BIG GAIN SHOWN IN AUTO EXPORT

Increase in Seven Months Nearly One Hundred Million

first seven months of this year was spite a decline in July, as compared with June, exports of automotive products increased from $306,461,131 during the first seven months of 1928 to $402,126,465 in the same period of this year, it was disclosed today by the department of commerce.

Exports in July totaled $49,358,999, as compared with $53,486,940 in June and $45,264,634 in May.

The monthly average for the first seven months of this year was $57,446,637 as compared with $42,780,161 in 1928 and $36,244,444 in 1927.

While July production showed a decrease, passenger cars declining 5.9 per cent, and trucks 19 per cent., both showed big gains over July, 1928, with an increase of 26 per cent in passenger cars and 37 per cent in trucks.

Exports of motor vehicle units as a whole gained 19 per cent. This gain was accounted for by increased truck shipments of 111 per cent, which more than offset the decrease of 14.7 per cent in passenger car exports.

Truck exports of capacity up to one tone increased 83 per cent and over 2½ tons 117 per cent, while units in the class of one to 2½ tons decreased.

Passenger car and truck exports in July were valued at $31,837,119, which was $1,002,209 less than the total in June but $3,550,866 more than in May.

The ratio of exports of passenger cars to production was 6.8 per cent in July, as compared with 11.4 per cent in June, 1928, and 7.5 per cent in June of this year.

Truck exports were 36 per cent of production in July of this year, as compared with 23 per cent in the same month of 1928 and 13 per cent in June last.

Argentina again held first position as a market for passenger cars, although shipments to this country declined 5.8 per cent. Canada dropped from second to fourth position, but remained the leading market for the January-July, 1929, period. Australia replaced Canada and British South Africa advanced from sixth to third place.

The largest single floor structure in the country is located at Detroit. It is the plant of the Plymouth Motor corporation. Averaging 400 feet wide, it is nearly a half mile long and is so land out plant is but one mammoth room.

For Sale signs, For Rent signs, Legal blanks, etc., for sale at the Statesman.

Modern Missionary Takes to the Air

far-flung stretches of the world. Brother George Feltes, S. J., assigned to cover 84 missions in Alaska, will do so with an airplane. Feltes will ship his plane to Alaska and drive north in his new Chevrolet Imperial sedan. Pictured with him is Captain W. H. Royle, his instructor.

Auto Association Petitions For Increase of Federal Aid

Would Raise Government Fund For Road Building From $75,000 to $125,000,000

WASHINGTON, Sept. 13—With 23 per cent of the country's motor vehicles owned on farms, approximately 170 new cars and trucks registered in 1928 for every mile of highway constructed under the federal-aid system and 33 for every mile of road surfaced, the government can render no greater aid to the farmer than by speeding up road building, the American Automobile Association declared in a petition to congress.

With congress reconvening for the balanc eof its special session, the A. A. A. renewed its demand that the annual federal-aid appropriation be increased from $75,000,000 to $125,000,000.

The estimate of the A. A. A. is based on an increase in motor vehicles registrations of 1,359,883 in 1928, with approximately 8,000 miles of highway built with federal aid and 36,000 miles surfaced throughout the country.

The progress already made in highway building has done much to improve the standards of farm life. Thomas P. Henry, president of the A. A. A., declared, adding that rural mail routes are now in excess of 1,270,000 miles, while rite families are served per mile for an average of 3,810 pieces of mail handled per mile.

"At the close of 1928, there were 24,493,124 motor vehicles registered in the United States, of which 5,426,900 were on farms," Mr. Henry said. "Texas led the list with 362,600 farm-owned motor vehicles, while Ohio, Illinois, Pennsylvania, Wisconsin, New York, Minnesota and Missouri trailed in the order named.

"The need for improved roads to serve the farmer is seen by the fact that at the outset of 1928 there were 43 pr cent of the farms located on unimproved dirt roads and 31 per cent on improved dirt roads. Only a small percentage were on gravel or surfaced highways."

In 1928 the nation's oad building bill was $1,500,000,000, of which the federal government contributed only $75,000,000, Mr. Henry pointed out. There has been a total of 187,753 miles approved for construction on the federal-aid system, he added.

AUSTIN CAR COPY OF BRITISH CAR

NEW YORK, Sept. 14 —The Austin car, which is to be manufactured in this country by the recently organized American Austin Car company, Inc., will be an exact replica mechanically of the British car of the same name, except that the new product will have a left-hand drive.

Bodies of the American cars, however, will be of American design, it was said by T. P. White, secretary-treasurer of the company, who gave Automotive Daily News further details of the company's plans. Two American body manufacturers are now at work on designs for the new cars, which will conform to American standards.

The American Austin car, Mr. White said, will be manufactured in its entireity in this country under license from the Austin Motor company of Englad. It will have a 75-inch-wheel base and be powered by the 7 h. p. Austin engine.

At present the American Austin company, which recently acquired a plant at Butler, Pa., contemplates the production of a one-quarter ton delivery truck and passenger cars in sedan and coupe models, though other models may be added later. The cars will sell under $500, Mr. White said.

TRAVELING SCHOOL TRAINS SHOP MEN

"The automobile service man should be as well informed in his particular line of work as is the lawyer, the surgeon, or any man who is considered a specialist," according to H. E. Heath, service manager of the Plymouth Motor corporation.

"The day of the back-alley mechanic, who picked up here and there a slight knowledge of the automobile, is passed. In his place has appeared the service mechanic who is a specialist—trained for the particular work that he does, and capable of efficiently handling any phase of automobile maintenance.

"One of the principal factors behind the development of the modern automobile service department of the successful automobile dealer has been the Chrysler Institute for Service Education—a school maintained by Chrysler Motors for the purpose of training Plymouth, De Soto, Dodge and Chrysler dealers and service men in the proper maintenance of Chrysleh Motors automobiles," declared Mr. Heath.

Plymouth dealers and their service men are taking a keen interest in this service school. Hundreds of them have journeyed to Detroit from all parts of the country and have gone back to their home cities as capable, efficient, and expert Plymouth service mechanics.

"At the present time," Mr. Heath continued, "the school is making a tour of the country going to the dealers rather than bringing the dealers and their service men to the school in Detroit. In this way the facilities of the school will be available to many who could not make the trip to Detroit.

"Trained engineers, men who have had the actual experience of designing and building Chrysler Motors automobiles are the instructors. The students are given a thorough training in the administrative as well as the mechanical end of the service department. The school is visiting the important cities throughout the country and from the surrounding territories around each of these cities, hundreds of dealers and service men are taking advantage of this opportunity to gain first hand knowledge of the products they represent."

"The school remains in each city four days," according to Mr. Heath, "and reports reaching the offices of the Plymouth Motor corporation at Detroit indicate that in each city where the school has been conducted, it has found unusual interest among Plymouth as well as other Chrysler Motors dealers."

118 Bushels of Oats per Acre Are Harvested

What is believed to be the world's record for harvest per acre, was established over at Scappoose this summer, from an accurately measured area in a field of the Columbia Delta lands, owned by the Honeyman Investment company of Portland. This record run was officially recorded as 118.41 bushels to the acre. While the stand of oats was an exceptional fine heavy sturdy growth, some of it was a tangled mass. The field was harvested by a Holt combine harvester.

The test was made under the observation of a responsible committee, which included E. E. Wist, president of the First National bank, Scappoose, and who is an active promoter of this, a reclamation project; R. L. Shreve, engineer; Stephen E. Smith, agent of the federal government under Smith-Hughes act; Kenneth Miller, agricultural agent of the S. P. & S. R. R. Co.; C. H. Zauss, representing the manufacturers of the Holt combine used for the harvesting; D. E. Freeman, W. L. Figgans and Frank S. Myers, Jr.

Claims totaling $1315.70 have been paid to Statesman readers by the North American Accident Insurance Co., in the past year. These claims were paid on the $1.00 policy issued to Statesman subscribers.

LONG JOURNEY TESTS WILLYS KNIGHT SIX

The outstanding reliability, comfort and economical operation of the Willys-Knight "70-B" under every type of road and road and weather condition in long and sustained trips were demonstrated in a journey of 3,684 miles from Los Angeles to Colby, Kansas, and return. The car, which was a coach model, was driven by E. A. Phillips, Los Angeles deputy sheriff and carried four passengers besides the driver.

The entire journey, Phillips reported, disclosed the exceptional riding qualities of the Willys-Knight coach even where the roads are deeply rutted. At one point in the journey, a ten-mile stretch of mud road was encountered requiring nearly four hours to plow through it. Despite this gruelling test, the engine responded to every demand of the driver and brought the party through safely and comfortably.

The driver reported that he was surprised at the low cost of operting the Willys-Knight on the journey, stating that the gasoline consumption was exceptionally low and that the oil was changed only at the end of each 1200 miles and that no other oil was added in the interim. High speed was maintained over the better sections of highway.

Between Lyman, Kansas, and Denver on the return trip, the party ran into a severe rainstorm that lasted for hours and at one place the mud came up to the axles. After pushing through this bad stretch the party had to cut the mud from underneath the fenders and from the spokes of the wheels.

Throughout the entire journey, no mechanical trouble of even a minor nature developed and at the end of the trip the six cylinder Willys-Knight sleeve valve engine was functioning as smoothly as at the start.

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