

DURANT '75' WINS PLACE ON COAST

Sharing in a large measure in the sensational sales strides of the 1928 Durant Star Fours and the Durant Silver Anniversary Sixes, the Durant '75' has won a high place in the Pacific coast's fine car field, say officials of the western Durant factory.

Powered with Red Seal Continental six cylinder motor, that develops 70 horsepower at 2,000 R. P. M. this model with its four speed transmission is capable of a performance not only brilliant, but outstanding among today's motor cars, points out George Morris, sales manager.

In a series of acceleration and economy tests held last week at the factory under the supervision of Morris, some remarkable records for a car of its size and in its price class were hung up, it is reported. With a member of the Durant service department as pilot and a member of Bay district Durant dealers as observers, the biggest car in the Durant line, the '75' sedan, clocked off five to 25 miles an hour in 2.2 seconds in third speed, and 7.2 seconds in fourth, Morris stated yesterday. He continued:

"In the second acceleration test, the '75' literally leaped from 10 to 40 miles an hour in 9 seconds flat in third, while in fourth gear the stop-watch showed that it took but 12.5 seconds to jump from 10 to 40 miles an hour.

New marks for gasoline mileage was also established, we believe. They are as follows: 15 miles to the gallon at 25 miles an hour; 17 miles to the gallon at 37 1/2 miles an hour; and 15 miles to the gallon at 50 miles an hour.

"For a car of its weight, price and power, these performance marks were said by those who witnessed the tests to be sensational. The car used was the heaviest in the 1928 Durant line, and no preparation was made prior to the demonstration.

"The Durant twin high transmission, which is standard equipment on all '75' models, is one of the most remarkable four forward speed transmissions ever produced. Both third and fourth speeds are as quiet as the conventional direct drive. The shift to fourth and from fourth to third can be made by the inexperienced operator with perfect ease and without clashing sounds at 60 miles an hour, or, in fact at any speed the car is driven.

"This choice of four forward speeds permits the use of a rear axle ratio that reduces top engine speeds more than 35 per cent, thus greatly increasing engine life and resulting in a smoothness of operation at high car speeds entirely new in motor car operation. To those who have not ridden in or driven one of them there is a new sensation in the Durant '75', the master piece of more than a quarter of a century of a century's experience in motor car manufacturing."

NEW CHRYSLERS ARE SENSATIONS

As the result of the greatest reception the public has ever accorded its products, Chrysler is faced with the necessity of endeavoring substantially to increase its great and previous output in its effort to keep pace with the demand for cars, J. E. Fields, vice-president in charge of sales, said in Detroit yesterday.

In every part of the country, public buying of the new Chrysler '75', '65' and the Chrysler-Plymouth is far surpassing that ever accorded any previous Chrysler creation, Mr. Fields said. During the new cars' introduction, crowds in many cities were so large that police assistance was necessary to handle them. Every foot of parking space for blocks around the displays was filled hour after hour.

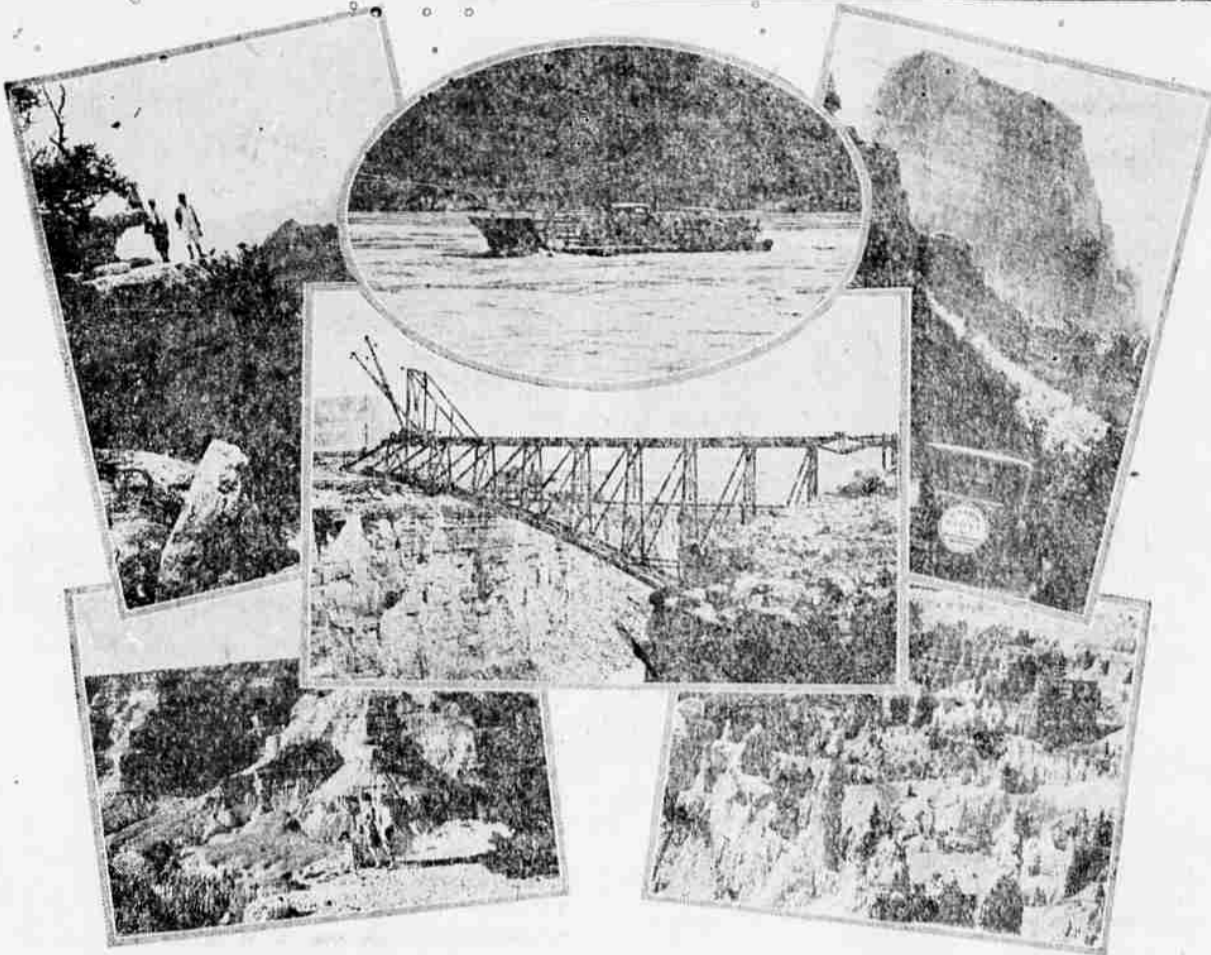
"From reports received from nearly a thousand cities and towns, covering every state in the union, I say without hesitation that Chrysler has never enjoyed anything approaching this reception," he continued. "It surpasses even the tremendous acclaim which greeted the first Chrysler back in 1924.

"It is impossible to ascertain how many orders for cars actually were placed. We know that cars bought will exceed our total capacity. We are making and will continue to make every possible effort to meet this buying as rapidly as is consistent with the maintenance of the standard of quality that we insist must be built into every car. Trainload shipments are already going forward, with every effort being exerted by the railroads, boats and by driveaways to get these new cars to their owners in the shortest possible time.

"Our judgment that the Plymouth is bound to revolutionize the American people's ideas as to how fine a car of low price can be built is finding rapid confirmation everywhere. It is literally a sensation—the like of which I have never witnessed in all my experience in the automobile industry. Its large size, comfort, luxuriance, splendid appearance and truly remarkable performance ability have registered instantaneously the finest reception I have ever seen accorded a quality-built automobile.

"But the Plymouth's tremendous reception was no greater than that accorded on the '75' and '65.' Every state in the union rolled up a record number of orders for these cars also.

Union-Ethyl Scout Car Visits New Playground in Pacific Southwest



Completion of the new Marble Gorge Bridge over the Grand Canyon of the Colorado, scheduled for October, will open new playground to Pacific Coast motorists. Center view shows south span of bridge, and above it, the ferry which will be discarded. At top, left, is Bright Angel Point, and on the right, Great White Throne. Lower pictures are of Grand Canyon and Bryce Canyon.

Roads to Romance with Jack and Ethyl

Being the original letters of a young wife on her honeymoon over the Pacific Coast to the girl-friend back home.

Dear Marion and Jim:

Now that you have been giving my letters to the newspaper and they have been publishing them I expect I will have to be real literary and also very careful what I say. Have been trying to think back and see if I had said anything that shouldn't be in print but I guess I haven't.

You'll be interested to know that I already have my new fall hat. A velvet one, black. It fits close to my head and is especially good for driving. I bought it in Seattle as I just had to have one. You'll like it, Marion.

Of course we've been in Rainier National Park. Spent two days and nights at Paradise Inn, halfway up the mountain and we certainly had fun. The drive up there is wonderful. Fine roads from either Seattle or Tacoma and you wind on and on and up the majestic old pile till you wonder if you'll ever reach the top. Talk about your thrill! A steep cliff on one side of you and just nothing for miles down on the other side of you.

The mountain is a volcano on a granite pedestal and they say that mountain-climbers who climb to the top can warm themselves from the steam up there. And when they come down they slide part of the way on long snow-slides. They wear reinforced garments called "tin pants" when

they do that and I guess they need them.

And we rode horse-back all through the trails up and down, past the most peaceful mountain meadows and through forests that are just as Nature made 'em. They call the horses "rocking horses" because they are so gentle but you are glad they are when you come along a narrow cliff and wonder what you'd do if the horse started to jump overboard. But of course they never do.

The Indians used to believe that a devil lived on the mountain top that would destroy them if they passed the timber-line. So not until the white man came was this great old pile explored. It's a great place to visit though.

For that matter the whole state of Washington is a surprise. It's got everything for a perfect vacation and Jack and I are trying everything out and seeing everything and we even visited the navy yards at Bremerton and had lunch on a battleship.

Just now I am eating a McIntosh apple.

Love,

ETHEL.

P. S. Drop in at an Association station and at one of their free road maps of Washington. Then ask them for one of their camp booklets, too, and you can easily find out the trips we are taking and ones you can make when you drive up here.

The Skies During August

By Robert H. Baker (Professor of Astronomy, University of Illinois)

URBANA, Ill., Aug. 3.—(AP) The Milk Dipper is an interesting sight in the southern sky in the evening during August. It is easily seen at 10 p. m. standard time on August 1 and at 9 o'clock by the middle of the month.

Look for an inverted dipper formed by six stars about one-fourth of the way up from the horizon for observers in the latitudes of New York. The Milk Dipper is so called because it lies in the Milky Way—in fact, in the very brightest part of it. These stars are in the constellation Sagittarius, the Archer, one of the 12 constellations of the zodiac along which the sun seems to move annually.

The full moon on August 1 will make the view of this region less attractive than it will be a few evenings later when the moon is out of the way.

The location of the Milk Dipper gives the bearings for finding our stars, we call the stellar system. The center is 65,000 light years in this direction. The edge of the system is 100,000 light years beyond the center. The opposite edge behind and nearest us is 25,000 light years away. The figures are approximate.

A light year is six trillions of miles; it is the distance light travels in one year at the rate of 186,000 miles a second. A ray of light requires 200,000 years to cross our stellar system. No one can ever make the trip in a shorter time, because the speed of light is the fastest possible speed of anything.

This great system of stars of which our sun is a member resembles the spiral nebulae which powerful telescopes show dimly and whose distances are reckoned in millions of light years. Many as-

tronomers believe that our stellar system is just one of these flat spirals which all together constitute the vast scheme of the visible universe.

Spiral nebulae have central starry cores, from opposite sides of which two arms spiral outward. These arms are formed by great knots of stars.

The sun is not situated in the core of our own spiral. It is far out on one of the arms and nearly in the middle of one of the knots. This particular knot, which astronomers call the local cluster, is unusually large; it is 20,000 light



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years across and contains perhaps as many as 100 million stars. The Milk Dipper directs the eye toward the center of our system. The Milky Way in its vicinity is made up of knots of stars similar to the local cluster. This dipper would blend into the Milky Way to an observer over there where the dipper appears to be. The conclusion is inevitable. We live in the Milky Way.

CANADA, LIKE U. S., IS NOW CREDITOR TO REST OF WORLD

WASHINGTON—(AP) Canada, like the United States, is becoming a creditor nation instead of a debtor as a result of economic changes during the years since the world war. For five years, the American commerce department estimates, Canada has been expending capital at an accelerating rate.

Canada's present position, declares Ray Hall of the commerce department's finance and investment division, is that "of a so-called debtor nation which is reducing its old debts to foreign investors or is making new foreign investments of its own in an aggregate volume exceeding that of its new borrowings from abroad." Exact figures in the field are nearly impossible of attainment, Mr. Hall said, but on the face of records compiled by



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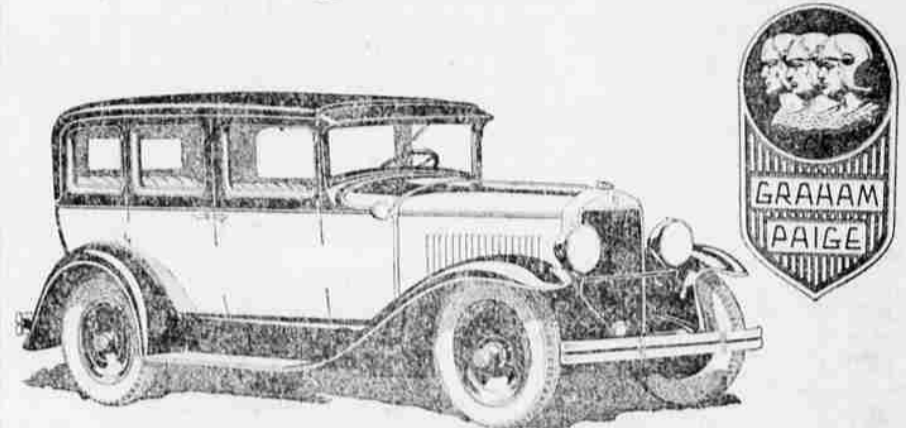
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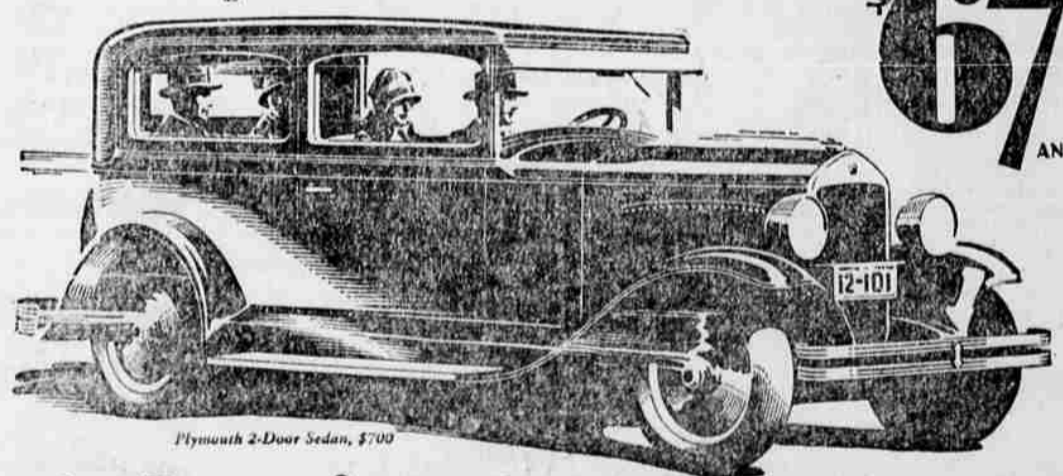
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