

GENERAL MOTORS SALES REPORTED

Consumers Receive 88,742 Cars in February — Dealers Get 110,901

NEW YORK, Mar. 29.—Pontiac for the month of February General Motors dealers in the United States delivered to consumers 88,742 cars, according to an announcement by Alfred P. Sloan, Jr., president. This compares with 119,143 for the corresponding month a year ago. Sales by General Motors manufacturing divisions to dealers in the United States amounted to 119,901 cars, as compared with 141,422 cars for the corresponding month last year.

As pointed out last month, the shortage of cars in January, 1929, influenced both retail and wholesale sales in that month and in February, 1929, both retail and wholesale sales increased substantially to take up part of the backlog of orders remaining from January. This year there was no such shortage and the increase in February's sales and deliveries is more in line with the normal trend.

Total sales to dealers, including Canadian sales and overseas shipments, amounted to 129,196 cars, as compared with 173,148 in the corresponding month last year. Overseas shipments during February were again considerably below the figure for February, 1929, due to a continuation of the desire to adjust stocks in overseas countries in line with changed economic conditions.

The following table shows sales to consumers of General Motors cars in Continental United States:

United States:		
Sales to Consumers		
1929	1930	
Jan.	74,147	72,989
Feb.	88,742	119,143
Sales to Dealers		
1929	1930	
Jan.	119,593	127,530
Feb.	129,196	173,148

These figures include sales of Chevrolet, Pontiac, Olds, Marquette, Oakland, Viking, Buick, LaSalle and Cadillac passenger cars and trucks.

February Deaths In State Total 11

SALEM, Ore., Mar. 29 (AP).—Eleven persons were killed and 244 injured in 1833 traffic accidents in Oregon during February, according to the monthly report of T. A. Rafferty, chief state traffic inspector. Sixteen cars, 15 motorcycles, 1125 and stolen tires \$196.

"Then you die," said the magistrate, "that you were rude to the policeman when he asked to see your license."

"Certainly, sir," replied the motorist. "All I said was that from what I could see of him I was sure his wife would be happier as a widow."

Oregon Guest Law Given Added Support By The Supreme Court

The Oregon guest law by which the Oregon motorist is protected against suits brought by invited guests has received added support through a supreme court decision, rejecting the Oregon State Motor association.

The supreme court of the United States has upheld by its recent decision the right of a state to enact such statutes releasing owners and operators of vehicles from liability for injuries to guests transported gratuitously in their automobiles unless the injuries incurred in such cases were caused intentionally or by reckless disregard of duty.

The history of the legislation in Oregon on the question of the liability of drivers and owners of automobiles for injuries to a guest is shown with the enactment in 1927 of a law which provided that a guest would have no right of recovery against the driver or owner of a motor vehicle in which he was being carried free and that the acceptance of a free ride would be presumed to be a contract by which the guest waived his right of recovery for accidental injury in so far as the owner or driver was concerned. When this law was presented to the supreme court of Oregon in 1928 the supreme court held that the provision violated the constitution of Oregon which provides: "Every man shall have remedy by law for injury done him in his person, property or reputation."

In their decision on the laws of 1927, the supreme court of Oregon took little exception to the law which was recently affirmed in the supreme court of the United States but said that that did not apply to the 1927 act because no saving clause such as was included in the 1929 act was contained therein.

It seems almost conclusive in view of some of the language used in the decision of the Oregon supreme court in holding the 1927 act unconstitutional coupled with the decision of the supreme court of the United States that the Oregon guest motorist is protected against suits instituted by an invited guest unless he shall have been either intoxicated or grossly negligent.

New Model Is Announced By Studebaker Co.

In response to growing preference for a car that serves for both social and business occasions, Studebaker now offers a new five-passenger State Victoria on the President Eight 115-inch wheel-base series. This new model is equipped with six wire wheels and a folding luggage crib, according to M. J. Cox, Studebaker-Eskine dealer here.

The engine which powers the new Victoria is the President Straight Eight holder of five world records, and more American stock car records for speed and endurance than all other makes combined. Performance has been even further increased this year by the addition of a number of engineering features, principal among them being the new full power muffler, an improved Lanchester vibration damper and a new valve spring design, all of which contribute materially to the smoothness and flexibility for which this world champion engine is famous.

As in all Studebaker models, the chassis frame is of double-drop construction achieving extreme lightness of line besides adding materially to driving safety by lowering the center of gravity. Billing also is further enhanced by long semi-elliptic springs equipped with full bearing spring shackles, pioneered by Studebaker, and Houdaille double-action hydraulic shock absorbers which control spring action. Spring covers keep lubricant around spring leaves and keep dirt out.

Stiffest performance is matched by outstanding beauty. Lining, sweeping lines of wide crown fenders are in harmony with the low arched roof line. Smart French front effect, narrow windshield pillar, and deep, narrow radiator, all reflect championship power and speed.

Pontiac Sedan Helps In Taking Count Of Ducks

PORTLAND, Ore., Mar. 28.—Mr. and Mrs. Duck, and all the little ducklings, possess an ability to find free and unmolested lodgings that would increase the size of a one-time barroom habitant. During the hunting season, immense flocks of water fowl will descend upon the lakes owned by various sportsmen groups and feed leisurely and well on week days; but on Saturdays and Sundays, these same ducks are casually departed by government protected areas while the hunters await in the cold behind their unselective blinds for game birds who do not cherish a communion of lead shot with their hosts.

This is only one of the many interesting manifestations of wild fowl that L. P. Simon has discovered during his work as an observer in Oregon for the bird census being conducted by the United States department of agriculture. Once a month Mr. Simon counts the varieties of ducks on a government protected lake and sends a report to officials at Washington, D. C. When interviewed by a scout party in a Pontiac sedan recently, Mr. Simon stated that the purpose of this work was to ascertain if migratory birds are increasing or decreasing in number so that the government can fix the bag limit of hunters accordingly. Practically every county in the United States now has an official bird census taker, he revealed.

Approximately half of the ducks counted by Mr. Simon in Northwestern Oregon have been of the Mallard species, although there has also been an appreciable number of Mallards, Green-Winged Teals, Shovelers, Pintails, Ring-necked and Scaups. During the last winter, he has observed two comparatively rare species of birds in Oregon—the European Widgeon and the Black Crowned Night Heron.

Records show that the European Widgeon has been observed on only three other occasions in the northwest during the last two decades.

"Game Problem" Exists. That a "game problem" exists in the life of a duck is evidenced by the manner in which the various species feed in groups on the lakes. Mr. Simon told the Pontiac party, The Mallards will have nothing to do with the Shovelers across the way, nor will the Shovelers dine with the Pintails.

Water fowl begin arriving in noteworthy numbers on Oregon lakes in September. Mallards are the first species to come from the north in the early fall and are closely followed by Scaups and Ring-necked. Most of the species remain until April or May.

To study ducks from an economic standpoint, government men periodically send a number of such species to the biological department in Washington, D. C. where the birds are dissected and the type of food eaten by the water fowl in each section recorded. In this manner, the government men know whether ducks are surviving in the presence of grain crops or are obtaining a living from lakes and streams.

DODGE MODEL ENGINES ARE IN SPOTLIGHT

The spotted, variable performance of the new Dodge Brothers low-revving six and eight-cylinder focused public attention upon the modern engineering principles incorporated in the power plants.

From an engineering standpoint the new Dodge cars are classed among the most interesting offerings of the industry for 1930.

The new engines have the most modern type of combustion chamber head, providing sufficient compression for efficiency and economy as well as power output without in any way making the engine sensitive to carbon. The combustion chamber is shaped so that the full force of the charge is directed on the pistons.

There are no "checkers" into which the mixture may escape and the low-revving six and eight-cylinder engines are smooth. The "breathing" especially of the six-cylinder is to the gas-burner side and contraction of the cylinder and intake manifold is responsible for the steady pulling ability and power development.

Down-draft carburetion employed in the new eight is an important factor in reducing the projectile-like acceleration of this entirely new one.

It is the belief of Dodge engineers that ample provision must be made in present-day cars for a surplus up the engine in the least possible time. Manifold heat control, therefore, has been perfected to the extent that after a few explosions, incoming gas is prevented and enters the cylinders as a dry vapor. This mixture burns easily and completely and will not contribute to engine dilution. Thorough ventilation also helps to prevent raw gasoline and other foreign matter mixing with the oil in the crankcase. Other examples of advanced engineering design in the power plants are ventilated intake type pistons of light alloy, chrome-plated inlet and exhaust valves and a chrome-plated fuel pump with a visible sediment trap.

Every weakness has been ferreted out to an amazing degree. Materials have been altered to add strength where the average driver would never find the slightest indication of weakness.

As a result of this "Fisher Roll" the front steering mechanism on Chrysler cars has strengthened far beyond the standards which the industry regards as satisfactory. Experiments on springs in this test have been largely responsible for the special type of spring suspension and rubber shackles found on all Chrysler cars. No weak point about the car can escape detection in this "rough-house" treatment that rocks and shakes the car from wheel to roof.

First Suburbanite: How far do you live from town?

Second Suburbanite: Exactly ten gas stations, twelve hot dog stands, eight sandwich shops, and two hundred and thirty-nine billboards.

structure, does the major damage to the average car in 40,000 to 60,000 miles of usage. By this time, or even before, annoying squeaks and rattles prompt many motorists to purchase new cars.

To protect the car owner's investment by building rigidly constructed bodies, Chrysler engineers have designed a device known as the "Belgian Roll" test which in a few hours duplicates the road shocks the car would receive in a lifetime on the road. A car picked at random from the final assembly line is enclosed on series of concentric rollers and run under its own power. It is twisted and strained in every way possible. It bounces from side to side, every motion intended to bring out the weak spots while recording devices accurately tell the story of the strength of the wheels, axles and body.

Parts learned from these tests make a most interesting story. From them, Chrysler engineers have redesigned fender braces and sheet metal work. Radiator supports and the manner of mounting the radiator have been altered. The number and disposition of the body bolts have been changed to better resist this severe test, and the treatment to be received on the road.

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Willys-Overland Shipments Show Gain For Month

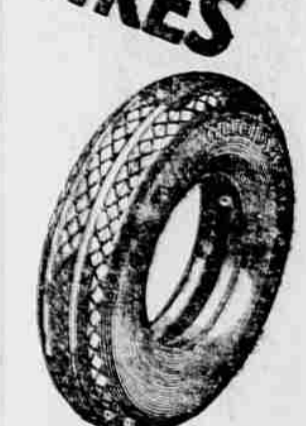
TOLLEDO, Ohio, Mar. 29.—Shipments of Willys Sixes, Whiplets and Willys-Knight Sixes the first two weeks in March show a 22.1 per cent gain over shipments made by the Willys-Overland company the first two weeks of the preceding month. President L. A. Miller said here, "Orders on hand" for shipment the remainder of the current month indicate that March business will exceed February volume by at least 20 per cent, not only in the passenger car line but in the commercial car field as well.

A general view of optimism on the part of the Willys-Overland dealer organization is apparent, based on the outlook for April which indicates a splendid increase over March.

Factory production of all models will continue to keep pace with demand from the field with flexible manufacturing facilities, to insure increased output as the occasion arises.

Shock absorbers which control spring action. Spring covers keep lubricant around spring leaves and keep dirt out.

Stiffest performance is matched by outstanding beauty. Lining, sweeping lines of wide crown fenders are in harmony with the low arched roof line. Smart French front effect, narrow windshield pillar, and deep, narrow radiator, all reflect championship power and speed.



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ROOMIER and finer in every way

A NEW DODGE SIX

\$835
AND UP, F. O. B. FACTORY

Comfort costs less—just as quality, dependability and splendid performance cost less—in the new Dodge Brothers Six.

The new Mono-Piece Steel Bodies are roomier in every dimension—luxuriously comfortable, safe and silent. The body is attached directly to the frame instead of being mounted on sills, thus the new Dodge Six has a low center of gravity and perfect balance which make it exceptionally sure-footed at high speeds, on rough or crowned roads and on sharp turns.

In the way it rides, the way it handles and the smooth power it delivers, the new Dodge Six is so superior to anything its low price would suggest that you must drive it yourself to realize its sensational value. See the new Dodge Six—and the new Eight-in-Line—the Eight is \$1095 and up, at the factory.

DODGE BROTHERS
SIXES AND EIGHTS

UPHOLDING EVERY TRADITION OF DODGE DEPENDABILITY

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Seven Body Styles \$590 to \$675
Prices F. O. B. Factory

PLYMOUTH
AND UP, F. O. B. FACTORY

A BROAD RANGE OF PRICES

ONE STANDARD OF VALUE

OLDSMOBILE SIX			
Body Style	Standard Equipment	With 5-Wheel Drive	With Special Equipment
2-Door Sedan	\$895	\$950	\$1025
4-Door Sedan	\$985	\$1050	\$1125
Coupe	\$965	\$1020	\$1095
Patrician Sedan	\$1060	\$1115	\$1190
Convertible Roadster	\$995	\$1050	\$1125
Phaeton	\$965	\$1020	\$1095

VIKING EIGHT

Body Style	Standard Equipment	With 5-Wheel Drive	With Special Equipment
4-Door Sedan	\$1695	\$1770	\$1795
Brougham	\$1695	\$1770	\$1795
Convertible Coupe	\$1695	\$1770	\$1795

STANDARD EQUIPMENT on all body types includes 4-Lane-Lowey hydraulic shock absorbers, Bumpers and spare tires on standard models.

SPECIAL EQUIPMENT includes 5-wheel drive and 5 tires with spare, wheel and tire mounted at the rear. Bumpers extra on 4-wheel wheel equipped models.

SPECIAL EQUIPMENT includes 6-wheel drive, 2 spare wheels and tires mounted on front fenders, hold-down (iron and lock), front and rear bumpers and folding trunk rack.

DELUXE EQUIPMENT includes 6-wheel drive, 2 spare wheels and tires mounted on front fenders, hold-down (iron and lock), chromium plated bumpers, bumpers and folding trunk rack. All prices are F. O. B. Factory, Lansing, Michigan.

comfortable, carefree motoring. Its performance is particularly satisfying—in acceleration, in speed, in power, in full-range smoothness. The style of its Fisher-built bodies is soundly based on the fundamentals of good design. Its comfort is worthy of cars much higher in price. And its year-after-year dependability is so well known that it scarcely needs mention.

The Viking Eight, priced from \$1695 to \$1855, according to equipment, is a smart, roomy, luxurious car—typical in every respect of the faithfulness of Olds Motor Works manufacturing. It provides the smoothness and luxury of 90° V-eight performance. It offers engineering advancements that contribute in large measure to dependability, economy, and long life.

There is a body type to please you in these two great lines of cars. Come in and see them. Judge their merits for yourself. And be assured that whichever car you select—Oldsmobile or Viking—you are getting value that meets the same high standard.

Unless you want a car of the very lowest or very highest price, there is a type or model in the Oldsmobile-Viking line which will exactly suit your requirements. For the Oldsmobile-Viking price range extends from \$895 to \$1855—with a wide choice of models at intermediate prices.

The Oldsmobile Six, priced from \$895 to \$1190, provides every requisite to

OLDSMOBILE SIX and VIKING EIGHT

OLDSMOBILE SALES CO.
1428 Adams Ave.