

NATIONAL TRUNK SYSTEM PLANNED

Associated Highways to Consider Proposal.

IDEA IS HELD FEASIBLE

Steps Will Be Taken to Protect Travelers Arrested by Small-Town Officers.

MINNEAPOLIS, Minn., Aug. 19.—(By the Associated Press.)—A system of national trunk highways throughout the United States, which will include three of the largest cities of each state, is planned by the Associated Highway of America.

Discussion of these plans will be one of the important issues before the fourth annual convention of the organization, to be held here August 25 and 26, according to H. O. Cooley, executive director, member of the executive board, making arrangements for the convention.

Trunk Highways Feasible.
Development of automobile travel has been so rapid that the highway organization believes a trunk highway program for the whole country is feasible, much on the order of the many state enterprises of the past few years, in effecting state trunk road programs, Mr. Cooley said.

Prepared maps, outlining and explaining the plan, have been sent to all the delegates invited to the annual meeting and a lively discussion is anticipated. Mr. Cooley said. Members of the Associated Highway will be used to prevail upon congress to secure its adoption of the proposed nation-wide road system.

A national program for the protection of travelers who are subjected to many inconveniences because of overzealous small-town authorities, who arrest automobilists for petty offenses also will share a good portion of the two-day convention, Mr. Cooley said.

Camp Standardization Planned.
Standardization of free camp sites on a nation-wide scale also will receive the attention of the delegates, as will the matter of providing information to the public for long-distance automobile travel.

In addition to the organization's delegates, representatives from states, cities, towns, commercial clubs, civic organizations and automobile clubs will attend the sessions, Mr. Cooley said. Each governor has been asked to send two delegates, while cities, towns, chambers of commerce, commercial clubs, civic organizations and auto organizations have been requested to have one representative.

Cyrus Avery, Tulsa, Okla., is president of the Associated Highway; C. P. Adams, Chillicothe, Mo., vice-president; and Frank Davis, Kansas City, Mo., secretary.

LEXINGTON SERIES OUT

ANNOUNCEMENT MADE BY OREGON DISTRIBUTORS.

Ten Body Types Included in List; Special Attention Is Called to Royal Coach.

Announcement of the 1932 series of Lexington cars has been made by the Oregon Lexington company, Lexington distributors for this section. Several of the new offerings have been received here and are attracting wide interest.

Ten body types are included in the list of "series 28" models. They are as follows: Two-passenger roadster, five-passenger touring car, seven-passenger touring car, five-passenger sport model, five-passenger California top, seven-passenger California top, five-passenger royal coach, four-passenger five-passenger sedan, with two taxi seats, and four-passenger brougham.

Three of the above body types are brand new additions to the Lexington line: the roadster, the royal coach and the brougham.

In the roadster, the "sport motor" has been followed. It is a snappy, two-passenger motor car with low, racy lines.

Great emphasis is laid by the factory on the royal coach. The seating accommodations are for five persons of average size. A single wide door on each side gives easy access. All appointments were worked out in detail. The royal coach is offered as the answer to the rapidly increasing demand for a class of car that can be bought for a modest outlay and maintained without undue expense.

The brougham follows the same general design as the royal coach but is more elegant in its fittings. It offers accommodations for four. A trunk, built into the rear of the body, offers unusual touring facilities.

Several of the new cars are already on hand at the quarters of the Oregon Lexington company on upper Washington street, and a shipment is now on the way here, which contains the new coupe, new royal coach and new California top models.

JOHN DAY TRAVEL IS HEAVY
Auto Census Taken by State Highway Officials at Arlington.

ARLINGTON, Or., Aug. 19.—Another census of automobile traffic was taken by the state highway department here last Wednesday.

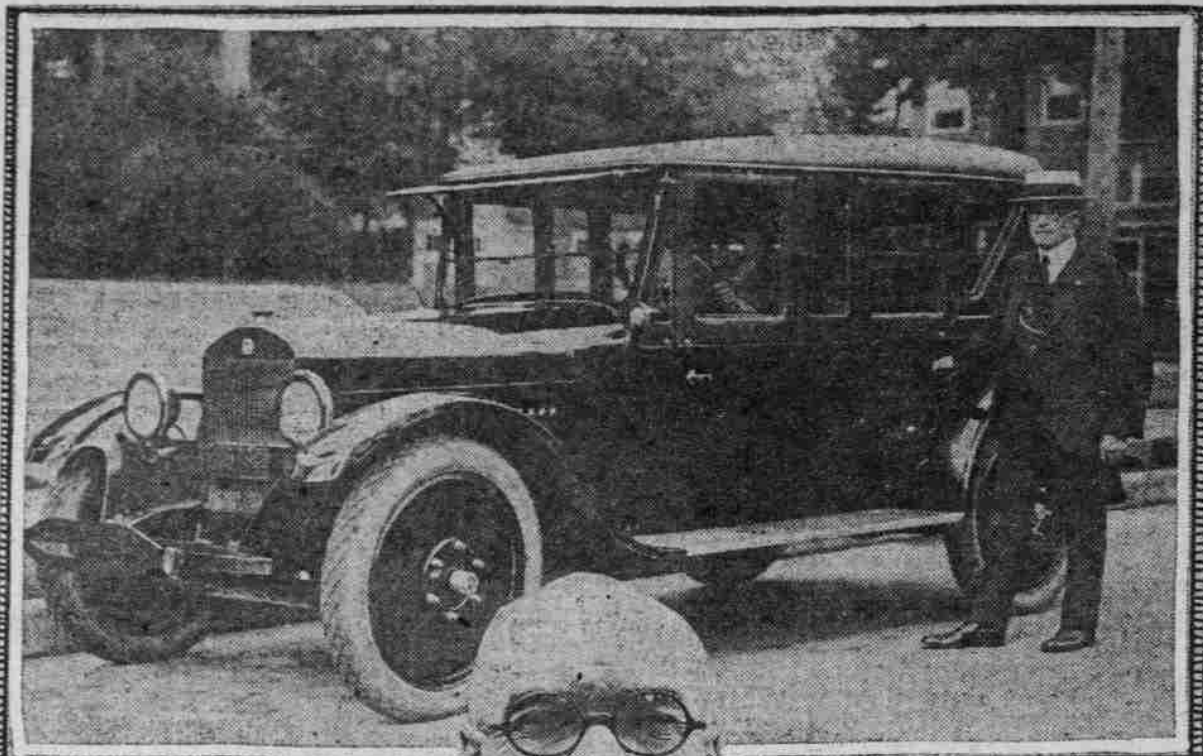
The census was taken at the Arlington service station at the junction of the Columbia river highway and the John Day highway with the following result: Total number of cars during the day 513 of which 198 were cars from other states than Oregon.

The John Day highway, which is under construction on this end, forcing a large number of cars to go by way of Rock Creek and Blalock, showed a total of 48 cars. Some idea can be obtained from this what an important road the John Day will be when it is completed so that traffic can travel over it without interruption.

While there was no official census of the traffic over the Arlington-Roosevelt ferry, it is reported that 38 cars crossed on the ferry that day, which would bring the total up to 551.

Study your car. Learn all its ins and outs and how to make minor repairs. You will save money.

FORMER PORTLAND MAN TO HANDLE REX TOPS THROUGHOUT WEST.



JULY IS RECORD MONTH

REGISTRATION OF NEW CARS EXCEEDS ALL RECORDS.

Over 3500 Automobiles Licensed Throughout State During Period, According to Report.

July was the greatest month in the history of Oregon in point of new cars for which applications for licenses were made by the owners. This also means that in point of sales by the automobile dealers the month was as good, if not better than any previous month.

Such are the interesting facts contained in a report issued by the Wilkins' automobile information service of this city, and based upon the official figures of the motor vehicle division of the state department.

The report shows that nearly twice as many new cars were registered during July than during any previous month of the year, the figures exceeding, so far as can be learned, those of any previous month in the history of the industry in this state. For the entire state during that period 3509 new cars were registered, the report states.

This compares with the following figures for the other months of this year: January 483, February 886, March 1352, April 1527, May 1913, June 1224.

There are two "niggers in the woodpile" in the July registration which swelled the figure over what it would normally have been based on retail sales alone. The first of these was the fact that on July 1 the new license fee became effective, cutting the fee in half for the remainder of the year. This undoubtedly caused a considerable number of late June purchasers of cars to wait until July to take delivery, thus crediting cars to July which were really sold in June.

The second feature was the fact that unusual activity of the state traffic forces in arresting dealers for what they charged were violations of the law relating to use of dealer licenses caused a considerable number of the dealers to give up use of their dealer licenses and license all their new cars directly, merely transferring the license at the time of sale of the car and passing the cost on to the purchaser.

These two facts probably accounted for several hundred cars on the registration list, automobile men estimate, but despite this the registration was unusually high and reflects a large volume of business for the month. The total number of new cars licensed in the state from the first of the year to August 1, according to the report, was 19,748. While this figure is well in advance of the registrations for the corresponding period last year, it is not up to the high standard set during that period of 1930; it is stated.

SPEED WAGON USED ON TOUR

Missouri Family Starts on Fourth Trip Across the Country.

F. E. Scott of Gardner, Mo., has his hat in the ring as the champion auto "tourer" of America. Three times he has crossed the continent and the present time finds him headed west by automobile, according to word received by Fred W. Vogler, president of the Northwest Auto company. The party is expected in Portland within a short time.

Although his touring has taken him to all the "big league" scenic

SALT LAKE AUTOMOBILE MAN JOINS LOCAL LEXINGTON ORGANIZATION.

A new arrival on Portland's automobile row is Charles F. Tieman, who has come to Portland from Salt Lake City and has joined the sales force of the Oregon Lexington company. Tieman has been affiliated with the Lexington Salt Lake company, Lexington distributors for that region for several years past and has been with Lexington organizations for the past five years, being, as Bob Spillane, manager of the Oregon Lexington company explains, thoroughly "Lexingtonized."

Chas F. Tieman

A new arrival on Portland's automobile row is Charles F. Tieman, who has come to Portland from Salt Lake City and has joined the sales force of the Oregon Lexington company. Tieman has been affiliated with the Lexington Salt Lake company, Lexington distributors for that region for several years past and has been with Lexington organizations for the past five years, being, as Bob Spillane, manager of the Oregon Lexington company explains, thoroughly "Lexingtonized."

Chas F. Tieman

A new arrival on Portland's automobile row is Charles F. Tieman, who has come to Portland from Salt Lake City and has joined the sales force of the Oregon Lexington company. Tieman has been affiliated with the Lexington Salt Lake company, Lexington distributors for that region for several years past and has been with Lexington organizations for the past five years, being, as Bob Spillane, manager of the Oregon Lexington company explains, thoroughly "Lexingtonized."

Chas F. Tieman

A new arrival on Portland's automobile row is Charles F. Tieman, who has come to Portland from Salt Lake City and has joined the sales force of the Oregon Lexington company. Tieman has been affiliated with the Lexington Salt Lake company, Lexington distributors for that region for several years past and has been with Lexington organizations for the past five years, being, as Bob Spillane, manager of the Oregon Lexington company explains, thoroughly "Lexingtonized."

Chas F. Tieman

RIVETING TOOL INVENTED

PORTLAND MEN GET PATENT ON UNIQUE DEVICE.

One of Principal Uses Will Be to Fasten Metal Monograms on Doors of Automobiles.

A unique riveting tool, whereby rivets can be fastened solidly from the outside of cylinders, spheres and the like when it is impossible to get at the inside to work against the back of the rivet, has been perfected by two Portland men, J. H. Steel and C. H. Lane, who have secured patents upon the device from Washington.

Jacobs Brothers, jewelers, are interested with the two men in the invention and will superintend the manufacturing and marketing. The tool will be made in Portland. It has been decided, and manufacture of them will start in the near future.

It is expected that the tool will meet a wide demand, as it not only enables riveting where it is impossible to reach the back side of the article to be riveted, but allows the work to be done without pounding or injuring the metal to be riveted in any way. One of the most important uses for the new tool, as planned by the inventors, is to fasten monograms upon the doors and elsewhere on automobiles.

It will be possible, it is declared, for the automobile owner to have his own monogram made in brass or some other metal and riveted to the car door instead of being painted on, as has usually been done in the past. Thus when the car is sold a painted monogram will not have to be removed. Instead the metal monogram will be removed and the owner can pass it on to his next car while small rivets placed in the holes where the old rivets had gone in holding the monogram in place will successfully erase any disfigurement of the car by the old monogram.

The tool works on the screw principle, with a hollow rivet through which a small piece of metal shaped like a finishing nail is drawn. In operation a small hole is drilled through the metal to be riveted. The hollow rivet with the "nail" within it is then inserted, the head of the "nail" being inside. The tool then gets a grip on the outside end of the "nail" and by means of a screw draws it outward. As the head of the "nail" is drawn out it presses against and expands the end of the hollow rivet in such a way as to make the rivet as solid as if it were pounded from the inside with a hammer. The outside end of the rivet is then cut off whenever desired and the job is completed.

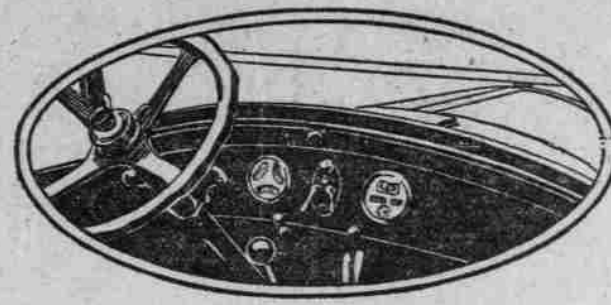
HUP PRODUCTION IS HEAVY
July 60 Per Cent Greater Than Any Previous July.

DETROIT, Mich., Aug. 19.—Information just released by the Hupmobile sales department is to the effect that July, just ended, was at least 60 per cent greater in production than any previous July in the company's history, the former record for that month having been established during the extraordinary sales year of 1930.

It is further stated that, in spite of the greatly increased production programme, all cars built were shipped and the company entered into the current month with no immediate indication of any decrease in its scheduled output.

"The customary seasonal decline has not become apparent so far as we are concerned," said O. C. Hutchison, general sales manager. "To the contrary, our distributors and dealers show the general conviction that the autumn months will reveal as satisfactory sales increases, on a comparable basis, as those of the spring and summer."

These acknowledged facts vividly confirm Type 61 Leadership



MUSTER a few of the facts that stamp Type 61 as a fine car, then see if you do not agree with its owners that the new Cadillac is an outstanding motor car value.

In the first place, you know that Cadillac has had the advantage of twenty years experience in building exclusively one quality car.

You know that out of its unique experience Cadillac has evolved a standard of craftsmanship and precision manufacture that could scarcely be arrived at in any other way.

You are aware that the Type 61 Cadillac, built in accordance with these precision methods, is declared by European and American engineers to surpass all previous Cadillac records for dependability.

Indeed, many critics go even further in their admiration of the

new Cadillac, and agree almost unanimously that Type 61, in beauty, comfort, power and all-round performance, is the Standard of the World.

The public, itself, in conclusive confirmation of this verdict, registers its approval of the new Cadillac by buying more Type 61 Cadillac cars than all other cars combined selling at the Cadillac price or higher.

These things are not alone our testimony—they are the acknowledged facts, and as such are of peculiar importance to buyers of high grade automobiles.

We believe that almost every individual, after careful consideration, will understand the justice of the majority decision; that Type 61 Cadillac is both the Standard of the World and the world's greatest motor car value.

Touring Car	\$5150	Two-Pass. Coupe	\$5375	Five-Pass. Coupe	\$5385	Suburban	\$5250
Phaeton	\$150	Pickup	\$375	Sedan	\$4100	Limousine	\$4500
Roadster	\$1700			All Prices, F. O. B. Detroit		Imperial Lim.	\$4600

CADILLAC MOTOR CAR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

Covey Motor Car Co.

Washington at 21st., Broadway 6244.

CADILLAC

Standard of the World

MODEL SQUAD FOR ROADS

HIGHWAY PATROL OF STATE CAREFULLY SELECTED.

Courtesy and Loyalty Are Two Requirements of Washington Traffic Organization.

OLYMPIA, Wash., Aug. 19.—"Don't intimidate the people—educate them."

These are the instructions that members of the Washington state highway patrol receive when they are selected to enter the service. "Courtesy and loyalty" is the motto and every one of the 31 regular men employed in traffic regulation work on the state highways is expected to measure up to the requirements, according to L. D. McArde, director of efficiency and head of the state highway patrol.

"We have sought men with education and more important men with diplomacy and tact," said Oren Leidy, inspector in direct charge of the work. "We have hundreds of applications from men eager to en-

ter the service and we believe from now on the state highway patrol insignia will be a badge of honor."

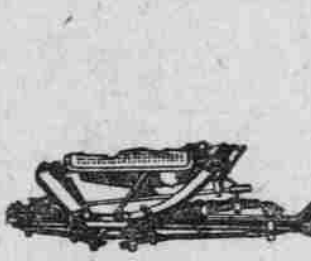
All of the regular men, with the exception of two, are ex-convicts, men, guaranteed by their local le-

gion post as well as by local peace officers.

"We are not after the technical violators of the highway law," declares Mr. Leidy. "Nearly every one who drives a car is liable, at

one time or another, to some violation, but we are after the habitual speeder, the drunken and drug-ridden driver."

Why not enjoy a new car?



The Overland Triplex Springs

The secret of the remarkable riding comfort of the Overland lies in the unusual patented Triplex Spring suspension. Overland owners enjoy the riding comfort of big cars on wheels of 100 inches.

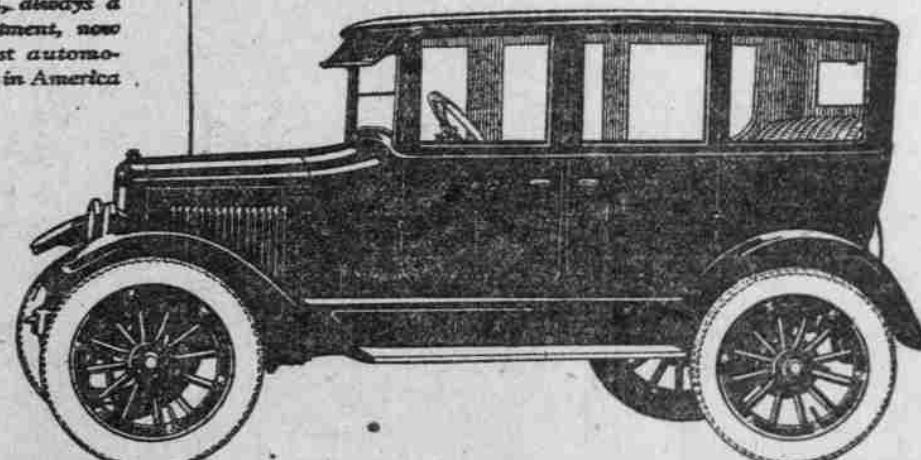
Today's Overland at \$895

Overland sales are 173% ahead of last year.

This tremendous increase in the demand for Overland Cars, which is far ahead of the average for the industry, is partially explained by the great superiority of this Overland Sedan.

It combines comfort, economy and good looks in a truly remarkable way.

Overland, always a good investment, now the greatest automobile value in America



Willys-Overland Pacific Co.

Frank C. Riggs, Manager
Broadway at Davis St. Phone Broadway 3535

There Are No Rough Roads

When your car is equipped with

Lovejoy Hydraulic Shock Absorbers

Every bump or depression, big or little, is instantly absorbed—whether you are driving six miles an hour or sixty, with one passenger or seven.

If your car isn't equipped with Lovejoys, you're missing half the pleasure of motoring. Any first-class automobile dealer will be glad to put them on—if they don't more than meet your expectations, bring them back, he'll refund the purchase price.

W. F. McKENNEY COMPANY

Phone Broadway 0035

421 Stark Street, Portland, Or.