Every repair job fully guaranteed.)

Playle Oil Company

"Playle's Superior Service—Always As Near As Your Telephone"

Fisk Tires and Tubes

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