

# BRAZIL BUILDS LONG HIGHWAY

### Final Link in 1,200 Mile Road Between Cities is Completed

WASHINGTON, D. C., Oct. 13.—(Spe.)—Thousand-mile tours by automobile in Brazil, a prospect undreamed of a few years ago, are now a reality, according to Senator Godofredo M. de Menezes, representative of the Brazilian government, in Washington for conference with government authorities and officials of the Highway Education Board.

With the recent completion of an improved highway from Rio de Janeiro, the Brazilian capital, to Sao Paulo, capital of the Brazilian state by that name, it becomes possible, declares Sr. Menezes, to drive by automobile from Rio to Montevideo, the capital of Uruguay, a distance of approximately 1,200 miles. Sr. Menezes covered a large portion of this trip shortly before leaving for the United States. The only section of the road that is not built, he says, is an eighty-mile stretch off the coast of the state of Rio Grande do Sul, where the autoist must avail himself of the beach, at low tide, being afforded an excellent highway of nature's own construction.

**Conference Held**  
While in Washington Sr. Menezes conferred with Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads and chairman of the Highway Education Board, and with Pyke Johnson, secretary of the board and executive secretary of the Pan American Confederation for highway education, regarding the forthcoming sessions of the second Pan American Congress of Highways to be held at Rio de Janeiro in June, 1929. The Brazilian authorities, he says, especially the president, Dr. Washington Luis, are looking forward to this conference as another opportunity still further to crystallize the growing interest in highway construction and highway transportation, not only in Brazil, but in all of Latin America.

By act of Congress at its last session, President Coolidge was authorized to appoint delegates from the United States to attend this conference.

Sr. Menezes also conferred with officials of the department of state, the department of commerce and the Pan American Union.

**Expert in Charge**  
Highway construction in Brazil, according to Sr. Menezes, is under the supervision of Engineer Timotheo Penteado, who was a member of the first Pan American Highway Commission, a group of leading engineers, brought to the United States in 1924 by the highway education board.

"President Luis," said Sr. Menezes, "is determined to open up the vast resources of our country by a network of modern highways. Two trunk lines totaling about 400 miles have recently been completed. This is but the beginning of an extensive road building program conducted under federal aid and supervision and supported by a special tax levied on gasoline and automobiles.

"The highway program in Brazil will greatly increase the opportunity for the sale of American automotive and road building machinery, and also should create additional markets for American products in the new outlying sections that will be opened up in it.

"For this reason the forthcoming Pan American Highway Congress carries great significance to all American industry, in addition to those only interested in highway construction."

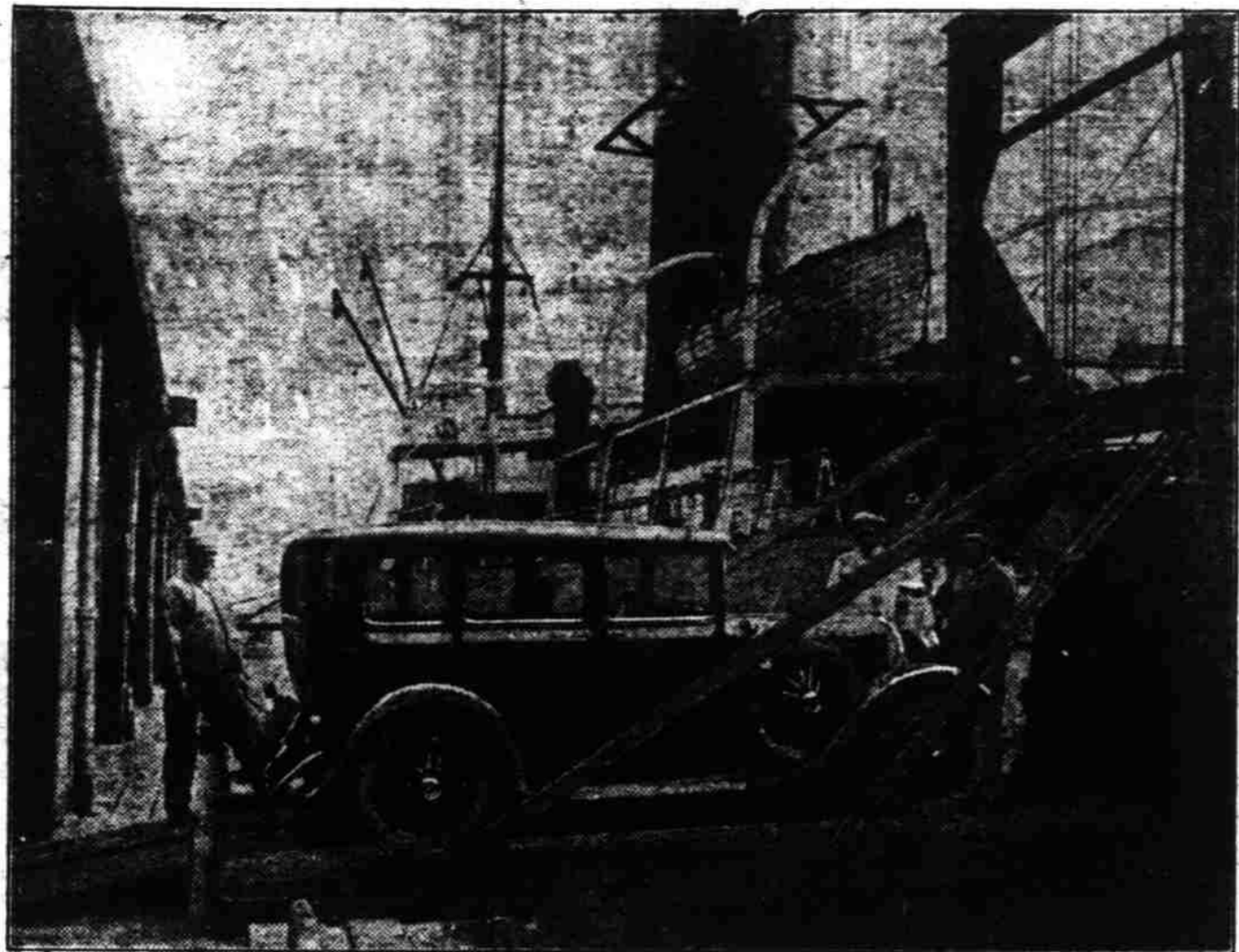
## GRADE CROSSINGS CAUSE LIFE LOSS

WASHINGTON, D. C., Oct. 6.—(Special)—During the past ten years 20,427 persons have been killed and 57,625 seriously injured in highway grade crossing accidents on major steam railroads. The figures do not include grade crossing accidents occurring on smaller steam railroads or on electric and oil lines.

These figures were made public today by the American Road Builders' association as part of its national highway safety campaign. The association points out that while the number of fatalities has increased steadily since 1918, the comparative number of deaths has been decreased. In 1918 a total of 1,852 persons were killed in these accidents as compared with 2,371 in 1927. In 1927 there were .94 persons killed per 10,000 motor vehicles as compared with 1.84 persons in 1918.

The decrease in highway grade crossing fatalities has been the result of educational measures taken by railroads and co-operating organizations, the American Road Builders' association declares. "A continued reduction is dependent upon the practice of caution on the part of motor vehicle drivers. Courtesy and caution are the two fundamentals which will eventually bring a noteworthy decrease in all types of highway accidents.

## Here's Latest Seagoing Garage



The Europe-bound automobile of today goes aboard ship like a passenger and is stored uncrated below deck at a saving of approximately \$50 a unit on freight charges. This Dodge Brothers Victory Six sport sedan is going across the gang plank, to join other Dodge cars aboard the S. S. Hansa of the Bernstein line, bound for Rotterdam, Holland. The cars were loaded at Weehawken, N. J., after rail shipment from the Detroit factory to the seaboard.

## EDUCATION NEEDED TO BRING SAFETY

WASHINGTON, D. C., Oct. 13.—(Special)—"National safety" can be brought about primarily through education," declared Dr. John J. Tigert, former commissioner of education, in a letter to the American Automobile Association, just prior to his retirement from his post with the department of education.

Dr. Tigert's letter, commending the A. A. A. for its "humanitarian efforts to reduce the toll of death and injury to the children attending the schools of the nation," was one of his final acts before leaving for his new post as president of the University of Florida.

Commenting upon the former Commissioner's message, Thos. P. Henry, president of the A. A. A., pointed out that safety education in the schools has long been

a goal of organized motordom.

Mr. Henry said that the school boy patrols, which have won commendation in all parts of the country, were sponsored by the A. A. A. as a means of saving the lives of the millions of children attending school. "This work," he continued, "can be materially strengthened if the rudiments of safety are instilled into the minds of the young. Only through proper training can they be made safety-minded. If the life of a single child is saved the whole cause of safety will be one of beneficial results."

The president of the National motoring body pointed out that teaching of safety or traffic regulations in the public schools is required in seven states and there is an ever-increasing sentiment to make this work a part of school studies throughout the country. These states are New Jersey, North Carolina, Ohio, Pennsylvania, Virginia, Wisconsin and Wyoming.

## COMING ELECTION FAILS TO DEPRESS

"One of two things is true in this presidential campaign," stated Martin L. Pulcher, president of the Federal Motor Truck Company of Detroit. "Either the business man of today, Republican or Democrat, is convinced beyond a doubt that his candidate will carry the election, or he is convinced that prosperity will continue either under Hoover or Smith."

Men of recognized authority consider the motor truck manufacturing industry as a reliable index of general business activity throughout the country. Since the month of August is reported by the Federal Motor Truck Co. as being the biggest month in its 13 years of truck making, it would appear that the usual presidential election year alarmists shout into closed ears.

## OLDFIELD'S CAR IS JUNK AUTO

### Famous "Golden Egg" Once Pride of Speedways Throughout Nation

WASHINGTON, D. C., Oct. 13.—Barney Oldfield's "Golden Egg," once pride of the speedway and dirt track and considered the auto race car supreme, is now a junk auto in a neighborhood garage here.

The race creation, which was the pride of Harry Miller of Los Angeles, its builder and a money maker for Oldfield, has been unused for three years, but many race followers held that "the egg" can still make fast enough time to win over any modern day race cars.

As a pioneer speed driver, Oldfield raced the Golden Egg, so named because of its color and shape, on speedway and dirt track to set up records and win many events. His final appearance was at the Independence race track near Kansas City in 1918, when he won from Ray Lampkin in a match race. That was Barney's race track farewell, but the Golden Egg went on.

The car became the property of promoters and race drivers in successive years and was a big attraction at many fairs when driven by several dirt track stars. Included in these were Paul Clancy and Wilbur Shaw. Clancy's mark for 12 1/4 miles, recognized by the International Motor Contest Association, is still in the re-

cord books for the Golden Egg. Shaw, whose speed efforts at Daytona Beach brought him in the limelight this spring, drove the car as late as 1925. Since then the racer has been unused, but many an aspiring young driver in the Chicago section has divined the ambition to rebuild the car and put it back into dirt track competition.

## PLANT CAPACITY TURN-OUT PLANNED

DETROIT, Oct. 13.—(Special)—Lawrence P. Fisher, president of the Cadillac Motor Car company, in a statement released today states:

"Cadillac and LaSalle shipments during September to distributors and dealers again exceeded five thousand units. Stocks in the hands of dealers are exceptionally low and in order to keep up with the increasing demand for our new models, October and November production schedules have been increased to maximum plant capacity.

"September sales and deliveries to customers exceeded any previous month in our history. The general acceptance and approval by the motoring public of the new Cadillac, the new LaSalle and the new Fleetwood custom line, is most gratifying to us."

Mr. Fisher feels that the outstanding values, plus the many new and exclusive features providing safety, comfort, ease of operation, mental ease and the superb performance, coupled with the general prosperity of the country, are the main reasons for the exceptional volume of business.

# Ready to Serve



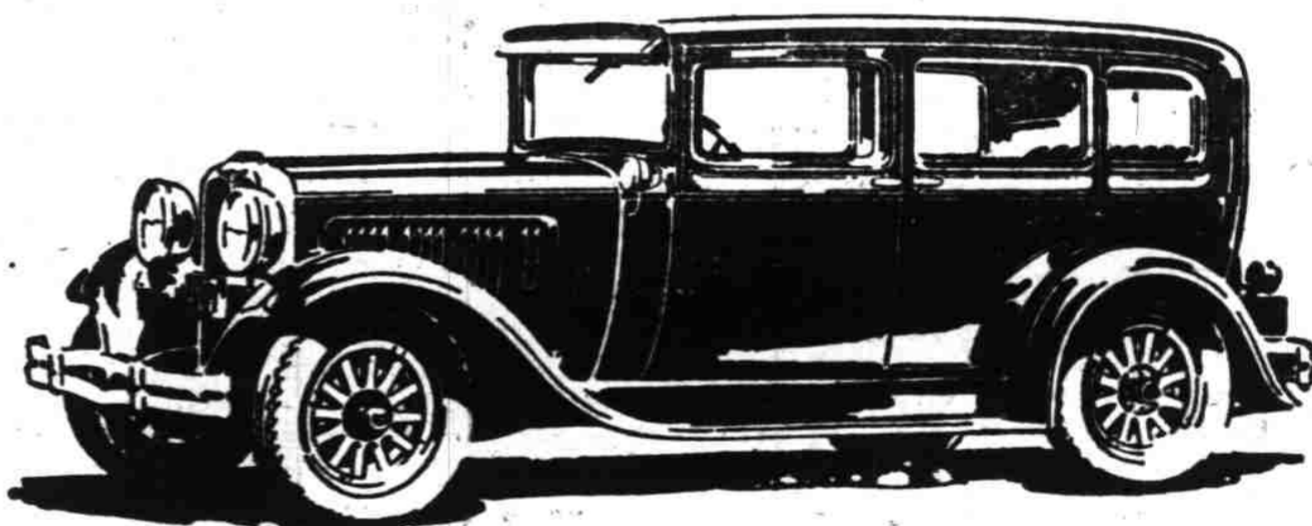
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Bodies are not only smarter, but larger, providing increased headroom, leg-room and seat-comfort. Deeper, softer cushions and specially selected hardware and upholstery sound a distinctive note of interior luxury, while higher and wider doors facilitate entrance and exit.

The new Victory Six emphasizes the unusual structural advantages first introduced in the original Victory. The chassis frame is so

bolted to the body that it literally becomes a part thereof—a simplified, more rugged, and squeak-proof construction that reduces weight, eliminates rattles and lowers the center of gravity.

This unique Victory design provides roadability and riding ease as remarkable and unusual as Victory pick-up, power and flexibility.

There is just one way to find out how different and better Victory performance really is. Drive the car yourself!

PRICES—Touring Car, \$995; Roadster, \$995; Coupe, \$1045; 4-Door Sedan, \$1095; DeLuxe Sedan, \$1170; DeLuxe 4-Pass. Coupe, \$1170; Sport Roadster, \$1245; Sport Touring Car, \$1245; Sport Sedan, \$1295—f. o. b. Detroit

## ALSO DODGE BROTHERS STANDARD SIX \$895

Smarter lines, greater comfort, richer appointments. A thoroughly dependable car in every item of construction that makes

for smoothness, flexibility and long life. PRICES—Coupe, \$875; 4-door Sedan, \$895; Cabriolet, \$945—f. o. b. Detroit

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H 6-13 Western Giant, Guar. 2 1/2 yrs., \$13.45  
H 12-7 (12-volt) Western Giant, Guaranteed 2 1/2 years ..... \$16.95

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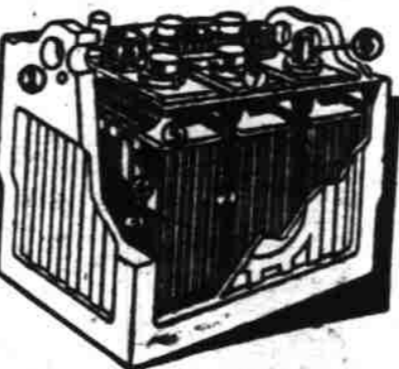
Point for point, Wizard and Western Giant Storage Batteries challenge comparison with any other standard make storage batteries... But our New Low Prices, plus our Iron-Clad Longer Guarantees, unequalled Service at our more than 150 stores, and our popular CUSTOMER IS ALWAYS RIGHT Policy, make them VALUES that cannot be equalled!

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