



Where the Clouds Roll By



Out on the rim of nowhere where the jackrabbit plays tag with the gila monster is a land of charm for the motorist. It was a district of death and desolation for the pioneers as they toiled across the thirty plains. Nowadays, however, in your Chevrolet Sedan you may traverse the barren wastes of Death Valley without worrying about the dangers that threatened the pioneers. Good roads traverse the sandy floor of the desert and cases, even modern hotels rise at intervals to greet the motorist in his twentieth century chariot.

money. Said he didn't think he needed to do that with four-wheel brakes.

"I pointed out to him that we had not gotten away from friction brakes and that friction is heat and if there's enough heat, there's goin' to be somethin' burned. I told him also that the states which put up the signs knew about the arrival of four-wheel brakes and also about friction and that they still couldn't see the old idea of usin' the engine in deceleratin' the

car as bein' out of the picture." "He won't make the same mistake a second time."

TIP AS THE FRENCH DO ADVISES FRENCH PAPER

PARIS—(AP) Tips in hotels still remain such a perplexity for tourists that the newspaper Excelsior has published a scale for the benefit of foreigners indicating what a French traveller would expect to

NEW SHAPES OF GLASS FOR NIGHT FLYING PLANES

By Howard W. Blakeslee

(Associated Press Science Editor)

CORNING, N. Y.—(AP) Aviation's new night map of the United States, the network of lights, projected or existing, marking airports and airways, is developing some new needs in signaling and new forms for signal glasses.

Makers of glass have been asked to find special shades of color and to light familiar places in surprising ways. Viewed from above at night, such places not only are distorted by darkness, but the speed of the aviator requires lights which slower earthbound modes of transportation have not needed.

In one instance the laboratories of the Corning glass works have been asked to work on the lighting of radio antenna poles 60 to 90 feet tall. Lights can be placed on top of these aerial obstacles, but not without risk of interference with the antenna functions. Flood lights below are not altogether satisfactory, for they do not define the tops with sufficient brightness. One suggestion for a solution is the familiar three ball of the pawn shop, placed on top of the poles, gilded and shaped to give a sufficient warning by reflected light.

Another development is the zenith light, an arrangement of beams intended to penetrate to an aviator several miles away, and guide him to the landing field. It was found that merely a powerful beam was insufficient. The original beam was a 24-inch infrared beam, which the aviators recognized at several miles, but they passed out of the main beam as they neared the light and reported difficulty in finding it again. The latest zenith light is a beam projected vertically by cylindrical bulls eyes, with a beam spread of 180 degrees. This beam rotates so that its effect is to show the aviator successively a pan-shaped light, then a change to a vertical line of light and again the fan.

Ordinary poles about landing fields have produced another lighting problem. In its call for new glass shapes, the air industry is repeating the history of early railroad signaling. Many years ago it was found that reds for railroad signal lights were not under all conditions showing a true red. Study developed a copper red glass, which revolutionized some phases of the glass industry of that day. Then were studied the railroad man's troubles in keeping snow and dirt from gathering in the grooves of his lantern glass. At that time the irregular surfaces which made the lantern lenses were on the outside face of the glass. How to place these lenses inside the lantern was solved, producing another revolution in glass making.

Durability to withstand bumps and heat were other developments of railroad days. Aviation is at present concentrating on producing new shapes out of the types of glass already in production.

ASSOCIATED OIL CO. GIANT AIRPLANE

Purchased to promote growth of aviation on the Pacific coast and bring that industry into closer relationship with the oil industry, the new Associated Oil company bi-plane motor motor arrived at Crissy Field San Francisco, Friday morning, September 7th. Lieutenant Ray Little, air corps at Crissy field, piloted the plane from the Boeing factory in Seattle, while Emory Bronte, newly appointed manager of the aviation division of the company, accompanied him as a passenger.

The plane was christened Motor Mates by Miss Rutherford a few minutes after it alighted. Army officers and officials of the oil company were in attendance.

F. M. Rowles, sales manager of the company, was master of ceremonies, while Major Gerald C. Brandt, commander of Crissy field, and Captain P. N. Shumaker, Crissy field adjutant, represented the air corps.

"This plane," said Rowles, "will be devoted to the general development of aviation on the Pacific coast. It will be used for test trips and business trips, and we seek to bring about a closer relationship between the oil, automotive and aviation industry."

A. C. McLaughlin, executive vice-president of the Associated Oil Company, congratulated Bronte, navigator of the first city-

lian flight to Hawaii.

Bronte said in answer, "It is a dream come true for me. I am by Henry J. Hoey, San Francisco first coast made plane no going to devote my whole time to traffic manager for the Boeing commercial form for its

making this affair a success." Air Transport Company.

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In the tremendous success which Pontiac Six is enjoying is ample reason for designating this great General Motors car "Chief of the Sixes." Never has any new car risen so rapidly in the estimation of motor car buyers for during the first six months of 1928, over 136,000 Pontiacs were sold—the largest volume ever achieved by any car during the first half of its third year in production! This great public acceptance tells more of what Pontiac offers at \$745 than even the most complete listing of such features as Fisher bodies, 186 cu. in. engine, the G-M-R cylinder head, cross-flow radiator, foot-controlled headlights, coincidental lock, etc., etc! Come in for a ride today and learn why its sales sweep ever upward!

2-Door Sedan, \$745; Coupe, \$745; Sport Roadster, \$745; Phaeton, \$775; Cabriolet, \$795; 4-Door Sedan, \$825; Sport Landau Sedan, \$875; Oakland All-American Six, \$1045 to \$1265. All prices as factory. Check Oakland-Pontiac delivered prices—these include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

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That Will Amaze Every Motorist in Southern Oregon
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Look at These Bargain Prices!

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Winter weather is almost here—It's time to think about your tires—Why not forget your tire troubles for months to come by taking advantage of these special prices. **FEDERALS** offer you a real non-skid tread for wet weather driving, easy steering, amazing mileage, unusual traction and equal tension cord construction. You can't make a mistake in buying **FEDERALS**.

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HIGH PRESSURE

Size	Blue Pennant	Federal Defender
30x3	\$ 4.95	\$ 5.85
30x3 1/2	7.45	
Straight Side		
30x3 1/2 Giant O. S.	8.95	6.95
31x4	11.45	9.60
28x4	12.05	10.10
33x4	12.65	10.60
32x4 1/2	16.00	13.75
33x4 1/2	16.60	
34x4 1/2	17.20	14.25
30x5	19.80	16.95
33x5	21.65	
35x5	23.30	
32x6 Com'l .8-ply	32.40	26.85

FEDERAL BALLOON

Size	Blue Penant
29x4.10	\$ 8.00
30x4.50	8.90
28x4.75	9.65
29x4.75	10.05
30x4.75	10.45
29x5.00	10.40
30x5.00	10.80
31x5.00	11.20
32x5.00	12.35
28x5.00	11.70
29x5.25	12.10
30x5.25	12.50
31x5.25	12.90
28x5.50	12.90
29x5.50	13.30
30x5.50	13.70
30x6.00	14.20
31x6.00	14.65
32x6.00	15.10
33x6.00	15.65

"Would you marry for money?" said the sweet young thing to her girl friend.

"Well, I don't know about it," was the reply, "but I just have a hankering hope that Cupid shoots me with a Pierce-Arrow."

Seven Wonders of the World

1. I wonder if I'm on the right road?
2. I wonder if this detour has any end?
3. I wonder when they're going to start hanging rear-seat drivers?
4. I wonder if that motorcycle cop is chasing me?
5. I wonder if there's enough alcohol in the radiator?
6. I wonder if I'll make that green light?
7. I wonder if that fellow ahead, with his hand out, intends to stop, turn to the right or left, or just keep on going?

Two Epitaphs

There was a man in our town
He was a speedy guy;
He turned the corner on two wheels.

Crossed crossings on the fly.
But yesterday, the Extras say,
This who man saw the light.
His flivver stalled on the railroad track—
Toot, toot! Ding dong! Goodnight.

He heard the toot but tried to scoot
And beat the choo-choo to it.
The poor galoot now twangs a lute.

Take heed and don't you do it.
"Is your daughter popular?"

Plenty of Callers
"Hub, I can't park within three blocks of my home."

The last edition of the automobile hogs is the one who parks in somebody's driveway.

In the good old horse-and-buggy times, detours were unknown; maybe you waded or maybe you got off and pushed, but you kept right on.

It was a little Ford coupe, and five, high school boys were piled in it. On the back it bore this sign—"Packed in Tin and Always Fresh."

As if it weren't unfortunate enough in itself to be killed in an automobile accident, someone always starts a story afterwards either that you were drunk at the time or else that you did it on purpose to get your insurance.

A road hog is the fellow who gives you half of the road; the half he gives you is half on each side of him.

Blake: "Have you ridden with Smith yet in the 'used car he bought'?"

Black: "Yes, and say—when that car comes to a hill, it's there."

Two is company in an automobile—three means you never get lost.

It's a short road that has no bill-board.
Home still has its uses. You can't very well change clothes in the car.

An official warns the motorist against picking up strangers while out driving. Still it seems heartless to speed off and leave them for the ambulance.

"Let your conscience act as a brake."

"But who the dickens wants to ride with the brake on all the time?"

The life and works of Henry Ford may be summed up thus:
His
His
His
Liz

"What's the big idea, miss? Don't you know you can't make anything but a right-hand turn at this corner?"

"But, officer, I'm left handed."

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Old Practice of Descending Hills

Still in Force

"I'm a strong believer in progress and yet I don't see where it's wisdom to discard an idea just because it happens to be old. There's got to be a new and better idea to replace it before I do anything along that line," says an expert mechanic.

The thing that brings the subject to mind is a job of brake relin' that the shop just finished. The job was made necessary simply because the car owner, an old-timer, too, had thrown away the idea of goin' down steep hills and mountains in second or low gear. He thought four-wheel brakes had scrapped that idea.

"Of course, he was right to a certain extent—and wrong to the extent of a new set of brake lin'."

"He had just come back from a part of the country where he'd done a lot of mountain drivin'. When he asked for a brake adjustment, he didn't realize that there wasn't enough of the lin' left to adjust. The life had about been burned out of the lin' on two wheels and the others were not so good."

"Now, if he'd followed the practice he used to in the days of two-wheel brakes and gone into second or low gear where there were signs tellin' him to do so, he'd have saved himself quite a bit of