

AUSTRALIA LIKES AMERICAN CARS

United States Paid More Than \$35,000,000 Last Year Is Report

WASHINGTON (AP)—In 1928 Australians paid the United States \$35,474,735 for passenger automobiles, \$8,359,294 for trucks and busses and \$4,464,976 for parts and replacements.

Increasing popularity of American motor cars in Australia is reported by L. M. Rumley, general manager of the General Motors export division, with headquarters in New York.

Rumley arrived this week at San Francisco on the Mason liner Ventura from an extended visit in Australia, where he inspected the five General Motors operations in that territory.

"Our Australian operations did a business last year of better than \$5,000,000. We have invested \$9,000,000 in our enterprises there and employ 2000 men and women, of whom 35 per cent are Australian nationals."

"If that is true, Australia is in for an era of unparalleled good times, despite the excellence of its traffic control systems."

Rumley was accompanied by W. D. Hepson, manager of the Pacific branch of General Motors. They are en route to attend the managing directors' conference of the General Motors export division, to be held May 22 to 26, at Shawnee on the Delaware.

The conference will be attended by the executive heads of General Motors from the 130 different countries overseas in which the corporation is operating, through nearly 5,000 local distributors and dealers.

"Last year General Motors sales," said Rumley, "reached approximately \$200,000,000."

Bunting Company Sells Tractors To Burns Plant

The Bunting Tractor company of La Grande, which operates in Eastern Oregon and a part of Idaho, last week delivered to the Edward Hines Western Pine Lumber company at Burns, Ore., an initial order of tractors and tractor equipment. The first units they have purchased will be used for the next two or three months on railroad grading and construction.

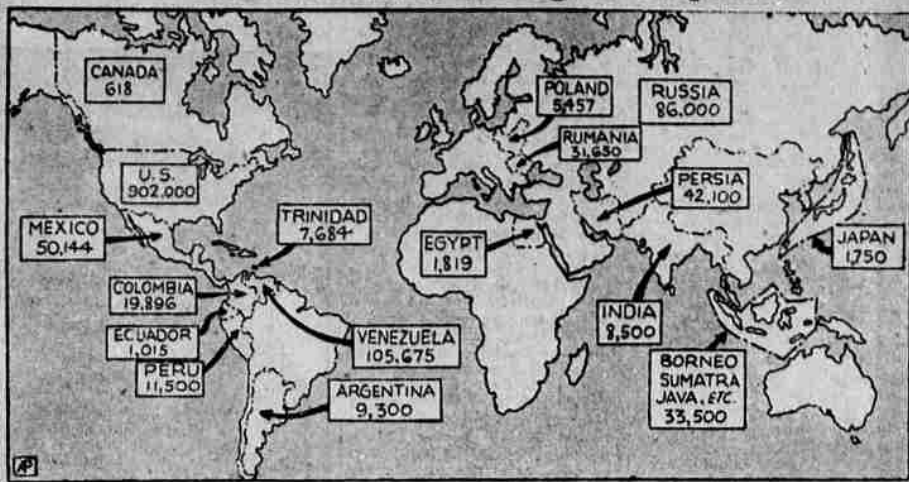
The active logging operations will not start until about August. Several other sales are reported by the Bunting company, as follows:

Caterpillar "60" cruiser to the Baker county court. Caterpillar "20" to C. L. McKinnis, of Summerville. Caterpillar "30" cruiser to the Gem Irrigation district at Homedale, Ida. Caterpillar "30" to N. K. West. This is the second purchase by Mr. West in the last year.

SAFETY FIRST IS SLOGAN OF HIGHWAY BODY

"Safety First" has been the slogan of the state highway commission as regards the replacement of bridges which either through age or the growth of traffic have become unsafe. During the past two years, the highway department has constructed on the state highway system a total of 43 bridges (many of them replacements) expending for bridge construction work approximately \$260,000.

Oil Conservationists Willing to Cooperate



The map indicates the scope of the petroleum industry over the world, the figures giving production in number of barrels.

NEW YORK (AP)—The United States government's refusal to give full support to the oil industry's huge conservation program has brought the question to the forefront of the federal courts.

At the same time an important group of oil producers is disposed to accept whatever cooperation the federal oil conservation board is willing to give instead of challenging the anti-trust law.

Secretary Wilbur wrote a letter to the American Petroleum Institute saying the board would seek the cooperation of state governments to check drilling operations. The secretary, as spokesman for the board, invited the oil industry to act similarly through state governments.

Conservation is not a new subject. Britain curtailed rubber, Cuba curtailed sugar, Brazil curtailed coffee, but it has remained for the oil industry to try cutting down production on a gigantic, international scale.

Mergers, consolidations and combinations in banking and industry are the order of the day and constitute a basic factor in the present phase of economic development. The world oil industry contemplates no merger but has made a "gentlemen's agreement" to check production.

Walter C. Teagle, president of Standard Oil for New Jersey, President Roosevelt of the American spokesmen for the curtailment program believe that overproduction is injuring the industry and indirectly the public. They disclaim any desire to lock horns with the government.

They propose to keep production during 1929 down to the level of 1928 by fixing a daily maximum of 2,400,000 barrels. Output during the first three months of this year averaged 2,600,000 barrels daily. This would bring the total for the year to approximately 1,000,000,000 barrels.

The United States dominates the industry and must be the final battlefield where the legality of conservation will be decided. American capital controls 95.16 per cent of production in the United States, 71.92 per cent of Mexican production, 59.71 per cent of Venezuelan, 100 per cent of Colombian, 81.16 per cent of Peruvian, 59.13 per cent of Canadian and scattering percentages in Rumania, East Indies, Argentina, Poland and Trinidad.

American companies also hold important rights in territories where production has not been launched on an important scale. The cooperation of the Royal Dutch interests in any curtailment program is conditional on the success or failure of the American program.

In any case it is expected that Sir Henri Deterding, head of Royal Dutch, would continue his cutting of production to Venezuelan and Mexican fields. Through the association of Sir Henri and Sir John Cadman, head of the Anglo-Persian, any plan that might be agreed upon would affect the Anglo-Persian's holdings in Persia and Argentina.

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390 Railroad Grade Crossings Eliminated

WASHINGTON, Apr. 27 (AP)—A total of 390 railroad grade crossings were reported by the bureau of public roads to have been eliminated last year from the federal aid highway system.

Of these, 107 were eliminated by the construction of underpasses or overpasses, and 283 by relocation of highways. Since 1917, the bureau said, 4,291 crossings have been excluded from the federal highways.

Motor Fuel From Sugar Cane Waste

WASHINGTON (AP)—Manufacture of motor fuel from sugar cane waste by an oil company in Queensland, Australia, has been reported to the department of commerce through its trade commissioner in Sydney.

The alcoholic product, which is a component of a new "anti-knock" motor fuel, will be manufactured in a new plant being erected at Queensland. The experiments with sugar cane waste resulted in the production of a 99 per cent pure alcohol, said to be capable of mixing with gasoline in any proportion.

The plant, capable of producing between 500,000 and 600,000 gallons of the new fuel annually, is owned by the National Power Alcohol company of Australia.

T. R. MAXWELL TO HAVE RICHFIELD

T. R. Maxwell, independent distributor in this section for many years, announced today that he has brought in the well known Richfield products which he will distribute in Union county. Mr. Maxwell continues his position as an independent distributor and at present, says that he expects to be in a better position to furnish his patrons with quality gas and oil than ever before.

His offices are now located at 1505 Jefferson avenue, next door to the Pacific Fruit building, and his tanks are at Island City.

He regards the Richfield products as being one of the best on the Pacific coast and within a few days he expects to have his distribution going full blast, although he is supplying his customers at present.

Stations dealing in Richfield will be easily identified by drivers, as in front of each one will be a plastered statue on an ornamental base, with a miniature racing car adorning the top.

Coincident with Mr. Maxwell's announcement comes news from the Richfield Oil company of California that it has just increased its production 8,000 barrels daily in the completion of three wells at Signal Hill; namely, Meador No. 2, producing 2,500 barrels of oil from a depth of 7,021 feet; Butler No. 1, making 1,300 barrels from a depth of 7,191 feet, and Bernstein No. 4, flowing 4,200 barrels daily from a depth of 7,325 feet.

These wells are somewhat deeper than other producers in the immediate vicinity and prove up a zone of greater saturation than known in wells heretofore drilled. It is the belief of company geologists that this producing sand will be found for an additional depth of 600 feet. In addition, these three wells are making a combined total of approximately 10,000,000 cubic feet of gas daily from which a recovery of 25,000 gallons of casinghead gasoline is being obtained.

From a financial standpoint this additional production is of particular importance as gathering lines are already in existence in Signal Hill where Richfield's main refineries and gas absorption plants are located, so that the withdrawals are being handled at a minimum expense.

Because of the remarkable results in these three last completions, taking into consideration the past enormous output of Signal Hill and the manner in which these new wells are sustaining production, Richfield, in view of its large holdings in this area, feels confident that it will not only be able to maintain its present rate of production for a considerable period but is in a position to increase it from a new well standpoint when necessity arises.

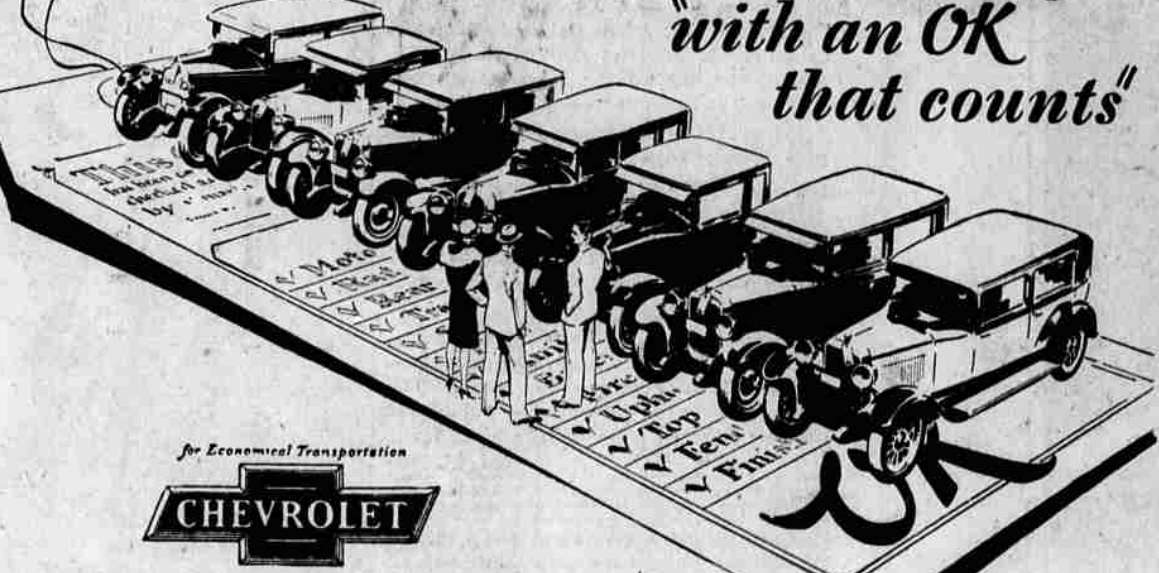
Amazing New Comfort from these Lovejoy Shock Absorbers

A new model of the famous Lovejoy Hydraulic Shock Absorber is now available for small, light cars. Built by Delco-Remy, this up-to-the-minute device will outlast the car and will give unvarying performance without the annoyance of peil-

For light cars \$25 . . . set of four . . . for other cars \$40 Installed by DALE COX

Buy on a Sound Basis!

We stand behind every Used Car bearing the Red Tag "with an OK that counts"



LOOK at these Outstanding Used Car Values

1924 Dodge Business Coupe A-1 shape throughout, mechanically. Appearance 75 per cent new. Tires 70 per cent. 1929 license.

1928-52 Chrysler Deluxe Coupe Just out of the shop, thoroughly reconditioned. New tires, rumble seat, bumpers, front and rear, 1928 license

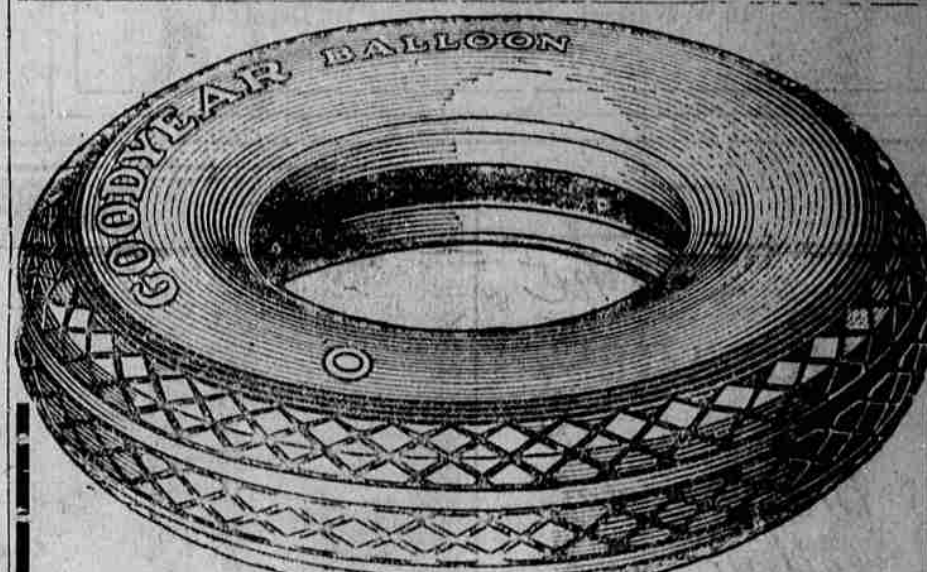
1926 Ford Coupe Reconditioned and new paint job. Extra transmission 3 to 1 ratio.

Standard Six Stude. Sedan—1925 Mechanically perfect. Many miles of real service. General appearance of car above average. Good rubber

Garford Truck 2-Ton Recently overhauled. Oversized pistons in reconditioned cylinders. Flat body stake type. Lots of good service left in this truck at a reasonable price.

LARISON CHEVROLET Co. G. L. LARISON, Prop.

Look for the Red Tag "with an OK that counts"



TO THE USERS OF GOODYEAR TIRES

To you who have been using Goodyear Tires for years—to you who started to use Goodyear Tires in 1928—and to new car buyers who, this Spring, will obtain Goodyear Tires on their cars—we address this message. Your judgment, which caused you to select Goodyear Tires, has been echoed throughout the world by the most convincing tribute to the superior worth of a product that has ever been paid.

In 1928, although Goodyear was already building millions more tires than any other company, Goodyear still further increased its lead in sales. Although it has been true since 1915 that "more people ride on Goodyear Tires than on any other kind," a greater number of people swung over to Goodyear Tires in 1928 than in any previous year.

And for 1929, so far, Goodyear is again shattering all records for sales. Goodyear's great leadership is growing greater. These tremendous increases in popularity, year after year, permit Goodyear to produce, by reason of lower costs, the finest quality in tire history at the lowest prices on record.

Bohnenkamp's