

ville. This is the desert route mentioned by Bancroft, the prolific historian of California. Along the trail a party under Elisha Stephens, sometimes called the Murphy company, passed through Nevada. In 1844 on their way from Missouri to California.

Then, following the Mexican War, Mormon and other traders posted themselves on this line of overland travel to the California gold mines, and sold grain and vegetables to the starving westward-bound pilgrims. Through this trade, mutually beneficial to both traveler and trader, towns sprang up in the valley of the Humboldt River.

But it was the Comstock lode of silver that was primarily responsible for the development of Nevada. The yield of this vast deposit aided the Nation greatly in the resumption of specie payments at the close of the Civil War.

The entire 424-mile length of United States Route 40 across Nevada is surfaced with gravel or better and is travelable at 40 miles an hour. Practically the entire distance has been constructed with Federal-aid funds. The sparse settlement of this State makes Federal aid essential for the rapid development of the transcontinental roads.

Arriving at the one-time famous mining camp of Reno, the traveler finds accessible from this beautiful city, Lake Tahoe—23 miles to the southwest, Mt. Lassen, the only active volcano in the United States, is situated 150 miles to the northwest. The state boundary is 12 miles west of Reno.

Donner Pioneer Tragedy
California—Leaving Reno, the road follows the Truckee River, and at the State boundary begins the ascent of a long grade into the heart of the Sierra Nevada mountains. Twenty-two miles west of the state line, the town of Truckee is passed, and two and one-half miles farther along may be seen the Donner Pass Pioneer Monument, commemorating one of the most terrible tragedies in the history of early transcontinental travel. It was here that the Donner party, in 1846, was caught in a heavy snow storm, while attempting to cross the Sierra Nevada range. Of a total of 87 men, women and children, only 48 survived the rigors of starvation and cold. Seven miles beyond the Donner monument the summit of the High Sierra is passed, through the Donner Pass, at an elevation of 7,236 feet above sea level. This pass, and in fact all of the route west of Truckee—elevation 5,320 feet—on the east side of the summit, through Emigrant Gap—20 miles west of the summit—elevation 5,800 feet, to Blue Canyon—elevation 4,700 feet—is likely to be blocked by snow at any time after October 15, and to remain closed until the following April or May.

After passing over the seven miles of forest highway, built with Federal funds over the Sierra Nevada range, the route gradually leaves the timbered areas and reaches Auburn. Sacramento, 36 miles farther, on the site of Sutter's mill on the American River where Marshall first found rich deposits of gold, in 1848, is now a beautiful city, with shaded streets and attractive gardens. From here it is only 96 miles to Oakland, on San Francisco Bay, and then five and one-half miles to the bay by ferry to San Francisco.

Of the 233-mile length of route 40 in California, 142 miles are paved, 16 are surfaced with bituminous macadam, and 75 miles are graded and drained. Seventy-eight miles in this state have been built or are being improved with Federal-aid and forest road funds totaling \$1,401,274.

Golden Gate is Terminus
Thirty Days to Make the Trip—Arriving in San Francisco—some thirty days after leaving Atlantic City at the eastern terminus of route 40, one of the first sights is Portsmouth Square in the center of the city. It was here, on July 8, 1846, that Capt. Montgomery, of the United States sloop-of-war Portsmouth, raised the American flag on the plaza of the city then called "Terba Buena" and an-

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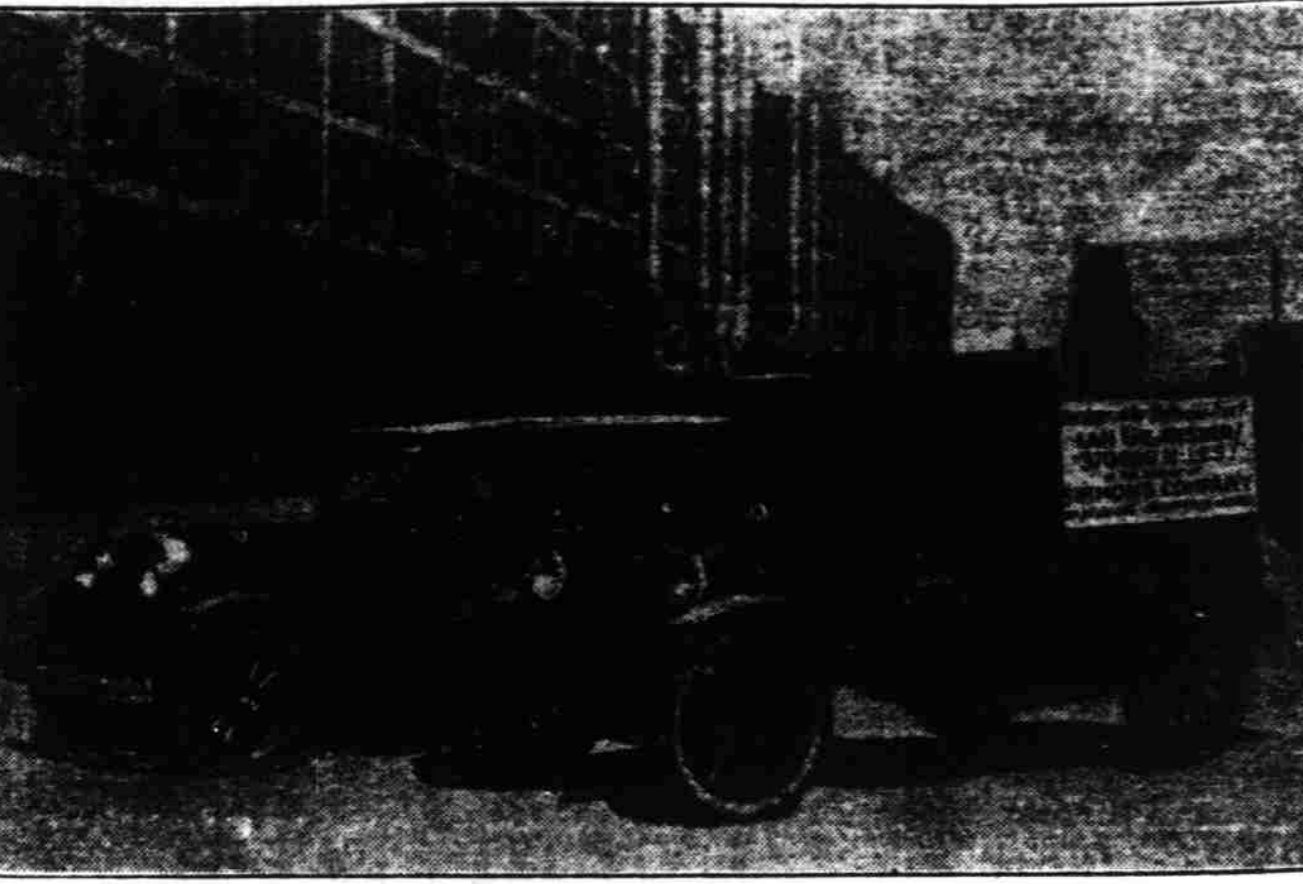
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"Old Dog" Returns Home To Greet Victory Six



AFTER running 370,000 miles, originally as a 1915 model touring car and now a delivery truck, this pioneer Dodge Brothers car has been returned to the factory as a gift from the Simmons Company of Kenosha, Wis. The car has been in daily operation for thirteen years, and is still in running condition. At the left is the new Dodge Victory Six.

"The 'Old Dog' like the 'Old Guard' never surrenders. Neither will it die. It has 370,000 miles behind it and refuses to stop going. Today, that it has been nicknamed the 'Old Dog.' Its serial number is 2,422, one of the pioneers still in service as an example of quality in workmanship and materials. It was bought in May, 1915, by the Simmons company, and has been owned and operated by them since.

In its years of service, the 'Old Dog' has been under the supervision of the same garage foreman who has made a sworn statement that the car has used 18,500 gallons of gasoline, averaging 20 miles to the gallon, and 500 gallons of oil. During the 13 years, repair bills have amounted to approximately \$1,000.

NASH OWNERS AND DEALERS COOPERATE

Maintaining of High Quality of Products Objective of Campaign

Insistence upon quality of materials and workmanship is an outstanding feature in the manufacture of Nash cars; this is apparent even to the casual visitor to any of the company's plants at Kenosha, Racine, Milwaukee or Pine Bluff, Ark. To doubly insure the maintenance of quality a meeting, held every Monday night, is attended by all foremen, division superintendents, the general superintendent and other executives of the company.

At these meetings every letter from Nash owners or dealers, containing suggestions regarding the product, is read and discussed. The head of the particular department which makes the part or performs the operation upon which the suggestion has a bearing, is present and the solution, if one is necessary, is discussed with him and usually decided before the next letter is taken up. In this manner company officials are in a position to constantly maintain and to improve the quality of the Nash product; they feel that the owner actually driving the car and the dealer who sells it are in an ex-

cellent position to offer suggestions of a character that will be helpful to an earnest production department.

These weekly quality meetings are as definite a part of the Nash production program as is the testing of the cars themselves after they have come off the assembly line; in fact, Mr. Nash regards the meetings as being a vital element in the success of the company and they constitute a practice which he has followed throughout the 30 years of his manufacturing career.

Automotive manufacturing methods are forming part of the educational instruction in many schools today. Where automobile factories are available pupils are taken to them to see how large factories employ efficiency methods. During the present season several hundred pupils, both grade and high school, have inspected the Oldsmobile factories at Lansing, Mich.

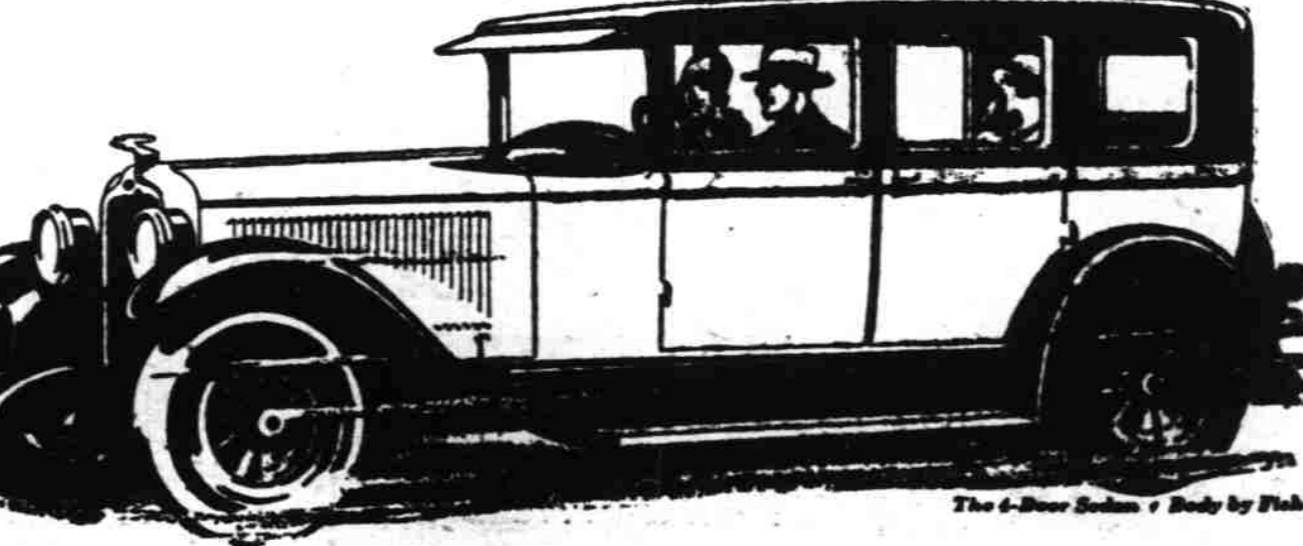
Just 25 years ago Oldsmobile announced a touring car with two-cylinder engine of 10 horse power and "claimed to have a speed of 35 miles an hour." This announcement was reported at the time as "creating a big stir in the automobile world."

The Northwest is preparing for one of the biggest touring years in the history of motoring and all records are expected to be bettered during 1928. Advance information from Automobile Clubs and Chambers of Commerce indicate that this prediction will easily be fulfilled.

A drop of water in the gasoline tank can create considerable trouble. To prevent this a gasoline pump with filter attached is standard equipment on the new Oldsmobile.

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One hour in the All-American Six... and you're conscious of the superb riding qualities... the refreshing handling ease... the de-cushioned comfort you expect to enjoy only in much higher priced cars.

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flexing springs and big, over-size tires. From a clutch responsive to the lightest pressure and from finger-tip steering at every speed.

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OAKLAND
ALL-AMERICAN SIX
PRODUCT OF GENERAL MOTORS

TRIMOTORED METAL PLANE EXHIBITED

Byrd and Bennett to Use Monoplane on Trip to South Pole Soon

DETROIT, April 28.—The Ford tri-motored metal monoplane, built for Commander Richard E. Byrd's proposed expedition to the South Pole, to begin next September, is one of the exhibits at the first All-American Aircraft show, being held here this week.

The huge craft in which Byrd, with Bennett, who accompanied him on his North Pole flight two years ago, and Bert Balchen, who was a member of the Byrd-trans-Atlantic flight last summer, hope to circle the South Pole, is an exhibit of the airplane division of the Ford Motor company. Companion exhibits of the same company are the famous "Josephine Ford" Fokker plane in which the North Pole flight was made, and an antiquated Heriot monoplane of the type in which Heriot made his historic flight across the English channel, back in 1899.

The new Atlantic plane was completed only about a month ago but already in trial flights it has made several enviable records. Early this week the plane returned to the Ford Airport here after a flight of more than 4,000 miles to the northern tip of Reindeer Lake in Northern Manitoba.

The plane made this trip with Bennett and Balchen as a test to determine its performance over snow and ice-clad country where temperatures and landing conditions closely approximate those which will be encountered in the coming Antarctic flight.

On this trial flight the plane, with Bennett, Balchen, Harry Russell, Ford mechanic and two motion picture camera men, flew from Dearborn to the northern tip of Reindeer Lake, a distance of approximately 2,069 miles, in 21 hours and 15 minutes of flying time with a flying load of 12,000 pounds. The flight was made via St. Paul, Winnipeg, Le Pas, Manitoba and Le Brauchet, which is one of the northernmost trading posts of the Hudson's Bay company. The return trip was made in even better time, because on the flight from Le Pas to Winnipeg, the distance of 400 miles was covered in two hours and 50 minutes. A tail wind on this leg of the flight assisted the big plane to establish a new speed record for airplane flights between those two points.

The plane and its crew spent several days in the country north of Le Pas, testing the plane's skills in landing and taking off on rough ice and snow and also testing the cruising and maneuvering ability of the plane in temperatures far below zero. In several of the tests the temperature was 40 degrees below zero, yet the plane and her motors performed as satisfactorily as in more temperate climates. At no time during the severe test flights did the crew experience any engine troubles or unforeseen difficulties with landing or operating gear.

While this plane was built especially for the Byrd South Pole flight, its construction is the same as that of the standard Ford tri-motored monoplanes. Balchen, Bennett and Russell reported upon their return that they had not found it necessary to make any adjustments of carburetors or other items of the engine equipment to compensate for the low temperature in which the test flights were made.

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The plane, with the present fuel tanks, has a cruising radius of more than 2,000 miles. It is this plane in which Byrd expects to make the dash from his southern-most base to the South Pole and return. Two other planes, a Bellanca and a single-motored Fokker, will also accompany the expedition.

Never have the highways on the Pacific Coast been in better condition for touring than they are at the present time.

Graham Brothers trucks are offered now in 1842 different types, showing clearly how modern commercial and industrial transportation has become intensified. Naturally this total includes all of the varied equipment adopted for many different uses of trucks.

Color combinations on the various Dodge Brothers Inc. Sixes, the Standard, Victory and Senior, have met with considerable favorable comment from customers. Dodge Brothers dealers report.

Trucks Pass Tests To Enter Argentine

Motor truck shringers aren't allowed in the Argentine. The government requires they prove their worth in rigid tests before being admitted duty free. With three trailers and the bed of the truck heavily laden with iron and tires, a 1 1/2 ton Graham Brothers truck recently pulled a load of several tons to pass all requirements. Hereafter, Graham Brothers trucks will be exempt from the 10 per cent duty charges, and enter the country as a desirable immigrant.

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