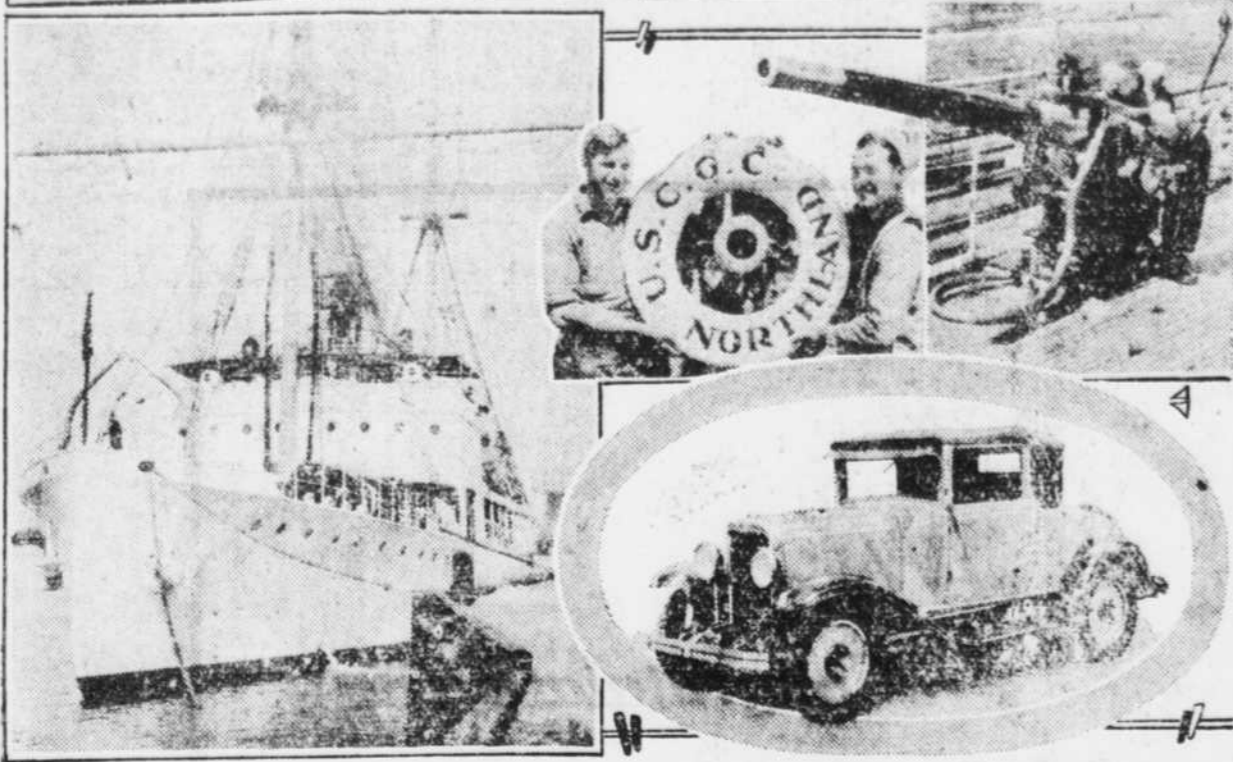


Front Wheel Drive Car May Be Put On Market During Coming Year

Ambassador to the Arctic



The "Northland," successor to the famous cutter "Bear" in the Bering Sea, is again on her way to the Arctic regions. Each year, in the Spring, the Navy sends the ship north to act as ice breaker, mother ship, hospital and messenger to the inhabitants of the far North. A number of sailors aboard the "Northland" drive the new Chevrolet Six during their Winter stay in port.

"The new outstanding Chevrolet," said Mr. Woodard, local Chevrolet dealer, "is indeed the greatest achievement in the history of the automobile industry. It is a six in the price range of a four, a car in a class by itself, a wide possible only by the firm confidence that the motoring public has in the Chevrolet Motor Company, and the quantity production which has developed through that confidence. Over one million two hundred fifty thousand Chevrolet fours were placed in the hands of satisfied customers during 1928, which was responsible for the General Motors Company realizing their dream of

years, a six cylinder car, with a Fisher body, in the price range of a four. Already in the southern states we have sold four times as many as last year, which is much more of an increase than the production allows. "I offer the following to every person in or around Las Vegas whether a prospect or not, and regardless of the kind and make of car he or she may own, just drop in and one of our men will bring you a prospect and let you drive the new Chevrolet six. One trial will satisfy you."

SUBWAY UNDER SAHARA HOPE OF FRENCHMEN

No Other Satisfactory Mode of Travel Across Waste Stretch Offered; Military, Economic Considerations.

By JOHN EVANS (Associated Press Staff Writer) PARIS, April 4. (AP)—A subway across the Sahara desert is being seriously considered along with the English channel and the Spanish dream of floating a bridge or tunnel to span the Strait of Gibraltar. Fantastic as it sounds and high as would be the initial cost, no other satisfactory method of rapid transit across the shifting sands has been offered. France is determined to run a railroad across the Sahara, for both economic and military reasons. Parliament has ordered a thorough investigation of the problem and a technical commission already has begun a study that may require a year or more. Unfortunately, if the idea is good, its execution presents difficulties.

Auto Expeditions For six years, there have been occasional automobile expeditions across the desert but that form of travel is rejected as absolutely inadequate. For one thing, it is considered impossible to transport troops rapidly in that way. As for a railroad, the problem is to find some means of keeping the rails clear of sand. The Sahara is not all a dry sea of sand. There are vast stretches of barren, rocky or pebbled surface where it is practicable to make a solid right of way for a railroad. There are, however, at least 125 miles where the shifting sands are quite as volatile as seas and travelers have pictured them, where a clear hard road is obliterated in a few hours, where hills of sand block the way in the morning and by night are blown off and a hollow bored by the steady blast of a hot wind.

Blowing Sand Problem Some engineers have told the commission the only way to keep the sand in place would be to plant vegetation but that would require water which is not there. Probably too the seeds would be blown away before they took root, so that plan is deemed impossible by most experts. Others proposed building shields but experiments and observation indicated sand dunes soon would overtop them. Then the problem would be as it was in the beginning.

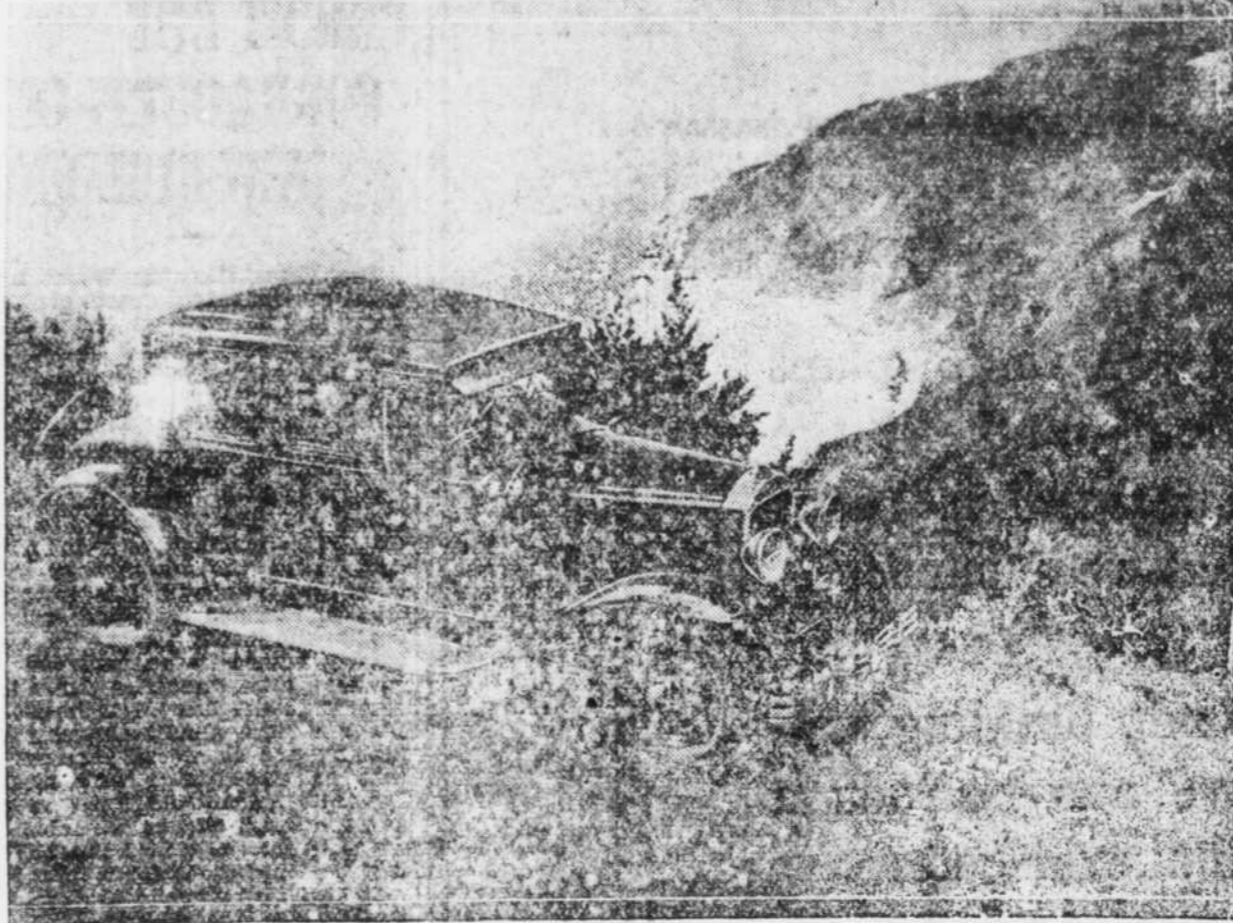
The tunnel idea offered by a French engineer, Paul Remy, contemplates a metal tube supported on a sort of sunken skeleton viaduct of cross-ties and piles. The tube would make it simple to lay telephone and electric cables across the desert and might house also water and gas-pipes. In time the desert winds would submerge the tube in the sand, insulating it from the intense heat and making travel safer and more comfortable than by an open air train. The power naturally would be electric.

A GREATER CAR AT LOWER PRICE

The new Dodge Brothers six is indeed a super-value—a more-for-the-money car—not only when compared with any previous Dodge Brothers creation but with any car or group of cars that have ever sold at or near its price. In performance it is new Dodge Brothers six is just as finished as it is complete in the essentials of style and beauty. All that this superb car appeals to possess—in stammina, in dependability, in roomy comfort—is emphasized many fold the moment you observe it in action.

Richardson-Lovelock, local dealers, say that to ride in the new Dodge Brothers six—to drive it—then only can you have a true conception of its extraordinary worth.

Convicts Rush Big Sur Road Work



Silver Anniversary Buick scout coupe on recent trip to construction camp on Big Sur, south of Carmel, ascertained that additional prisoner-workers have been dispatched to speed construction of the San Simeon-Carmel highway stretch—the final connecting link in California's projected All-Coast Highway. Illustration is a typical bit of coast line to be opened to motorists by new road.

Activity on the construction of the Carmel-San Simeon highway—the sole remaining gap in California's All-Coast boulevard—is proceeding apace, according to information just released by W. E. Albertson, superintendent of the Little Sur prison camp.

A Silver Anniversary Buick scout party dispatched to the Little Sur sector recently learned from Superintendent Albertson that there were then sixty-three men at work on the northern end of this important new road project. Fifteen men were scheduled to arrive within a few days and ultimately the camp will have a population of approximately one hundred. A similar group of convict-workmen is employed at the southern end of the construction.

Albertson in detailing progress of the road construction thus far to the Buick party took the precaution to explain that visitors, in the ordinary sense of the term, are distinctly not welcome at the convict settlement—not because of any danger, but in the interest of avoiding embarrassment to the workers and consequent breaking down of morale.

One cut, involving the removal of 25,000 cubic yards of earth, has already been excavated, with the removed soil being used to bridge a gorge separating the cut from the next ridge. The work has proceeded about one mile in each direction from the Little Sur, near the mouth of which the prison camp has been established. Albertson estimates that his outfit can move about 30,000 cubic yards a month and that the present job will average about 30,000 yards of excavation to the linear mile, although this will run as high as 120,000 yards for some miles. Two bridges must be built across the highway segment from the point where the present Sur road will connect with the new highway, near Mill Creek, to the southern end of the project at San Simeon, will require at least five years, Albertson informed the Buick party.

Within two years, however, he believes the portion on which his own crew is working, namely the cut-off from Mill creek to a point near the Sur lighthouse, will be open to travel. This will eliminate the long detour up Mill Creek to Rainbow Lodge, the steep grade down into Little Sur Valley and the pull from Pfeifers up past the Post ranch.

SPECIAL SUNDAY GREASING SERVICE

"Proper greasing of your car will add many thousands of miles to its life," said "Bob" Bryson of the City Auto Laundry and Grease House. "The dust of our desert roads make it necessary for the average car to receive proper greasing at least once in every two weeks." Mr. Bryson has installed the most modern equipment possible and is making a special effort to take care of the motorists' needs at their location on Ogden street, just east of Main.

A special feature is their Sunday greasing service to take care of your car needs.

OAKLAND OFFERS TWO DE LUXE TYPES

Two de luxe body types, according to Joe Smith, of the Southern Nevada Motors Company, are now available in the line of new Oakland All-American sixes as a result of the recent introduction of a special 4-door sedan. This brings the total number of new Oakland models to eight.

The landaulet sedan, aristocrat of the Oakland line, with a soft folding top over the rear quarter section, and the special 4-door sedan, offer de luxe equipment and special features surpassing in luxury any previous products of the Oakland Motor Car Company.

The new special 4-door type is a de luxe edition of the standard 4-door sedan and was built to provide an intermediate step between the standard 4-door type and the landaulet sedan.

The Oakland Company now is offering eight All-American body types at a price range of from \$1145 to \$1375 f.o.b. the factory, and with a capacity of from two to five passengers. Special equipment consisting of six wire wheels and trunk rack, with spares carried in special front fenders, also may be had with any model in the line.

Car Builders Watch Closely Front Wheel Drive Experiments

DETROIT, April 4. (AP)—The front wheel drive, for years considered a potential revolutionary innovation for motor cars, is under the close scrutiny of half a dozen or more engineers in the motor industry.

While all manufacturers jealously guard the nature of experiments under way in their laboratories, not a few will admit that they are at least "looking into" or "watching closely" the possibilities of the front wheel drive.

One manufacturer of passenger vehicles planned to put a front wheel drive car on the market this year, but delays has plans to work out further details.

Proponents of the innovation, which is only new so far as its employment in passenger cars is concerned, claim many advantages for the front-drive method of transmitting power. But skeptics are equally strong in their claims that the disadvantages outweigh any possible advantages.

Experiments the last few years have brought the front drive closer to realization than even its proponents predicted a few years ago. Once considered the "coming" innovation in the industry, such as four-wheel brakes and balloon tires were once considered, the front drive now has advanced to the place where it is ready to make its debut.

Front wheel drive cars have proved themselves capable of attaining higher speeds than are considered safe for the best highways today. They have participated in the Indianapolis 500-mile race for several years but have

failed to win races. Their sponsors have blamed the supercharger for their failures rather than any inability of the front wheel drive system to function.

Pulling is easier than pushing, the engineers agree, but the automobile is the single departure from this fundamental principle of theoretical mechanics. Those who favor the front drive say it achieves a reduction of power loss, a decrease in the distance the power must be transmitted, and can overcome inertia more easily.

The front drive would greatly simplify the engineering problems involved in rear-axle construction. The hazard of skidding is also said to be cut down when a motor car is pulled rather than pushed from the rear.

The skeptics say that the length of the present day car would have to be extended to provide ample room for the front drive mechanism. Extension of length is also considered a disadvantage in this day when parking space is at a premium.

Decreased traction when climbing hills is pointed to by some engineers as a distant disadvantage. The principal objection is found in the greater possibility of injury to the driving mechanism by placing it in the front of the car.

Manufacturers of fine cars in Germany, Great Britain and France are employing the front drive and claim success for their ventures. Its debut in America is certain to come within a short time—perhaps less than a year—and its success must be measured later by greater smoothness of operation and safety.

This Week's Best Snap

1928

Whippet Sedan

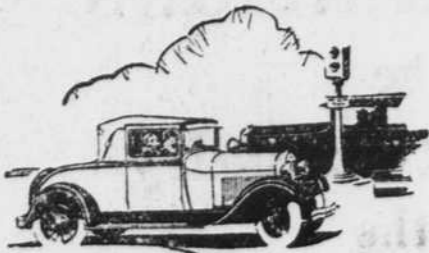
Like New

A REAL BARGAIN

J. WARREN WOODARD



Note the Smart Low Lines and Substantial Beauty of the New Ford Sport Coupe



THE NEW FORD SPORT COUPE BRINGS YOU SMART STYLE, WITH SPEED, COMFORT AND UNUSUAL HANDLING EASE. LOW, FLEET LINES—DISTINGUISHED BY THEIR SUBSTANTIAL SIMPLICITY. YOUR CHOICE OF A NUMBER OF BEAUTIFUL TWO-TONE COLOR HARMONIES. PRORLYN LACQUER LIFETIME FINISH. FUMBLE SEAT INCLUDED AS STANDARD EQUIPMENT.

A. C. GRANT

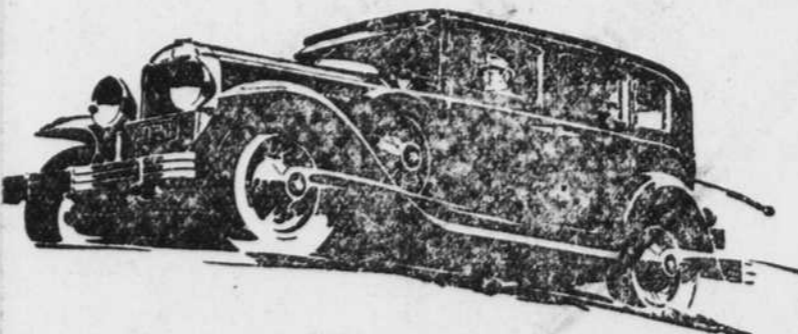


PHONE 227

118 SO. 4th ST.

SOME REMARKABLE BUYS IN USED BUICKS

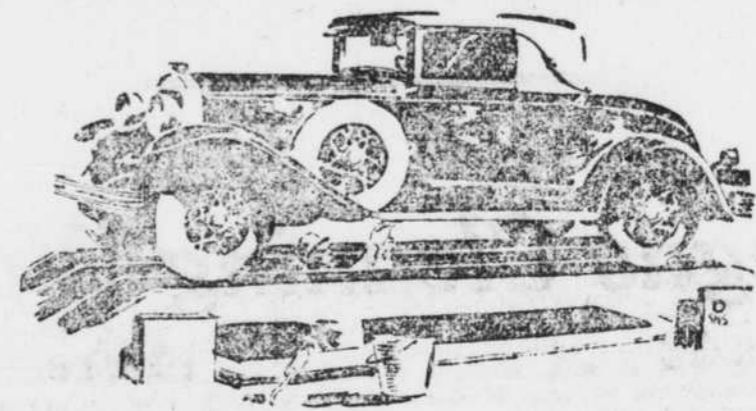
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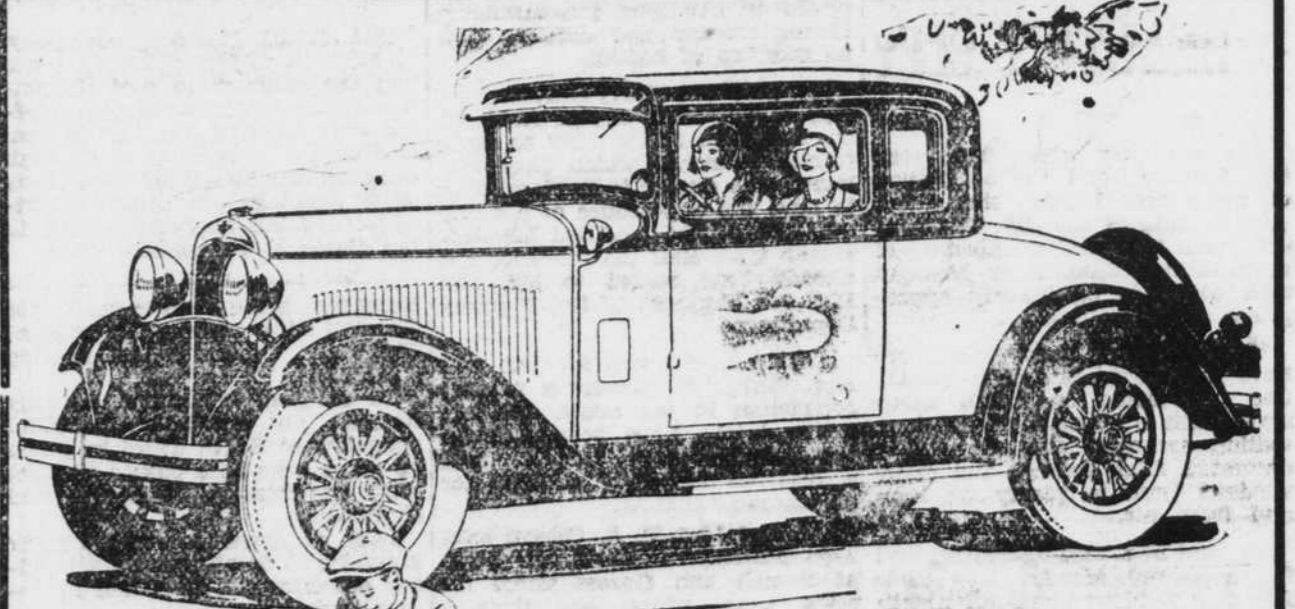
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Goodness Doubly Assured

Deeds, not words, build a good name! The name of Dodge Brothers stands for endurance, trustworthiness, long life. Its reputation for dependability rests on a solid and unshakable foundation of years of honest motor car manufacture. The name of Walter P. Chrysler stands for style, for engineering leadership and integrity. His genius has been proved by a long succession of achievements that have virtually revolutionized motor car construction and design. The sturdiness so long associated with Dodge Brothers cars is a guarantee of its stamina. Its vivid style and spirited performance typify it as a Chrysler creation. EIGHT BODY STYLES: 1945 to 1965 f.o.b. DETROIT

NEW DODGE BROTHERS SIX

CHRYSLER MOTORS PRODUCT

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