

APRIL MOTOR OUTPUT LITTLE UNDER MARCH

Total of 449,173 Cars and Trucks Produced; Retail Trade Is Active

Production of 449,173 cars and trucks during April registers a total approximately equal to March and 2 per cent over April last year the figure being estimated from shipping reports submitted to the directors' meeting of the National Chamber of Commerce in Detroit, May 5.

The March figure this year was 499,671 or 504 above the April total. The average of April in the preceding three years was 403,919, though April 1925 was 439,200.

The warm days have brought to realization the anticipated active spring buying in the retail trade, with the result that production schedules are being well maintained. Factories, however, as usual at this time of the year, are watching conditions carefully and producing in response to orders on the books. March, April, May and June are usually months of active production, with normally the tendency toward some curtailment in June. There is usually a further step down in July with some increase in August and September to care for the late summer and early autumn trade.

Among the factors which are expected to maintain a strong retail market for automotive units this year is the fact that the average price of these vehicles continues to be less than pre-war levels in spite of the higher cost of living of raw materials, and of labor. The 1914 automobile dollar is now worth \$11.16.

Automobile prices on many models are lower than last year in addition there are more low-priced vehicles on the market with the result that the same buying power on the part of the public can purchase a larger number of units.

The comparative figures to date are as follows:

	1925	1926
January	241,119	315,892
February	286,270	375,232
March	377,222	449,677
April	439,200	449,173

D. H. Mosher, Merchant Tailor, is turning out the neobiest and best fitting tailor made suits to measure. 100% business and professional men buy of Mosher. (*)

ANTI-KNOCK SOLUTION

(Continued from page 1)
slightest effect in suppressing the intensity of the explosion. Diethyl selenium even appeared to increase the loudness of the reports.

"Less than 0.1 percent of chromium pentaphenyl bromide would be dissolved in a fuel suitable for the test. This compound would be expected to exhibit anti-knock properties if larger concentration could be tested."

The investigators offer a new theory of detonation, which attempts to explain the way in which tetraethyl lead, studies of which by Thomas Midgley, Jr., and Thomas A. Boyd resulted in the production of ethyl gasoline, prevents anti-knock.

This theory, it was pointed out, is a striking development of science, because if it proves sound it will bring progress in the conquest of knock affecting the nation's 20,000,000 motor vehicles. Chemical science previously had shown that tetraethyl lead would suppress knock. The Ohio state researchers think they have solved the mystery of why it suppresses knock.

According to their theory, in the gas engine, tetraethyl lead decomposes suddenly into infinitesimal particles of metallic lead which acts as centers for partial burning.

These little particles themselves burn as the flame front approaches them, and thus they makes the flame travel faster than if they were not present. This condition is described as somewhat like that of millions of unimaginably small spark plugs that ignite the gas just ahead of the flame front.

"Thus, by virtue of the multiple centers of high temperature created by the burning of these little particles of lead," says the report, "there is initiated evenly ahead of the main flame front a partial oxidation or an auxiliary burn tending to maintain a combustion in a region of fuel which otherwise would be subject to detonation."

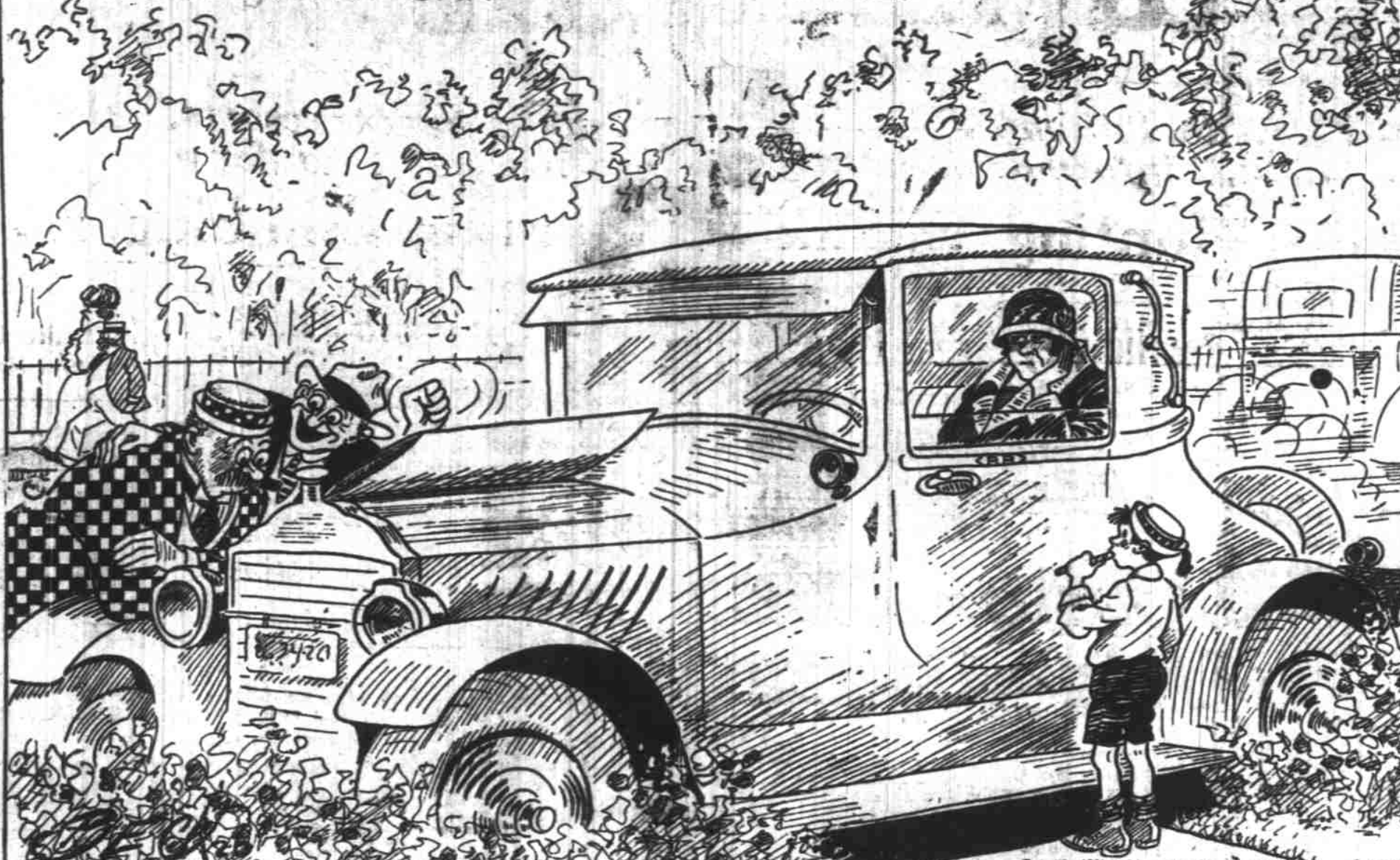
"The decomposition temperature of anti-knock materials, taken in conjunction with the temperature of the cylinder gases, thus, determines at what stage in the cycle they shall begin to function."

"If the decomposition temperature is low, partial oxidation will begin earlier in the cycle and extend throughout a larger volume of yet unburned fuel than if it is high. In the extreme of the latter case, it would cause a lowering in the efficiency of the compound, while in the former it might cause slight pre-ignition."

"The ideal anti-knock compound should possess a decomposition temperature which will cause it to begin to function just after ignition of the charge by the spark plug."

DOWN THE ROAD

THE AUTOMOBILE SALESMAN WHO SPIES
A PROSPECT WHILE TAKING HIS WIFE
FOR HER SUNDAY SPIN



Business Before Pleasure

SEES FEDERAL AID

(Continued from page 1)

stalled at a meeting May 14 at the Engineers' club, in New York.

"Road building in the United States has increased phenomenally, partly because of the necessity for them, and partly because of incentive resulting from federal financial assistance," Mr. Smith said. "Payments made to the states during these years averaged \$84,096,114 annually."

"To this great sum was added the investment of the individual highway departments necessary to insure Federal aid. Last year approximately \$1,176,000,000 was spent on all kinds of roads, about one-half of which was appropriated by state departments."

"The investment of this large sum in American highways has paid dividends as great, if not greater than any other expenditure of a national fund. Surveys of the United States Bureau of Public Roads have shown that the cost of highway transportation over the Federal system has been

reduced by construction of hard roads sufficiently to more than repay the investment. The benefit to the farmer through the construction of hard roads is sufficient in itself to justify these roads.

"In one survey near Baltimore, the Bureau of Public Roads found the cost of milk transportation in a very small community was \$5 per day higher than on an improved route of the same length. An investment of \$3690 would have been justified for the milk traffic alone."

"The farmer needs good roads in order to supply food to the city quickly, safely and economically. The city in turn needs the improved highways in order to avail itself of this economy, service and fresh food. It is therefore in the interest of the nation at large that the immediate construction of hard roads be carried as far as possible."

L. A. Scheelar Auto Wrecking Co., oldest in the Willamette valley. New and used parts and equipment. Low prices and quality service here. 1085 N. Com'l (*)

WIDER HIGHWAYS

(Continued from page 1)

they are also a necessity. Exhaustive experiments have shown them to more than pay for their construction in saving to the motorist, and since they are essential they should be constructed scientifically to incorporate all possible measures of safety, convenience and durability.

"The 1927 Road Show and convention of the American Road Builders association, the date and place of which will be set at the annual meeting of the association in New York City, May 14, will show progress in highway building, not only in the number of miles, but also in the incorporation of safety design and wider construction."

The recent convention of the American Road Builders association approved the widening of highways where it is necessary to permit an easy flow of traffic with the minimum accident hazard. The elimination of grade crossings where possible, the adoption of safety devices and the removal of

By FRANK BECK

NASH MOTORS HAVE NEW RECORD MARK

Continued Gain in Sales Is Noted for Nash-Ajax Line of Automobiles

"The past month," says E. H. McCarty, general sales manager of the Nash Motors company and Ajax Motors company, "showed a gain in Nash business of 70.9 per cent over April of a year ago. This figure includes sales of the Nash built Ajax. Exclusive of Ajax the percentage of increase mounts up to a full 35 per cent. When it is remembered that April of 1925 was at the time the greatest month in all Nash history, this phenomenally enlarged volume of business takes on still greater significance. April also marked the twentieth consecutive month, with a single exception, that Nash business has shown an increase over the corresponding months of the previous year. The one month when this record was not maintained was November, when output was arbitrarily halted to bring out the 'Enclosed Car' motor."

"Not only has April set a new record for the Nash Motors company but latest reports from our 51 distributing centers throughout the United States show that the past six weeks were the greatest consecutive six weeks of bona fide retail deliveries since the company was founded. It is interesting to note also that these same six weeks witnessed the largest consecutive volume of bona fide car sales in these 51 cities that have ever been recorded."

"This is a healthy condition and one which reflects credit on our dealer organization. For with sales of new cars running higher and higher each month it is quite important that used car business be enlarged proportionately."

"We are very well satisfied with the way business has been going

during 1926. The year is only one-third behind us and already our total shipments for these first four months, January, February, March and April, constitute 57.7 per cent of our entire shipments during 1925. And 1925 was our biggest year.

"Comparing this same four months period with the corresponding period of a year ago reveals a tremendous gain in Nash shipments of 89.4 per cent. In other words, the Nash dealer body is doing business at a rate almost double that of last year."

Ride

The NEW Way
and cut your travel
cost to 1 cent a mile!

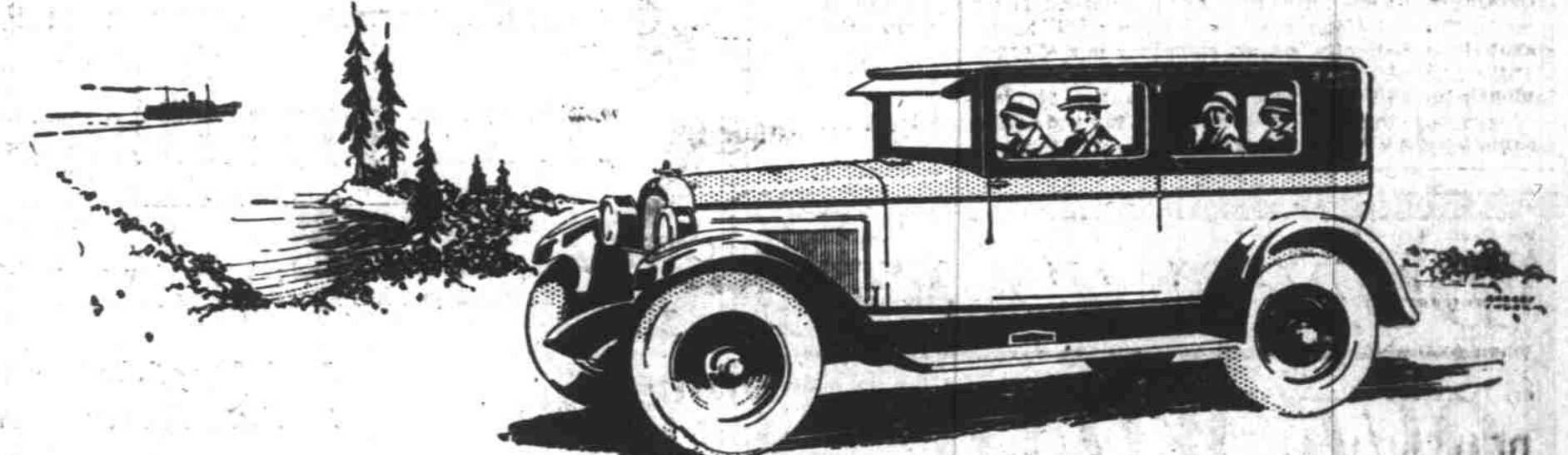
Cost of Auto Travel	Cost of R. R. Travel	Cost of Street Car Travel	Cost of New Way Power Travel
7¢ Per Mile	3¢ Per Mile	2¢ Per Mile	1¢ Per Mile

80 MILES PER GALLON

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You recognize it as The Standard of the World—concede it to have the very qualities you want.

Why not buy it? There never was a time when Cadillac was so good a buy as it is right now.

The new, 90-degree, eight-cylinder Cadillac is growing in sales volume as no Cadillac has ever grown before.

This tremendous Cadillac sales success is a definite message to you.

With all the force of a nation-wide movement it says to you that the new Cadillac is the one car above all others.

Get a demonstration—and see how it confirms all your convictions.

Standard Line
Five-Passenger Brougham, \$2995;
Two-Passenger Coupe, \$3045;
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The privilege of deferred payment, over a twelve month period, is gladly given on any Cadillac car.

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Smaller down payments and smaller monthly payments; the lowest credit cost in the industry.

LIVE, obedient energy from the low swung, gravity balanced motor, makes the Overland Six, the great power favorite of the West. It will out-run, out-pull, out-accelerate any other car near its price or size class.

The full motor power is usable, all the time, carried in a straight line from the crank shaft to the rear axle. You feel its real power superiority whenever you make a demand on the engine for more speed, or a quick getaway, or for the last ounce of pull on a steep mountain grade.

Until you have tried this great power plant in competition with others of the same size, you cannot have an idea of how much better it really is.

The low swung, gravity balanced body gives great stability on the road—you can use the power on curves and where the going is rough. At the end of the day's run, this Overland Six will pile up a mileage that will surprise you.

Long springs, the longest wheel base on any car in its class, even distribution of weight, all add to the amazing performance value of this leader among light sixes.

In appearance it is outstanding in its class—a real aristocrat in every line and detail. Drive it—ride in it—learn why it is the great popular favorite. Try it out for yourself.

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