

DURANT WINS CLIMB CONTEST IN CALIFORNIA

Interest in the western motor world today is again centered on Durant automobiles following the record-making performance of a Durant Six-Sixty roadster recently in Santa Cruz at the championship for a perpetual trophy offered by the Santa Cruz Evening News, the Durant, according to press dispatches to Nick Rindt, of Sabin & Rindt, local Durant dealers, surmounted the steep slopes of "Motorcycle Hill," near the outskirts of the city, for the first time in the history of motorism.

The hill is known throughout northern California for its steep gradients. These reach in a number of sections as high as 63 per cent. It has been a testing ground for motorcycles for a number of years and long has been considered by Santa Cruz automobile men as an insurmountable by motor cars. Countless deep ruts and furrows, and a tall, thick growth of grass on all sides are but a few of the many barriers to motor vehicles, say motorcycle riders here who have covered the approximately 500 yards from the bottom to the crest.

The Durant roadster, which, under the rules of competition must be a strictly stock model automobile piloted by an amateur driver, was driven by H. T. Kuhlman of Oakland. It is the same car, according to officials of the Western Durant factory, which, with Kuhlman at the wheel, recently captured the famous challenge trophy offered by the Oakland Post-Enquirer for the fastest time made by an automobile up the famous slope of Mount Diablo. The record for that event, 23 minutes 15 and 4-5 seconds, and the coveted cup still are in the possession of Durant, it is said.

Prior to the Santa Cruz performance, the car was certified by those in charge to be the same Durant in every respect as those sold by Durant dealers as model Six-Sixty.

"The Spectacular feat of the Durant, which was witnessed by hundreds of Sunday motorists from the San Francisco bay cities, Santa Cruz and neighboring towns, was accomplished following a short run at the bottom of the hill," says a newspaper account of the event. "Kuhlman thrilled the spectators with a skidding turn up the mountainside from the level terrain and his path was marked by great clouds of dust thrown up by the chain covered rear wheels. The car was obscured at times in the tall, wild grass, but it never faltered during the steep ascent. Upon his arrival at the summit, Kuhlman was the recipient of a throng chorus of cheers from his amazed audience.

"Not satisfied with attempting the difficult feat but once, the pilot tore up the precipitous hill seven times in succession. The fastest time recorded for the numerous ascents was 55.3 seconds. It is thought in motoring circles here that this record will remain unbroken for some time to come."

ALL-CORD TIRES ROLL WITH ROAD

Fifteen to thirty thousand miles is not unusual for a Fisk all-cord tire of modern construction, as compared with half the mileage as recently as ten years ago, according to Sam Jennings, local Fisk dealer. Among the reasons for the modern durability of Fisks is the so-called "all-cord" process of construction.

In non-technical language a tire is built up of sheets of rubber pressed into and around a foundation of "carcass" of wire or cord. For a six-ply tire, half a dozen thicknesses of this rubber-and-cord sheeting are laid one on top of the other to make up the casing.

Formerly Fisk followed the practice common to tire building of tying the cords together with cross threads at intervals. Thus the cords running parallel to the wheel track were skin to the way in a fabric, while the widely spaced cross cords were comparable to the wool or filling threads found in cloth.

Because the filling cords ran at right angles to the course of the main cords, and were subject to innumerable strains as the tires went over bumps, they stretched and broke far more than the cords running parallel. Fisk developed methods and machinery to make the methods practical, of dispensing entirely with the cross cords. Thereby came the present practice, and with it a greatly increased mileage, of pressing the rubber firmly into a warp of closely laid cords all running parallel and with no cross threads to stretch or break.

BIG LAKE FISH ALSO DYING FROM FUNGUS

ALBANY, Ore., Sept. 21.—(P)—Big lake fish in the Santiam national forest, near Sand mountain, are dying by the hundreds, according to Stewart Ralston, forest lookout on the mountain. The malady apparently is the same that destroyed thousands of fish in Suttle and Elk lakes. C. C. Halle, forest supervisor, said he believed a poisonous fungus was responsible, rather than worms.

ASHLAND WOMAN IS HONOR GUEST FAREWELL PARTY

ASHLAND, Ore., Sept. 21.—(Special)—Mrs. J. R. Robertson, who leaves soon for Washington, D. C. to make her home with her brother, was the honor guest at a covered dish luncheon given at the Presbyterian church parlors on Thursday. The room and the tables were decorated with fall flowers which were used most effectively. Mrs. Robertson was presented with a handsome over-night bag, the gift of the ladies of the church.

Those who joined in the pleasant affair for Mrs. Robertson were Mrs. Wilmer Peley, Mrs. C. Williamson, Mrs. J. M. Ross and her daughter-in-law, Mrs. E. R. Ross of Denver, Colorado; Mrs. C. Williamson, Mrs. Norman, Mrs. Riley, Mrs. L. S. Brown, Mrs. A. Erickson, Mrs. E. Atkinson, Mrs. M. Nims, Mrs. Grace Andrews, Mrs. W. H. Day, Mrs. Ella Garrett, Mrs. W. Wells, Mrs. E. B. Lambkin, Mrs. J. H. Harner, Mrs. Gow, Mrs. J. W. McCoy, Mrs. S. S. Davies, Mrs. Anne Russell, Mrs. O. Winter, Miss Sarah Fox, Miss Nell Russell, Kenneth Brown, son of Mr. and Mrs. L. S. Brown on Holly street, will enter the Oregon State Agricultural college at Corvallis this fall for a course in electric engineering.

Mrs. Larkin Deer has returned from a visit to Ellis, Kansas, where she spent two months visiting with relatives and friends.

Mr. and Mrs. W. M. Barber, who were both injured in an automobile accident recently, when returning from a vacation trip to the northern part of the state, have returned to their home in Ashland on Granite street. Both Mr. and Mrs. Barber have been patients for a few days at a Roseburg hospital.

Mrs. Claire Scott was a business visitor in Medford on Friday. Mrs. O. Webber and her children, Junior and Jean, are visiting at J. V. Wright home for a few days. R. A. Rafferty of Salem was in Ashland on Thursday. Mr. Rafferty is the chief of the state traffic squad.

Raymond Ruger of Klamath Falls spent Friday visiting with his parents. Mr. and Mrs. Frank Moore of Eugene passed through Ashland on Friday on their way to Dunsmuir. They will visit there for a few days with Mrs. Moore's brother and wife, Mr. and Mrs. Herbert McCarthy, and will then go on south to sail for the Panama Canal Zone, where Mr. Moore will be in the government employ. Mr. and Mrs. Moore were former Ashland residents.

Mrs. Guy Applewhite, who has been ill for several days and confined to her home, is said to be improving.

SURPRISE VISIT BY PREMIER IS THORN TO IDLERS

By GEORGE HALADJIAN (Associated Press Correspondent) BELGRADE (P)—General Peter Zivkovich, the lion-headed premier of the dictatorship established by King Alexander in Yugoslavia, is the most advertised man in his country.

The dark-haired, athletic-looking premier has just added a new feather to his cap. He has ordered the dismissal of a number of provincial functionaries who were adhering to the old tradition, dear to Balkan officialdom, of "doce far niente."

General Zivkovich swoops down everywhere to see for himself that the government machine is run smoothly. When an official is not found at his desk he is not only "fired," but forfeits his rights to a pension.

Traveling in a small passenger plane, General Zivkovich is making surprise visits to every town and village of the kingdom. As the press is severely censored, the movement of Yugoslavians' Cromwell are carefully kept from the public. Sometimes King Alexander's right-hand man appears in disguise, mingling with the public, hears their views and offers suggestions.

In one of these visits to a small village in Dalmatia, the premier saw the door of the small courthouse wide open. He strolled in and found nobody. The judges, clerks, and even the doorman were away.

He remained there for two hours. When he left he scribbled a scolding message dismissing everybody from the judge down to the janitor.

REDUCED DEFICIT AIM POSTMASTER BROWN

SACRAMENTO, Cal., Sept. 21.—(P)—Postmaster General Walter F. Brown, addressing the convention of the National Association of Postmasters here today, said the principal object of his first year in office is to formulate for presentation to congress plans for the reduction of deficits in his department.

This is the first occasion since he took office on March 5, 1925, that the postmaster general has publicly expressed himself on needs and the policies of his department.

Eckener Presents Trophy



"Presented to the Tide Water Oil Company by Dr. Hugo Eckener in appreciation of assistance and cooperation during the record world flight of the Graf Zeppelin—1929" says the inscription on the handsome bronze trophy shown here with Dr. Eckener. The Graf commander personally presented the trophy to Tide Water at the company's New York offices last Saturday, citing in a short speech the excellent performance given by Veselod motor on the ship's initial trial flight.

Uncle Sam Prepares for His Decennial Counting of Noses

About 3,000 years ago King David set out to count the people of Israel and Judah. The task took 9 months and 20 days and the returns showed 1,300,000 "valiant men that draw the sword."

Next year the United States will take its fourteenth decennial census and the census bureau will be required in one month to enumerate approximately 124 million people in addition to obtaining rather extensive information on some 64 million farms, 14,000 mines and quarries, and more than 100,000 irrigation and drainage projects.

This is the largest undertaking. Thousands upon thousands of field workers will be active in every nook and corner of this vast country. The information they collect will converge upon the census bureau in Washington in an avalanche of data on educational, social and economic conditions, including distribution and unemployment.

The individual and personal sheets filled out by the enumerators will be superseded by impersonal manila cards hole-punched and packed with information regarding every person, man, woman and child in the United States, everything except the name. That alone is unimportant for the statistics of the census bureau.

These cards will be put into machines which will sort, count and tabulate them faster than the eye can follow.

Thus the government will learn what it needs to know about the people who compose the population of this country. William M. Stewart, director of the bureau of census, writes in Nation's Business.

At the beginning of our own national existence, a census was taken equal in magnitude to that which King David took. The task was assigned to United States marshals. They were allowed thirteen months for the enumeration. The results showed a total population of slightly less than 4 million.

How the Census Started The census was established as a decennial event by the Constitution and it is the only current statistical inquiry resting on such fundamental authority. Prior to 1790 little had been done in any modern country toward establishing a regular periodic count of population.

Since then the nations of the world have been developing methods and machinery making possible a speedy count of the people and the accumulation of other important data. The method used by this country is as painless as possible to the individual. Only questions absolutely necessary for a check-up on various conditions are asked and no one is obliged to curtail his or her activities while the census is being taken.

Our estimates show the population of the United States increasing at the rate of approximately 1,400,000 persons a year, or approximately one person every 23 seconds. This increase is the annual excess of births over deaths, and the excess of immigration over emigration. By 1930 the population will be more than thirty times as great as it was in 1790 and nearly twice what it was in 1850—only thirty years ago.

the United States, whether naturalized or alien and whether or not they speak English. The numerous qualifications and correlations required in a modern census would be simply out of the question without the use of tabulating machinery. In fact, I believe that the difference in the method of handling the tabulation of a census that have come with the introduction and development of machine processes, are quite as great as those in any of our large industries.

The clerk laboriously counting items on the schedules and adding columns of figures may be compared with the old-time shoemaker, turning out completed shoes at the rate of three pairs a week, while the present-day organization, equipped with the various kinds of tabulating and computing machines, may be compared with the modern shoe factory turning out twenty-five or thirty pairs of shoes a week for each employee.

The first task in tabulating the population census is to transfer the information reported for each person to a punched card on which the position of the holes indicates the characteristics reported. The 120 million cards required for this purpose, stacked on racks seven feet high, will occupy more than a quarter of an acre of floor space.

After the cards are punched, they go to the electric sorting machines and sorted by sex, color and nativity. Then they are run through the tabulating machines, which count numerous other items, such as age, place of birth, illiteracy or occupation. These machines will count sixty items or combinations at the same time and print the totals.

Shows Towns of all Sizes The census must show the population of every political subdivision in the United States. Consider what that means! There are in the country about 3,100 counties; there are about 17,000 incorporated cities, boroughs and villages, ranging in size from the village of Daring Harbor, N. Y., which at the last census boasted three inhabitants, to the great metropolis of New York, which has a population of more than 6 million.

There also are about 45,000 townships or similar political units. At the coming census we must ascertain the population of each of these political subdivisions—50,000 or more—and before we can do that we must have maps showing the location and boundaries of all these areas.

Before we can take the census, the entire area of the United States must be laid off into enumeration districts, each large enough, but not too large, to be canvassed by a single enumerator. In the cities these districts will include about 1,800 persons. In the rural areas, where the enumerator must cover more territory, the population will be smaller; but the rural enumerator has to get data for the farms as well as the people.

This army of 100,000 enumerators must be selected, instructed, sworn into office and be ready to work on the census day.

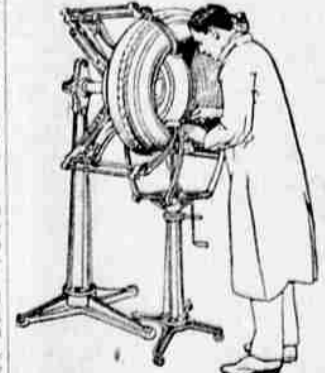
PORTLAND AUTO MAN IS VISITOR

J. H. Alfred, one of the executives of Chase Garfield Motor company, spent the day Saturday in Medford with the members of the Medford Motors, local Chrysler dealers, in order to plan extensive operations for the development of their local business.

Medford is entitled to the highest type of representation in the opinion of Mr. Alfred, and the local Chrysler owners may rest assured that adequate facilities will be afforded in the future," Mr. Alfred said.

The parts department is being stocked with Chrysler parts for all models, new and old, and competent mechanics are now in charge of service operations. Several new Chrysler models were driven from Portland; one carload direct from the factory was unloaded in Medford last Thursday and three additional carloads are now enroute.

"As to conditions in general, Mr. Alfred stated that he finds business good in most parts of the state. And there is every reason for those conditions to exist. Grain has been harvested with average generally having given better than average yield. Prices are satisfactory notwithstanding the scare of a few months ago. Here in your own community the crop is bigger and better than any year on record. Certainly prices are more than was hoped for a short time ago. If Providence will favor us with some rain to quench forest fires and make way for a few of our deer hunters things would be as nearly perfect as we humans have any right to expect."

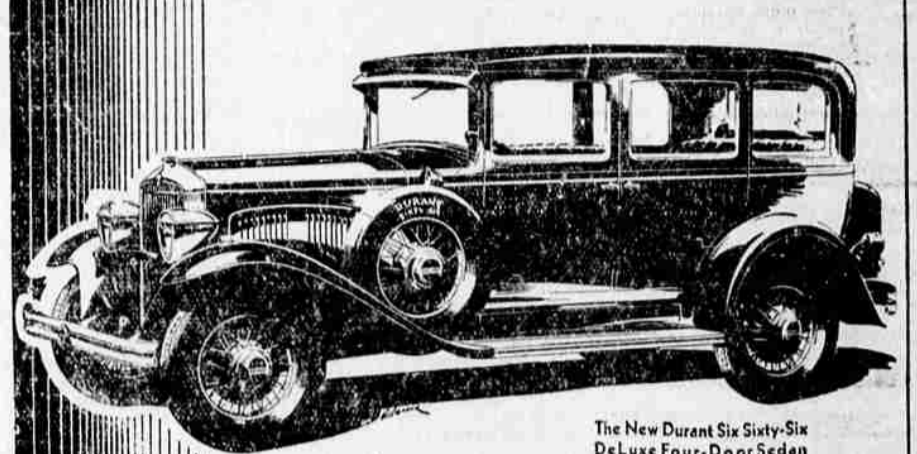


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LONDON.—(P)—The highest price ever paid for the manuscript of a living author was recorded here when Gabriel Wells of New York bought the manuscript of George Bernard Shaw's play, "Widowers' Houses." The text was written by Shaw between 1882 and 1889 in an exercise book and on numerous slips of paper.

SANTIAGO DE CUBA.—(P)—Approximately \$5,000,000 will be used next year for public improvements according to an announcement by the municipal government.

DURANT PIONEERED



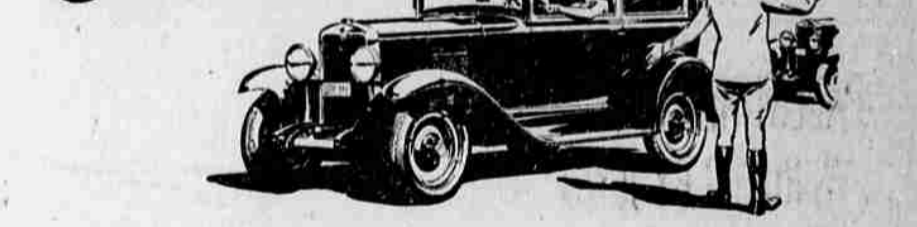
4 FORWARD SPEEDS ... NOW OTHERS ADOPT IT!

In 1926, Durant introduced the Four Forward Speed Transmission. This step was in line with the Durant policy of being FIRST with mechanical betterments. Today, six other manufacturers have adopted Four Forward Speeds. This year and next year many others are certain to follow. » » » But Durant continues to pioneer the way, offering The New Durant Six Sixty-Six.

WATCH FOR DURANT FOUR FORWARD SPEED REVELATION WEEK EARLY IN OCTOBER!

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The COACH \$595 The Imperial SEDAN \$695 The Sedan Delivery \$595 The Light Delivery Chassis \$400 The Sport Coupe \$645 The 1 1/2 Ton Chassis with Cab \$650

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