

APPORTION BIG SUM TO OREGON

State Receives \$14,443,245 For Federal Aid Highway Since 1917.

There has been a total of \$14,443,245 apportioned to Oregon for federal-aid highways since 1917, according to Dr. E. H. McDaniel, president of the Oregon State Motor association, which is affiliated with the American Automobile association.

Dr. McDaniel bases his statement on a survey made by the A. A. A. research department, which gives in detail the figures for each of the several states.

"Oregon's appropriation amounts to approximately one-third and one-quarter million dollars each year and contracts are now under way on the Roosevelt highway. The Willamette and Fremont highways, the Canyon City bypass, the Salmon River cut-off, Drain-Bendport road, Central Oregon highway and several others all being paid for in part from federal-aid funds.

"The total amount spent by the federal government for federal-aid since 1917 is \$888,552,972 or less than one-half of the nation's highway bill in 1928," he continued, "which is a strong argument for an increase in the annual appropriations by the government for this work.

"The American Automobile association is now urging an increase in federal-aid appropriations from the present amount of \$75,000,000 yearly to a maximum of \$125,000,000."

The A. A. A. club executive said that the federal-aid highway system, which has contributed in no small way to national prosperity, is only about one-third completed.

The A. A. A. is a national organization, supported by affiliated motor clubs, sponsored the federal-aid program and has recently secured it since it became a law. The result has been the improving of more than 70,000 miles of important interstate highways, while the completed system will include nearly 200,000 miles. The imperative need for quickly finishing the job prompted the A. A. A. to launch the fight for an increase in the annual appropriations.

First Kid (at the zoo): "Gee-oo-oo! Look! The rhinoceros!"
Second Kid (whose dad took him to the zoo): "That ain't no rhinoceros, that's a hippopotamus. Gee, he ain't got no radiator cap!"
Detroit Motor News.

"What's the matter, dear?"
"Can't get this confounded self-starter to work. I think there must be a short circuit somewhere."
"How annoying! Can't you lengthen it?"—Laporte (And) Thrall Argue.

Auto Makers Try Automatic Oiling

PARIS (AP)—A complete automatic greasing system for automobiles is being tried out at one of the largest French factories.

The oil pump, besides supplying the usual motor, pressure feed pipes, pours oil into the gear shift. From there the excess oil flows by gravity to the differential housing. A second pump sends the oil through small pipes to all grease-cup points under high pressure, the excess returning to the starting point in the crankcase sump.

New Buick Wins The Approval Of Local Motorists

Hundreds of enthusiastic motorists, who have inspected the 1929 Buick introduced in La Grande for the first time recently in the showroom of Vera Jennings have placed their stamp of approval on the new models which reveal sensational advancements in both appearance and performance. It is said. The 1929 Buick line includes three series and 14 distinct models.

The wheelbase of the six models on the 40 series has been lengthened from 118 inches to 113 inches; in the two models of the 50 series from 121 to 124 inches, and on the six models in the 60 series from 129 to 132 inches. The Buick valve-in-head motor on the 40 models has been stepped up to 8.55 horsepower and the larger engine in the 50 and 60 series has been increased to 59 horsepower.

All the new Buick models have been built lower; body lines and contours have been refined; the shape of the radiator has been revised; the margin of the radiator shell has been diminished and thermostatically operated shutters added to the front. The bodies are by Fisher.

A steering wheel road shock eliminating device, which coupled with a fully adjustable worm and roller type steering assembly makes the car singularly easy to steer and handle under all conditions, is one of the mechanical advances embodied in the new Buick. Semi-elliptic springs and double acting shock absorbers, together with a re-extended transmission and clutch are other outstanding features. A sloping, non-glare windshield is another advancement incorporated in the new Buick.

The adoption of a new-type brake is another outstanding contribution. This is a mechanically operated four-wheel system of the internal expanding "Strom" type. This brake is the result of years of research to develop a safety device which would be protected against all adverse road and weather conditions. The new Buick brake is controlled by a patented binged shoe construction assuring smooth operation and the elimination of grabbing.

Name Apartment After Their Car



After considering many names for their new Spanish type apartment house, this Seattle couple decided they would call it after their De Soto Six Automobile. "De Soto Arms" is cut in stone above the door, and on the panels is the crest of the famous Spanish explorer.

\$1000 Spent For Car Today Will Buy \$1130 Worth of Automobile

DETROIT, Aug. 10.—Although it costs 28 per cent more to live today than it did in 1914, the purchasing power of the automobile dollar has increased 12 per cent in that period, according to leading statisticians.

By contrast with 15 years ago, the \$1,000 spent for an automobile today buys exactly \$1,130 worth of car," said L. G. Peed, general sales manager of the De Soto division of Chrysler Motors, in a recent interview at the company's head office at Detroit.

"Cost of living figures prepared by the National Industrial Conference Board, Inc., a short time ago, show the dollar has fallen to 82 cents in purchasing power during this time. On the other hand, there has been a marked increase in the value of the dollar invested in the automobile, the computation of the car dollar's purchasing power being arrived at by dividing the annual production into the total annual value of output in the industry. It is particularly interesting to note that in terms of staple farm products, the car costs the farmer from 24 to 62 per cent less today than in 1913. In other words, the exchange value of wheat, corn, cotton, wool or beef for motor vehicles has become from one and a third to two times as great.

when the De Soto six was introduced, already practicing the most scientific production economies and already had under proper control those raw material sources essential in the building of fine automobiles.

"The unparalleled public acceptance of the De Soto six is evidence that the public has appreciated the value it offers for a low expenditure."

President Eight Now Available In New Tourer

Announcing that Studebaker's famous President Eight is now available in a swanky new tourer was made today by M. J. Goss, Studebaker-Breskine dealer here.

The introduction of the President Eight State tourer marks the return of the sport phaeton as the preferred car of motorists who enjoy the freedom of open car driving.

"The sport touring car of high performance and smart lines, such as the new President tourer, enjoys a unique place in the motor world today," said Mr. Goss. "A decade ago the phaeton was the leading car of the industry, and represented 50 per cent of the industry's production. The rise of closed car production, however, has just reversed that situation, as more than 55 per cent of production is now closed models. The touring car has thus become an exclusive model favored by motorists who take pride in driving the latest and smartest expression of the motorist's mode.

"Every line of the new President's long, low hump body reflects the speed and power of the great 115 horsepower motor under the hood. The President has won the title of world champion car as a result of the unparalleled performance of this motor—the most notable achievement being its run of 20,000 miles in 26,225 minutes in which is established 115 American stock car records and set eleven world records and 23 international records as well.

"The new tourer is mounted on the 135 inch wheelbase, chassis, the length of which has made it possible for Studebaker's body designers to create exceptionally long, low body lines and unusually roomy and comfortable seating arrangements for seven passengers.

"Emphasizing the speed and grace of the body lines is a moulding extending from radiator to rear quarter, widening at the oval and finished in strong contrast to the main body color. Two spare wire wheels, with big chrome plated hub caps and chrome plated retaining rims, are mounted in front fender wells and further emphasize the car's low spring appearance.

Chromium plate, non-tarnishing and long wearing, has been used to advantage in bright metal work on the car.

"Every feature of smartness and convenience has been incorporated in the design of the President tourer. The windshield, with its non-shatterable safety glass and twin automatic wipers, folds forward in a flat position. The top collapses into a trimly tailored top hat."

Veteran Flier Is Afraid Of Auto

KANSAS CITY (AP)—The attitude of Capt. Richard Duncan should be ironic to those persons who hesitate to ride in airplanes. This former flight commander in the English Royal Flying corps never has learned to drive an automobile because he's afraid to do so.

When Captain Duncan, now a flying instructor here, flew to Chicago for his wedding, it was explained that the couple would have a brief aerial honeymoon because "the groom is afraid to drive a motor car."

"Do you ever take Mrs. Glump for a ride in your car?"
"No, with her jabbering in the back seat, my wife couldn't keep her mind on my driving."

TO FIT YOUR CHEVROLET-- 13 TYPES AT 13 PRICES!

But WHICH Type at WHICH Price SHOULD YOU Buy?

See Us—Tire Specialists—For Correct Answer

You use your car differently than others do theirs. You may drive it faster or slower, farther or not so far, with heavier loads or lighter loads. You should have tires of the type to fit your particular needs.

It costs less to consult reliable tire specialists who will honestly analyze your needs. Who will save you money as well as insure trouble-free motoring as long as you keep the car by honestly recommending the lowest-priced tire able to give you all the service you require.

We sell no tires but those made by Goodyear. Goodyears give, as the world recognizes, the best satisfaction. Type for type they cost you no more—frequently less—yet their quality is always higher. Goodyear enjoys lower costs through building MILLIONS MORE tires than any other company. You get the benefit.

More Chevrolet Owners Ride On

GOOD YEAR

Tires Than On Any Other Kind

W. H. Bohnenkamp Co.

ESSEX the Challenger

the Reliability Car of the year

Essex the Challenger has outstandingly established itself as the Reliability car of the year.

How sweeping and convincing are its proofs! In the hands of more than 200,000 owners, the actual service records prove the lowest service costs, and smallest service requirements of any car we know.

Wide Choice of Color at no extra cost

4 Hydraulic shock absorbers—Starter and electric gauge for fuel and oil on dash—Radiator shutters—Adjustable seats, front and rear—All bright parts chromium-plated—Saddle lamps—windshield wiper—glare-proof rear view mirror—controls on steering wheel—electrolock—New type double-action 4-wheel brakes.

\$695 and up at factory

Two Essex cars made the only perfect scores, in the famous international reliability classic, the Tour de France, winning against many far costlier cars of American and foreign make. And every American locality knows Essex the Challenger for some outstanding reliability record—in Arizona, 1343 miles in 24 hours; in Michigan, 1259 miles in 24 hours and in Kansas 1109 miles in 24 hours.

These are but the dramatic representation of the kind of reliability every Essex the Challenger owner knows. Under every condition of climate and road, in hard country usage as well as continuous city service, it has made itself known to its owners and through them to the world as "the Reliability Car of the year."

DOVER, the Super-Six of Commercial Cars, is Now Available

BLUE MOUNTAIN GARAGE

Opposite P. O. O. R. Barnes Auto Co. Elgin, Ore.

M. A. Harrison, Mgr. Walk's Garage North Powder, Ore.

3 NEW CHRYSLERS

NEW FROM THE GROUND UP - IN PERFORMANCE, CONTROL, LUXURY & BEAUTY

"FIVE years ago the first Chrysler car revolutionized automobile design, performance and style. Our corps of great engineers now present new cars even more sensational by today's standards than was the first Chrysler. I can sincerely say that in all my experience there has never before been accomplished such outstanding and revolutionary engineering improvement in any single era of motor car advancement."

W.P. Chrysler

THE NEW '77' ROADSTER (with rumble seat) \$1595 F. O. B. DETROIT (Special Equipment Extra)

"77" \$1595 AND UP	"70" \$1245 AND UP	"66" \$985 AND UP
BUSINESS COUPE..... \$1595	PHAETON..... \$1245	BUSINESS COUPE..... \$ 985
ROADSTER..... 1625	ROADSTER..... 1295	ROADSTER..... 985
(with rumble seat)	(with rumble seat)	(with rumble seat)
ROYAL COUPE..... 1695	BUSINESS COUPE..... 1295	PHAETON..... 995
(with rumble seat)	BROUGHAM..... 1295	BROUGHAM..... 995
ROYAL SEDAN..... 1695	ROYAL COUPE..... 1345	ROYAL COUPE..... 1045
CROWN SEDAN..... 1775	(with rumble seat)	(with rumble seat)
CROWN COUPE..... 1775	ROYAL SEDAN..... 1395	ROYAL SEDAN..... 1065
CONVERTIBLE COUPE..... 1795	(with rumble seat)	(with rumble seat)
PHAETON (including tonneau, cow and windshield)..... 1795	ALL PRICES F. O. B. DETROIT (Special Equipment Extra)	

NEW CHRYSLER "77" AND "70" FEATURES

MULTI-RANGE GEAR SHIFT—Gives new pleasure to driving; makes gear-shifting a joy even to the inexperienced; widens the power range; shift gears as always, but with new ease, quickness and quiet.

DOWN-DRAFT CARBURETOR—Not merely a gravity manifold but a new principle of fueling; complete carburetion; smoother power; higher mileage; quicker operation. Extra-large mechanical fuel pump.

SYNCHRONIZED POWER SYSTEM—Engineered as a unit from radiator to rear axle; new flexibility, smoothness and economy; still longer life.

LARGER ENGINES—Greater piston displacement; greater horsepower, torque and operating economy; seven-bearing counter-balanced crankshaft; Invar Strut pistons; full pressure lubrication; oil filter.

ARCHITONIC BODIES—Absolutely new in principle, non-squeaking, non-rumbling dreadnaught construction; new strength and safety; new slanting non-glare windshield.

NEW SPACIOUSNESS—All bodies 3 inches wider; 3 to 5 inches longer according to type; greater head room; adjustable front seat and steering column.

NEW BEAUTY—Dynamic symmetry; chromium grille moldings; arched windows with chromium archtraves; Pennon louvers; stone-type parking lights. Wide color choice with upholstery to match.

NEW INTERIOR LUXURY—Newly-designed seat cushions; luxurious pillow-type upholstery; metal-ware executed by Cartier, of New York and Paris, world famous jewelers.

NEW RIDING COMFORT—New Paraflex springs; new chimney-type rubber shock insulators; extra-depth girder-type double-drop frame; hydraulic shock absorbers. Oversize 6-ply balloon tires.

NEW DRIVING EASE—Chrysler light-pressure weatherproof internal-expanding 4-wheel hydraulic brakes; finger-thin steel reinforced steering wheel; easy, non-clashing gear control; new cam and lever positive action steering gear; extra-short turning radius; centralized instrument panel.

COPYRIGHT 1929 CHRYSLER CORPORATION

L. W. WEEKS

Greenwood & Jefferson

COMMERCIAL CARS AND TRUCKS