

\$16,272,800 Is Needed To Finish Highway System

PORTLAND, Ore., Jan. 18.—It is estimated that \$16,272,800 will be needed to complete the Oregon highway system. This estimate was laid before the highway commission by the engineering force. The estimate is for construction and does not, of course, include maintenance.

As shown by the report of the engineers, almost \$4,000,000 will be needed on the Oregon coast highway. The next large sum required is on the Central Oregon, or Willamette highway, at \$1,794,000; the Sunlaw, at \$1,750,000; the Pendleton-John Day, at \$1,108,500. The estimate for the coast road is \$3,922,000.

Estimates to complete other roads are: Pacific highway, \$673,175,000; The Dalles-California, \$208,500; West Side highway, \$75,000; The Dalles-California, \$66,000; Old Oregon Trail, \$275,000; Oregon-Washington highway, \$67,500; Willowa lake, \$96,000; Baker-Cornucopia, \$282,000; Baker-Unity, \$129,000; Prineville-Central Oregon, \$306,300; McKenzie highway, \$431,500; McKenzie-Bend, \$15,000; Promont highway, \$241,000; Green Springs, \$65,000; Mount Hood loop, \$17,000; McMinnville-Tillamook, \$10,000; Pendleton-Cold Springs, \$14,000; Umatilla cut-off, \$352,000 Oregon Caves, \$40,000; Ochoco highway, \$214,000; Wapinitia road, \$92,000.

4368 Miles in System
There are 4368 miles on the system, of which 2682 miles have been graded and surfaced and 895 graded and paved. There remains 349 miles graded but not surfaced; 439 miles to be graded; 795 miles to be surfaced, and 25 miles to be paved.

ONCE UPON A TIME



Senator William E. Borah, now one of the most robust men in the Senate, left his birthplace in Illinois, when a sickly lad of 18, and went west for his health. That's why he comes from Idaho.

\$631,987 To Be Spent Building Forest Roads

PORTLAND, Ore., Jan. 18 (AP).—C. M. Granger, district forester, has announced that \$631,987 can be spent in construction and improving roads through Oregon forests during 1931 upon receipt of the approved schedule from Secretary of Agriculture Hyde.

Promise Ships Fat Hogs For Oregon Market

By Mrs. Bertha Carper (Observer Correspondent)

PROMISE, Ore. (Special).—David Garrett and Charles Kenworthy took ten fat hogs to Wallowa Friday. The hogs were shipped to Portland through the cooperative shipping association.

Mrs. Bertha Carper and son, Ivan, were trading in Maxville Saturday.

Boyd Carper has been suffering from a very sore foot caused by a cow stepping on it.

Promise is experiencing some very cold weather.

Sadie Carper and Mary Carper, Miss Elsie Lassiter and Gladys Fields, of Maxville, spent the weekend with Sadie and Mary Carper's parents, Mr. and Mrs. Walter Carper.

Charles Scheffer spent the weekend at the W. A. Carper home.

Leo Kenworthy gave up the trapping job and has gone to work for Mr. Crowley. The work is quite near Leo's home and he is boarding at home.

There will be a disarmament program at the Grange hall Saturday evening, Feb. 1, followed by a pie social, the proceeds from which will go for the benefit of the grange. Everyone is invited to come and hear the program.

Bill Carper left Tuesday morning for Portland where he expects to enter the veterans hospital. He has been suffering from stomach trouble for some time.

Mr. and Mrs. Ethel Bethel, of Bates, Ore., are visiting at the home of Mrs. Bethel's parents, Mr. and Mrs. Henry Snuffer.

Mrs. Lyon, who has been quite ill, is recovering.

Mr. and Mrs. Charles Moore and Miss Sybil Ballard visited Friday and Friday night at John Carper's.

David Garrett, assisted by Ralph Carper, is sawing and splitting dry wood for C. P. Carper.

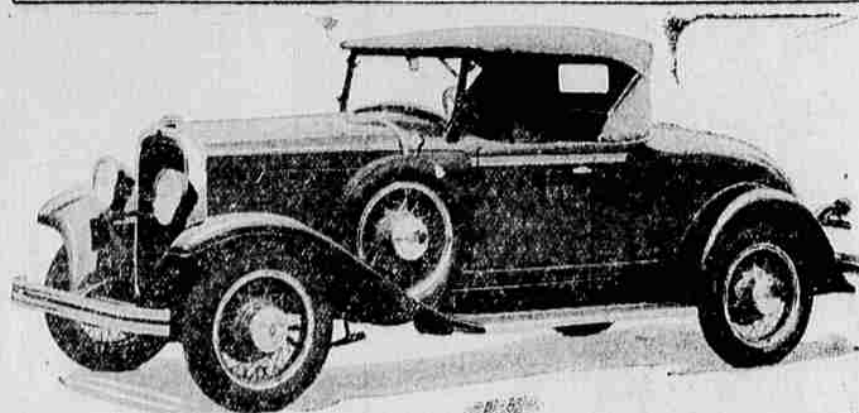
V. R. Henderson started to Wallowa Tuesday, but his truck gave him considerable trouble so he went only as far as Maxville and returned.

Charles Kenworthy is not very well at present.

Charles Wortman was helping Ralph Carper butcher at the Charles Carper place Friday.

Mrs. Bertha Carper and sons, Ralph and Orval, Ivan, Lewis and Luella, and Miss Sybil Ballard very Sunday visitors at John Carper's after Sunday school.

De Soto Straight Eight Sport Roadster



Distinction and quality are keynotes of the new De Soto Straight Eight Sport Roadster, one of the most graceful and smart open cars offered. After a record-breaking first year in the field of sizes, De Soto is offering a new line of Straight Eights which are expected to equal the six in popularity. Wider radiator profile and longer and lower lines feature the new Straight Eights.

Clarence Snuffer, who has been in the Wallowa hospital for several weeks following an operation to cut logs up Bear Creek, for appendicitis, has been moved to the home of his sister, Mrs. Fred Wickam, in Wallowa where he is slowly gaining strength.

Jarret Kenworthy went to Wallowa Wednesday where he intends to cut logs up Bear Creek.

Orval and Ivan Carper purchased a Poland China sheaf of their uncle, John Carper.

First Semester Of School Year Ends at Imbler

By Mrs. C. M. Hale (Observer Correspondent)

IMBLER, Ore. (Special).—Friday finished the first semester of the school year. Both the grades and the high school have been busy the last week with examinations and will begin Monday on the last half of the year's work.

A double header basketball game at Wade hall was scheduled for Friday night between the girls and boys teams of Imbler and Cove. Both the girls and boys teams of Imbler have been outfitted with new ball suits this year.

Thursday night the M. I. A. basketball team lost to the M. I. A. team of Union. The games was reported as being rough and slow.

The Imbler volley ball league team defeated the team from Union Thursday night winning by three straight games.

The school again experiencing trouble with the water supply which makes it very inconvenient this cold weather. The trouble seems to be either with the well or the pump.

The funeral of James Andrews was held Thursday at 3 o'clock at the Summerville chapel. The Rev. Mr. Hansen, minister from the Island city church conducted the services. Many relatives and friends attended the services, though the attendance would have been much larger had it not been for the severe weather. The body had been brought for burial from Portland where Mr. and Mrs. Andrews had been spending the winter. A son, Floyd Andrews, from Washoult, was here for the funeral, but another son, Clark, who was in Mexico at the time, and a daughter, Mrs. Niobe Childers, of Woodland, Cal., were unable to be here. Mrs. Andrews is now at the home of her daughter, Mrs. Ada Tuttle. Had Mr. Andrews lived until Feb. 12 he and Mrs. Andrews would have celebrated their golden wedding anniversary.

Mr. and Mrs. Lee Childers and Mrs. George Childers were here from Cove to attend the Andrews funeral.

J. C. Lewis has rented the Oran Howell home and expects to live in Imbler this winter. His nephew Charlie Lewis and Willie Fries will stay with him while attending high school here. The boys have been driving to school from their homes in Pleasant Grove but the weather has turned so cold and stormy it is hard to make the drive each day. The mercury dropped to 18 degrees below zero Thursday night.

GARAGE GOSSIP

Remodeling—New offices, new showrooms, and new used car department are being made at the Perkins Motor company this week, where considerable remodeling is being done.

A. A. A.—The roads are all open, according to an announcement from the A. A. A. office here. However, chains are advisable everywhere.

Business Trip—Mr. and Mrs. Avery Harrison, of the Blue Mountain garage, were in Portland this week on business. Accompanying them were Mr. and Mrs. W. A. Cornell.

New 1930 Coupe—Wright and Robinson, of North Powder, have purchased a new 1930 Chevrolet coupe from the Larson Chevrolet garage and W. G. Harnden has purchased a Chevrolet sedan from the same garage.

Unload a Carload—A carload of 1930 Chevrolet cars was unloaded by the Larson Chevrolet garage this week.

ONCE UPON A TIME



Billy Sunday, the evangelist, served as janitor of a schoolhouse in Nevada, Ia. The evangelist also played professional baseball with Chicago, Philadelphia and Pittsburgh in the National League.

Charles Kenworthy is not very well at present. Charles Wortman was helping Ralph Carper butcher at the Charles Carper place Friday. Mrs. Bertha Carper and sons, Ralph and Orval, Ivan, Lewis and Luella, and Miss Sybil Ballard very Sunday visitors at John Carper's after Sunday school.

A STATEMENT OF OLDSMOBILE-VIKING POLICY for 1930

A message of interest to everyone who expects to buy a car this year.

AT THIS TIME, when the public is accustomed to look for changes in motor car design, it is only natural that Olds Motor Works should make an announcement concerning both its policy and its products for the coming year.

Olds Motor Works is pledged to a policy of progress—a policy that promises, in part . . . "Changes in design solely for the sake of progress—never for the sake of change alone."

This policy, as it applies to the two products of Olds Motor Works, is briefly . . .

. . . to give still greater value in the Oldsmobile Six, the Fine Car of Low Price . . .

. . . to provide, in the Viking, a modern 90-degree, V-type Eight of high quality, at medium price.

Certain changes have been made in Oldsmobile design. These changes are chiefly in the body of the car, although advancements have also been made in the chassis. In every case, the changes tend to add to Oldsmobile value, without affecting the fundamental design of the car.

Naturally, no changes have been made in the great Viking Eight. The Viking is a new car—a thoroughly modern 90° V-eight, incorporating advancements in V-eight design that establish it as one of the outstanding engineering achievements of recent years.

Viking, as well as Oldsmobile, represents true progress in modern motoring. Viking, as well as Oldsmobile, is the splendid result of an ideal—an ideal

that is exemplified by the four great responsibilities Olds Motor Works recognizes toward every Oldsmobile and Viking owner.

The first of these responsibilities is to design progressively, utilizing the full resources of the General Motors Research Laboratories, the Proving Ground, and Fisher Body, as well as its own broad facilities.

The second is to build faithfully . . . maintaining standards of quality and workmanship which are best expressed by the pledge every worker follows, "Anything short of my best is not acceptable."

And not content merely with designing and building well, Olds Motor Works goes further, and pledges itself to sell honestly—representing its products, in every detail and to every buyer, exactly as they are . . . and, finally, to service sincerely—maintaining an interest in every sale far beyond the time of purchase, and joining with its dealers in carrying out the most equitable service policy in existence today.

While Olds Motor Works builds two cars, in two major price classes, each represents the most progressive engineering thought, the finest manufacturing practice, and the best value it is possible to give. Each is truly ". . . a car for the American family that, at a moderate investment, gratifies their finer tastes as well as satisfies their every need."

Now is the time to see these cars and to compare them with the latest offerings of the automotive industry. Make your own examination.

OLDSMOBILE SIX VIKING EIGHT

Oldsmobile Sales Co. 1428 Adams Ave.

THE IMPROVED PLYMOUTH

still stands alone as the quality-car of the lowest-price field

Plymouth is the only car in the lowest-price field that is built by Chrysler—therefore it is the only car in that field to offer the distinctive engineering refinements and the precision craftsmanship which have made Chrysler world-famous.

The Improved Plymouth still stands alone among cars of lowest price with 4-

wheel hydraulic brakes—weatherproof, self-equalizing and permanently noiseless.

The Improved Plymouth still stands alone among cars of lowest price with its full-size dimensions throughout—in body, frame, axles, transmission and power plant.

You'll sense the difference in the full-size Plymouth the moment you take the wheel.



\$655

AND UP F.O.B. DETROIT

Coupe, \$655; Roadster (with rumble seat), \$675; 2-Door Sedan, \$675; Touring, \$695; De Luxe Coupe (with rumble seat), \$695; 4-Door Sedan, \$695; De Luxe Sedan, \$745. All prices f.o.b. Detroit. Plymouth dealers extend the convenience of time payments.

AMERICA'S LOWEST-PRICED FULL-SIZE CAR

L. C. SMITH

5th and Depot St.