BETTER ROADS HELP FARMERS

Transportation Basic Factor of Rural Prosperity Economists Find

Improved highways in the rural areas will go far in helping to solve the much-discussed problem of farm relief by bringing the farmer in closer touch with urban centers, according to the American Automobile association.

The national motoring body pointed out that while 5,007,124, more than one-fifth of all motor vehicles, are farm owned, only 7.-5 per cent of all farms are located on macadam, concrete or brick highways.

This is strikingly shown by the fact that 43.1 per cent of farms are located on unimproved dirt roads, with 31.3 per cent on improved roads and 14.9 per cent on gravel roads.

"Economists have long claimed that transportation is one of the basic factors of prosperity on the farm," the statement continues. "Therefore, if adequate highways are built to serve the farmer, with the steady increase in the number of farm-owned motor vehicles, the farmer will eventually move his own products, sell to roadside markets and in many ways enjoy the economic independence to which he is entitled."

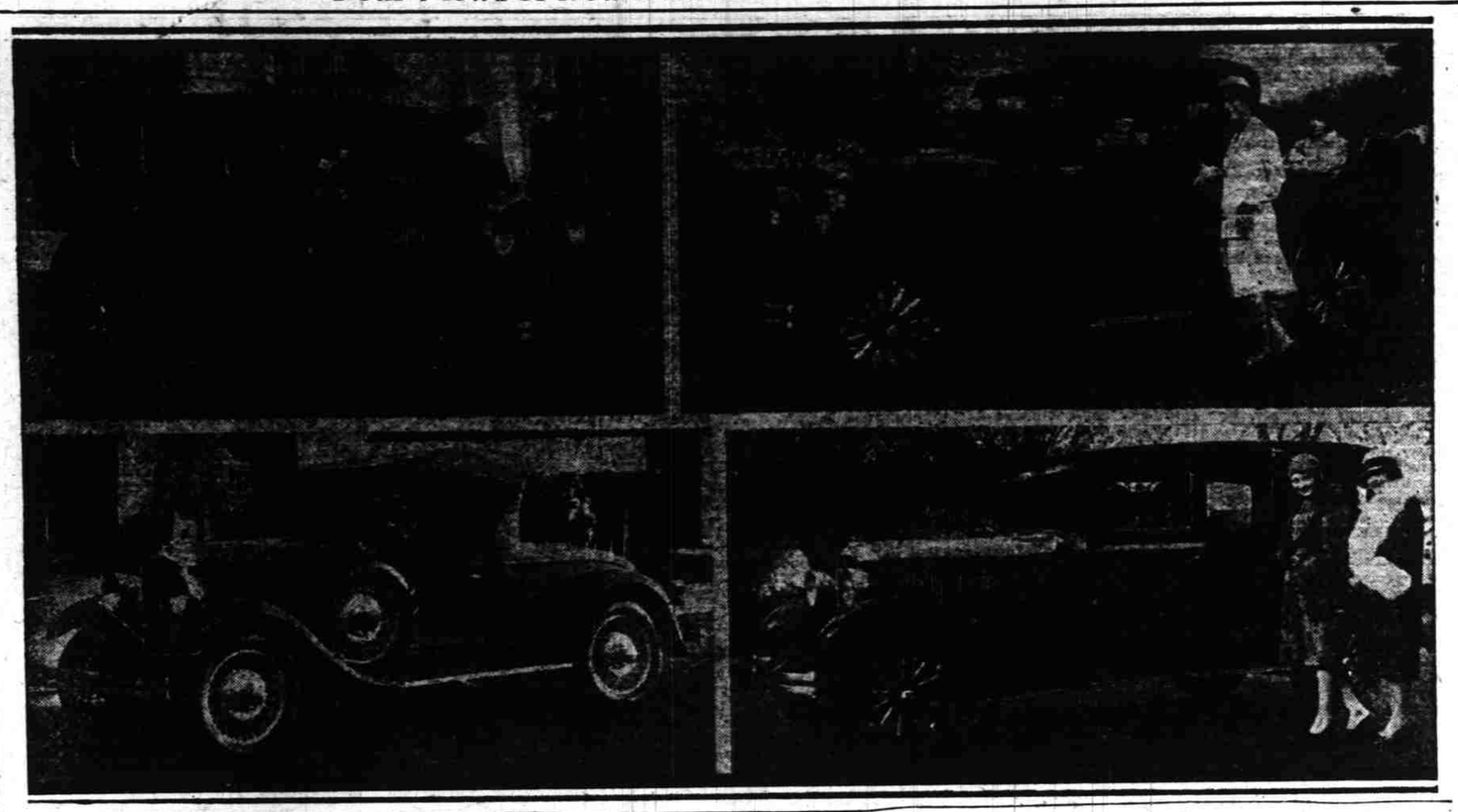
Two Men, Wives Blazing Roadway From Argentina

The feats of the intrepid pioneers of early American days are being repeated by a party of four now blazing a motor trail from Argentina to the United States, according to the American Automobile association.

The national motoring body says they have built bridges and ferries, from growing timber, cut their trail through the jungle and have in every sense of the word been pioneers.

These four travelers are Nunio Ciolfi and Augustin Bartolini and their wives, who are traveling in an early model of one of the lighter American cars.

Four Views of New Durant "60" Announced Here Today



New 6 Cylinder Production In 8 Body Styles Presented By Western Durant Factory

Today the new 1929 Durant 60 beauty, power and performance any previous low-priced six cylinder motor car produced by the Durant Motor company. Simultaneously with this unexpected announcement, a complete line of he new creations is being displayed by all Pacific coast Durant dealers.

Heralded by Durant officials as "the wonder car of the decade," the new model is larger in size, roomier in interior dimensions, more luxurious in appointments, and remarkably improved in performance over any previous Durant product in its price class. It is said to be the last word in mechanical construction, and far in advance in style and beauty of any automobile of corresponding size or price.

Conveniently Arranged

This announcement, following closely the recent introduction of the new 1929 Durant Four, comes as a complete surprise to western motordom in the midst of the greatest selling season in the history of the company, and while production at the western Durant plant still is far behind demand. It was not expected that the new Durant models would make their debut until the National Automobile show in January.

A wheelbase of 110 inches permits a generous seating arrangement with abundant room for perfect enjoyment by both front and rear seat passengers. Every provision has been made for the comfort of drivers of these new automobiles. Neatly clustered, and indirectly lighted, the instruments on the dash board are so arranged that they can be seen at a glance. Gear shift lever and emergency brake also are located within easy reach of the operator. The large 17-inch speedway type steering wheel, with horn, spark, and gasoline controls centered, further adds to the driver's comfort and convenience.

47 Horse Power

Three major mechanical refinements contribute to the outstanding performance of the new models. Powered by the internationally famous and highly praised Red Seal Six-cylinder Continental motor, the new Durant 60 is capable of an effortless flow of power and speed never before known in a car of its class, claim Durant engineers. This motor performance is enhanced further by the use of the famous Lanchester vibration dampner, which ushers in a new era of silent riding. Mounted on the front end of the crankshaft, this mechanical feature eliminates vibration at its source, and insures a smooth running power plant at all speeds.

The new motor has a bore of 2 7-8 inches and a stroke of 4¾ inches, and a piston displacement of 185 cubic inches. It develops 47 horse power at 2,400 revolutions per minute.

Another outstanding feature "under the hood" on the new models is an oil purifier, the H. W. filtrator. With this equipment, heretofore found only on higher-priced motor cars, it is possible to run 2,500 miles or more without draining the oil from the crankcase, according to Durant engineers. It prolongs the life of the motor, in that the engine is running in pure, clean oil at all times.

Six Enclosed Models

Operated on ball bearings, the steering mechanism has been refined to such a degree that the steering on these models is practically effortless. Experimental runs have demonstrated that a complete circle in either direction can be made with but a slight turn of th new comfort-grip steering wheel.

The new Durant 60 line is composed of eight models, each a perfect expression of modernity in motor car construction. They are: the four-door sedan; deluxe four-door sedan; the two-door sedan; the coupe; the coupe cabriolet; the deluxe coupe cabriolet; the sport roadster, and the deluxe sport roadster.

Output Passes Four Million

Production of cars and trucks during the first ten months this year reached a figure of 4,068,-727, surpassing all previous marks for a corresponding period according to reports submitted at the Directors meeting of the National Automobile chamber of commerce today. The report further shows that the previous high mark for the first ten months occurred in the year 1926 when 4,062,110 cars and trucks were turned out. Vice-president Alfred H. Swayne presided at the gathering.

October output was estimated at 397,000 motor vehicles as compared with a total of 434,915 in September and 227,510 in October last year. October 1928 was 75 per cent greater than October 1927 and eight per cent under September this year.