

USE OF GASOLINE MOUNTING IN U. S.

Motorists of America Consumed More than 10 Billions Gallons in 1928

PORTLAND, Ore., June 15.—"Motorists of America consumed over ten billion gallons of gasoline last year," stated George O. Brandenburg, secretary-manager of the Oregon State Motor association in a recent statement.

"All changes, except one, in gas tax during 1928-1929 have been Oregon increases rather than decreases and Oregon was in accord with other states when she raised her gas tax from 3 to 4 cents.

"The average rate per gallon in 1928 was 3 cents; the highest was 5 and the lowest was 2 cents. At the close of the year the rate in effect was 5 cents in seven states, 4 cents in eleven states, 3 1/2 cents in one state, 3 cents in fourteen states and 2 cents in twelve states and the District of Columbia.

"Comparison of the total number of vehicles registered with the total tax collected in the states in which the tax was effective throughout the year shows an average revenue of \$15.99 per vehicle. After deduction of the costs of collection the entire net revenue was used for rural road purposes in 35 states. In the remaining 13 states and the District of Columbia a total of \$18,491,754 was devoted to other purposes. In 3 states a portion of the collections was used for public school purposes.

"All of the gas tax money in Oregon is used for road purposes and is placed at the disposal of the state highway department."

More Tractors Are Put in Use By Lumber Men

"Caterpillar" tractors are continuing to find favor with the loggers in this area according to the Bunting Tractor company, local dealers. Two shipments of Model Sixty tractors are now en route for delivery next week.

One of these machines will be delivered to the Mount Emily Lumber Co. of this city. This firm is already operating four Sixties and the five tractors they will now have will all be used in their logging operations in the Starkey area.

Stalcup Brothers, of this city, are taking delivery of another of the machines for use in the logging operation of Bowman-Hicks Lumber Co., near Maxville, in Wallowa county. Stalcup Brothers will operate another "Caterpillar" Sixty which the Bowman-Hicks Lumber Co. has on the job, also.

A third cruiser is for delivery to Ralph Davis, of Baker, Oregon, who will use it on a logging contract for the Stoddard Lumber company of that city. The Stoddard Lumber company owns and operates a large fleet of "Caterpillar" tractors, also.

L. E. Stiff and M. J. Orndorf, of Boise, Idaho, have just taken delivery of a "Caterpillar" Thirty tractor from the Boise office of the Bunting Tractor company. They will use the tractor in their farming operation near Boise.

Willys-Overland Export Business At High Level

TOLEDO, O., June 15.—Willys-Overland established a new high record on export business in the first five months of the current year with an increase of 44 1/2 percent over the same period of last year. During the first five months of 1929, the company shipped 22, 122 Whippet and Willys-Knight to the foreign markets as compared with 15,309 cars shipped in the first five months of last year.

Indications are that the June export business will maintain the same proportions since plans call for shipment of a large volume of the new Whippet Six one and one-half ton commercial units which were recently announced by the Willys-Overland company, in addition to shipment of the Whippet and Willys-Knight passenger cars.

The Villan Recent Bride: I can't find it any longer, judge. My husband actually sneers at me. (Heartfully) And I was learning to drive just to please him, too.

Judge: What did he say? B. B.: He sat there in the ditch and said: "Holy cats, woman, didn't you see that truck?"—Motor Land.

Too Particular Mrs. City Tourist: That looks like a nice tourist camp. Let's stop there tonight. Mr. City Tourist: Heavens, no. I know their neat-looking camps. They'll make you pick everything up.

Underwater Tube Will Connect Two California Cities Shortly



A tunnel such as the one above will connect San Diego and Coronado, Cal., under the waters of San Diego bay. The cross section (lower left) shows the type of construction, while the map at lower right shows the position of the two cities.

SAN DIEGO, Cal. (AP)—The third large underwater vehicular tube to be constructed in America will be built under San Diego bay, connecting San Diego and Coronado, at a cost of \$6,000,000.

It will be more than a mile long. The Holland tunnel beneath the Hudson river and the George A. Possey tube under the Oakland estuary are the two previous projects successfully completed within the decade.

The new subway, linking the mainland, will supply a new, fast route of travel to Tijuana, just below the international line in Mexico. It will be 35 feet in diameter with a 23-foot roadway and a four-foot sidewalk. At its lowest point it will be 50 feet below sea level.

Method of construction will be the pre-cast type. Segments 250 feet long and weighing 7000 tons each, will be built and launched like a boat, later being sunk into place by ballast. First, however, a trench will be dug at the bottom

of the bay which will hold the segments and eventually dirt and sand will cover the tube its entire length.

As each segment is lowered into place a crew of men will be inside who will break down the coffer dams and connect the ends. Deep sea diving will be resorted to in sealing the exterior.

A feature of the work will be 30-ton anchor blocks placed on the end of each segment. These blocks will be adjusted inside the tube by jacks to true up the subway.

A ventilating system, requiring 16 large electric fans to keep the air in constant motion, will be used. Drains will be installed. Construction will start this year with Francis Betts Smith, San Francisco engineer, in charge of design and construction.

Three of a Kind Once upon a time it was perhaps true that America's three greatest extravaganzas were wine, women and song. Today this old time trio has given place to gasoline, girl and grub.

Last Word in Tires Dealer Declares

The last word in tires, the new Firestone Supreme balloon, has arrived and is on display at the Perkins Motor Co., local Firestone dealer.

"By far the most outstanding tire ever purchased," says W. C. Perkins. Countless special construction features give the tire strength and endurance beyond anything ever produced.

"The experience of twenty nine years of tire building has been utilized in the construction of the new Supreme. In planning, Firestone engineers were told to forget price—but remember value—and build a tire that would be so outstanding in performance and looks that it would set a new standard for the entire industry. We feel that they have succeeded in the highest degree.

"Looking back a few years we recall the old fabric tire that gave 3000 or 4000 miles of doubtful service. Then came the cord tire—a great improvement over the square woven fabric casing that immediately preceded it. Soon afterwards Firestone brought out the gum-dipped balloon. Now the new Supreme—larger, tougher, added endurance and extraordinary beauty for those who demand the best.

"The Supreme tube is equally as outstanding as the tire. It is a deep blue color, and circular molded fitting the casing perfectly.

Traffic Patrol Is Hospitality Group

"The state traffic patrol is the official hospitality commission for the state of Oregon," stated George O. Brandenburg at the annual meeting of the state traffic forum. "The motoring tourist within the state judges the state by the courtesy and thoughtfulness shown him by the state's official representatives.

"The motor association, representing the motorists of the state and affiliated with motorists of every other state, has heard practically nothing but compliments from our visitors for the treatment they have received."

Batson: I understand some of you hens have stopped laying. Betty: Two of them have, anyway. Batson: What's the cause? Betty: A motor car.—The Prophet.

Pull Off Road To Change Tire, Director Urges

This season of heavy traffic on rural highways brings with it the need for repeating a warning against a practice that causes many avoidable accidents, in the opinion of A. M. Wark, director of the Oregon State Motor association. The condition to which Mr. Wark refers is that created by the motorist's failure to pull entirely off the road when changing a tire or making a similar small adjustment or repair to the car.

"Oregon, like many other states, has a specific regulation requiring that the car be driven entirely off the highway if it is at all practicable," says Mr. Wark. "Of course, it is impossible to station motorcycle policemen in positions to enforce this on every mile of the extensive highway system. It is a regulation, however, that should have no police enforcement. Based upon a sound principle of safety, the individual car owner should be willing to abide by it under every condition.

"With states lifting their speed limits, it becomes more and more imperative that the car owner who needs to make a roadside repair take the precaution to move his car from the path of the fast moving traffic. The motorist has been demanding higher speed limits because he knows they are safe, but he defeats their undeniable safety by such practices as this.

"This club and others of the 1925 affiliated with the American Automobile association have records of many accidents that are to be attributed directly to the ignorance of car owners in this respect. A new season of heavy travel is at hand. It is up to the individual whether this condition shall maintain throughout another year.

"The wisdom of the warning, however, should be obvious in a way as to assure an improvement in conditions. If we demand high speeds, we must be willing to make our practices conform to the conditions they establish."

Safety First It was along a beautiful stretch of highway and the telephone line along the way was in the hands of repairmen. She was driving and cooling, when of a sudden she spied the men climbing the telephone poles. "Elmer, just look at those fools," she exclaimed; "do they think I have never drove a car before?"

Absence of Road Markers Explained

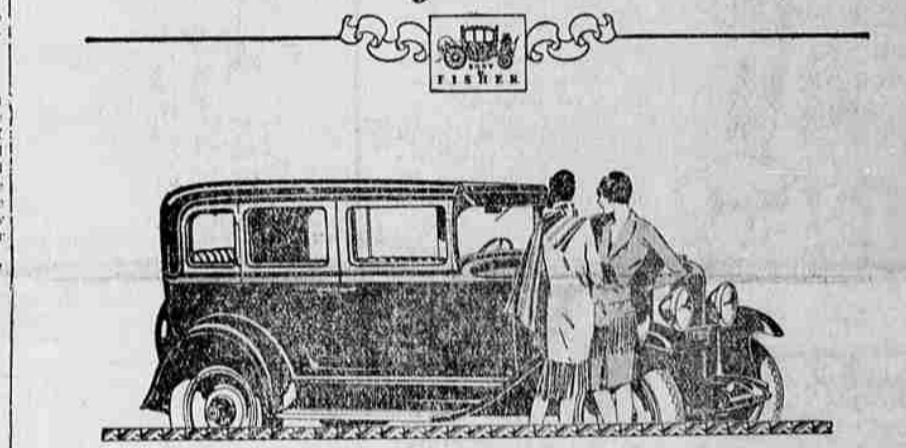
The absence of standard U. S. highway markers in cities through which U. S. highway routes pass is explained by the Oregon State Motor association by the fact that state highway departments have no jurisdiction over city streets and can erect markers only on the highways under their jurisdiction.

City streets which are connecting links are under the direction of municipal authorities and consequently the erection of the markers within the city limits rests with the city officials. A few of the cities have recognized the necessity of erecting the markers within the limits and have placed the standard U. S. markers on their streets.

ANNOUNCEMENT Burgess Battery and Electric Station. Has been appointed official North East Speedometer Service Station FRED T. BURGESS 1308 Jefferson



The Chevrolet Six offers all the Distinct Advantages of BODY by FISHER



STYLE QUIETNESS COMFORT APPOINTMENTS STRENGTH FINISH. The new Fisher bodies on the Chevrolet Six are unusually smart and attractive. Concave front pillars lengthen the profile—the effect of the side paneling extends well up over the roof line—and all rear quarters are artistically molded.

"You'll go many miles before this Car needs gas again!" OPERATING ECONOMY AND REMARKABLY LOW PRICE MAKE WHIPPET EASY ON YOUR POCKETBOOK!

THE new Superior Whippet Four carries on the original Whippet's unsurpassed reputation for low operating and service costs. Though its higher compression engine develops more than 20% added horsepower, with faster speed and pick-up, there is no increase in Whippet's consumption of gas and oil.

WILLYS-OVERLAND, INC., TOLEDO, OHIO

NEW SUPERIOR Whippet FOURS SIXES Gettings & Hanks Jefferson Ave.

Table with car models and prices: ROADSTER \$525, THE COACH \$595, The Convertible LANDAU \$725, The Sedan \$675, The Sport CABRIOLET \$695.

LARISON CHEVROLET Co. 1414-16 Adams Ave. Next to Observer G. L. Larison Mgr. A SIX IN THE PRICE RANGE OF THE FOUR