

## Clips Seven Hours From Coast to Coast Journey

New York to San Francisco in 102 hours and 45 minutes in a motor car!

A few years ago such a proposition would have been considered preposterous.

Today it is an actual achievement.

The man who accomplished it was L. B. Miller, Pacific coast business man.

His car—his own car, by the way, and not a factory car—was a Willis Sainte Claire.

To achieve this almost unbelievable record it was necessary for Mr. Miller to beat the best previous transcontinental trip by more than seven hours. That he was able to do it, driving incessantly, day and night, without rest and with only occasional snatches of food, is a remarkable tribute to his endurance. Mr. Miller, however, modestly gives major credit to the car. "The wonderful handling and riding qualities of the car made it easy," he said.

Miller was relieved at the wheel only a half hour a day, by C. I. Hansen, a San Francisco friend who made the trip with him. This is the first time a continuous drive across the continent has ever been attempted by one driver. And to make the record all the more remarkable, the distance covered by Miller was 3,423 miles. This is 265 miles farther than the distance usually covered in making New York-San Francisco records. The extra distance was necessitated by detours around new road construction.

His average time for the entire distance was 33.4 miles per hour, including all stops for oil and gas. Every experienced driver who knows the congested traffic conditions found in the east and the difficult road conditions in parts of the west will appreciate that this average maintained for four consecutive days of driving by one man is almost beyond the bounds of possibility.

Mr. Miller left New York City at 1 a. m. Tuesday morning, July 14th, and arrived at San Francisco at 4:45 a. m. Saturday morning, July 18th, 99 hours and 45 minutes later. By adding the three hours due to change in time from Eastern Time to Central, to Mountain, to Pacific Coast, the total time was 102 hours and 45 minutes, establishing a new transcontinental record for human and car endurance by lowering the old record 7 hours and 44 minutes.

To anyone who has driven the trip and knows the difficulties and vast distances to be surmounted, the log of the trip seems almost phenomenal.

Leaving New York at 1 a. m., he went through Trenton to Philadelphia. From Philadelphia he went through Chambersburg, Bedford and Ligonier to Pittsburgh. From Pittsburgh to Canton, then to South Bend. He arrived in Chicago Heights at 2 a. m., just 25 hours after leaving New York City. Then on to Cedar Rapids— to Marshalltown— to Boone— to Carroll and then into the Missouri Valley. 30 minutes ahead of schedule.

From Missouri Valley, Miller wired: "Passed at 4 p. m. nine hours crossing the state of Iowa.

## HUGE EXPANSION PROGRAM BEGUN

### Dodge Brothers to Invest Eight Million in New Building Before Jan. 1

The largest expansion in the history of Dodge Brothers, Inc., is now in progress.

Continually oversold since the business began, and particularly oversold this year in spite of the fact that production has been consistently in excess of 1,100 cars a day, the management is determined to take extraordinary measures to meet the requirements of its dealers in 1925.

Five large new buildings are already under construction and three others will begin immediately. It is announced by F. J. Haynes, president and general manager.

The total floor area of the eight new buildings will exceed 4 of a million square feet and will afford employment for several thousand additional men. The cost of the expansion will be at approximately eight million dollars.

When the present construction program is completed, on January 1, 1926, Dodge Brothers, Inc., will have a capacity of 1,500 cars a day. The present intention is to go into full production on this basis the moment the new facilities are available.

Dodge Brothers construction department has erected every building in the enormous factory and similarly will be responsible for every detail of the present program. It is estimated that fully 1000 men will be employed the rest of the year in the expansion project now under way.

When Dodge Brothers factory began operations late in 1914, it consisted of a few buildings with a total floor area of some 20 acres. Today it consists of 110 acres, and the addition of the five new buildings will increase it to 130.

It will make Dodge Brothers one of the largest factories in the world.

A complete series of new buildings, as large in itself as many factories, is already under construction on Lynch Road. One building, 75x500 feet, will house the heat treat department; another, also 75x500, the heavy hammer shop; another, 65x500, the light hammer shop. A died shop, 100x312 will also be erected. To supply the power for these enormous new units a large and thoroughly modern power house will be built. Dozens of new railway tracks are already being laid, hundreds of workmen being employed in this project alone.

The largest of the additions to the main plant will be a six-story extension of assembly plant No. 2, 100x482 feet in dimensions. This addition alone will have a floor area of 282,000 square feet.

The new forge department on Lynch Road replaces a similar department in the main factory and the buildings which formerly housed it will make way for a huge five-story building, 205x100. This building will be for machining and storage purposes. What will be known as main plant No. 4, measuring 75x475, will join the machining and storage plant. It will also be five stories and will complete an enormous L shaped unit.

Dodge Brothers factory is one of the most compact in the world and the new buildings fit perfectly into the vast system of production. Flanking a series of main buildings on one side are huge warehouses, where the raw materials are received and fed out into the various machining departments.

On the other side of the main

The farther the car goes the better it gets."

As the sun was sinking behind the far-off reaches of the vast western plains, he crossed the Missouri river into the state of Nebraska passing to the north of Omaha, the eastern terminus of the Union Pacific, the line over which the Overland Limited passes in its dash across the country. Blaire, then Columbus, on to Kearney, arriving at North Platte at 2 a. m., 1,659 miles west of New York City, in just exactly 49 hours after the Western Union officials stamped them out at the Weehauken Ferry.

With the dawn of a new day the Gray Goose was speeding over the gray ribbon of dust which was the old trail of the pony express through the land of the Pawnee Indians in the days of '49 into Cheyenne, Wyoming, and then into Laramie.

From Laramie to Medicine Bow, then southwest to Rawlins, to Evanston, and into Salt Lake City. Then southwest across the Great American Desert; the smooth, powerful hum of the Gray Goose sending a greeting and a farewell to the coyotes as it sped on to Ely, under a myriad of stars.

Ely, Nevada—2,843 miles from the Weehauken Ferry—589 miles from San Francisco—and 15 minutes ahead of schedule.

From Ely 330 miles to Carson City, then up into the Sierras and down through the San Joaquin Valley, the Gray Goose flew toward San Francisco and home, crossing the bay and arriving at the San Francisco dock at 4:45.

buildings are the great assembly plants into which machining departments feed their finished parts.

"The reputation of Dodge Brothers car and the character of Dodge Brothers dealer organization, plus our determination to make a good car continually better, leaves no possible doubt as to our future market," said President Haynes. "Our only fear is that even 1,500 cars a day will be insufficient for the requirements of 1926."

### Paige Aids Tourist With Air Cleaners

Increasing popularity of the New Paige Six as an automobile for long years convinced Paige engineers that their motor car needed an air cleaner, according to Mr. Miller, manager of Trumm Motor Car company.

Perfect carburetion may be obtained with the newly adopted air cleaner as it only allows the air to become a part of the gas mixture, the explosion of which furnishes the power for an automobile.

Mr. Miller states that Paige owners now may chase the fastest of cars on the dustiest roads in the country and be assured the car is not suffering any loss in power because of the heavy dust.

### NO VIBRATION

The Paige Six is now equipped with a counterbalanced crankshaft according to an announcement made this week by Mr. Miller manager of Trumm Motor Car company.

"An absolutely vibrationless motor has been the result," states Mr. Miller. "The natural increase in power that is enjoyed by a perfect running motor's owner is another result."

In counterbalancing the huge crankshaft in the new Paige perfect equilibrium was reached by adding weight to the opposite sides of the shaft. The proper amount of weight for each shaft is determined by a counterbalancing machine which adjusts the balance down to the thousandth of an inch."

### VISITS SALEM

K. T. Carter, manager of the Albany branch of the Fred M. Powell Motor Cars organization was a Salem visitor Thursday transacting business with the distributor.

Nobody cares much what you believe so long as you don't irritate him by discussing it.

**MAC DONALD MOYES**  
R. N. MacDonald, local Marion, Cleveland and Chandler dealer has moved to his old location at the corner of Ferry and Cottage streets. In this new home Mac-

Donald expects to be better able to display his line and to render better service to his patrons. Skipper and Vincent have leased the repair shop and will have charge of that department.

**BACK ON THE JOB**  
Donald Macy who has been ill at his home was back on the job at the Valley Motor company Friday.



## America Greet New Nash Models with Record-Breaking Crowds

By the hundreds of thousands American men and women have thronged Nash showrooms from one end of the country to the other since Announcement Day, Thursday, July 23.

And the nation-wide enthusiasm these new Special Six and Advanced Six models have already created has launched Nash on a new year bound to eclipse by far the phenomenal success of the past twelve months.

Attendance has been so heavy that hundreds have been prevented from adequate inspection of the new models so we are extending the Special Introductory Exhibition for a period of two weeks more.

**KIRKWOOD MOTOR CO.**  
Corner Commercial and Chemeketa

"The Country Has Gone Nash"

**C. A. Caulfield**  
1000 Pacific Avenue  
Alameda, California

April 23, 1924.

Chancellor & Lyon Co.,  
Mr. Banta.

Dear Sir:

About a year ago I purchased two 35 x 4 cord tires from your store in Oakland. These tires were put on in Oakland one year ago last March. We drove to Arizona, Colorado and New Mexico. At Knab we turned off via House Rock Valley. Machines are rarely seen in this part of the country, and to build a road over boulders, so we could get through in fourteen days. We ruined four tires, but the C & L Tires were still holding up fine.

We drove home with these same tires, and they are still on a Simplex car, owned by J.M. Letts in Oakland. I am sure that no other make could have stood this test of the sharp rocks, heat and driving through creek beds, etc.

They served me well.

Yours respectfully,  
*D. B. Caulfield.*

## time tells buy C&Ls

IMAGINE your own signature at the bottom of that letter, and realize what C & L TIRES do for you. You are bound to get out of a tire exactly what is built into it. In C & L TIRES the dependability of a pioneer Western firm is combined with the resources of the world's largest exclusive distributor of automotive equipment and tires—CHANCELLOR & LYON CO. If you want to know how much safety, service, and genuine all-around satisfaction you can get out of a tire, pull up at a place that displays the C & L service sign and put on sure-footed, long-wearing C & L CORROS and laminated red TONES.

**CLARK & VINCENT**  
600 N. Capital St. Salem, Ore.

# C&L TIRES

serve you well

## New 1926 Cleveland Sets Record Sales

Cleveland delivered more cars during the first six months of this year than in all twelve months of 1924!

And now the new Cleveland is already setting even a faster pace. Naturally enough.

The new Cleveland achieves beauty of a kind rarely seen except in motor cars that cost a ransom sum to buy.

### "One-Shot" Lubrication System

Cleveland has pioneered automatic chassis lubrication—and Cleveland alone offers the "One-Shot" System. More than 25,000 Clevelands with the "One-Shot" System are now in use. You simply press a plunger under your heel—that's all—and every part of the chassis is flushed with fresh, clean lubricant under pressure. Good-bye grease guns! Good-bye oil cans!

Its great power-plant stands head and shoulders above everyday standards in the delivery of power—in the way it flashes from a crawl to a race—and in sheer never-get-tired endurance.

**Distinguished Sixes — \$895 to \$1725**  
All prices f. o. b. Cleveland.

**MacDonald Auto Co.**  
Corner Cottage and Ferry

# CLEVELAND SIX

CLEVELAND AUTOMOBILE COMPANY CLEVELAND

## New Models — New Prices

Like all progressive concerns, Rickenbacker, the acknowledged leader, at this time announces a full line of new models.

And—just to emphasize that leadership—Rickenbacker also announces sensational reductions in price.

Stand-patters will try to stand pat, as usual, of course.

**Fine!**  
Rickenbacker will continue to refine and improve this product and at the same time give buyers full benefit of all savings we are able to effect on larger output, as this dynamic concern continues to grow.

June was the largest month we ever knew—

July, just ended, was the biggest month in our history.

Six-Cylinder Coach-Brougham

# \$1595

f. o. b. factory, plus war tax



**F. W. PETTYJOHN CO.**  
365 N. Commercial St. Telephone 1260

# Rickenbacker

A CAR WORTHY OF ITS NAME