

MOUNTAIN BARRIERS OVERCOME BY TRUCK

Machines Dissembled and Carried in on Backs of Mules; 10-Day Trip

The need for Graham Brothers trucks in out-of-the-way places as well as in centers of population is strikingly illustrated by the story of Bucaramanga, Columbia.

In the midst of a large and fertile agricultural district, this city is completely walled in from the outside world by the Eastern Cordillera range of the Andes mountains. The only practicable means for getting persons or manufactured goods into the city or shipping farm produce out is by pack mule over narrow and perilous mountain trails. Yet, in and around Bucaramanga, Graham Brothers trucks and commercial cars are being operated in large numbers on a net work of roads which abruptly end at the mountain confines of the valley.

These trucks and commercial cars, 40 of which were imported during the last year, were brought into the valley like everything else—on muleback.

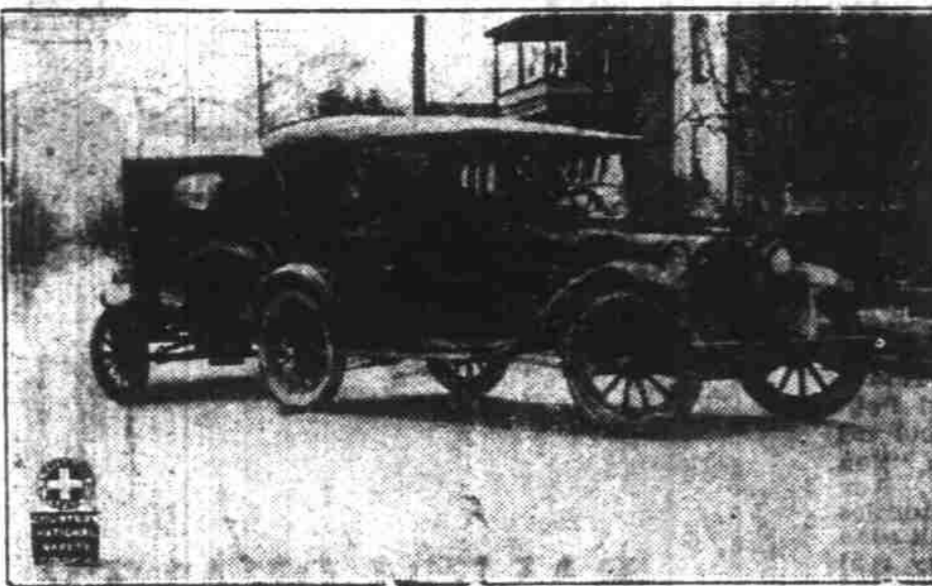
The trucks were disassembled and parts weighing about 140 pounds assigned to each mule. Large units like the motor were carried by two to four mules hitched together. The trip by mule-pack over the mountains requires 10 to 14 days.

Though the cost of freighting is heavy, including ocean, river and rail transportation before the last "legs" of the journey, the trucks have added greatly to the prosperity of the valley, the Dodge Brothers dealer in Bucaramanga reports. The number of Graham Brothers trucks operated in Bucaramanga far exceeds that of any other make, rough roads and heavy grades requiring transportation units of rugged construction and high power.

EARLY PRODUCTION OF NEW FORD TOLD

(Continued from page 1.)
wide influence of the Ford car in building of good roads and in teaching the people the use and value of mechanical power is conceded. Now days everybody runs

The Man in the Rear Automobile Isn't a Mind Reader—Signal Him!



Do you know many people who are mind readers? Lots of motorists assume that the drivers of cars following them have unusual mental powers. "Signal the car behind" is a slogan that should be carried into effect by every automobile operator. Informing the other fellow of your intention to stop or turn is the courtesy to which he is entitled. And courtesy is the twin brother of caution.

some kind of motor power but 20 years ago only the adventurous few could be induced to try an automobile. It had a harder time winning public confidence than the airplane has now. The Model T was a great educator in this respect. It had stamina and power. It was the car that ran before there were good roads to run on. It broke down the barriers of distance in rural sections, brought people of these sections closer together and placed education within the reach of everyone. We are still proud of the Model T Ford car. If we were not we could not have continued to manufacture it so long.

"With the new Ford we propose to continue in the light car field which we created on the same basis of quantity production we have always worked, giving high quality, low price and constant service. We began work on this new model several years ago. In fact, the idea of a car to succeed the Model T has been in my mind longer than that. But the sale of the Model T continued at such a pace that there never seemed to be an opportunity to get the new car started. Even now the business is so brisk that we are up against the proposition of keeping the factory going on one model while we tool up for another. I am glad of this because it will not necessitate a total shutdown. Only a comparatively

few men will be out at a time while their departments are being toolled up for the new product. At one time it looked as if 70,000 men might be laid off temporarily but we have now scaled that down to less than 25,000 at a time. The lay-off will be brief, because we need the men and we have no time to waste.

"At present I can only say this about the new model—it has speed, style, flexibility and control in traffic. There is nothing quite like it in quality and price. The car will cost more to manufacture, but it will be more economical to operate."

PROTECT FOREST RESOURCES TOLD

(Continued from page 1.)
ing or camping. Let him show you how to build and extinguish your camp fire, how to bank it to keep the fire from spreading, why a small fire is better than a big one, and all of those things that only one with years of experience in forest work really knows. It takes but little longer to extinguish the camp fire in the proper manner and it helps to preserve the mountain timber in its natural, wild state.

Grants Pass—Ore up to \$2,088 gold per ton was found in the old Greenback mine.

WHIPPET SIX SALE SHOWS POPULARITY

New Product Holds Commanding Position in Light Six Cylinder Class

Sales and production figures since the Whippet Six was first introduced on the automobile market early in the year disclose that this new entry in the light six cylinder field is achieving a notable record in its price class. Willys-Overland dealers throughout the country report to the factory that, despite the Whippet Six being a newcomer on the market, the speedy response it has met from the motor car buyers assures it a leading position during the year among the other cars in its price range.

The original Whippet Six car building schedule has been stepped up several times by the factory to meet the demands of dealers, and indications at this time are that 1927 will see the production and sale of this model exceeding the original quota set before production got underway.

The general performance of the Whippet Six as well as the advanced ideas of engineering embraced in its construction are cited by the various Willys-Overland dealers as the chief foundation for the success of this car. In type of design the Whippet Six carries out the low center of gravity construction, a design characteristic of all the 1927 Willys-Overland products.

Trials have shown the Whippet Six, not only as a speedy and powerful car but one that can be operated economically. Its unusual getaway, fast pickup and ability to maintain a high rate of speed mile after mile without any ill effects is equal to the performance of many higher priced sixes. Drivers also declare that for a six cylinder car the new Whippet uses a surprisingly small amount of fuel and an oil consumption which is almost negligible.

The Whippet Six bodies are low swung, the lines being long and graceful. This type of construction gives the car remarkable road stability, with a high degree of safety added by the four-wheel brakes.

NATIONAL TRAFFIC COMMISSION URGED

(Continued from page 1.)
attended by representatives of every municipality in the state, the representatives to be selected by the municipal governing body. It would be economical and advisable for the smaller villages and towns to give a proxy to a representative of the nearest large city who, in all probability, would be a trained traffic expert.

"These 48 state councils would be called upon to draft skeleton traffic codes which would represent the ideas of the states at large. One representative would be selected by each of the 48 state councils as a member of the national traffic commission. This national traffic commission would draft a simple but comprehensive traffic plan based on the 48 skeleton outlines presented by the representatives for enactment into law. Pressure of public opinion undoubtedly would be sufficient to insure the adoption of this master plan without change.

"Present driving laws stand in the way of improved driving conditions. It is hard to conceive, but an American tourist in Europe where a half-dozen countries are traversed with as many different languages and laws would be no more confused in driving than would be in crossing his own country from coast to coast. Here there is but one country and one language, but every state, city and hamlet has its own individual conception of traffic regulation.

"The goal of automobile manufacturers to create safe driving through progress in engineering, as is evidenced in four-wheel brakes, easier steering and better engine control, is defeated by this confusion of conflicting laws. So, also, are the huge expenditures for wider and better paved streets and highways being nullified by the lack of unified and common-sense regulations.

"As evidence of the variation of our laws there are few of us who have not discovered—some times to our sorrow—that it is legal to pass a standing street car in one city and illegal in another. That some authorities permit passing at the right while others prohibit it. That some traffic signals are over the side walk, others in the center of the road

sometimes on low standards, and again, suspended high in the air. That there are as many legal ways of making turns as there are ways of turning an automobile. That regulatory and warning signs are as varied as the sign painting art can make them.

"These are but a few of the many contradictions to be found at every hand. Even the authorities recognize this condition and rarely penalize an out-of-town autoist for an infraction of a local law—providing no accident has resulted.

"With conditions such as these, is it to be wondered that driving is and congestion result? The automobile today vies with the railroad as a means of inter-state transportation, yet imagine the chaos that would result if we attempted to run our rail transportation subject to different laws and rules in every municipality through which the trains operate.

"This country has developed in the automobile the greatest and most modern system of individual transportation in the world's history. Therefore, surely it is big enough to shake the kinks out of the traffic problem and solve it, once and for all time.

"In my mind there is a great opportunity for some national organization to perform a distinguished act of civic service by taking up this traffic problem in an intelligent manner and fostering its solution. The organization which takes this initiative will make a mark for itself in the history of our country."

General Motors Declares Extra Dividend on Stock

(NEW YORK.—(Special.)—Directors of General Motors Corporation at a meeting recently declared on the common stock a regular quarterly dividend of \$2 a share, payable June 13, 1927, and an extra cash dividend of \$2 a share, payable July 5, 1927, both to stockholders of record May 21, 1927. In addition the regular quarterly dividends on the senior securities, payable August 1 to stockholders of record July 5, 1927, were declared. The president, Alfred P. Sloan, Jr., announced that the corporation's cash position continues strong, the current cash and marketable securities aggregating \$150,000,000.

RED CROSS USING DODGE MOTORBOAT

Detroit Company Sends the Fastest Boat to Service of Flood Refugees

(DETROIT, Mich.—(Special.)—An immediate response has been made by Horace E. Dodge, prominent Detroit motor boat manufacturer to the appeal of Edwin J. Mullins of the motor boat division of the Red Cross in the stricken flood areas along the Mississippi. Dodge has donated to the Red Cross a new 25-foot mahogany water car for use in saving refugees and flood victims and to carry personnel and medical supplies as well as food to the sufferers.

The presentation of the motor boat is the result of a telegraphic request from Mullins at Clarksdale, Miss. He explained the urgent need of such a boat to aid in the rescue work and in carrying supplies throughout the areas that are under water. Local boats, it was pointed out by Mullins, have been unable to successfully combat the terrific currents.

The boat which the Red Cross will use in its rescue work in the stricken districts was built to accommodate 12 persons but it is estimated that more than a score can be safely carried. It is powered by an 8-cylinder, 100-horsepower Dodge-Curtiss engine and

will attain a speed of 35 miles an hour. It is believed this boat will be able to transport more than 1,000 refugees daily from their flooded homes. The speed boat also will be used for long distance emergency errands in the flood district.

Every power boat in the flood areas of the Mississippi have been pressed into service but it is the need of boats of the Dodge type that prompted the appeal of the Red Cross to the Dodge factory.

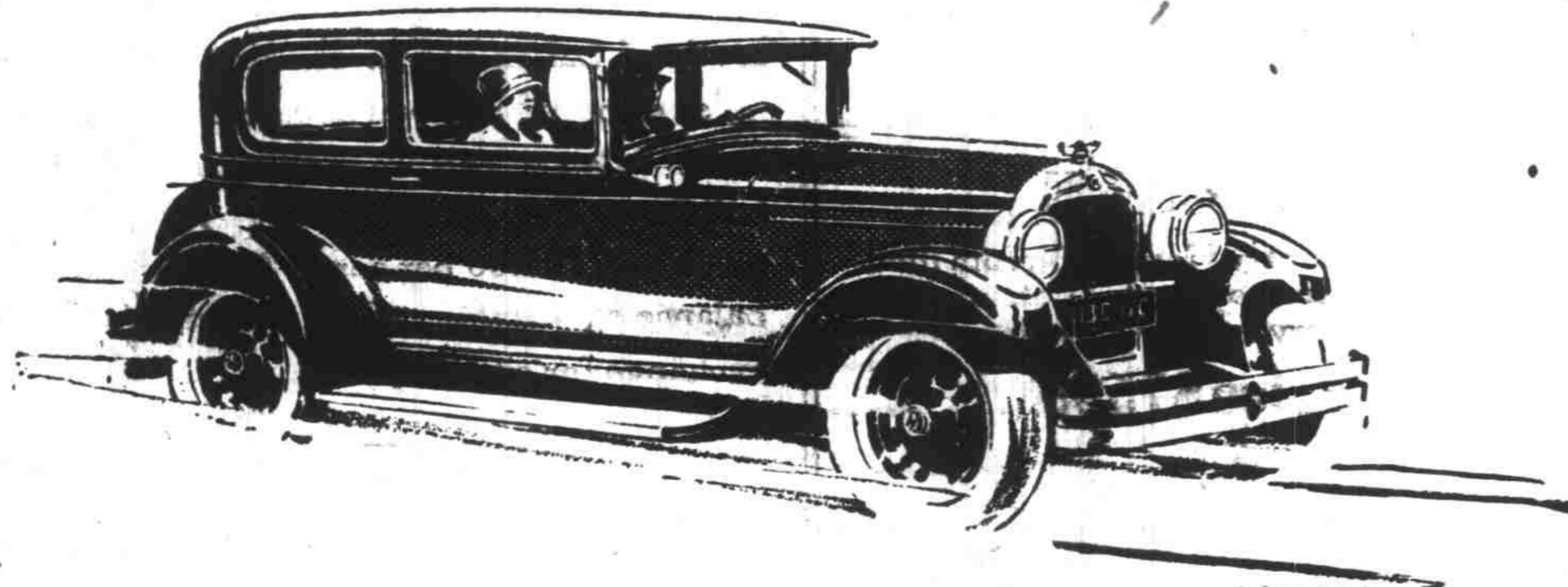
LINDBERGH CHOSE AIR-COOLED MOTOR

(Continued from page 1.)
favorable weather conditions. Under cool weather conditions, the air-cooled motor, he said, offers greater fuel economy than other forms of power plants which thereby enables the plane to fly farther on a given amount of gasoline and oil.

A feature of these engines is the low gasoline consumption when the plane is flying at its cruising speed. The cruising range is determined by the high speed of the plane at which the engine runs most satisfactorily on the least amount of gasoline.

In making the early plans for the Atlantic flight, Lindbergh said he studied all types of airplane motors in existence with the thought of finding that type of engine which is best suited to meet the varied and grueling conditions encountered in a flight across the ocean. It was in the air-cooled engine he said that he found the most desirable form of power plant for his flight.

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You will experience a new zest in driving the latest series Hupmobile Eight—a resilient response that comes from its improved engine design; from the

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Fourteen Distinguished Body Types—priced from \$1945 to \$5795 f. o. b. Detroit, plus revenue tax. Custom Bodies designed and built by Dietrich.

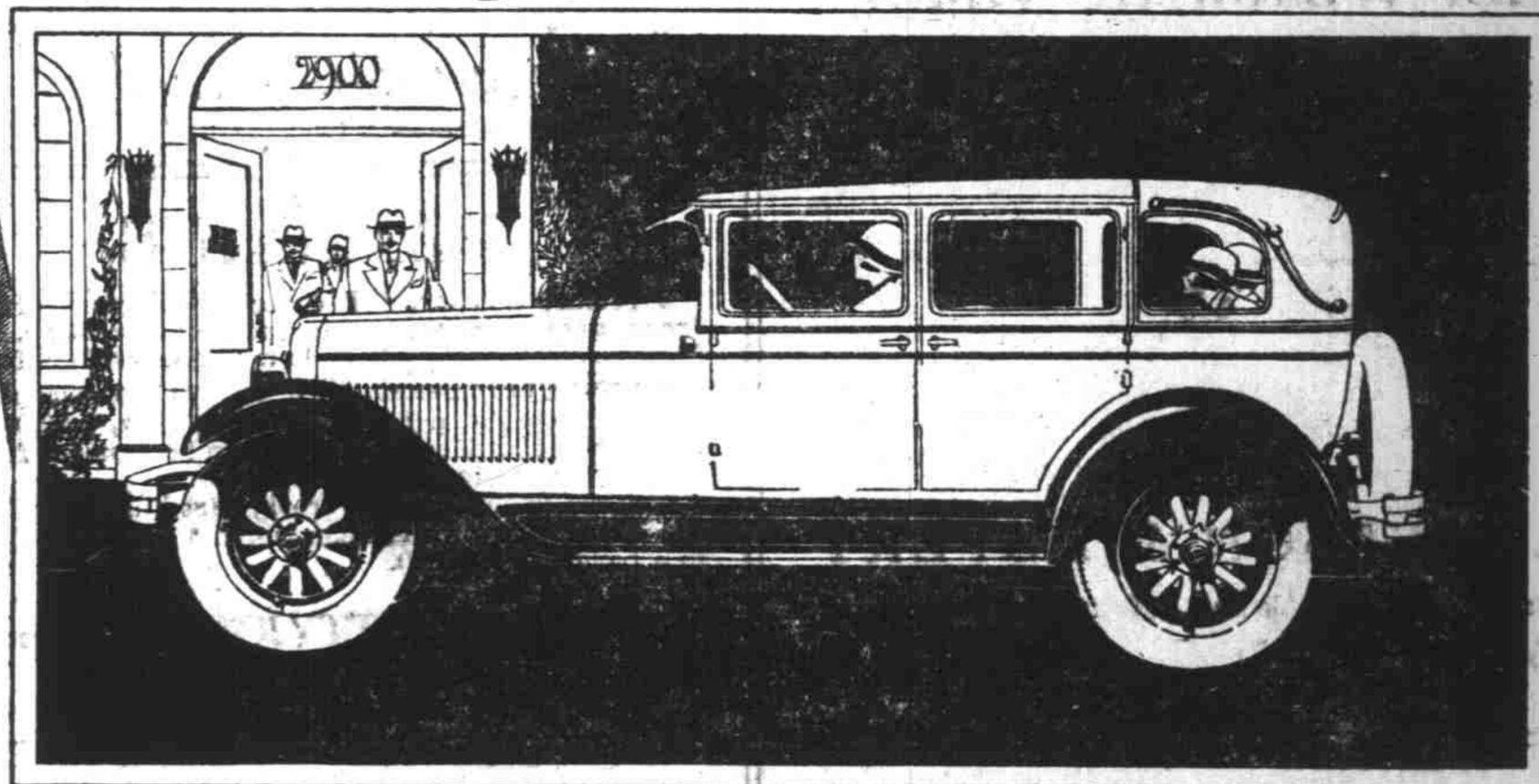
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SEDAN

If you want an extra measure of elegance, luxury and refinement—plus those qualities of endurance and economy for which the Pontiac Six chassis is internationally famous—

Come in and see the new and finer Pontiac Six De Luxe Landau Sedan.

In its striking proportions and superb execution, the body reveals Fisher craftsmanship at its best. The color effect is refreshingly new—Peter Pan Blue Duco on body, hood, lamps and fenders with striping of gold-bronze and faerie red.

The wheels are in natural wood.

The heavy crown fenders have a long, graceful sweep. The nicked radiator is fashionably high, while a marked air of individualized beauty and richness is achieved by garnish rails and steering wheel in American walnut, special mohair upholstery over davenport type springs, and body hardware of period design.

And, of course, the De Luxe Sedan provides all the power, speed and stamina—all the handling ease and operating economy which made the Pontiac Six the most successful low-priced quality six ever introduced. Yet it sells for only \$975.

VICK BROS. Salem, Oregon

Associate Dealers

MILLER MOTOR CO., Albany, Oregon; FRED T. BLYEUB, Seio, Oregon; E. E. TAYLOR, Lebanon, Oregon; SILVERTON MOTOR CAR CO., Silverton, Oregon; GEO. DORR, Woodburn, Oregon; C. J. SCHREVE & SON, Dallas, Oregon; HARRISBURG GARAGE, Harrisburg, Oregon; JOHNSON MOTOR SALES CO., Corvallis, Oregon.

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