

# MILESTONE IN PROGRESS OF GRAHAM PAIGE

Another milestone in Graham-Paige progress was reached last week when the 100,000th Graham-Paige car was built. Just 15 months after the new line of sixes and eights was introduced.

Production at the Graham-Paige factory is now running over 500 a day, well ahead of the figures of last year, when they established a new first year sales volume record for the automobile industry.

Graham-Paige motor cars, distinguished by the four-speed transmission with standard shift, attracted immediate and widespread acceptance when introduced in January, 1928, by the three Graham brothers. The steadily increasing sales soon taxed the already large and well-equipped manufacturing facilities of the plant, and since then construction crews have been at work enlarging existing plants and erecting new ones, spending more than \$10,000,000.

Graham-Paige now owns and operates two separate manufacturing plants at Detroit, three large, modern, equipped body plants, one at Wayne, Mich., and two at Evansville, Ind.; and a lumber mill at Perry, Fla.

New factories and additions have more than doubled the floor area of their plants since the three Graham brothers acquired ownership control. The total is now well over 2,000,000 square feet.

Along with the growing demand and the increased manufacturing facilities, the dealer organization has assumed world-wide proportions, extending Graham-Paige sales and service facilities throughout the United States and Canada, and into 63 foreign countries. The total number of Graham-Paige distributors and dealers has been trebled during the last 15 months.

## Every Car Owner Needs Reasonable Amount Knowledge

An expert mechanic says: The longer I'm in this business the more I'm convinced that the car owner needs a reasonable amount of knowledge of his car. I don't mean for the practical purpose of making his own repairs so much as for him to be able to tell what's wrong with it and when it needs some adjustment or repair.

"The incident that got me to think about that is one that has happened many times in many different forms.

"A chap who had been in here only once or twice drove in and left an order for tightenin' up the bearin's. He seemed very positive that that was what was needed. I assumed from his action that he knew what he was talkin' about and shovin' the car around the block didn't get the bearin's stand tightenin'." Well, we did it, and had the car ready in the event.

"The chap drove it away but he hadn't been gone five minutes when he came back protestin' that the knock was still there.

"I asked him what knock and he replied the bearin' knock. I then settled it by takin' another ride. When we got back I got out and tightened a front spring U-bolt. The knock disappeared.

"The owner then got indignant that we'd adjusted the bearin's. Yet, that was the order he left and he appeared very positive. He didn't mention a knock and he refused to take a ride with the trouble man before we did any work on the car.

"Now, you see if he'd known just a little bit about the car and hadn't pretended to know so much, it would have saved both of us a lot of grief. Out of the experience, I think, he got a lesson that may do him some good and the bearin' job was needed, if not for the purpose he thought. Other car owners might profit by this lesson in gettin' the cooperation of the mechanic in diagnosin' troubles.

### Running Board Passing?

Is the running board, so long a familiar appendage of the automobile passing? It must be granted that there are few signs that it is. However, one of America's sport cars supplants the conventional side member with two small ornate steps. In England, one of the smartest of cars goes a step further. The running board and step both are missing when the lid of the car is closed. A hinged step, connected to the door, unfolds when the latter is opened.

### Another Good Reason.

"Having a dented fender repaired immediately is advisable not only to prevent rusting but also to remove traces of what may characterize the driver as one who is prone to having accidents."

### AUSTRALIA PREFERS AMERICAN MOTOR CARS

WASHINGTON.—(AP)—In 1928 Australians paid the United States \$23,474,735 for passenger automobiles, \$8,359,294 for trucks and buses and \$4,464,675 for parts and replacements.

Australia is the third best customer for passenger cars of American manufacture and ranks first as a market for United States trucks and buses.

The department of commerce says fully half of the cars shipped to Australia are sold to the rural population and that this has become an important factor in the economic development of the commonwealth.

License Plates His Hobby COUNCIL BLUFFS, Iowa.—(AP) A railroad engineer, Eldo M. Katenberg, collects auto license plates as a hobby. His trophies include

## THREE FAMOUS OLD SOUTHERN OREGON INNS REDOLENT WITH SPIRIT OF TERRITORY DAYS

Wolf Creek Tavern, Rogue Elk and Blue Flower Lodge Remind One of Times When Stage Coach and Placer Miner Were There and Indians Threatened Lives of Peaceful Settlers.



Top—At Wolf Creek tavern the spirit of '57 has survived the elements. Below—Rogue Elk Inn, another colonial type hostelry of the back country. Right—Hand-squared logs 14 inches thick were used in the construction of Blue Flower lodge in 1853; in the early days this structure did valiant service as a blockhouse and later as a place of worship.

(By Emmy Matt Hush in Oregonian)

When the trail of the covered wagon branched into two spurs, one that led an army of weary cross-country pilgrims into the northland and Oregon, and the other treading a cacti-swathed unbroken territory into the south and California, Oregon's legacy perhaps became more distinctively tantamount with that of New England and the old south.

For, one may find in Oregon every evidence of this unique legacy in the familiar colonial structures and civic edifices belonging to the colorful regime following the advent of the colonization, an architectural idea that came into being as typically colonial or American with the upbuilding of the old south and the New England states by the designers of the new republic.

Oregon, with its Salem, Portland, Albany, Jacksonville, et al., might well be called the Plymouth Rock of the west coast.

### Wolf Creek Tavern

At Wolf Creek tavern the spirit of '57 has survived the elements of time and man, and the havoc of storm and wind. It is the same old spirit that welcomed the dusty traveler by stage, back in the '50s. In fancy one leaves his automobile far behind, in memory's lane. Somewhere in the mental horizon the vision encounters a stage coach and six, tumbling lustily around that long, last bend in the dusty, rugged highway. A long white stretch of concrete highway has replaced the dusty lane that ambled over mountain and valley in the olden days when Oregon was young; when historic Wolf Creek tavern first opened its hospitable portals to the traveling public of the '50s. Then Wolf Creek valley was the center of much activity. There were the placer gold fields of that region and regime, and men came from afar. Hand-hewn beams and panels and a characteristic atmosphere of pioneer hospitality and romance. Romance fills the hand-wrought rafters of colonial Wolf Creek tavern. One

is reminded here that General Ulysses S. Grant once maintained his headquarters at Wolf Creek tavern, during the days of the Indian uprisings in Oregon.

Jack London completed his "Valley of the Moon" at Wolf Creek.

### Rogue Elk Inn

Rogue Elk Inn, on the Crater Lake highway, about 28 miles from Medford, is one of the newer resorts. It features that glorious stretch of singing waters, laughing waters, the Rogue river, laughing, noisy, roguish waters, lulling one into rest and sleep by night, luring one into midstream after the elusive trout by day, and filling the wayfarer with no uncertain inspiration of soul and spirit, leaving his consciousness alive with that certain pride in America and Americanism.

### Blue Flower Lodge

Again one encounters another of the pioneer regime in colonial Oregon, the Blue Flower lodge, a few miles south of Medford on the Pacific highway, that was formerly the "Old Oregon Trail." Its walls are steeped in the lore of Oregon's yesteryears. Begun in 1853, the edifice now known as Blue Flower lodge was completed in 1855. Hand-squared logs 14 inches thick were utilized in its construction. They were dovetailed together and made fast with wooden pegs. The logs were drawn to their destination by many miles by oxen. Here one finds something so tangibly American; so typical of the early days back east and down south.

In the early days this structure did valiant service as a blockhouse a shelter for the women and the children against the attack of hostile Indians. We find it serving the people as a place of worship, and again as a state building, where the affairs of the state were carried on. We find this venerable edifice now serving the young people of the populace of the days of its prime, as a

town hall, a modern club house, so to say, where the young folks of that regime were wont to gather within its spacious and hospitable walls as the dance went on.

### Old-Time Fiddle Recalled

In fancy, one hears again the mellow strains of an ancient fiddle, as the fiddler draws his well-trained bow across the yellowing strings. A buckboard rattles down the highway, bringing its quota of laughter-loving young people, as the dance went on. Out of the uplands, out of the lowlands, they flocked into the spacious and hospitable walls of this historic Oregon hostelry.

One is loath to part company with environs such as these. We stood for a brief moment in the silence of the noonday sun, within the portals of this aged hostelry, our gaze wandering afar, toward the glorious, pine-clad hilltops of Oregon. In fancy we heard again the clatter of horses' hoofs and the rumble of wheel. In fancy, we envisioned the stage and six as it flung around the bend in the dusty road. We heard again the lusty call of buccaneer, spurred and hooped, several loaded Colts protruding from his holsters. We saw again the new schoolmarm, gracious, shy; the homesteader, confident, filled with courageous ambition, the missionary and his lady, the gentleman and the crook, the banker and the rogue, the miner and the minstrel. . . . Ah, John and Robert and Peter and Paul.

God in his wisdom created them all . . .

All, for some sound, grave purpose in the great plan of the whole; in the home building, the upbuilding, and the preservation of Americanism and its ideals.

We saw again the soldier and the priest, a gallant professional of valiant men and valiant women. Our reverie was abruptly awakened by the honk-honk of an automobile.

### Port Holes Boarded Over

Originally this romantic old edifice of Oregon's pioneer days was necessarily equipped with port holes in the second story. Port holes, reminiscent of the hazards of the period. What tales these aged rafters might tell, sacred to the early days of Oregon and the Americanism of the spirit that founded it. The port holes have been boarded over, but the spirit still survives!

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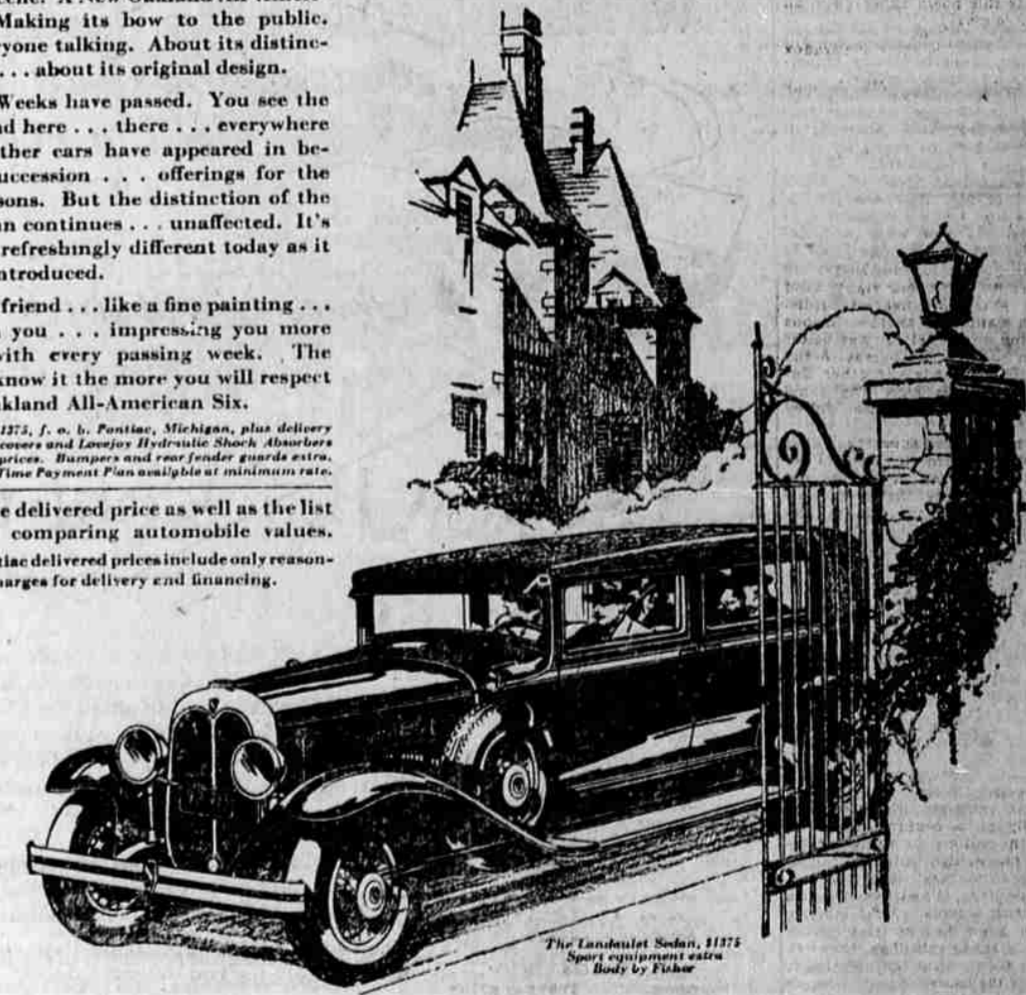
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## INCREASE AUBURN FACTORY CAPACITY

Despite increase of factory capacity 200 per cent and production boost of 100 per cent, Auburn is still unable to meet demand for its straight-eight and six models, says E. L. Cord, president.

"The first three months of 1929 show a sales increase of 71 per cent over the same period last year," Cord said, "and the second three months of the first half year will show an even greater increase, and more Auburn cars will be built and sold the first six months of 1929 than during the entire year of 1928, Auburn's banner year."

"The company at present has nearly 6000 unfilled orders on hand and more than 5000 deposits have been returned to customers who could not wait but had to take second choice cars."

"This demand for Auburn cars is the fruition of more than four years of accumulated proof that Auburn is building better cars, more advanced types and giving greater values for the dollar. The fact that Auburn's policy of returning to the public the profits of its success in better automobiles has met with unqualified response. Comparison of Auburn's 1929 line of cars is ample proof of this policy of returning to the public the fruits of success."

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