DURANT HEAD TOURING WEST

F. J. Haynes, New President, Well Impressed With Activity on Coast

Deeply impressed with the overwhelming Durant activity on the Pacific coast, Frederick J. Haynes, recently elected president of Durant Motors, Inc., is now continuing his tour of the western states after visiting southern and central California. His first official visit to the western Durant roganization since becoming head of the international automotive institution has been a revelation to him, he said in a communication to H. E. Shade, of the Salem Automobile Co., local Durant dealers.

Before he departed from the San Francisco bay district, where is located the huge Durant plant serving the western section of the country, he paid high tribute to Norman deVaux, head of the Durant in the west, and the factory organization. He was elated over the present production program which is given by deVaux as 150 cars a day. According to present plans, production next month will reach the 4,000 mark.

The dealer organization he has already visited, its buildings and showrooms, also received much praise from Haynes. "If what I have already seen of conditions in the territory is any criterion, you should find no difficulty in exceeding your present quota of 30,000 cars this year by 10,000," he commented.

Concerning the Durant facilities for manufacture and distribution of motor cars and regarding production and sales during 1929, Haynes had this to say:

"We have investigated the Durant factories and product and found them to be excellent. The Durant car, we believe, is really superior to the average and possesses certain distinctive qualities not yet generally known to the public. It is our purpose to make them known, and to constantly make the product still better and therefore still more worthy of its good name."

NEW WORRY

Some gardeners we know of are wishing for warmer weather, while other gardeners wh know of never worry over the weather, the moon, moisture, nor weeds.—Athena Press.

Convicts Rush Big Sur Road Work

Silver Anniversary Buick scout coupe on recent trip to construction camp on Big-Sur, south of Carmel, ascertained that additional prisoner-workers have been dispatched to speed construction of the San Simeon-Carmel highway stretch—the final connecting link in California's projected All-Coast Highway. Illustration is a typical bit of coast line to be opened to motorists by new road.

For Tire Service

We Just Love to Fix Em

313

199 South Com'l. Miller TIRE SERVICE "RUSS" SMITH

5,000,000 CARS ARE PARKED DOWN TOWN

Ability to Wedge Auto Into Small Space Deemed Big Advantage

More than five million cars are parked daily in the business districts of the large centers of population in the United States, according to a nation-wide traffic analysis just completed by Detroit automotive engineers studying parking conditions throughout the country.

Observers found the DeSoto Six a car that best meets the serious situation and gave it a wide margin over other makes of cars viewed from a window in a high building in the motor metropolis as they checked the traffic flow in a congested area down town with stop watches. Because of the ease with which it can be parked quickly in a small space, the elapsed time with the DeSoto Six was considerably less than for other cars. Officials of the company said this was due to the particular type of steering gear used by the De Soto and the exceptionally quick response of the engine to the accelerator and to the four wheel brakes.

"As much as 10 minutes was necessary to park some cars," said Henry A. Irwin, a Detroit traffic expert who was present. "Although this was to some extent due to the heavy traffic, it was found that some cars did not handle readily in the stream of 2,000 automobiles clocked passing the building. At no time did the DeSoto hold up other traffic while it was being guided to the curb. It was found that a great deal of time is lost in parking and although approximately 7,000 cars can be parked in the down town section of Detroit, at one time, this number is greatly increased by cars coming and going at short intervals throughout the day, delaying traffic and often leading to accidents."

In this connection it is interesting to note that Walter P. Chrysler in a recent interview, declared that prior to the actual manufacture of any cars by him, he decided ease of parking would be one of their features. He was influenced, Mr. Chrysler said, by watching New York traffic from his office window, witnessing how long lines of cars were constantly delayed for minutes on end by the eforts of drivers to park cars which were unwieldly to handle in narrow confines at crowded curbs.

HUP PLANS TO FETE NEW CENTURY EIGHT

The Hupp Motor Car corporation announces today that wings and wheels are both to be put to striking service in an event designed both to signalize success of the new Century Eight and to dramatize the development of aviation as a means of civilian transport.

This event, set for April 17 and 18 is to be called the sky-road parade and is to mark on the one hand the most ambitious movement of civilians through the air ever attempted on a single day and on the one hand the most ambitious movement of civilians through the air ever attempted on a single day and on the other, the largest driveway of eight cylinder cars that has ever left a Detroit factory.

The event was conceived when the Gambill Motor company, Inc., Hupmobile distributors in Chicago, placed an order for $2,790,600 worth of Hupmobiles, and it was decided to make Chicago's fourth annual driveway from the factory the biggest event of its kind in Hupmobile history.

HAPPY THOUGHT

Gene Walker says the way to eliminate radio interference is to pass a national law requiring that all electrical appliance be manufactured "interference proof." Here is the biggest and best plan for the solution of America's most troublesome problem. If Gene will consent to run on that platform, he can be elected as our next congressman, hands down.—La Grande News.

JOE WILLIAMS
Service that Satisfies

PHONE 198

YOU TOO

What every one expects from their battery. To do what it is designed to do. Do the work and keep on doing it. That can be condensed to two words

UNINTERRUPTED SERVICE

'Tis a pleasure to us to service your battery no matter what make—No Charge

We have the Electric Size

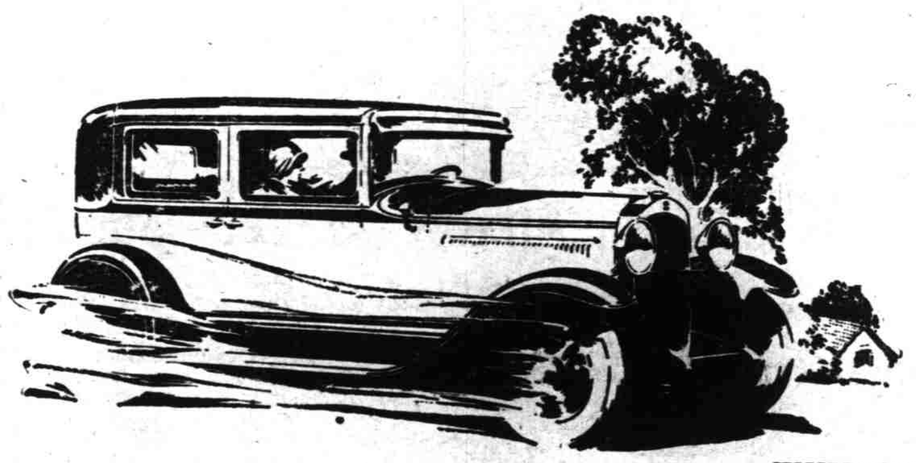
Willard for All Cars

JOE WILLIAMS

Joe Williams—Center & High Phone 198

33% Ahead of Record Year!

WHIPPET SALES FOR FIRST 3 MONTHS OF 1929 FAR SURPASS SALES FOR SAME PERIOD OF 1928



THIS dramatic increase in sales of the new Superior Whippet, Fours and Sixes, is easy to understand. The motoring public has been quick to appreciate that these most modern cars are the finest values ever offered to Four and light Six drivers.

The new Superior Whippet Six is the world's lowest-priced Six with the important advantages of seven-bearing crankshaft, full force-feed lubrication, "Finger-Tip Control," silent timing chain, extra long wheelbase, oversize balloon tires and invar-strut pistons. No other low-priced Six has all these costly car features.

The new Superior Whippet Four is the only Four with full force-feed lubrication, "Finger-Tip Control," silent timing chain, invar-strut pistons and oversize balloon tires.

WILLYS-OVERLAND, INC., TOLEDO, O.

WHIPPET SIX SEDAN with 7-Bearing Crankshaft $760

Coach $695; Coupe $695; Coupe (with rumble seat) $725; De Luxe Sedan $795; Sport De Luxe Roadster $850 (including rumble seat and extras).

WHIPPET FOUR COACH $550

Coupe $550; 4-pass. Coupe $580; Sedan $645; De Luxe Sedan $695; Roadster $500; 4 pass. Roadster $530; Collapsible Roadster $595; Touring $495; Commercial Chassis $380. All Willys-Overland prices f. o. b. Toledo, Ohio, and specifications subject to change without notice.

NEW SUPERIOR Whippet FOURS SIXES

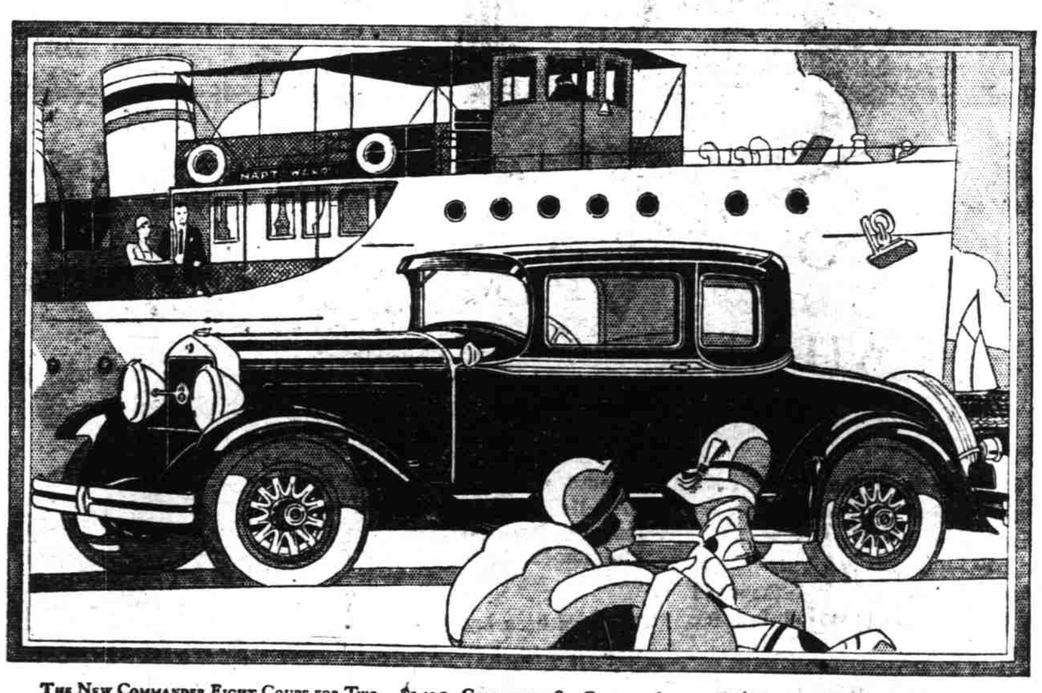
Alfred-Billingsley Motor Company

333 Center Street Telephone 1460

An Eight-a Studebaker-and a Commander

at $1495—COMMANDER SIX $1350

Prices at the factory



THE NEW COMMANDER EIGHT COUPE FOR TWO—$1495. COMMANDER SIX COUPE—$1350. *Ideal for business. Large luggage space under rear deck. Also available with rumble seat. Prices at the factory. Bumpers and spare tire extra.*

THINK of it! An eight, a Studebaker—*and a Commander*—for $1495. Worthy successor to the world-famous Commander which sped 25,000 miles in less than 23,000 minutes in heroic proof of its speed and staying power. Heir to the full fruits of Studebaker's engineering genius, which requires no further evidence than the fact that Studebaker today holds, undisputed, *every* official speed and endurance record for fully equipped stock cars.

Today's Commander is emphatically today's motor car. Its superb performance is matched by forward, youthful style, which beautifully interprets that performance. Lower—lower looking—and steadier at great speed—because of its costly double-drop frame. Restful riding, such as motoring never knew until Studebaker introduced the luxury of ball bearing spring shackles, is still further enhanced by hydraulic shock absorbers.

Available either with straight-eight or with six-cylinder motor, The Commander is offered by Studebaker, Builder of Champions, as "the greatest motor car ever built and sold at its price." Your first ride will prove it.

STUDEBAKER MODELS AND PRICES

The President Eight	$1785 to $2575
The Commander Six or Eight	1350 to 1675
The Dictator	1265 to 1395
The Erskine Six	860 to 1045

PRICES AT THE FACTORY

[Studebaker now sells more 8-cylinder cars than any other manufacturer on earth]

Tune in "Studebaker Champions" every Sunday evening 7:15 to 7:45 Pacific Time Stations KOMO—KHQ—KGW and Coast-to-coast network

MARION GARAGE CO.

Wallace H. Bonesteele

235 S. Commercial Opposite Marion Hotel Telephone 362