

AB JENKINS IS WINNER IN TEST

51 Per Cent Incline in Frisco Yields to Speed Maker

Ab Jenkins, holder of all international contest board speed records for stock motor cars—records hung up at Atlantic City with his fast stock Studebaker President Eight—has added another scalp to his collection: the ascension of the South Peak of Twin Peaks, San Francisco's famous 51 per cent "unclimbable" grade.

And, indicative of the faith that the world-famous Jenkins has in Richfield gasoline, which has powered him to so many victories of speed and power, it might be noted he chose Richfield-Ethyl as the fuel for his dare-devil climb up Twin Peaks.

The results, it is declared, more than satisfied "Ab." The gasoline gave his Studebaker roadster unflinching power and speed for the terrific test, a veritable victory over gravity. Not one but several successful climbs were made, each time more passengers being added, till on the last one—a "real test," Jenkins called it—the Richfield-powered roadster carried sixteen passengers, more than a ton of human cargo.

Following Jenkins' "flight" up the steep hill, where no road exists and on which loose rock and gravel make the gradient the more difficult for traction, another Studebaker—also Richfield powered—also made the climb. This, a stock demonstrator from the Chester N. Weaver company showrooms, San Francisco Studebaker distributor, was sent over the top to prove that Ab's mount was strictly stock and not equipped with special gears.

CITY TREASURY IS AID TO BERLINERS

BERLIN—(AP)—With about 180,000 people house hunting in Berlin, a three-year program to provide 32,000 new homes annually has been drawn up by the municipality.

Funds for 24,000 houses will be provided by the income from the tax on house rentals and the cost of the remaining 8,000 will be covered by municipal loans.

The capita levy is paying the penalty of overcrowding for its growing economic importance as the center for Germany industry and business. Homeless apartment seekers must be ticketed, registered and investigated by government bureaus before they can achieve private living quarters. Even then, there is usually a premium to be paid, and one room with possibly the use of the kitchen, must be reserved for the apartment owner.

Apartments allotted by the bureau under this system have risen rapidly from 8,967 in 1924 to 26,069 in 1927 and 31,194 in 1928.

Building, however, has fallen far short of keeping up with the demand, chiefly because capital has been attracted to more profitable lines. The 1928 construction, instead of showing an increase over 1927, provided 200 fewer homes; with the result that the municipality has been forced to aid the private builder.

HUDSON EXPORTS AT NEW HIGH RECORDS

Hudson Motor company officials state that for the first four months of 1929, export shipments have reached a new high record, keeping a parallel pace with domestic business. J. S. Draper, general export manager, says that 27,071 Hudson and Essex cars were shipped in this period by the foreign and Canadian divisions of the export division—a gain of 28 per cent over the 21,214 cars shipped in the same period of 1928, which had been a record-breaking period up to that time.

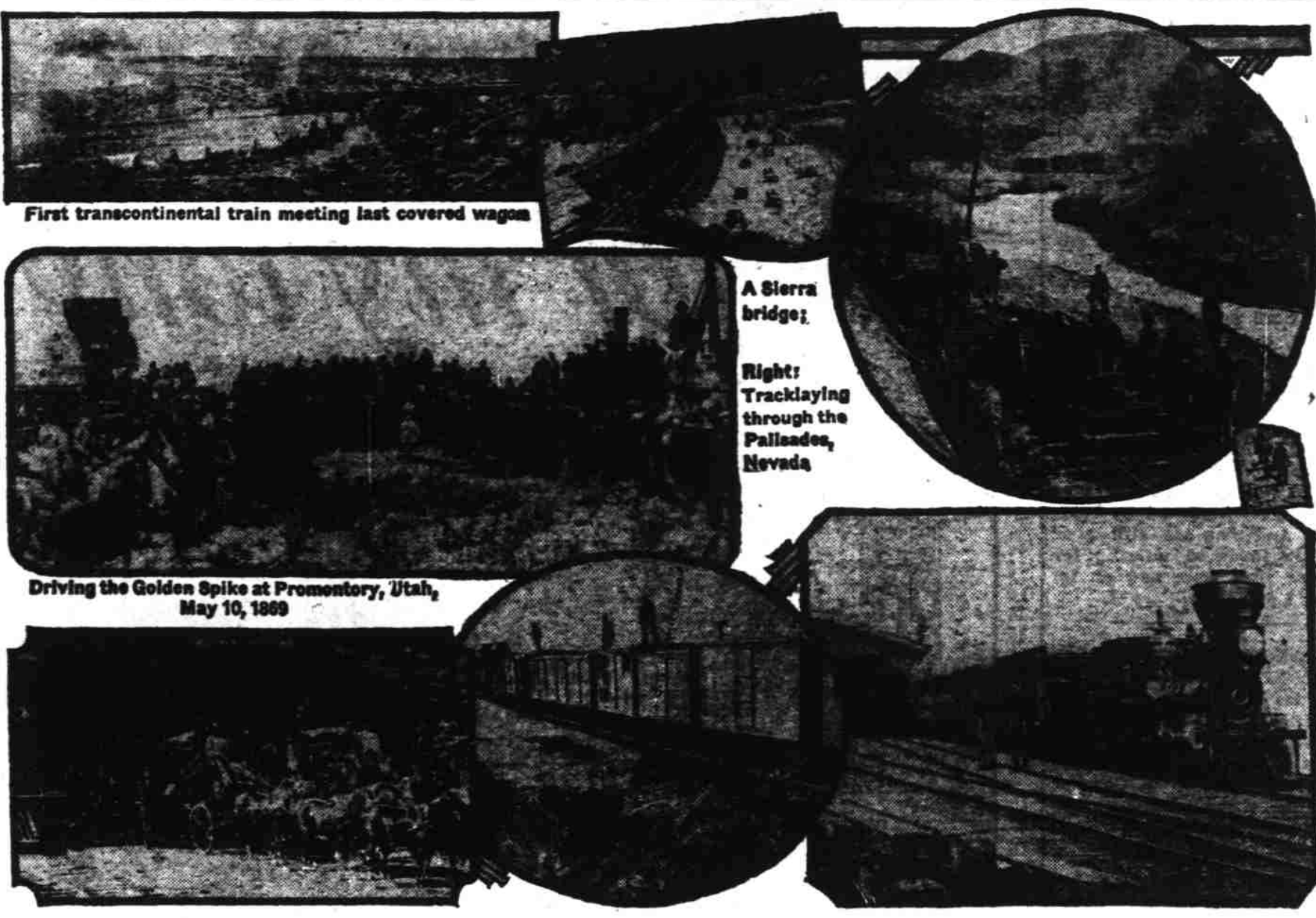
Estimates of export business for the year are now fixed at more than 70,000 Hudson and Essex cars, conservatively figured, and could run to the 75,000 mark without causing surprise to the Hudson management, it is said.

Richfield Winner Of Huge Contract

Contracts to furnish the United States navy with 4,665,000 barrels of fuel oil during the 12 months beginning July 1, 1929, have been awarded the Richfield Oil company of California, according to official notification just received by the company from Washington.

Richfield secured every award covering which it entered a bid and the barterage includes delivery of 3,500,000 barrels at San Pedro, California; 1,000,000 barrels at San Francisco, California; 30,000 barrels at Portland, Oregon; 60,000 barrels at the Puget Sound navy yard and 75,000 barrels to be delivered to Seattle.

Building the First Transcontinental Railroad



First transcontinental train meeting last covered wagon. A Sierra bridge. Right: Tracklaying through the Palisades, Nevada. Driving the Golden Spike at Promontory, Utah, May 10, 1869. Stage Coach bridged gap between ends of track. Rounding "Cape Horn" on way to Summit. Leaving Oakland Pier, 1869. The sixtieth birthday of the Southern Pacific, first transcontinental railroad was celebrated May 10 by a radio broadcast from KFO San Francisco. Reinald Werrenrath, famous baritone, came from New York specially to take part in this entertainment. Construction of the Southern Pacific's first unit, which was Western end of the first transcontinental railroad, cost \$61,000,000. The Southern Pacific, which has grown with the west, is still driving spikes and has just completed, in the last 15 years construction to open up new territory at a cost of \$88,000,000.

Now is Time to Decide on Summer Trip and Also Time To Make All Needed Goods

The family who has decided to spend the summer vacation on a camping trip might well begin to "shop around" and see which of the many available trips offers the most for the money, advises Manager Clarke for the Western Auto Supply company.

With such a wide variety, it is often difficult to select any certain trip that will please all members of the family. The tour, if wisely chosen, will fit the needs, as well as the purses of all. Modern camping equipment, which has done much toward getting America out into the open during the summer months, gives the vacationist a home away from home and enables him to take many inexpensive trips which otherwise could not be considered.

The itinerary of a vacation should be planned weeks before the trip is actually begun. Definite plans should be formulated and many problems must be solved. How many are going on the trip? What is to be the aim of the trip? What points of interest are to be seen? How many miles can comfortably be covered in a day? What accommodations are to be had along the way? Where to camp at night? These are but a few of the problems that should be solved before starting out.

With a road map or touring atlas, such as may be obtained from any Western Auto store, many touring problems can be worked out over the library table. This map, together with a list of recommended auto camps will help in planning the trip.

Th coverage man who goes wrong on a camping trip is usually the man who took too much for granted and started out unprepared. One fine day he decides to go, he throws a few articles of camping equipment into the car, ties the rest to the running-boards and is on his way with little thought of what actually will be needed.

The average amateur auto camper takes too much equipment along and the old-timer often takes too little. A happy medium must be struck between these two extremes. The man who gets the greatest amount of enjoyment out of his trip is the man who takes the least amount of equipment, yet has everything that will be needed. The less you have to handle and unpack, the better you will get along.

RADIATORS GRACEFUL
Distinction is added to the general beauty of the De Soto Six, product of Chrysler Motors, by the graceful radiator lines. Utility is also a feature of the radiator, affording proper cooling conditions for the engine under all conditions of operation. The water is impelled into the radiator by a specially designed pump, driven by a "V" type belt which also drives the fan.

MOSCOW—(AP)—A convention establishing customs control zones in the Finnish Gulf has been signed in Moscow between the Soviet union and Finland. The zones are outside the territorial waters of the two countries.

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IRISH TONGUE IS REQUIRED BY LAW

DUBLIN.—(AP)—The legal profession in the Free State is indignant at the decision of the government to make future lawyers speak the Irish language.

The government's bill, which has the cordial support of the official opposition, Eamon de Valera's party, provides that all persons now under 15 years of age who desire to become solicitors must satisfy the chief justice that they can conduct business in the Irish tongue.

The measure has aroused much opposition, and many members of the government party are refusing to support it.

Irish is compulsory in the schools now, and it is argued by the bill's supporters that future lawyers now in schools have ample opportunity to comply with the proposed act without hardship.

The opponents of the proposal contend that there is at present no legal text book in Irish, that technical law terms are lacking in that language, and that litigants will suffer increased expense in paying for interpreters.

HUDSON NAMES MAN FOR USED CAR SALE

Appointment of H. Dale Rue as manager of the used car department is announced by the Hudson

Motor Car company. Mr. Rue has been in the automobile business nearly 20 years—with this time divided about equally between activities as a distributor or dealer and as a factory sales executive. He has been two years in the Hudson-Essex organization.

"In the first half of 1929," said Mr. Rue, "Hudson-Essex dealers will dispose of around 250,000 new cars and probably 300,000 used ones which they have taken in trade on the new ones. Thus even the used car sales constitute one of the largest merchandising efforts in the country. Hudson has formed its used car sales division to study all phases of used car merchandising with its distributors and dealers and to pass along the most successful and practical operating ideas."

AMERICAN CARS ARE GIVEN HIGH PRAISE

A high compliment to American automobiles was paid recently by a European who is recognized in his own home as a leading stylist—a man whose opinion on the harmony of lines and colors is valued throughout the world. The authority is Paul Poiret, a Parisian designer and style arbiter.

And M. Poiret voiced more than a casual opinion for, on his last and recent visit to this country, he backed up his statements by purchasing an Oldsmobile six which won his favor while visiting a special showing of General Motors cars held during the automobile show in Chicago.

HUNTS for your SUNDAY DRIVE!

We Suggest a Loop Trip to Walport.. Newport.. Corvallis

Leaving Salem, take the west side highway to Corvallis 37 miles—then to the west 5.7 miles to Philomath, here you turn left and go southwest for 21 miles to Alsea—then west 30.1 miles to Tidewater and go on 16 miles more to Walport. Cross the bay at Walport and go north 18 miles on Beach road and ferry to Newport. After leaving Newport go east 2.3 miles to Toledo—then 48.8 miles to Corvallis and on home—making a total of 214.9 miles for this wonderful loop trip.

BEFORE YOU GO PUT ON A SET OF NEW MILLER TIRES
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TRADE STILL PROSPERS Gretna Green Nuptials Prove Unsatisfactory OPPOSE EASY WEDDINGS

GRETTA GREEN, Scotland—(AP)—Sentiment is growing along the Scottish border for the abolition of the "easy marriage" system at Gretna Green where 350 hasty weddings have taken place within 18 months.

Only 31 of these marriages was subsequently registered. That is the outstanding factor in the agitation against Gretna Green "romance."

Popular revulsion against the "romance" of the frontier village was intensified by the recent marriage at the famous nuptial blacksmith shop of Miss Olive Risdell, a young English heiress and Hector Mappin, a Cambridge undergraduate.

The elopement of these prominent young persons, both minors, and their joining of hands over the anvil where so many romantic hymeneal knots have been tied, has increased the volume of protest among the border folk who say the situation has become scandalous.

Scottish Law Changed
In 1856 the Scottish law was changed so as to provide that one of the contracting parties must have resided in Scotland for 21 days before marriage. Previously no legal residence requirement existed. But the marriage business of Gretna Green has flourished

nevertheless, possibly because there has been laxness in enforcing the residence law.

Until a few weeks ago, couples had a choice of two nuptial altars in Gretna Green: the old toll bar which stands on the main highway from England into Scotland, a few yards for the border, and the old smithy which is ten minutes walk from the boundary. But the toll gate keeper has gone out of business as a marriage agent.

"Trade" is flourishing, however, at the blacksmith shop. Either the smith or "Mrs. Smith," is prepared to marry man and maid on their declaration that they have observed the residence provision. No witness is required.

The smithy was the scene of 216 weddings last year. This year these impromptu ceremonies have averaged almost one each day.

Are Your Gears Noisy and Hard To Shift?

Many a motorist intends to religiously care for their automobile. They have it washed, polished, motor oil changed and the chassis lubricated, all of which are very essential saays "Jim" and "Bill" of Smith & Watkins. To further this care they have a pound or two of gear lubricant added to the (already worn out)

transmission and differential gear grease.

Continuously adding small bits of lubricant to the old gear grease that has seen thousands of miles of service without a change and thorough cleaning is just where many a careful motorist unknowingly makes a serious mistake.

It is just as necessary to change the transmission and differential lubricant as it is to drain and refill the crank case with good motor oil.

Gears that are forced to run in old unchanged grease that is filled with chips of steel, grit and dirt will become worn, noisy, hard to shift, and be the cause of unnecessary repair bills and delay.

All of the leading automobile manufacturers recommend that you have the gear lubricant changed twice yearly, winter and summer, because one season is cold and the other is hot. The winter gear lubricant should be an especially prepared lubricant that has undergone a freeze test that would insure it to flow and lubricate to a temperature of zero or below. The summer season calls for a lubricant that has been blended to insure it from breaking down under warm or hot weather conditions.

CHARWOOD HARD AT WORK
LONDON—(AP)—Lord Charwood, author of a biography of Abraham Lincoln, hopes to have a life of George Washington ready for publication in 1932. Meanwhile he will visit the United States to gather data.

for Economical Transportation

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