

MANY MOTORISTS
VISIT WALLOWARecreational Report of
Forest Office Shows
Summer Total 12,055

WALLOWA, Ore., Nov. 2.—The total number of recreational visitors in Wallowa county during the summer season of the Wallowa National forest this year was 12,055, an increase of 2973 over last year, according to the recreational report of the forest office in Wallowa, just completed.

All of the four recreational centers of the forest show a gratifying gain over the preceding year, but it remained for the Bear Creek-Sled Springs district to attain the highest popularity with a total visitation of 4005, as against 2600 for its nearest rival, the Imnaha-Snake district.

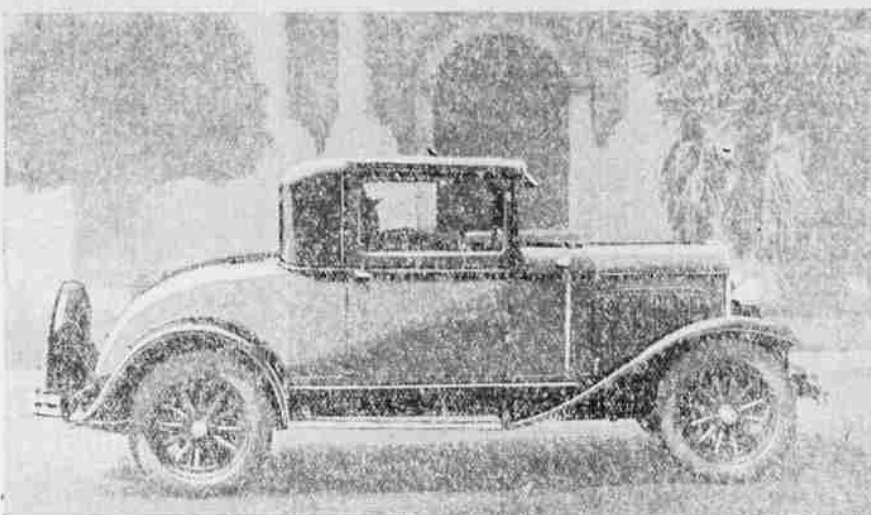
The Joseph district was third with a total of 1828 while the Chasmodine was fourth with 1056.

For comparative purposes the following table will be of especial interest to those who are interested in knowing what number of the visitors were hikers, picnickers, campers or transient motorists and what mode of conveyance they used:

Class of Visitors	
Transit	1400
Camp	1600
Picnic	300
Hike	500
Motorists	12,055
Transit	1400
Camp	1600
Picnic	300
Hike	500
Motorists	12,055
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Small boat is one of the veteran employees at the Oldsmobile factories having been employed in the paint department for 22 years. For years he striped every Oldsmobile.

Real Spanish Background For DeSoto



HERE is the new Chrysler-built DeSoto Six Business Coupe in front of the Mission DeSan Francisco De Asis, popularly called the Mission Dolores since its foundation in 1776. Chronologically it is the sixth of the chain of Spanish Missions established in California by the Spanish Padres and extending from Mexico to San Francisco, the northernmost point reached by the Fathers in Upper California.

Russians Study
Oregon Methods
Of Road Building

SALEM, Ore., Nov. 2 (AP)—A study of Oregon's highway system, methods of maintenance and road machinery was made by three Russian engineers who were guests of the state highway department here Wednesday. They are Sergius A. Vassiliev, engineer of Russian lines of communication; A. Z. Georgiadze, chief engineer of public roads for Trans-Caucasia, Southern Russia; and B. M. Galperstein, chief engineer of public roads in the northwest sector with headquarters at Leningrad.

As guests of Roy A. Klein, state highway engineer, the visitors were shown the road system around Salem and the highway shops. They left here for a trip over McKenzie Pass. They will travel over the Dallas-California highway to Crater Lake and Medford and in California will be guests of the California highway department. The Russians said that highway problems in Oregon are very similar to those of Russia.

Most Motorists
Take Two Tires
When Buying

AKRON, O., Nov. 2.—Some interesting facts relating the customs of motorists with relation to their tires were revealed here recently by tire engineers of The B. F. Goodrich Rubber company. These facts were obtained through a survey of several thousand motorists in many large and small cities in most of the states in the union in which motoring conditions vary. The survey was carefully made, to gain a general idea of the services tires are giving under varying conditions.

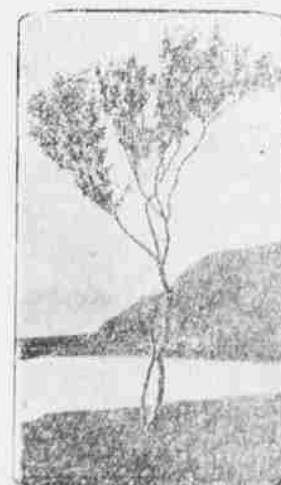
In view of the fact that automobile production is steadily increasing, the revelation that more than half the thousands of cars checked during the survey are more than three years old is rather surprising. Tires on more than 90 percent of these cars were found to be in pairs of the same brand. This indicates that most motorists buy at least two tires at a time. About one-fourth of the thousands of motorists interviewed bought sets of four tires when replacement was necessary.

Evidently most motorists have more confidence in the ability of repair men than they have in themselves; only a very small percentage of the motorists interviewed repair their own tires, and tires. Almost without exception these motorists bought new tires when they bought new tires and the greater number seemed to have decided that a tire store is the best place to buy tires. Goodrich tire dealers claim that tire inspection and inflation services are inducements that bring motorists to tire stores for their tires.

Automobile Salon
Shows Finest Cars

NEW YORK, Nov. 2.—Speakers of the chassis and body fields in the automotive world are concentrating their efforts on new creations and designs to be exhibited in models for exhibition at the Twenty-fourth Annual Automobile Salon, to be held from Dec. 2 to 6, inclusive, in the main lobby and on the ballroom floor of the Hotel Commodore.

Chassis to be exhibited at the New York Automobile Salon will include the Cadillac, Chrysler 35, Cunningham, Duesenberg, Franklin, Isotta Fraschini, La Jolla, Lincoln, Mercedes, Mitsuoka, Packard, Pierce-Arrow, Renault, Rollie-Royce, Stutz-Knight and Stutz. Special exhibits of custom coachwork will be presented by Brewster, Buick, Castagna, Derbiste, Dietrich, Fisher, Fleetwood, Hotchkiss, Judd, La Jolla, Lutz, Murphy, Rollston, Weymann and Willoughby.



FARTHEST NORTH of all trees on the earth's surface—that's the title claimed for this hairy tree that grows far inside the Arctic circle, at Hammerfest, Norway.

\$4,500,000 LOSS
TO ROADS SEENGood Roads Association
Points Out Dangers
From Dunne Bill

(From Good Roads Association, Portland)

The tax status of the old car before the coming legislature receives around the question of constitutionality. It may be found necessary to submit a constitutional amendment to the people before declining dollar-value, or even age as a factor in reduced transportation value can be recognized in Oregon's motor vehicle taxation. But there would be no legal barrier to a percentage reduction in license fees, with a gas tax to make up the loss. Many believe that this method, with perhaps a two-increment plan of paying the reduced fee, is the answer to the problem. Certainly it is the easiest, and at the same time much quicker than postponement necessitated by the submission of a constitutional amendment.

The 1929 Oregon legislature will not make the mistake of permitting differences of individual opinion as to the method of tax reduction to interfere with revision. To do so would further inflame the motoring public, invite numerous radical initiative measures, and alienate the support of many people who believe that this tax reduction should be a function of the legislature—and that the legislature will act at the session which convenes next January.

To charge that those advocating the deficit of the Dunne license fee reduction measure are stand-patters—sits actually opposed to any change—is both unjustified and unfair. The most cursory examination of the Dunne bill, plus acceptance of the very obvious fact that most people who vote for the Dunne bill will not vote for the two-cent increase in gas tax, shows a threatened annual highway loss of \$4,500,000. This loss would prevent any new construction, prevent acceptance of federal aid, and reduce maintenance funds from 20 to 10 percent.

Opposition to the Dunne bill, which has many weaknesses other than actual loss in highway revenue is coupled with just an instant demand for tax readjustment that will satisfy the majority of Oregon motorists and guarantee normal expansion and adequate maintenance of our highway system.

BUSY STREET
SIGNAL LIGHT
AIDS TRAFFIC

Signal traffic lights have increased the capacity of streets in addition to reducing accidents according to Frank E. Remsburg, traffic engineer of the Oregon State Motor association.

"According to a survey made in 1926 by the National Automobile Chamber of Commerce," continued Mr. Remsburg, "signal lights are both reducing the number of accidents and increasing the vehicle capacity of streets."

A questionnaire was sent to 76 cities. Twenty-nine of these cities reported that the use of signal lights reduces the number of accidents, two stated that it does not, and the remainder made no comment.

"Twenty-nine reported that the adoption of lights has made it possible to increase the volume of traffic on streets. Five, that signal lighting is not helpful in this respect, even though useful as a safety measure, and the remainder made no comment."

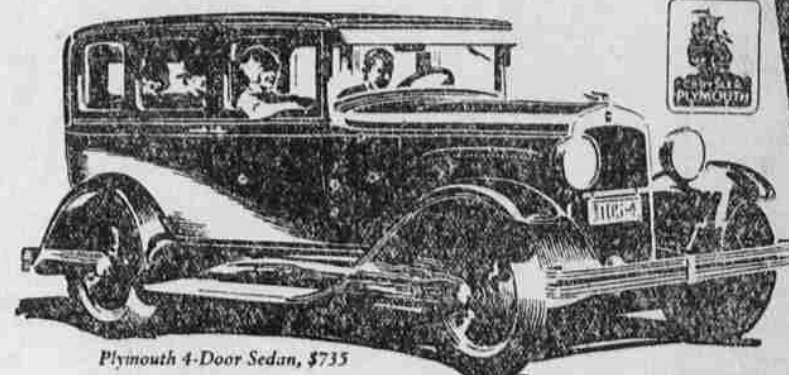
Zep And Cadillac
Engines Same Type

In the "Great Zeppelin" (120127), trans Atlantic visitor to the United States and the largest Zeppelin ever produced, the power plant is composed of five Maybach engines, each having 500 horsepower and built on the V-type principle of engine design. The engines are similar to those used in 2152, the V-8 P. "Los Angeles." The present night is commonly heralded as the greatest achievement in aeronautics. It is the third transatlantic flight of a dirigible, and the first flight in the world's history in which a dirigible carried both passengers and mail.

Zep pilots V. Hinkelbaker, world-war hero and now assistant commandant manager of the Zeppelin Luftschiffbau, states that it is the same principle of engine design as was selected by the 1927 Trans Atlantic Car company some 12,000 years ago and that it was powered by Cadillac and later by the Zeppelin organization for similar engine efficiency, dependability, economy and general suitability to each case.

116 Deaths Occur
From Auto Wrecks

CHICAGO, Nov. 2 (AP)—A record number of deaths in one month from automobile accidents, 116, was recorded in Chicago during October. Never before had the list hit the hundred mark in a single month. A total of 371 have been killed in automobile crashes since January.

Changing
a Nation's Habit . . .

Plymouth 4-Door Sedan, \$735

More and more the millions who count the cost of motoring realize how clearly the new Plymouth overshadows in actual dollar value the few other cars in this field.

Not longer is their question, "How low is the price?" Instead, they ask, "How much do I get in size, style, performance and quality for my dollar?"

The answer is easy. Plymouth presents vivid contrasts in adult-size, beauty and luxury. New and distinctive design—slender-

profile radiator, arched windows and "air-wing" fenders.

Road performance tells an even more convincing story—generous power, speed, and startling quiet from the new "Silver-Dome" high-compression engine, using any gasoline. And the safety of internal-expanding hydraulic 4-wheel brakes, positive in all weather.

See and drive the new Plymouth! You will at once know why it is upsetting all buying habits in the lowest-priced group.

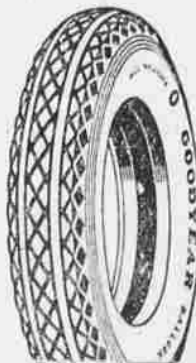
\$675
AND UPWARDS

Roadster . . . \$675
(with rumble seat)
Coupe . . . 685
Touring . . . 695
2-Door Sedan . . . 700
De Luxe Coupe . . . 735
(with rumble seat)
4-Door Sedan . . . 735

All prices f. o. b. Detroit. Plymouth dealers are in a position to extend the convenience of time payments.

CHRYSLER
PlymouthL. W. WEEKS
Holmes Bldg. Phone 180-JTired
TIRES
are like tired race horses

Their sinews (cords) can't stand the strain of side-wall flexing. They begin to tire—just as the horses' muscles tire. Fatigue increases rapidly. Resistance is reduced. Then without warning they give out—miles too soon. Goodyear Supertwist Balloons—with sinews of patented Supertwist elastic cord—absorb fiercest flexing with ease. They never get tired. They pull up at the finish—miles ahead of the field. Why risk "tired" tires?

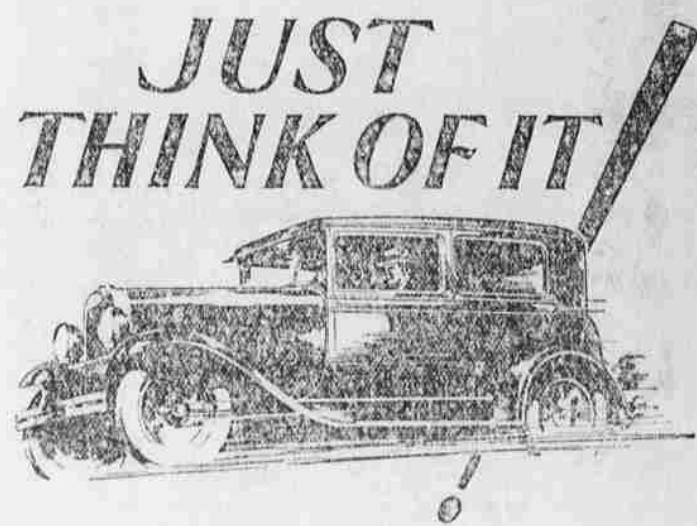
See how little
Goodyears cost youAll Weather
Tread
30x3 1/2
\$9.65Pathfinder
30x3 1/2
\$6.30

Come in and let us demonstrate the difference between Supertwist and other cords

GOODYEAR

The World's Mileage Champion

W. H. Bohnenkamp Co.

TWO-DOOR SEDAN
\$925

F. o. b. Lansing, Spare Tire Extra

Fisher Bodies; a Great New 55-h.p. Engine; a Silenced Chassis; Four Lovejoy Hydraulic Shock Absorbers—and Complete Fine-Car Equipment

Just think of it! This new Oldsmobile gives you everything you want or need in a motor car, for only \$925 f. o. b. Lansing.

Beautiful new bodies by Fisher—a great new 55-h. p. engine—and such fine-car equipment as four Lovejoy hydraulic

shock absorbers, bumpers front and rear, and vertical radiator shutters.

Come drive the Fine Car of Low Price! Go over it from bumper to bumper. See for yourself what wonderful value you get in this new Oldsmobile!

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