

G. O. P. CAUCUS MOTORIST MECCA

Party Convention in Kansas City Beckons to Auto Driver

KANSAS CITY (AP)—Heeding the call of the trail, throngs of national convention visitors will come by motor to watch the republicans name their presidential choice here in June.

Headquarters of all of the large national and regional highway associations report unprecedented demands for information on roads radiating out of Kansas City.

Several of these routes penetrate some of America's most picturesque sections, including much of the old west.

Such alluring scenic territories as the Grand Canyon, Yellowstone, Custer, Battlement and Rocky Mountain parks, Lookout mountain and the Ozarks are convenient of access from some of the routes leading into the convention city.

Short side trips over improved roadways are emphasized in pre-convention literature. Perhaps most attractive of Missouri show places is Excelsior Springs, with its appealing waters, about an hour's drive from Kansas City.

The American Research Foundation sketches the most accessible routes to Kansas City as follows:

From New York: State highway 12 to Reading; state highway 3 to Harrisburg and Pittsburg; and from Washington, Pa., by National Old Trail (U. S. 40) to Columbus, Dayton, Indianapolis, Terre Haute and St. Louis.

From Washington: U. S. Highway 240 to Frederick; U. S. 40 to Hagerstown and Cumberland, National Old Trail to Kansas City.

From Jacksonville (Northern route): Dixie highway to Macon; U. S. 41 and Magnolia route to Atlanta, Chattanooga, Nashville and Vincennes; Midland trail (U. S. 50) to St. Louis and Kansas City.

From Jacksonville (Southern route): Old Spanish trail to Tallahassee and across Apalachicola river; State highway 7 to Montgomery and Birmingham; Jackson and Bankhead highway (U. S. 28) to Memphis; North on U. S. 61 to St. Louis west on U. S. 40 to Kansas City.

From New Orleans: U. S. 51 to Jackson; Yahoo City and Clarkdale to Memphis; U. S. 61 to St. Louis; U. S. 40 to Kansas City.

From Houston: U. S. 71 to Dallas; 14 Tulsa by way of Fort Scott; U. S. 66 and 73 to Kansas City.

From Los Angeles: Santa Fe trail to Albuquerque, Santa Fe and Trinidad; optional detour to Grand Canyon; U. S. 50 to Memphis and north to Saltina; U. S. 40 to Kansas City.

From Seattle: Yellowstone trail to Denver by way of Spokane, Missoula, Butte, Billings, Cheyenne and Greeley; optional detour to Cody and the Yellowstone or side trip to Rocky Mountain park; by way of U. S. 40 to Saltina, Topeka and Kansas City.

From Chicago: State highway 4 (U. S. 66) to Joliet, Bloomington, Springfield and St. Louis; U. S. 40 to Kansas City.

Holmes: A slow town, is it?
Watson: Slow! The speed cops here ride bicycle!

OUT OUR WAY



Work on Aircraft Motor Is Held Likely To Aid Owners of Autos

By Coleman R. Jones
(Associated Press Service Editor)
LANGLEY FIELD, Va., (AP)—Solution of at least two of the troubles which beset motorists—carburetor and ignition difficulties—is one of the indirect promises apparent in the high speed, light weight, oil burning engine developed here in the laboratories of the National Advisory Committee for Aeronautics.

The new motor utilizes virtually non-inflammable Diesel oil, can be constructed either as air-cooled or water-cooled engine, and requires neither carburetor nor electric ignition for its operation. Such a power plant has long been the dream of aeronautical engineers. Although it is still in a one-cylinder stage of development, a multi-cylinder model will be ready for flight tests within a year, and little imagination is needed to see the possibility of attaching it to the automobile and motor truck.

Described as a "heavy fuel oil injection engine" and devised primarily as a power plant for aircraft, the little motor now functioning in one of the committee's laboratories differs in many ways from the heavy, low speed Diesel engines which drive ships, submarines and farm machinery. The most striking difference, and the most difficult to attain, are its lightness

Production Of Oakland's Ahead Of 1927 Average

PONTIAC, Mich., May 26.—The Oakland Motor Car company is two and one-half months ahead of its 1927 production, it is announced by factory officials.

The end of April marked the fourth consecutive month of record production which brought the company's total for this year to 100,094 Oakland and Pontiac sixes, a figure which in 1927 was not attained until the middle of July.

The 1928 four-month total of 100,094 cars is an increase of 83 per cent over the 54,653 cars which the company built during the first four months of last year.

Although the percentage of gain was somewhat higher during January, February and March, the April production of 27,661 cars remained 7135 ahead of April, 1927.

This advance was scored despite the fact that production of the Oakland All-American six was hampered during the early part of April by interruptions attending the transfer of operations from the old assembly line to the recently-completed new assembly building.

The greater facilities provided by the new assembly and by the new Oakland six shipping building, however, more than made up for the slight delay.

Paralleling the acceleration of Oakland-Pontiac factory activities is the steady growth of the dealer organization. The company now has more than five times as many dealers as it had only three years ago. With the arrival of seasonable weather, dealer estimates of their May and June requirements are steadily rising. It is reported by the sales department.

GENERAL MOTORS SALES ARE HIGH

Retail Orders in April 209,367—First Quarter Exports 56,937

NEW YORK May 26 (Special)—Alfred P. Sloan Jr., president of General Motors corporation, makes the following statement:

"Retail sales by General Motors dealers to consumers in April were 209,367 cars. This compares with 180,106 for April 1927, a gain of 29,261 cars or 16.2 per cent. This performance for April constitutes a new record month for General Motors as far as deliveries to consumers are concerned, the best previous month having been March 1928, when 183,702 cars were delivered to the public.

"Sales by General Motors Divisions to dealers total 197,597, as compared with 169,067 for April 1927, a gain of 28,530 cars, or 16.9 per cent.

"These figures include passenger cars and trucks sold in the United States, Dominion of Canada and overseas by the Chevrolet, Pontiac, Oldsmobile, Oakland, Buick, LaSalle and Cadillac manufacturing division of General Motors."

"During the first quarter of 1928 General Motors cars sold to overseas dealers totaled 56,937. This compares with 29,443 cars and trucks sold to overseas dealers in the first quarter of 1927, an increase of 27,494 units or 44.4 per cent. The figure of 56,937 units for the first quarter of this year represents a record quarter for overseas sales, the best previous record having been 53,049 cars in the second quarter of 1927."

DISAPPOINTMENT OF AN AUTOMOBILE

Mr. O'Row: My husband's car is the latest car out, you know.
Mrs. Cutter: Yes, so all the neighbors say—and every night, at that, my dear.
—Chicago News.

THE USUAL SIGN

Neighbor: I see Jones is going to buy a new car.
Wife: How can you tell?
Neighbor: He's letting his wife drive the old one.

200,000 Buyers Can't Be Wrong

When the Pontiac Six was first introduced less than two and a half years ago, immediate buying enthusiasm was aroused. The public accepted the statement of General Motors and Oakland that here was a new car offering six-cylinder value never before enjoyed at such low price. 75,000 Pontiac Sixes sold in 1926 established a world's record for a new make of car. Sales for 1927 carried the total of satisfied Pontiac owners beyond the 200,000 mark. And now, even if its unrivaled value could not be proved by comparison with other cars in its field—even if its superiority could not be demonstrated by scores of advanced features combined in no other low-priced six—even if all its claims to leadership were based on generalities—you could still buy the Pontiac Six with complete confidence . . . for 200,000 buyers can't be wrong!

2-Door Sedan, \$745; Coupe, \$745; Sport Roadster, \$745; Phaeton, \$775; Cabriolet, \$795; 4-Door Sedan, \$825; Sport Landau Sedan, \$875; Oakland All-American Six, \$1045 to \$1255. All prices at factory. Check Oakland-Pontiac prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

JENNINGS & SHUMATE PONTIAC SIX

PRODUCT OF *new solids* GENERAL MOTORS

USED CARS

with an OK that counts

What the RED OK TAG means to you

During the last few months the popularity of the Bigger and Better Chevrolet in this community has reached spectacular proportions. As a consequence, we have taken in a large number of good used cars. Many of these cars have been thoroughly inspected and reconditioned where necessary. To protect the buyer the red "O. K. that counts" tag has been attached to the radiator caps of these OK'd cars. Look for this tag and KNOW that you are getting honest value!

✓ Motor
✓ Radiator
✓ Rear Axle
✓ Transmission
✓ Starting
✓ Lighting
✓ Ignition
✓ Battery
✓ Tires
✓ Upholstery
✓ Top
✓ Fenders
✓ Finish

OK

A few of our exceptional Used Car Values "with an OK that counts"

1925 CHEVROLET TOURING Duoce finish, 5 good tires, license, good upholstery, motor reconditioned. Car has had the best of care. Price \$375.	1924 DODGE TOURING Has balloon tires, license and a good spare tire. Motor in good shape, and some extras. Price \$165.	1922 OVERLAND TOURING Has good tires, license, runs good, has good top. Price \$160.
1924 CHEVROLET TOURING Has 5 good cord tires, only run 3500 miles. A real bargain.	1923 CHEVROLET TOURING Has 5 balloon tires, bumper, motor reconditioned, good top and back curtain. Price \$175.	1926 CHEVROLET SEDAN Has good tires, good upholstery.

Blue Mountain Garage

M. A. HARRISON, Mgr. Opposite P. O.

Dependability, Satisfaction and Honest Value

Check and Recheck!

You'll never approach

CHRYSLER "62"

Value elsewhere

Business Coupe	\$1065
Roadster (with rumble seat)	1075
Touring	1095
2-door Sedan	1095
Coupe (with rumble seat)	1145
4-door Sedan	1175
Landau Sedan	1235

If you are planning to spend \$1065 to \$1235 for a six-cylinder motor car be certain you are buying all that your money should purchase.

Make sure that your choice embodies all of these measures of performance, comfort and value which are in Chrysler "62":—Rubber shock insulators—instead of metal shackles—for utmost riding comfort; self-equalizing hydraulic 4-wheel brakes; 7-bearing crankshaft with interchangeable shimless bearings; saddle spring-seat cushions; balanced front wheels for utmost safety in driving at higher speeds, etc., etc.

These, with new lower prices, set the "62" still further apart as greater value than you can obtain elsewhere for hundreds of dollars more. Demonstration easily substantiates every claim for it.

Sensational New Low Prices

All prices f. o. b. Detroit, subject to current Federal excise tax. Chrysler dealers are in a position to extend the convenience of time payments.

WEEKS & BUCHANAN

AUTO Glass Work

We do all kinds of glass work on automobiles.

Windshields
Windows
Doors

La Grande Construction & Supply Co.

Charles Harris, Prop.
1501 Madison