

RADIO BROADCAST OF LOCAL STATIONS GIVEN APPROVAL

WASHINGTON—(AP) While members of the Federal Radio commission have divergent opinions on the methods of allocation and the limitation of station power they are in accord on the usefulness of small stations that give good programs of community interest.

The commissioners were impressed by the showing made by representatives of several of the small stations at the hearings granted 124 broadcast licenses, who had been cited to show cause why their licenses should not be revoked in the public interest. Additional evidence of the popularity of some of these community stations was revealed in the flood of letters from listeners urging their retention.

Judge Ira T. Robinson, who has headed a few statements since he became chairman of the commission, has indicated an approval of the small stations.

Even Commissioner G. H. Caldwell, who is an advocate of large power for the larger stations, declares he is a staunch supporter of the local station where it does not interfere with the general service rendered by the big studios. "The usefulness of every home radio receiver will be expanded, if in addition to the general programs, there is also made available a place on the dial where the listener can tune in his town or county transmitter and hear events and news items of strictly local interest," he said.

HERBERT HOOVER ACTIVE MOTORIST

Herbert Hoover's name as a great engineer has been proclaimed to the world; his fame as a great executive and outstanding organizer of industry has been blazoned abroad; his humanitarian activities have won him the name of "world citizen" and endeared him to countless millions.

But few have stopped to think that Mr. Hoover has won distinction in another great field—a distinction that marks him as a man apart. If he were the type of man that would broadcast his achievements to the public, in this day when transportation stands pre-eminent as the foundation of national prosperity, he could well lay claim to the title of patron saint to motorists and motoring.

This man, who aspires to be president of the United States, has done possibly more than any other individual to improve motoring conditions in the United States, and by the same token to make the automobile a greater factor in the play and business life of Americans.

This would never be learned from conversation with Mr. Hoover. Modestly and simply dominate his very existence. He never talks about himself or what he has accomplished, except to point out to others how they may help. He possibly works harder and says less about it than any man who has served in an important national post.

His hobbies are few. Fishing and motoring may truly be said to be his only forms of recreation. But, on the other hand, his work-day—where he finds the greatest happiness—may be said to cover countless jobs, affecting the well-fare of every man, woman and

child, and he has taken a keen delight and a peculiar pleasure in working in the interest of the car owners of the nation.

In the great field of national safety on the highways and byways, in the work of standardization of automotive equipment, resulting in better and cheaper cars, in the fight to protect America from the foreign rubber monopoly, Herbert Hoover has been the commanding general as well as a gallant soldier. Personally he has stayed in the "background," and with that natural shyness peculiar to his Quaker ancestors, has never claimed the honors or the glory for the many far-reaching victories won under his leadership.

Although a motorist at heart and interested in every phase of the motor car, Mr. Hoover motors as he lives. When he enters his motor car, he relaxes, and his drives, even from his home to his office, are well and leisurely planned. Not even the most fervid imagination could picture Herbert Hoover rushing at any time. By the same token they could not imagine him speeding thru congested traffic or along the lanes of the countryside. It does not fit into his scheme of things.

If fate decrees that he shall be inaugurated president next March, he will enter the White House with a deep love in his heart for motoring. He will probably get more pleasure out of listening to the purr of a perfectly tuned engine than any man whose destiny has been to preside over the fortunes of the nation. This will come from having contributed more to the motor car and motoring than any of his predecessors. But it's a hundred to one bet that the speed records held by some of his predecessors, notably President Harding, will remain unbroken during the Hoover administration.

SUMMER SCHOOL TOURING COUNTRY

A Twentieth Century covered wagon expedition, consisting of five Ford Model A cars and a "baggage coach," left Astoria college in Ohio early this summer on a 10,000-mile trip to the Pacific coast.

The party was headed by Dr. Lynds Jones, head of the department of animal ecology and included twenty Oberlin students, equipped with notebooks, field glasses, and other necessary materials. Their objective was the study of some particular plant, animal or natural phenomena under different biotic conditions.

A "biota" is a term used by students to sum up the combination of climate, plants and animals. In their studies the travelers are watching increase or decrease, changes in size and characteristics and similar details, which can only be learned from an extensive tour.

The trip is the eleventh summer expedition conducted by Doctor Jones. It has extended over eight weeks and is equivalent to a "summer-school on wheels." The college allows half a semester's credit for the work done. After the day-time studies, Doctor Jones delivers an evening lecture at the campsite, and the day's work is corrected.

The cars were named by the students "Hattie," "Galahad," "Nelle," "Napoleon" and "Dagone." The girl members make up berths in the cars at night, while the masculine members have been bunking under the stars or in tents. Eleven states were represented in the members of this year's party.

SELLING PAPERS EARNS YOUTH COLLEGE DEGREE

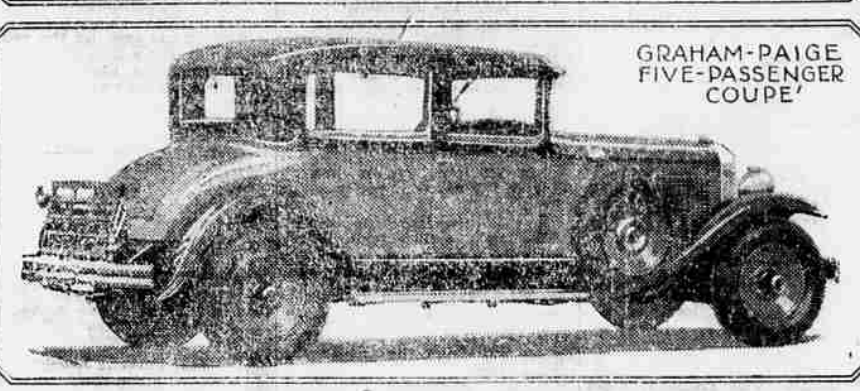
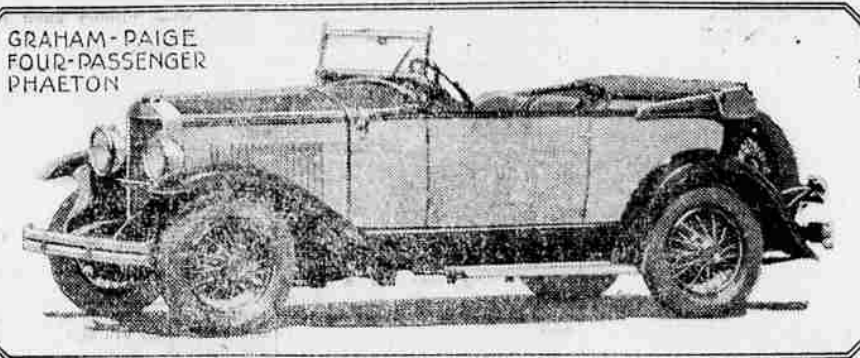
PITTSBURGH, Pa.—(AP) After having worked his way through school by selling newspapers, Charles A. Rohleder has been graduated from the University of Pittsburgh with a bachelor of arts degree. He completed the four-year course in three years.

Rohleder, who has sold papers since he was in the sixth grade at school, estimates he sells between 600 and 700 papers daily. He figures he has sold 150,000 papers to pay for his college expenses.

The youth intends to study law—but he'll keep on selling papers until he is admitted to the bar.

Pacific Telephone & Telegraph company buys right of way for Klamath Falls-Head line.

Two Unusual Types of Motor Cars



NEW STYLES IN BODIES SHOWN BY GRAHAM-PAIGE

A distinct departure from the ordinary has been made by Graham-Paige in the latest additions to its line of four-speed models. The two-door phaeton is designed for those who want the roadster style, yet like the tonneau sets for four passengers better than any other seat arrangement. The coupe has a full-width rear seat for three passengers, and a divided front seat. A commodious luggage compartment is built in the rear of the body.

Graham-Paige has announced the addition of two handsome bodies of unusual type, a five-passenger coupe and a two-door phaeton, to its line of four-speed models. The five-passenger coupe appears on the Graham-Paige eight and the 125-inch wheelbase six. The two-door phaeton is offered on the 119-inch and 114-inch sizes.

In addition, a seven-passenger phaeton has been added. The new five-passenger coupe, while seating one more passenger than the usual car of this type, conforms to the accepted coupe design. Its extra capacity is gained through the use of a full-width rear seat for three passengers and a divided front seat for two.

All of the enclosure is the typical coupe deck, gracefully sweeping in its lines, concealing a spacious luggage compartment. A folding trunk rack also is provided.

The two-door phaeton is a distinct departure from the usual practice, having been designed especially for those who, though partial to the sports roadster type, desire a car having space for four passengers in any weather. Instead of a rumble seat arrangement, the new body type possesses the spaciousness of the roadster, while affording plenty of tonneau room for four passengers. The top may be folded back readily, as on the usual roadster.

Doors of unusual width, one on each side, serve as the entrance to both front and rear seat. The front seat is divided and either half may be folded forward, giving easy access to the rear passenger compartment.

Roads to Romance with Jack and Ethyl

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

Dear Marion and Jim: We have been having a week of surprises as we have driven slowly down the coast from Aberdeen and Hoquiam in the delightful Grays Harbor country to Astoria on the Columbia. It has been a week of surprises because there has been so much to see and enjoy that we never dreamed existed along here. Here is a smooth highway thru a land where "sea and forest and sandy beach has made a vacation-land supreme" in the guide-books and yet so few tourists have found it yet that it's almost like visiting an entirely new region.

And here in Astoria we have been thoroughly charmed in visiting places held by the white men for the first time way back in the 18th century. It has a romantic history that is fascinating to say the least. The early British and Spanish marines used to tell tales of a mighty river of the west for which they had searched but failed to find. Then the British sent out an expedition under Captain Vancouver

farmer who starts a sheep-raising business. It is intended to demonstrate the practicality of the university students at the state fair of a miniature radio station using one-fifth of a watt of power. The station will operate during the fair, September 3 to 8.

The creation of the plant and its operation is intended to demonstrate the practicality of the university physics courses. Dr. R. E. Ramsey, who wrote a manual on experimental radio, is directing the students preparing the exhibit.

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The Standard Six, with its unprecedented low prices, brings Willys-Knight's superiorities into a tremendous new market. Thousands more are availing themselves of this opportunity to enjoy Willys-Knight's quick starting, flashing activity, sustained brilliance and ease of control.

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Willys-Knight prices from \$995 to \$2695, in the Standard Six, Special Six and Great Six (maximum). Prices in U. S. dollars, Toledo, Ohio, and specifications subject to change without notice. Willys-Knight, Inc., Toledo, Ohio.

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Upper left—Miss Nina Belle Hurst, an instructor and writer of Sawtelle, Cal., dressed in the style of the early nineteenth century and standing by the replica of the 1802 Oldsmobile in which she rode to school when a girl.

Upper right—Miss Hurst and the Oldsmobile she drove more than 40,000 miles in four years. Below, Miss Hurst and the 1928 Oldsmobile she now drives.

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