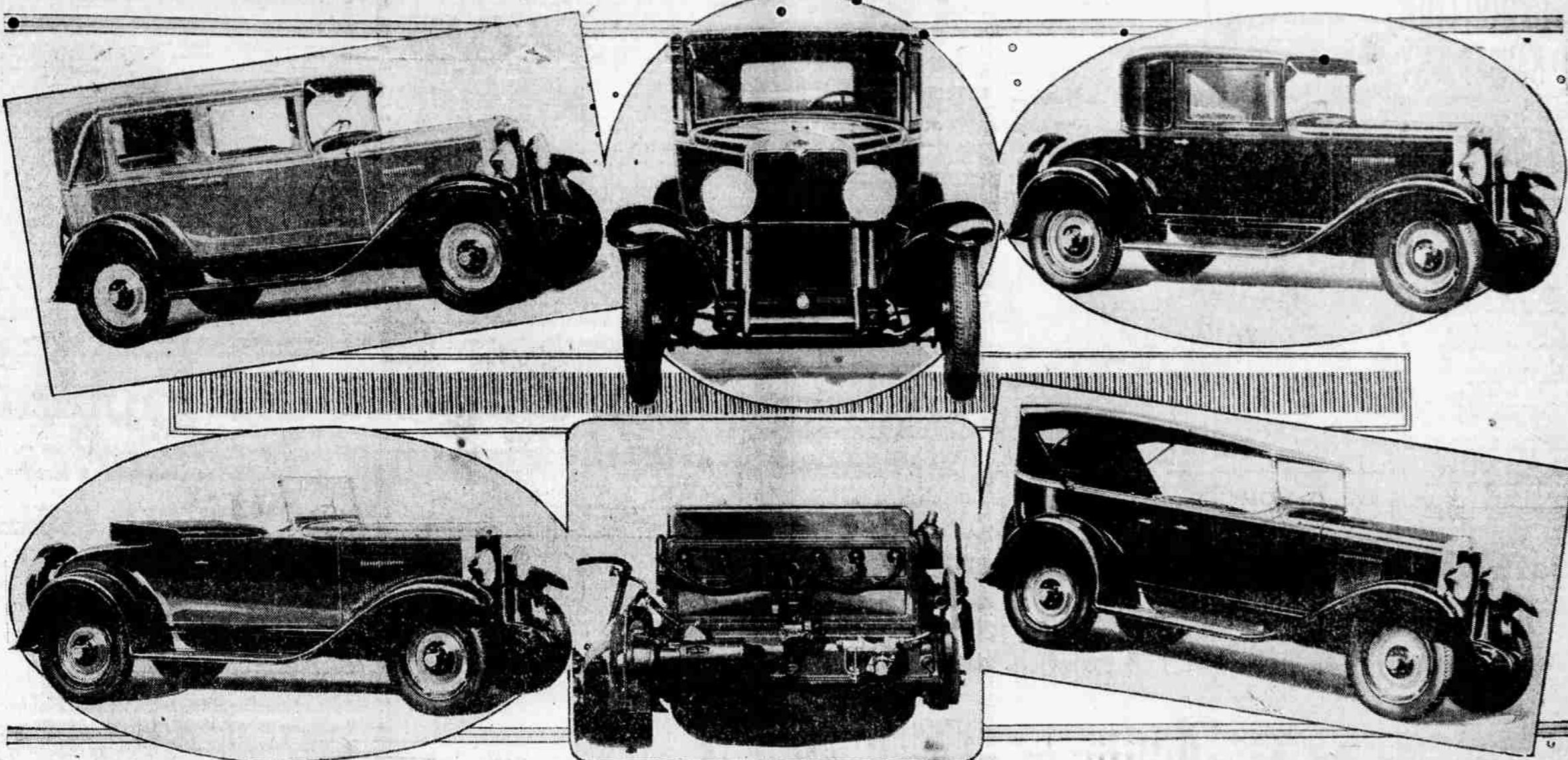


MODELS AND FEATURES OF NEW CHEVROLET "SIX" LINE



Highlights on the new Chevrolet Six which has just been announced by the Chevrolet Motor Company as "the outstanding Chevrolet in Chevrolet History—A Six in the Price Range of the Four." The new 6 cylinder valve-in-head motor develops 32 per cent more horse power than its famous predecessor and all bodies this year, both open and closed, carry the famous Fisher stamp of craftsmanship. Prices throughout the line remain approximately the same. Left to right, top, the convertible landau sedan, the top rear quarter of which may be completely folded down, a head on view of the sedan showing the new radiator and head lamp design, and the coupe. Lower, the roadster with stylish Fisher body, the new 6 cylinder valve-in-head motor, and the phaeton which takes the place of the touring car this year.

The announcement of a new six cylinder Chevrolet, replacing the former four cylinder car, with prices practically unchanged has created something of a sensation through the entire country," says W. W. Allen of the Pierce Allen Motor Co.

Equipped with a six-cylinder valve-in-head motor, fully enclosed and with a high-compression non-detonating head, the car is said to have done better than 70 miles an hour in tests, and, yet, at ordinary speeds, is reported to have given an economy of better than twenty

pounds. The lines of the new car are particularly attractive with flat hood and stream-line effect. Dealers who are familiar with the details of the new car and of its performance are highly enthusiastic and predict a volume of sales during 1929 in excess of the minimum estimated production with a crankshaft weighing 46

"Deadwood Dick" Takes to the Air

Fifty-two years have passed since Richard W. Clark clicked to his engine and headed a caravan northwest from the village of St. Anthony—then larger than Minneapolis—through the trading post of St. Cloud and into the land of the Dakotas, the stronghold of the Sioux. For fifty-two years he has lived in the Black Hills and has played an important part in the making of South Dakota history and the traditions of the west. He flew to St. Paul the other day, piloted by the son of a man with whom he exchanged pistol shots nearly fifty years ago. He traveled a trail blazed by the present generation over the land route he scouted over a half-century before. On his flight he pointed out the ancient landmarks he knew so well—a railroad right of way he saw surveyed and a buffalo trail he helped make, which strangely enough bisects the flying field at Rapid City, S. D., from where his flight took off.

Rode Deadwood Pony Express

Deadwood Dick is 82—but he doesn't look it. His face is weathered and there are wrinkles around his eyes, but he stands erect and walks with the springy stride of an experienced plainsman. His iron gray hair is long and he ties it up from his ears with a laceskin thong. His hearing is keen, he sees perfectly—and he handles a "six-gun" with true western snap and precision, says the Minneapolis Journal.

He helped lay out the town of Deadwood and thereby derived a name. His first job was as pony express rider from Deadwood to Sidney.

"We got a dollar a letter—if we got through, and hell if we didn't," he said reminiscently. "It was a dangerous trail in those days. A rider would wait at Deadwood until he got enough letters to pay for a trip and at Sidney he would

do the same. There was a lot of good men killed in the hills those days. But they never got Dick. I've killed Indians in my day, lad, but all they did to me was make a few holes in my hide."

He parted his heavy hair and showed three bullet grooves in his scalp.

A few days ago Deadwood Dick was at Hot Springs, S. D., where he met Bert Bell, a photographer and angler friend. Subsequently he was introduced to Walter Bailey, president of the Rapid AB Lines, Inc., of Rapid City, S. D., a wartime flier. The two got together and out of their meeting evolved the "birthday flying party" that took the frontiersman in a few hours over the trail he traveled half a century ago in months. They landed at the St. Paul airport after a six-hour flight from the South Dakota city. The next day they hopped off for Milwaukee and Chicago.

"You are in the greatest business in the world—pioneering," Deadwood Dick told Bailey as they completed plans for the trip. "I helped build the first railroad into this section—and now you are pioneering a new trail above the

trail I fought over fifty years ago."

As the airplane ran along the ground at the Rapid City field the wheels struck two ruts that ran across it.

"Do you know what those two ruts are?" Dick asked Bailey, the pilot. "Those ruts were made by ox carts. It's the old Pierre trail I came over fifty-two years ago."

"My father came over that trail, too," Bailey replied. "What do you know about that?"

"I know a lot about it," said Dick. "Wasn't your father Jim Halley?"

"Yes."

Shot at Pilot's Father

"I knew your father well," Dick went on. "I took a couple of shots at him when we had a row, once. I'm glad I missed him. Maybe I didn't want to hit him then—but no matter. We were young. Flying at a hundred miles an hour with Jim Halley's son! That's a bird!"

Deadwood Dick is one of the few surviving pioneers of the Dakotas. He has driven stage, fought Indians, acted as scout, and prospected for gold in the Black Hills when they were first opened to settlement by the whites. He was a

friend of the notorious "Calamity Jane," famed in stories of the hills. It was Dick who brought her to Deadwood.

"Deadwood Dick" doesn't like the kind of publicity he and his friends received in the days of the water-backed thrillers. He still prospects the Black Hills, searching for a new vein of gold.

PIONEER KANSAN DRIVES CHRYSLER

It was just three years after the close of the Civil war that George Brooks settled in Kansas and his residence there since 1865, has been continuous, which entitles him to the distinction of being among the first living settlers of the Sunflower state.

He is also distinguished as one of the oldest automobile drivers. At 97 years of age he makes regular use of a Chrysler sedan, driving it almost daily. Mrs. Brooks also makes frequent trips about the countryside with him in the car.

Cheers vs. Votes

No living man has ever witnessed a popular demonstration like that given to Governor Smith in the last ten days. He has been passing through the states where the great majority of the people live and he has been greeted with unparalleled enthusiasm. What does it mean?

The Republican experts say that it does not mean a thing. "Crowds," they say—what are crowds? Bryan in 1896 had crowds, they tell us, and yet he wasn't elected.

They are quite right. Bryan was not elected. But if they will examine the vote that Bryan received they will discover that in arguing that popular enthusiasm does not mean votes they are hugging an illusion. Popular enthusiasm means votes. In 1896 Bryan

got 13 votes for every 14 that McKinley got. In 1904 the popular enthusiasm for Roosevelt and the lack of popular enthusiasm for Parker was reflected in the election returns. For every 11 votes which Roosevelt got Parker got only 9. In 1920 the lack of enthusiasm was again reflected in the returns. For every 14 votes which Harding got Cox got only 7.8 votes. In 1924 the lack of enthusiasm was again reflected in the returns. For every 14 Coolidge votes there were only 7 Davis votes. The crowds that greeted Bryan meant votes.

The trouble with Bryan's crowds was that they weren't in the states where elections are decided. Bryan carried just as many states as

McKinley, but he carried the states with small electoral votes. In the case of Smith there are crowds greater than Bryan ever had and they are in the states which have the big electoral votes.

For the first time since the Civil War the Democrats have a candidate with enormous popular strength in the regions where elections are decided. — New York World, Nov. 2nd.

On October 1, according to computations of the American Motorists' association, there were 19,915 miles of federal-aid roads under construction at a cost of \$275,000,000, of which the federal government's share is \$109,000,000. Illinois with 685 miles; South Dakota with 619 miles; and Nebraska with 562 miles, lead all other states in miles under construction as of November 1st.

"Meet me at the Manx"

Football Season

MAKE YOUR HOME

Hotel Manx

All big playing fields easily accessible. Excellent hotel service. Distilled running ice water in every room. Popular price rates. Check your car at hotel.

The HOTEL MANX

POWELL ST. & O'FARRELL - SAN FRANCISCO

AT YOUR GROCERS

PAN-DANDY BREAD

—made by—

BECK'S BAKERY

Consult Your Doctor

If you begin to feel symptoms of "flu." Often a light case develops into a serious illness that will work a physical and financial hardship on you.

Your doctor will advise you to go to a good hospital. He knows that you'll be well taken care of—have a clean, airy room, eat correct, scientifically prepared foods and receive the attention of graduate nurses.

The cost is moderate, too, when you stop to consider that it costs less to stay at a hospital than at a first class hotel.

COMMUNITY HOSPITAL

To All Owners of 4-Cylinder Cars

Grasp this Opportunity

Brand New PONTIAC SIXES

Reduced to \$595

Don't Miss this Opportunity to Save!

	OLD PRICE	NEW PRICE
2-Door Sedan	\$745	\$595
Coupe	\$745	\$595
Sport Roadster	\$745	\$595
Phaeton	\$775	\$625
Cabriolet	\$795	\$645
4-Door Sedan	\$825	\$675
Sport Landau Sedan	\$875	\$725

All prices f. o. b. Pontiac, plus delivery charges

New for the first time in history, a wonderful Pontiac Six with bodies by Fisher is available at the price of a four! We are moving our entire stock of brand new, current model Pontiac Sixes at prices reduced to as low as \$595!

With their prices reduced \$199, these Pontiac Sixes are moving fast. Act now if you want to enjoy one of the most spectacular motor car bargains ever offered here. Small down payment—easy monthly terms—your old car taken in trade.

SANDERSON MOTOR CO.

So. Bartlett and 8th Phone 1385

ROBINSON MOTOR CO., Ashland, Ore.