

AUTOMOBILE NEWS *Of The* WEEK

TO ASK CONGRESS FOR LARGE SUM

Three and a Half Million Dollars Sought Annually For Public Roads.

PORTLAND, Ore., Aug. 16.—For the construction of more than 5000 miles of highway necessary to close the gaps on the federal-aid system in the public land states of the west, the next congress will be asked to appropriate \$3,500,000 annually under the provisions of the Oddie-Cotton bill. It is announced by the Oregon State Motor association.

The bill, which was passed at the last session, provides for the federal government to assume the cost of building roads through Indian lands and unappropriated federal lands. These routes are at present entirely unimproved.

The motor association, which actively supported the bill, issued its statement following receipt of a letter from Senator Tucker L. Oddie, of Nevada, co-author of the measure with Representative Don B. Colton, of Utah, in which organized motorism was thanked for its activities in behalf of the western states.

"The motor association," Senator Oddie wrote, "took an active part in the long campaign of education which was necessary in order to obtain the final adoption of this new but most equitable principle in redistributing the burden of road construction costs. At all times it was a source of inspiration and encouragement to cooperate with your organization."

Oregon to get \$217,000. According to the statement of the association a tentative schedule has been worked out for the appropriation to the states of the \$3,500,000 fund annually to carry out the terms of the bill. Thirteen states would be allotted funds each year as follows:

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| Arizona | \$32,000 |
| California | 211,500 |
| Colorado | 119,000 |
| Idaho | 161,000 |
| Montana | 189,000 |
| Nevada | 777,000 |
| New Mexico | 308,000 |
| Oklahoma | 66,500 |
| Oregon | 217,000 |
| South Dakota | 77,000 |
| Utah | 392,000 |
| Washington | 42,000 |
| Wyoming | 308,000 |

The measure, recently signed by President Hoover, authorizes the government to assume the cost of construction, reconstruction and maintenance of the main roads traversing unappropriated public lands and Indian reservations. It carried no appropriation, however, leaving the necessary sums to be provided by congress after a survey of highway needs.

"VERY IRKSOME"

LONDON (AP)—A conversation between Queen Mary and the very Rev. William Ralph Inge, "The Gloomy Dean" of St. Paul's, at the recent re-opening of the cathedral after extensive repairs. "What a privilege it must be to hear these wonderful services," "I can assure you, madam, I find it most irksome."

Modern Highways In The West



This Oldsmobile sedan is shown on a new stretch of highway on the route from Mexico to Canada. Note the lines which separate traffic and the width of the road, which allows three cars to be driven abreast with ease and in comfort. Modern engineering facilities are doing much to improve the road system of the Pacific Coast. Millions are being spent here every month in road betterments.

Motor Traveller, 63, Visits Nearly Every State In Union In Few Years

This is the saga of A. P. Holman, 63 years of age, confirmed motor cyclist, general adventurer and bachelor, for which he is admittedly much admired. Gypsy Holman has visited virtually every state in the union, has owned four Chevrolet cars, driven a total of more than 50,000 miles in the past three or four years and has spent less than \$100 for tires and motor repairs in 14 1/2 years.

He has pitched camp in the heart of Terra Haute, Ind., where some of the main business streets converge; camped with the movie queens of Hollywood and made their beds; had his car turned over by a wild motorist in Sweet Springs, Mo., and has had innumerable other interesting experiences throughout this country and Canada.

"The first car I ever owned was a Chevrolet. I bought it for cash in 1920," says Gypsy Holman. "After the salesman showed me how to work it, I flipped it and drove across the country from Seattle to Portland, Me. My friends told me it was dangerous to take such a trip before I had had some practice. They were wrong. If a person uses his head as

well as his feet and hands he can drive anywhere. I went through Chicago at five in the evening and didn't even get a fender scraped. Never saw so many cars at one time in my life."

Gypsy Holman travels light. He has a small tent, a few articles necessary to camping, his Chevrolet and that is all. He gets up early in the morning and drives 100 miles before breakfast. "Believe me, a feller can't eat that. However, it is not advisable to take on too much. All I usually get is a stein steak, fried potatoes, cereal, toast, coffee and maybe some kind of fruit," he explains.

Despite his strict adherence to the "right diet," Gypsy Holman is not at all emaciated. In fact he is the picture of health and vigor. "My Chevrolet cars actually are keeping me young," he says. "I like the outdoors and am all stuffed up and 'highly' when I have to sleep in a house."

Gypsy recently purchased a new Chevrolet six-cylinder and is taking delivery of his car in Flint, Mich., where the principal Chevrolet factory is located. He will drive his car back west over the Southern route through California. He will have another opportunity to make chafin' music with "them movin' pictures" in Hollywood.

The total purchase price of Holman's four new Chevrolet automobiles was \$1350 exactly. In each case he has had the advantage of the excellent trade-in value of Chevrolet and as a result has enjoyed four new motor cars for which he paid approximately the price of one car in the mediocre price class. These cars have given him perfect service, comfort and performance, he says. They have carried him many times across the continent and whole doing it have lightened the weight of years off his shoulders.

"I am 63 years young and Chevrolets have made me that way," he states.

Holman's home is wherever nightfall finds him. His mail comes to Seattle, Wash.

MOVIES SHOW MANY THROUGH FORD PLANT

Thousands of persons who may never have an opportunity to visit the great plants of the Ford Motor company are being escorted on a tour through the vast Ford industries through the medium of a sound motion picture being exhibited in a series of road shows in various parts of the country. They are being taken into the coal fields where the Ford Motor company mines its own coal, into the mines where it gets its own iron ore, and thence to Dearborn on Ford-owned ships.

Every major stage in the process of manufacturing the car is shown while an explanation is given in the sound accompaniment. The foundry, the huge steel mills, the coke ovens, and the machine shops with their machines performing super-human tasks all contribute to make the movie both entertaining and educational.

In the production of thousands of cars in a single day, it is necessary that every part be made to such fine degrees of accuracy that the parts can be assembled without delay in fitting. The motion picture shows how many of these parts are made to within a thousandth part of an inch of absolute accuracy.

Marathon Car On Road 17,255 Miles

The Dodge eight-mile marathon car completed its first month on the road when it checked in at the Western Union office in Glendive, Montana, at 9 o'clock Thursday evening, July 31, with a total of 17,255 miles registered on the speedometer.

While the marathon car continues on its way indefinitely, Dodge national demonstration month, observed by dealers throughout the country during July, is written into the records of the company as one of its most successful events of its kind ever staged. Although weekly dealer reports are still incomplete, it is estimated by factory officials that during the month more than 18,000 people in all parts of the country took demonstration rides in Dodge Brothers automobiles. The total mileage driven in giving these demonstrations, as closely as can be estimated at the present time, was in excess of 1,600,000 miles.

Hupmobile Was Among Pioneers In Eight Field

DETROIT, Mich., Aug. 16.—The last two years have seen some drastic changes and developments in automobile design. Today there is but one large producer in the four-cylinder field. Most manufacturers passed to the six-cylinder field two and three years ago.

The last 12 months have brought another decided trend—this time to the eight-cylinder field. Not only has this trend been to the field pioneered by Hupmobile, but so concentrated has eight-cylinder production become that no room is left for those six-cylinder cars priced above the \$1500 field—thus fulfilling a prediction made two years ago by Hupmobile.

Ten years ago Hupmobile began a period of intensive experimentation in the field of the straight eight engine. It was the year following the first straight eight triumph in the grueling 500-mile race on the Indianapolis speedway. Curiously enough, it has been a straight eight engine, especially built for racing, that has each year won first place since 1919.

For more than four years, engineers were building up, tearing down and test driving Hupmobile's straight eight—only before this company announced its first car of this type. Few automobiles probably passed through such an intensive period of testing as Hupmobile's straight eight's were shipped to the dealer organization in 1924. Prior to this the company had built only four-cylinder cars. Leaders in its price class, eight-cylinder cars it was only natural that the next step would be to the eight-cylinder group.

Within the past two weeks, two large manufacturers have announced complete lines of eight-cylinder cars—both of which are straight eights. It is quite probable that other manufacturers, adopting Hupmobile's pioneer principle of eight-cylinder construction, will add still more cars in the eight-cylinder field.

Millions Spent Over Nation In Improving Roads

Roads and more roads—Hundreds of millions of dollars will be spent this year on highways throughout the United States and Canada, according to a report issued by the Federal Highway Administration.

"Modern development in good roads is an engineering feat financed by far seeing states and communities and aided by the nation," declared W. G. Sudrow, regional manager of Olds Motor works, Oldsmobile and Viking manufacturers, in discussing highway development in its relation to automobile production.

"The modern road must be built to modern standards," said Sudrow. "It must be wide and smooth with easy grades and wide gradual turns. This standard is being attained by following railroad practices throughout the country. Deep cuts, fills and long bridges are now being constructed where before roads were allowed to follow each curve and dip in the contours of the country through which it passed."

These are the finest examples of modern road building in the west is the Pacific highway, from Mexico to Canada. California, Oregon and Washington, have cooperated in building the longest paved highway in the world, a road that is used all year round.

"The highway has wide curves and can be driven in high gear all the way from bare to bare in spite of mountain ranges, rivers and natural barriers."

"The improvement of the roads to the east has been a constant source of pride to the residents of the western part of the United States. Only last month a celebration was held to mark the completion of the road link between Elv, Nevada, and Woodrow, which connects the Lincoln and Victory highways, U. S. routes 40 and 50 across the nation."

"The highways north and south leading to Seattle, Portland, San Francisco and Los Angeles have been improved until now it is no trick at all to make the drive across the continent. In fact, several women have driven across the country alone this year, without trouble."

Jack Sheehan, former Brooklyn insider, with Alberta of the Southern association recently went 34 days at second base without an error, handling 218 chances perfectly.

HIGHWAY WORK AT PEAK IN OREGON

Crews and Machinery Active in Nearly Every Section of the State.

PORTLAND, Ore., Aug. 16.—1930 will mark the peak of highway construction and betterments in the state of Oregon according to the Oregon State Motor association.

In nearly every section of the state can be heard the clink of machinery in operation of building more roads and better roads. In an effort to keep faith with the program of the country to relieve the unemployed situation, the Highway Commission has crowded into its program this year, work that would normally have taken more than two years to do. Work has been going on all the year on the Old Oregon Trail, the Burns-Canyon City road, the Burns-Lakeview road, and Dayville-Mitchell section of Highway No. 28, the Santiam Highway, Roosevelt Highway, Lower Columbia Highway, Mount Hood Loop, and with reconstruction on the McKenzie Highway and the Pacific Highway in the Medford district and also between Eugene and Portland of both the east and west roads.

In many places the roads are being widened and straightened with heavier foundations than in previous years, looking toward the increased tourist traffic of the future.

In spite of this enormous amount of work being done, new engineering crews are surveying on other sections where there will be both new construction and improvements in the new future. It has been an extremely busy year and although travel has been put to some inconvenience in certain sections, it will be worth while job when these highways are completed, according to the people who travel over these highways.

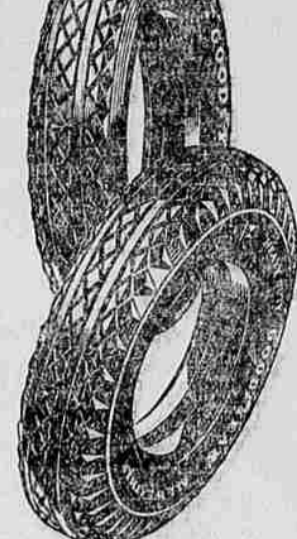
Oregon will soon have an excellent system of highways although road building in Oregon is in no way near completion according to those which look into the future.

A REAL COMMUTER! DURHAM, N. H., Aug. 14 (AP)—What a commuter he would make! Clarence Demar, veteran marathon runner, kept a speaking engagement here by running 38 miles in the middle of the night after he had missed a train.

Yellowstone National Park is the home of 700 moose.



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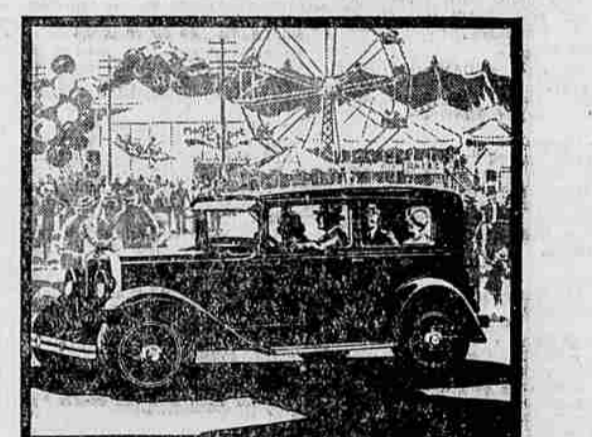
2,000,000 Chevrolet Sixes now on the road

Since January, 1929, Chevrolet has produced and sold over 2,000,000 six-cylinder automobiles—nearly five times as many as any other manufacturer has ever built in an equal length of time.

These 2,000,000 buyers have chosen Chevrolet because it offers many desirable qualities not obtainable in any other car so low in price—

—the smoothness, silence and flexibility of a modern six-cylinder engine—the comfort and roadability of a modern, full-length chassis—and the style, safety and distinction of bodies by Fisher.

Yet, despite these fine car advantages, the Chevrolet Six is unusually economical. Its gas, oil, tire and upkeep economy is unsurpassed. And



The Coach, \$565, f. o. b. Flint factory

any model can be bought for a small down payment and easy monthly terms! Come in today. Learn for yourself why two million buyers have agreed—"it's wise to choose a Six."

Some Distinguishing Features

- 50-horsepower six-cylinder motor . . .
- 48-pound crankshaft . . .
- full-length frame . . .
- four semi-elliptic springs . . .
- fully-enclosed four-wheel brakes . . .
- four Lovejoy hydraulic shock absorbers . . .
- dash gasoline gauge . . .
- Fisher hardwood-and-steel body . . .
- adjustable driver's seat . . .
- safety gasoline tank in the rear . . .
- non-glare VV windshield . . .
- and, for your protection, a new and liberal service policy.



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|----------------------------|---|--|--------------------------------------|
| Sport Roadster . . . \$555 | Club Sedan . . . \$665 | ROADSTER or PHALTON Sedan Delivery . . . \$595 | 1 1/2 Ton Chassis . . . \$520 |
| Coach . . . \$565 | Sedan . . . \$675 | Light Delivery Chassis . . . \$365 | With Cab . . . \$625 |
| Coupe . . . \$565 | Special Sedan . . . \$725 | Roadster Delivery \$440 | Prices f. o. b. factory |
| Sport Coupe . . . \$655 | (6 wire wheels standard on Special Sedan) | (Pick-up box extra) | Flint, Mich. Special equipment extra |

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G. L. LARISON, Manager Phone MAIN 2

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