

FORD DEALERS OF 2 STATES GATHER

Twenty-Seven Meet in La Grande Hotel Wednesday to Discuss Plans

Twenty-seven Ford dealers from southeastern Washington and eastern Oregon cities, with four representatives of the Portland branch office in charge, met here at the La Grande hotel Wednesday in an interesting session during which the year's plans were discussed. The primary purpose of the meeting, according to W. C. Perkins, local dealer, was to prepare the 1928 car and truck estimates. C. A. Hillwinkler, head of the Portland branch, presided, and addressed the dealers, telling them that while this year's production would not get heavily under way until about March 1, he could assure them that there would be as many cars delivered in the remaining months of 1928 as there were in any other full year.

On this basis, Mr. Perkins stated today, the La Grande garage should receive some 20 or 40 cars per month beginning Mar. 1.

A. B. Roscoe, of the Portland branch, head of the Lincoln department, talked to the dealers on the Lincoln car. Oscar Laplan, head of the truck and tractor department, was a third representative from the Portland branch, and addressed the dealers on the tractor business. The fourth member of the party from Portland was J. E. Island, special truck representative, who discussed the truck prospects and the new Ford truck. Mr. Island will be in La Grande on Wednesday, Jan. 25, and will show one of the new trucks, according to Mr. Perkins. "The truck will be available for demonstration Wednesday and we want everyone to take advantage of the opportunity to see this remarkable truck," said Mr. Perkins.

The year's estimate for the Perkins Motor company, announced in connection with Wednesday's meeting follows: 300 passenger cars, 26 trucks and 24 tractors. Among the Ford dealers who were here were R. C. Frisby, of Baker, M. Hug, of Elgin, Mr. Maughan, of Enterprise, Mr. Strain and Mr. Wade, of Wallawa, Glenn Stater, of Pendleton, Mr. Brown, of Precator, and other dealers of the section.

BIG BOUNCING BABY BALLOON



And it's historic, too, for it's the first tire ever made from rubber grown commercially in these United States. It was manufactured from "muyale," the rubber-producing shrub, which has been successfully grown in the Salinas valley, California. The 800 acres now planted will soon be doubled, according to Miss Winifred Teeple, who has a reason to smile—she's assistant farm adviser of Monterey county and, as such, giving the new industry every encouragement.

KEPT RIGHT ON GOING

"Papa," cried little Ethel, running into the living room in tears, "a man knocked my candy out of my hand." "Where is he?" demanded her father angrily. "I'll fix the brute!" "I don't know, but his automobile is up on Mayhew Johnson's porch and halfway through the front of the house." —American Legion.

A FORWARD PASS

Little Sniffleblister—Say, Uncle, when are you going to play football again? The Rich Uncle—Why, I don't play football. What makes you ask me that question? Little Sniffleblister—Well, Pop says that when you kick off we are going to get a brand-new automobile and a house. —Stevens Stone Mill.

Discusses Tillage Tools in the Northwest at Agricultural Meet

The following speech was given by J. Q. McDonald, American Society of Agricultural Engineers before the annual meeting of Pacific section A. S. A. E., University Farm, Davis, California, Jan. 13, 1928.

The interest aroused among farmers in decreasing their costs per unit has also made many of them pause and consider— 1. "Why should I use this particular tool?" 2. "Will some other tool do this particular operation cheaper?" A great deal of the northwest was settled by eastern and middle west farmers, who naturally brought along the tools they were long familiar with—Usually a plow, single disk and peg-tooth harrow.

The new settler soon found that his tools were not getting results. He found the single disk and harrow did not give good weed control on summer fallow, and that they had a tendency to leave the soil in a highly pulverized state, which was a disadvantage in a country with high winds which blew the pulverized soil away, cutting off or injuring the tender grain, as it swept across the prairie. Another disadvantage of this pulverization was that the summer rains baked the soil and made a hard crust, as well as allowing the water to run off and be lost.

These are a few of the reasons why the farmers began looking about for other tools, and is why the duck-foot cultivator, rod-weeder, goose-neck slicker, and similar tools were developed.

Tool-weeders are made in several ways, the principle being the pulling of a rod horizontally 2-3 inches below the surface of the soil. This type of machine is best adapted to medium and light soils, where rocks and gravel are not a problem, and where the soil is not too hard. The rod loosens the surface soil, shaking the clods to the surface, and sitting the fine dirt down into the seed bed. If the top inch or so of soil is fairly dry, the rod will successfully negotiate it, surprising amount of trash or miscellaneous growth.

It was found that a stationary rod clogged rather easily, so someone evolved the idea of revolving the rod. Now most of the rod weeders being used are rotary. Rod weeders are now being used quite extensively in Oregon, Washington, Idaho, Montana, Utah, and parts of Canada. A 15 draw-bar tractor will handle 12-14 rods of rod-weeders; they are made in sizes 8'-10'.

Goose-Neck Slicker

This is a straight blade weeder which is of light draft, low cost, and has the ability to penetrate the heavier soils. It is widely used as a summer tillage tool in Eastern Oregon and Washington. This weeder is made in varying widths with a horizontal blade attached to curved goose-neck shanks. A 15 draw-bar tractor will handle 10-12 feet of goose-neck slicker, depending on soil conditions.

Chief advantages of these two types of weeders: 1—Will not pulverize soil. 2—Will cover big area. 3—Light in draft.

Disadvantages of these two types of weeders: 1—Do not work well among rocks. 2—Do not negotiate land unless it is level. 3—Will clog.

Probably the disadvantages connected with these weeders account of the popularity of the duck-foot cultivator in many sections. The duck-foot is adapted to most soils and conditions, are being made by prominent agriculturists in Montana that it will be used in Montana more than any other type. The glacial soils of the Northwest with their rock residue have not been satisfactorily handled in many instances with any of the rod or blade weeders. The duck-foot apparently handles these soils satisfactorily. The shanks of a duck-foot cultivator operate under the soil surface without pulverization, and the cultivator will not clog to any extent and will work in hard, rocky, or gravelly soils.

Another factor which has contributed to the popularity of the duck-foot has been the increased interest in "plowless summer tillage" which idea is growing in a great many wheat growing sections. Very good results have been attained using the duck-foot instead of the plow in Montana; I believe that this has also been done in parts of Canada. The stubble is usually worked several times, the deepest to a depth of 4"-5". However, the principal use of the duck-foot remains summer tillage. Duck-foot cultivators are made in sizes from 6'-12'. A 16'-12" duck-foot under ordinary conditions.

Other tools which are creating considerable interest other than plow substitutes or as supplementary tools, are the heavy double disk, the chisel, and one-way disk plow of the Ancker type. These tools are all being tried out in the northwest at the present time, and they respective boosters are expecting big things in the way of decreasing costs and increasing yields.

The chisel, with which we are familiar here in California, is being tried out as a plow substitute in preparing grain land in Utah, Oregon, Washington, Idaho and Montana this year. It is usually

LAUNCH ASSAULT ON SPEED RECORD

England and America to Renew Battle for Auto Supremacy Shortly

DAYTONA BEACH, Fla. (AP)—On the same wide beach where W. K. Vanderbilt, Barney Oldfield, Henry Ford and other racing pioneers burned new records over the hard-packed sand, England and America soon will renew their battle for automobile speed supremacy.

The trials here February 15 to 23 will mark the 25th anniversary of automobile racing and the first attempt by the United States to regain the world's speed record, which Major H. O. D. Segrave took to England last year after shooting his giant machine over the beach at 203.75 miles per hour.

Frank Lockhart, veteran of American tracks, and J. M. White, Philadelphia manufacturer, in specially constructed racers will seek the new world's record for this country while Captain Malcolm Campbell will attempt to uphold the honor of Great Britain by breaking the mark set by his countryman. In addition, M. Dependin, French driver who recently won the Grand Prix in Spain, is reported planning to enter the international events.

One of the problems which may be solved is whether the highest speed can be attained by a huge car of enormous power built to overcome wind resistance by sheer force, or by the smaller car designed with a minimum of wind resistance and calculated to gain its speed by a high per minute revolution.

Major Segrave's "Mystery 8," which weighed three tons, and White's "Triplex," which will register four tons, represent the first type while Lockhart's new car, Captain Campbell's "Bluebird" and M. Dependin's machine typify the second.

With his "Bluebird," Captain Campbell held the world's record at 187 miles per hour until Segrave established the new mark. For the Daytona Beach trials Captain Campbell's racer will be equipped with a new body and a special

450-horsepower Napier engine, the secret British Admiralty development with which England won the last Schneider cup seaplane race at a five-mile-a-minute clip.

White is completing a 26-cylindered, three-motored engine which he expects to develop 1,500 horsepower and to be the most powerful ever created. Lockhart's car has been under construction almost a year, but little is known of it. Described as small and light, it is said to have a minimum of wind resistance and a high revolution per minute motor.

To gain a picture of what will be enacted here, one only has to recall Major Segrave's experience. He registered 73 miles per hour in low gear, threw the car into second until 142 miles per hour was reached and then into high gear. At 170 m. p. h., he aimed the machine as one would a gun and released every ounce of power the \$100,000 creation would hold.

The giant leaped 10 and 15 feet as it struck slight undulations in the white silica sand. In the blink of an eyelash, it had gone 300 feet. Newspapers reported they could not turn their heads fast enough to follow the car. After Segrave had taken four miles to slow down, he found his hands blistered by the heat of the 24 cylinders.

In addition to the international trials, special races for stock cars have been arranged.

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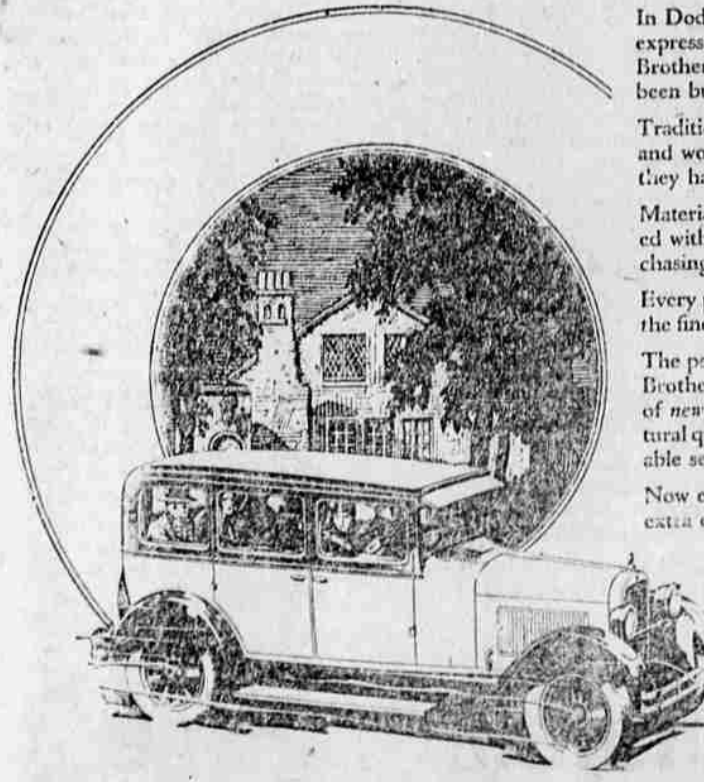
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