

MANUFACTURERS OFFER 765 CARS

Automobile Purchasers Today Have Plenty Models to Choose From

Motor car purchasers today should have no difficulty in finding the automobile precisely suited both to taste and pocketbook, with 765 types offered by the manufacturers at prices ranging from \$285 to \$12,500, according to George O. Brandenburg, secretary-manager of the Oregon State Motor association, in making public figures issued by the research department of the American Automobile association.

Discussing these figures, Mr. Brandenburg points out that never before has the American public had placed before it such an amazingly complete array of automotive products and such a comprehensive list of price classes.

"One hears much talk," says Brandenburg, "of standardization which, we are told, will wipe out all opportunity for individuality. With 765 car types available, the 'standard' seems pretty remote. Obviously, a person's taste would have to be extremely, even radically, individual if it would be impossible to satisfy it among all these models.

"And look at the prices at which we are offered these automobiles. The list ranges all the way from \$285 to \$12,500. What a picture that lays open! But little imagination is necessary to convert those two figures into a glamorous as well as a practical story.

"Rather than stultifying individ-

uality, the automobile industry today is encouraging it. This holds true among all car makers, from those in the lower price tiers to those occupying positions in the upper levels. The roads themselves are ample evidence of what has happened in the industry. As usual, the motorist is the beneficiary."

Finds Oakland Ideal Car For 7000-Mile Trip

H. G. Salisbury, prominent California sportsman, has just returned to his home after a 34 day motor trip to the Pacific northwest, British Columbia, and national parks in the various western states, during which time he covered a total of 7000 miles during only 20 days of actual driving.

Salisbury, in relating his impressions of the trip, dwells mainly on the splendid scenery encountered and the performance of his car, an Oakland All-American Six cabriolet.

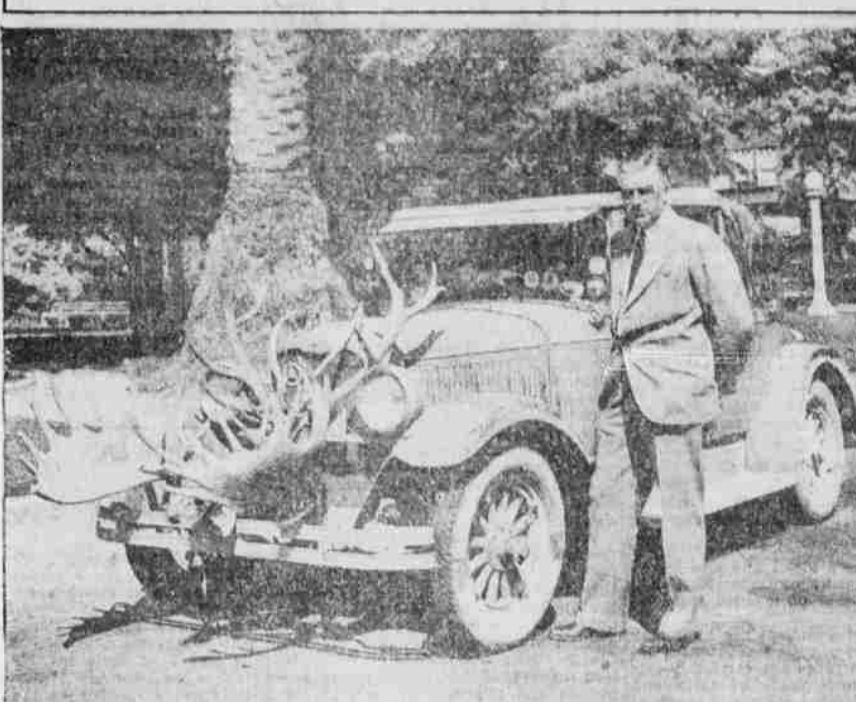
Salisbury, accompanied by his son, Al, left on June 28, driving up the Pacific highway to Washington. From Vancouver, Salisbury took the famous Caribou Trail in British Columbia, following it 610 miles northward to Bakerville, once a thriving mining town of thousands of people, but now just another abandoned mining camp with a population of less than twenty-five.

"The road ended at Bakerville," Salisbury said, "but by following Moose trails, creek-beds and such, we pushed on another 18 miles to Bear Lake, where we left the car and portaged into the lake country with a guide. It is the wildest country I have ever seen, and as we canped through the lakes, we saw hundreds of moose and caribou, and an occasional bear."

"In all the 7000 miles of driving during our trip, which took us through the northwest, into Canada, and some of the western states, we did not have a single bit of mechanical trouble with the Oakland. We never found a single hill that the car couldn't make in second gear, except once we had to go into low when for many miles the mud was as high as the car's axles."

"Twenty of the 24 days we were away, were devoted to driving, and of the driving days 13 were through rain and mud. I can't say too much for the performance of the Oakland. Our gas average was 17 1/2 miles to the gallon, while the oil consumption was very small."

ALL-AMERICAN QUALITIES PROVEN



Following the famous Caribou Trail into British Columbia, Canada, H. G. Salisbury, prominent California sportsman, drove his Oakland All-American Six cabriolet shown here to the end of the road at Bakerville, B. C., and then continued on a distance of 18 miles to Bear Lake, "without benefit of highway." Despite the lack of a road, Salisbury took his Oakland over old moose paths, dry creek-beds and boulders, the car never faltering. In travelling 7000 miles in 20 days 18 of the driving days were through rain and mud.



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Dirt in oil means wear. That is why you should have the Oil Filter on your car tested regularly. An AC Renewal Cartridge makes it as good as new.

We are fully equipped to install the Renewal Cartridge if required.

Durant Company Announces Its New 1929 Four

The Durant Motor company of California now announces the 1929 Greatest Durant Four.

The new models are improved throughout over the former models; having new advanced body lines, brilliant body colors, roomy body interiors, and as in all Durant motor cars, perfect balance and unrivalled comfort and performance, states the local Durant dealer.

"For the first time in automotive history it is possible for buyers of cars in this price class to own an automobile with a body that is practically rattle-proof, squeak-proof and rumble-proof," he said yesterday. "Constructed on the same principle as that used in the manufacture of many of America's finest motor car bodies, the bodies of the 1929 Greatest Durant Four models have ten per cent more wood in them than the bodies of any cars of corresponding size, regardless of price.

"Through an exclusive development by Durant engineers, all body joints and metal surfaces are insulated against squeaks, rattles, and other noises, with the result that these new motor cars offer the luxury, comfort and distinction of cars costing five times as much."

There are now 59 railroads using motor trucks, 47 for terminal operations, 13 for store door delivery and 17 to replace local freight trains, according to the Oregon State Motor association.

He: His ears remind me of a pair of front fenders.
She: So big, aren't they?
He: And they're on the two sides of a vacuum tank.

Dale Cox



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Motor World's First Families To Be Honored

"Real first families of motor-dom" should be brought before the public's admiring gaze next January," says Dr. E. B. McDaniel, director of the American Automobile association, commenting upon the contest recently announced by the national automobile chamber of commerce which has for its purpose the discovery of the oldest car in America.

"We of the American Automobile association have reason to be interested in this unique contest conceived by our sister organization," says Dr. McDaniel in commenting upon the plan which contemplates exhibition of the prize-winning car at the New York automobile show in January. "The A. A. A. was established in 1902, when motoring was more of a name than anything else.

"The chamber's stipulation that only cars built before 1900 will be considered is eligible in its content is going to limit the number entered to a considerable extent. There are plenty of old cars in the United States, and plenty of them still running, but when you get back before 1900 you're getting into the ancient class.

"Still, a contest like this probably will bring out a surprising number of vehicles of proud and lengthy lineage. Frankly, it strikes us as being a great idea, and we're going to watch the outcome with real interest. The 'horseless carriage' that wins certainly will deserve the homage which the show crowds are sure to bestow."

To provide the maximum smoothness and quietness demanded today by the motoring public, the Oldsmobile engine is entirely insulated from the rest of the car by its new type of rubber support and a front universal joint of rubberized fabric. The insulation is so complete that a woven copper strap is used to "ground" the engine to the frame so that the electrical system will function properly.

THE GARDEN

STRANGE BLOOMS FOR EARLY SPRING

The fritillarias, members of the lily family, furnish two very interesting bulbs for early spring in the crown imperial, fritillaria imperialis, and the queen hen flower or checkered lily, fritillaria meleagris, whose inch-wide drooping bells bear a pattern in purple and white or light and dark purple like a checkboard. The crown imperial is the largest and tallest growing of the spring bulbs. It sends up a stout stem to a height of from two to three feet surmounted by a tuft of glossy foliage from beneath which droop a circle of large orange to bright red bells. It is a stately plant for the back of the border.

The bulbs are huge in size and often cause the purchaser to believe he has been given worthless A. A. bulbs because there is a bit hole in the middle of them. This is the nature of the bulb and the hole belongs there. Failure often results from planting these bulbs as deeply in the earth as one would a lily, hyacinth or daffodil. They should not have more than two inches of soil above them. Set too deeply they send up stems but do not bloom and gradually dwindle and disappear. Once established they are long-lived subjects. They do not, however, flourish in light soils without special care.

The checkered lilies are more interesting than beautiful with the exception of the pure white variety but make an attractive group of slender stems with grassy foliage from which swing the checkered bells. They make fine companions for the dwarf white and pale yellow dwarf iris. Once established they are steady residents and self-sow and multiply if left to their own devices. They are well worth a place in the border because of their peculiar structure and coloring.

They have as strange a bulb as their giant relative, the crown imperial. It consists of two sections joined by a small coupling at the base of the bulb. These are very small bulbs and should be planted about an inch deep. They resent being buried.

The checkered lilies like a shady situation while the crown imperial rejoices in full sunshine. The former may be interplanted with snowdrops which will give their dainty white bells in February and March and be out of the way when the checkered lilies come into action.

REPAIR TOP LEAKS AT ONCE

Leaks in the top of the open or closed car deserve immediate repair. If the car owner procrastinates long in such a case, the opening may get beyond repair, thus necessitating very considerable expense. In the closed car instance, the fabric and top superstructure rot quickly under such circumstances. It is well to keep the top occasionally dressed with one of the fine substances prepared for this purpose. They should be selected with real care, however, for one may use a worthless product with more harm than good.

WHEN VACUUM TANKS FAIL

Vacuum tanks, among the most efficient units of the modern automobile, rarely give trouble. When they do, the cause usually is found to be dirt collected at the point of gasoline outflow. It can be removed fairly easily, but the motorist should be careful not to go beyond simple cleaning; otherwise, the delicate mechanism may be upset. Real vacuum tank repairs usually are the province of the skilled mechanic.

Motor fatalities, not including grade crossing collisions with railroad trains, now average 27 to every 100,000 motor vehicles registered, according to the Oregon State Motor association.

A Stamford, Conn., man obtained two lottery tickets as a favor to a friend and got 10 cents commission. He was fined \$100 and costs for the sale.

The burr of the Scot, the broad ah-ahs of Oxford and the Cockney dialect are being put into movies at London's first talking film studio.

OUT OUR WAY. By Williams



PRODUCTION OF DESOTO IS UP TO 500 A DAY

That production of the Chrysler-built new Desoto six had reached nearly 500 cars a day by the end

of September, was revealed yesterday by C. W. Matheson, Desoto vice president in charge of sales, from which it would appear that in less than two months after its announcement, the Desoto six is being produced on a scale never before attained by any other company in the same space of time.

Now that cold weather is due over a large portion of the country, the question of warming motor mobile engines and keeping them at efficient temperatures confronts motorists. This year Oldsmobile has solved the problem by adding a manually operated radiator shut-ter as standard equipment.

THE WORLD HAS A NEW AND FINER MOTOR CAR

Advanced Six Sedan \$1797 (delivered)

Only Nash Offers

Twin Ignition and Bijur and Houdaille

High Compression Motor Centralized Chassis Lubrication Hydraulic Shock Absorbers

PEOPLE everywhere are recognizing, in the new Nash "400," the only car at moderate price, with all the luxury and refinement heretofore furnished by very expensive motor cars.

There is nothing to compare with the performance of the new "400" Twin Ignition motor—the year's outstanding development in power, speed, smoothness and economy.

9 Sedans from \$1066 to \$2249, delivered
8 Coupes, Cabriolets, Victorias from \$1066 to \$2023, delivered

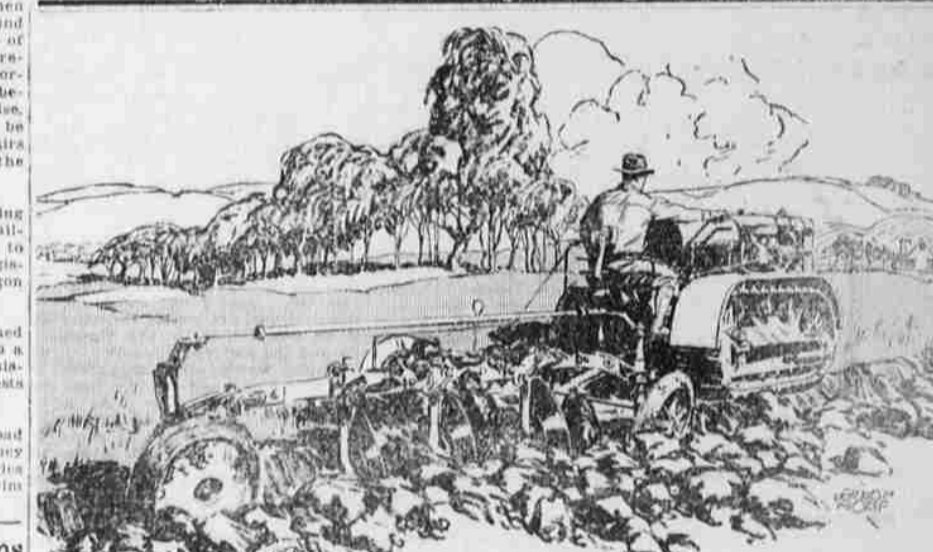
NASH "400"

Leads the World in Motor Car Value

IMPORTANT FEATURES—NO OTHER CAR HAS THEM ALL

Twin-Ignition motor	Aluminum alloy pistons	Bijur centralized chassis lubrication	Longer wheelbases
12 Aircraft-type spark plugs	New double drop frame	Electric clocks	One-piece Salon fenders
High compression	Torsional vibration damper	Exterior metalware chrome plated over nickel	Clear vision front pillar posts
Houdaille and Lovejoy shock absorbers (see later Nash monthly)	World's easiest steering	7-bearing crank-shaft (balloon crank type)	Nash Special Design front and rear bumpers
Salon Bodies			

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"Caterpillars" pay dividends to farmers

"Caterpillar" Satisfaction

SATISFACTION in a staunch and enduring tractor of hardened grit-resisting steels — of tracks that grip — of precision workmanship — all built up to endurance standards not down to a price. Satisfaction in extra profits earned, from increased production per man, from better tillage and lessened costs per acre — in pride of ownership and the constant challenge to the difficult job. Satisfaction in the worry-free serenity, the new independence that removes drudgery from the farm and laughs at weather, soil and time — that makes the farmer a manufacturer of crops. These things mean "Caterpillar" track-type tractors.

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