Over Night News

(By The Associated Press)

Domestic

WASHINGTON — Hoover calls for more rigid economy.

ROOSEVELT FIELD, N. Y. — T. Morton Hunter, president of Buck Aircraft company, and pilot, R. W. McAllister killed when their plane crashes.

ORANGE, Va.—Hoover arrives on fishing trip.

ONEIDA, N. Y.—Prisoner killed by machine gun in attempt to escape from Sing Sing by swimming Hudson river.

OKLAHOMA CITY — Gusher again breaks loose after being capped.

BENTONVILLE, Ark. — Warrant issued for arrest of E. K. Johnson, Kansas City real estate operator, in insurance swindle plot.

RALEIGH, N. C. — Josephus Daniels agrees to testify before senate committee concerning editorial on Raskob.

COLUMBUS, O.—Hawks arrives for trans-continental glider flight.

WICHITA, Kan.—A. M. Mosley flies over Wichita in non-stop flight from Los Angeles to New York.

Foreign

LONDON—French hold themselves blameless if five-power treaty fails of accomplishment.

BERLIN—Von Hindenburg's son injured in fall from horse.

BOMBAY—Police fire on striking railwaymen, injuring 10.

MEXICO CITY—Plane dispersed rebels with bombs.

Sports

MIAMI BEACH, Fla. — Rockne to leave next week for examination at Rochester, Minn.

LOS ANGELES—Hornsby says he will not let Cubs opening clash with Cards.

Where Tortoise Gained Time

Of course, the old stage coach was slow but then the driver didn't have to bother with inner tubes, blowout patches, and red traffic lights.—Newcastle Courier.

British and Polish coal mine operators are endeavoring to reach price agreement to eliminate competition in Baltic states.

Stockton to Death Valley Motor Trip Takes Car Up 24,500 Feet

Climbing 24,500 feet, over several mountain ranges, traveling 1011 miles of valley, mountain and desert roads, all in high gear, with the exception of 38 miles, is the record established by A. H. Patterson, of Stockton, in a stock Oakland V-8 sedan, on a trip from Stockton to Death valley,—and the time for the round trip was 47 hours, 27 minutes, including time for meals and sleep.

Patterson, Oakland and Pontiac dealer in Stockton, made the trip to prove that he could do it with one of the new Oakland V-8 sedans and do it with ease. The car was driven to the lowest point in the United States, in Death valley, 215 feet below sea level.

"It was no trick at all to make the trip and I enjoyed it all thoroughly" Patterson told L. M. Denver, regional manager of the Oakland Motor Car company, Oakland-Pontiac distributors.

Record Time

"It is true that a motor trip from Stockton to Death valley and return was never done in two days before, but it is also true that no one ever drove a car from Stockton to the Grand canyon until it was done in an Oakland last year.

"We scheduled three days for the Death valley trip, but made it easily in two and spent some time in the famous valley and even wasted time sleeping and eating. On the main highway from Stockton to Bakersfield going, and from Barstow to Stockton coming home, we did not better the schedule I had set, but up the Kern canyon and over Walker pass, across the sand dunes and washes and lava beds to Darwin, down the twisting arroyos to the Panamint valley, up over the Coliseum range and down to the upper end of Death valley. We knocked so much time off the schedule that we went 24 miles beyond where we had planned to spend the first night and then had to wait more than an hour for the dinner hour to arrive.

"We left Stockton Friday morning at 3:24, with newspapermen and photographers, and stopped for breakfast in Bakersfield at 8:21. Then we headed up the Kern canyon, where 43 miles brought us to the meadow where Kernville is located, then on up Walker pass, elevation 5416 feet, the lowest of all Sierra passes, where we viewed Mt. Whitney, highest peak in continental United States.

Narrow and Winding

From there to Death valley the road follows washes or arroyos, the gullies left by cloudbursts, narrow and winding, twisting and turning every which way. Suddenly the road whirls around a point of rock and starts up the backbone of a spur at a crazy angle. Caught off guard, we had to shift to second gear, the first time we were out of high during the whole run of 293 miles from Stockton. One hundred and fifty feet and we were back in high gear again. Some twenty miles further on, after we had crossed the Panamint valley, at 1400 feet elevation and were working our way up to Townsend pass, elevation 4400 feet, we hit some short stretches of two to three tenths of a mile on which second gear was necessary.

"Since we had arrived in Death valley hours before we expected to reach there, we ran on down the valley to Furnace Creek Inn, the only green spot in all the famous valley, which covers 600,000 acres of salt incrusted floor. We had planned to stop in Gunsalow City, but arrived there too early so went on to Furnace Creek Inn. The inn presents a great surprise to travelers. There is a swimming pool there, and electric lights and an ice plant and fine accommodations.

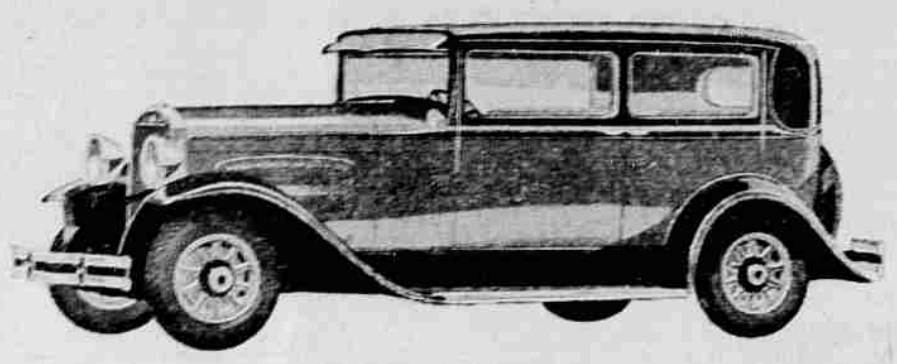
Gale at Dante's Point

"On the way back we struck a real gale when we reached Dante's Point, 5500 feet elevation, but we stopped long enough to enjoy the awe inspiring view. We came out by way of Shoshone, which is an Indian village, where gasoline can be purchased as well as hot dogs and things. We crossed the Mojave desert where the roads are oiled and there is no speed limit. At 70 miles per hour we passed Baker, Daggett, Barstow and Mojave and came into Tehachapi in a snow storm. It rained all the way up the highway back to Stockton.

"We had a barometer along and logged the altitude at all changes of more than 300 feet for the trip. The Oakland V-8 sedan climbed more than 24,500 feet, yet in all the trip of 1011 miles it was out of high gear for only a total of 1.5 miles and at no time was it in low gear. The elapsed time was 47 hours and 27 minutes. The speed averaged was 39.5 miles per hour. The gasoline used was 93 gallons and no water was put into the radiator except at Furnace Creek Inn on the floor of Death valley. It was not necessary to add any oil during the entire trip.

"It was a wonderful trip all the way. The car behaved perfectly in spite of the fact that it was brand new when we started."

Larger, Roomier and Smarter New Essex Challenger Sedan



The beauty of line and increased roominess of the New Essex Challenger line are immediately apparent in the stylish Challenger Standard Sedan, a four door, five-passenger model with plenty of room to spare. A new car in its entirety, the new Challenger's performance standards are as greatly increased as its beauty.

1930'S BIGGEST BARGAINS *in the low-price field*

GOODYEAR *Pathfinder*

Many of our customers save money and get wonderful service using these fine quality but low-priced Goodyears. Real bargains—a big money's worth possible through Goodyear's huge output, more than ¼ of all tires sold in America.

Big Oversize Cords

30x3½ $5.10
32x4 ..... $9.55

Full Oversize Balloons

30x4.50 ..... $ 6.59
31x5.25 ..... $10.25

Tubes to match at low prices

All Fresh Stock—All Firsts—Standard Lifetime Guarantee and Free Mounting

GOODYEAR

Here, too!—
More people ride on Goodyear Tires than on any other kind

Phone Main-165
for Quick Service

Forget your car has tires—get your Double Eagles now!
Trading now, you get MORE for your old smooth-worn tires in exchange for new Double Eagles or All-Weathers. With much slippery driving weather still to come, you can enjoy complete safety and still your Goodyears will be like new when Summer arrives. Free appraisal—no obligation. Drive in.

TRADE IN YOUR UNSAFE TIRES

Playle Oil Co.

OFFER

Introducing

DAYTON
WHITE SIDE WALL
TIRES

A New Tube Free With Each Dayton Tire Purchased—Good for One Week From Date

AUTOMOTIVE ELECTRIC CO.
213 Greenwood Phone M-520

Across from L. W. Weeks, Chrysler Dealer

for Economical Transportation

CHEVROLET

It's wise to choose a SIX!

After all, it is a perfectly simple matter to decide which automobile to buy. Only two questions must be answered to your satisfaction—

***First:* Which car gives the most for my money?**

***Second:* Which car represents the soundest investment in satisfaction and pride of ownership?**

Six-Cylinder Motor

In buying a low-priced car consider the following facts:

' ' '

It is wise to choose a six-cylinder motor—for six cylinders are necessary to take out vibration and roughness. Six-cylinder smoothness will save the motor, the whole chassis, the body, the passengers, *and the driver.*

The Chevrolet is a six. And yet it sells at a price that anyone can afford to pay.

This very low-priced car lasts longer, not only because of fine materials and oversize parts, but also because it is a six. Its big, smooth, 50-horsepower six-cylinder engine is always "taking it easy." There is no feeling of strain at any speed.

' ' '

With all its six-cylinder smoothness and power the New Chevrolet Six uses no extra gasoline or oil. Efficient design makes this possible—overhead valves—high compression power from any fuel—very latest high-acceleration carburetor—close-fitting, long-wearing pistons—crankcase ventilation—air cleaner. You can really have extreme economy and still satisfy your ideal of truly modern transportation.

Chevrolet economy is also the mark of Chevrolet sincerity in manufacture. To illustrate:

Chevrolet valves are readily accessible and adjustable. This saves replacing valves, and also makes it possible to *preserve* efficiency.

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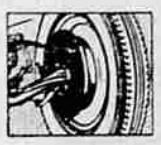

Fully Enclosed Brakes

A similar example is found in Chevrolet's molded brake lining—reducing the necessity of frequent replacement, and consequent expense.

Furthermore, there is a rear axle inspection plate on the new Chevrolet Six. This makes it unnecessary to take the axle apart to examine it or clean it.

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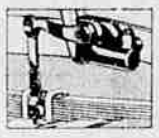

Delco-Lovejoy Shock Absorbers

The Chevrolet Six is full of such evidence that true motor car economy comes from advancement and refinement.

Like the finest cars, the Chevrolet Six provides the comfort and protection of four springs controlled by hydraulic shock absorbers. They are mounted lengthwise, in the direction of car travel, and self-adjusting spring shackles maintain quiet.

ROADSTER OR PHAETON

$495

F. O. B. FACTORY, FLINT, MICHIGAN

Safety Gasoline Tank

With modern low suspension and extra wheelbase, the Chevrolet Six has excellent proportions.

Its impressive front view is distinguished by the genuine honeycomb radiator, another mark of modern cars.

The gasoline tank is in the rear, for safety and finer appearance.

Chevrolet beauty instantly says "Body by Fisher"—costly car style, with the permanent quiet of Fisher composite steel-and-wood construction.

Body by Fisher also gives you a genuine non-glare windshield, adjustable driver's seat, more space, deeper cushions, clearer vision, finer fabrics and fitments.

' ' '

There is just as much extra value everywhere in the car. BY ANY STANDARD the Chevrolet Six is the greatest value in the low-price field.

BODY BY FISHER

It is wise to choose the Chevrolet Six with its six-cylinder valve-in-head motor . . . with full scientific equipment . . . with its Body by Fisher . . . with four long semi-elliptic springs, long wheelbase, low suspension, rear-mounted gasoline tank, honeycomb radiator and all the many other features of this day and age.

See your nearest Chevrolet dealer today and drive a Chevrolet Six. Ten minutes at the wheel will show you what a remarkable difference six cylinders make.

The Coach	$565	*The Special Sedan* (6 wire wheels standard)	$725
The Coupe	565	*The Light Delivery Chassis*	365
The Sport Roadster	555	*The Sedan Delivery*	595
The Sport Coupe	655	*The 1½ Ton Chassis*	520
The Club Sedan	625	*The 1½ Ton Chassis with Cab*	625
The Sedan	675	*The Roadster Delivery (Pick-up Box extra)*	440

All prices f. o. b. factory, Flint, Michigan

LARISON CHEVROLET COMPANY

G. L. LARISON, MGR. Phone M. 2