

AUTOMOBILE NEWS

U.S. Royal Cords

BALLOON ~ BALLOON-TYPE ~ HIGH PRESSURE
Built of Latex-treated Cords

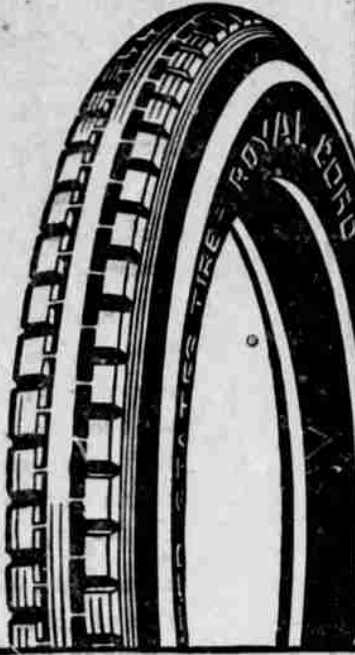
RIGHT now the user of Royal Cords is profiting by a development in tire building that is anywhere from three to five years ahead of the industry as a whole—

Latex-treated cords. The Latex Process, which gives so much added strength and wearing quality to Royal Cords, was invented and patented by the makers of United States Tires.

It will undoubtedly supersede all other methods. You can get the benefit in Royal Cord High Pressure Tires of all sizes from 30 x 3 1/2 inches up, in Royal Cord Balloon Tires of 20 and 21 inch rims, and Royal Cord Balloon-Type Tires that fit your present wheels and rims.

And you can get it now.

United States Tires
are Good Tires



J. O. Newland & Son, Roseburg, Ore.
The Highway Service Co., Roseburg, Ore.

SETS ARE BORN boys aggregating 113 pounds in weight were born here this morning, July 29—Theresa to Mr. and Mrs. August

If You Are Up Against It

way out on a country road, with no garage or repair place in sight, you can always go to a telephone and call us up. We will send our service car and haul you back to our repair shop, where your car will be put in fine shape—no more.

Hall & Young Garage
631 Winchester St. Phone 338
Roseburg

Alfred P. Chrysler Analyzes Good Maxwell Values

undoubtedly have pretty well formed ideas of how much motor-car money can buy in the four-cylinder field.

if you are not personally familiar with the good Maxwell of today, your ideas are due for a rough revision. We can promise you that after you have put a good Maxwell to a thorough

in the participation of the Chrysler engineering staff, the progress of the good Maxwell lifts far beyond the values usually and in four-cylinder cars at this price.

values we mean performing

satisfaction, ready acceleration, freedom from vibration, certainty of control, easy riding, thoroughgoing dependability, and, by all means, operating and maintenance economy.

These values are the direct result of materials and workmanship and a wealth of engineering ability and experience that is not surpassed in the industry.

Therefore be prepared to judge the good Maxwell by standards you have been accustomed to apply to cars of much higher price. Even then, the good Maxwell will give you a genuine surprise.

J. W. Michael

President and Chairman of the Board
MAXWELL MOTOR SALES CORPORATION
DETROIT, MICHIGAN

The Good MAXWELL

J. W. Michael Motor Company

323 North Main St.

Roseburg, Oregon

SHAMSBROOK DRIVES TRUCK 956 MILES

A trip of 956 miles was made by Jess Shamsbrook of Umpqua last week in his 13-ton Graham Brothers truck to Starbuck, Wash., after a load of 19 full-blood Rambulet sheep to determine the cost of hauling that distance. He was accompanied on the trip by Ed Moser also of Umpqua who relieved him in driving the 673 miles return in 30 hours straight running. The entire distance was traveled in the truck between Tuesday morning and Friday evening.

Fifty gallons of gasoline, 10 quarts of oil, and 2 pounds of grease were the amounts of fuel and grease used on the trip, according to the figures given to J. O. Newland & Son, Roseburg dealers in Dodge Brothers motor cars and Graham Brothers trucks. The average miles to a gallon of gasoline was 19.11, and the average miles to the quart of oil was 35.6.

An average of 15.76 miles an hour was made on the return trip, driving time starting at 6 o'clock Thursday morning and stopping at 5:30 o'clock Friday evening. The only time lost was at Walla Walla to have a motorist key made in order to put water into the radiator and at different places along the highway for gasoline, oil and water.

Most of the time Mr. Shamsbrook says he was traveling from 20 to 22 miles an hour, but this average was cut down in covering a 94-mile rough stretch of road, and in slow driving along the Columbia highway at night to pass large numbers of cars.

Mr. Shamsbrook left his ranch Tuesday morning and arrived in Hood River the evening of the same day. The second day the trip was completed to Sawbuck. The whole trip was made in approximately three and one-half days.

IMPROVEMENTS IN TRANSPORTATION

SAN FRANCISCO, July 28.—A novel spectacle was staged during the last week by the Chester N. Weaver company, in connection with the showing of the motion picture, "The Covered Wagon." Virtually the whole romance of transportation in the United States was traced in the parade and while many of those who saw it, probably regarded it merely as an advertisement for Studebaker or the theater, scores of others must have seen in the unusual turnout a reminder of all the marvelous advance in transportation that has been made within only a few generations.

The remarkable feature about the parade during the week was the fact that a real prairie schooner which actually brought a family of homeseekers to California in 1852, was a Studebaker. So was the 1909 model automobile which followed it and bringing up the rear was a 1924 Studebaker special six sedan, equipped with balloon tires and up-to-the-minute in every particular.

Of course, the history of transportation in America is really the history of the Studebaker Corporation. In 1838, John Studebaker, a wagon builder and blacksmith, father of the five Studebaker brothers, was building "covered wagons" at Ashland, O. One of these prairie schooners is still a highly prized relic in the transportation museum of the Studebaker Corporation at South Bend, Ind.

In 1852, three of his sons established themselves in the blacksmith and wagon making business at South Bend, with a capital of \$63 and two forges. Later, John M. Studebaker ventured to what is now Placerville, Cal., and with the money earned there in the manufacture of wheelbarrows, returned to South Bend and rehabilitated the fortunes of the Studebaker brothers, since become the Studebaker Corporation of America with assets of \$30,000,000, and recognized as the world's largest producer of quality automobiles.

COMMISSION CAN'T CONTEST DECISION

PORTLAND, July 29.—According to State Game Warden Burghill, there is no chance for the state game commission to contest the decision of the state supreme court, rendered yesterday, which restrains the commission from changing the dates of the open deer season in Oregon.

The only possibility of any postponement of the opening is that Governor Pierce should issue a proclamation to this effect limiting his action on the first of the season, if it was started.

Consequently, unless such action is taken the open season in district number one will be from August 20 to October 20; in district number 2 from September 1 to October 31, except in Union and Walla Walla counties where the open season is from September 10 to November 10.

CHANGE IN FOCUS LIGHTS PROPOSED

PORTLAND, July 28.—If you are an illuminating engineer like Frank A. Pim of the National Traffic Officers' association and the Illuminating Engineers' society of Washington, D. C., who has come to Oregon from Los Angeles, Cal., to study the automobile illumination laws of Oregon, you can hope to understand something of the glare and glow of the "roaring road."

Mr. Pim is an illuminating specialist who has studied the conditions of automobile illumination in many states and has now come to Oregon, attracted by the recent threats of enforcement of the Oregon illumination laws, to see if he can suggest to legislative officials how they might inject into the Oregon laws some beneficial stipulations, not which will necessarily make Oregon laws like those of California, but which will embrace the general safety of the public using the highways at night.

Mr. Pim soundly avers he is not advocating a prima facie adoption of California's regulations of headlight illumination for automobiles.

Oregon Laws Good

"Let it be definitely understood," declared the expert yesterday, "Oregon has excellent headlight laws. It is the only one of the three states along the Pacific coast which obliges the motorist to observe that little courtesy and excellent safety measure of dimming his lights upon passing another vehicle going in the opposite direction. The Oregon law prescribes that the motor vehicle shall be equipped with headlights which will give sufficient illumination to a substantial object 200 ft. in front of the motor car."

"This law is excellent in every

but one detail. There should be some stipulation as to the actual focusing of the lights so that there will be no misunderstanding or difference of opinion upon what shall constitute "sufficient illumination." I think that Oregon could improve its law by the adoption of some of the recognized principles of motor vehicle illumination legislation, but I aim to force nothing on the legislators.

Collision Warning Given

"I wish to give warning against the possible collision of commercial interests in the framing of new legislation. In California the law states that no company, firm or corporation may sell an automobile or a headlight device which does not comply with the so-called 8-point test provided for in the California law. Thus accessory fenders and agents are not allowed the freedom of operation in California unless their devices have the approval of the traffic officials."

"In California there are 4672 headlight stations," further explained the illuminating expert. "Cars may at any time put their lights to the test by throwing them on a chart. The test shows how far off the lights are and they may be immediately adjusted for the sign of 75 cents, plus the cost of the bulbs, etc."

"I do not necessarily recommend the adoption of the eight-point test by Oregon legislators," continued Mr. Pim. "If only there is some more definite provision as to the angle and focusing of headlights on your cars, you can well retain your dimming laws, knowing they are good."

"I have observed," he further related, that the great percentage of drivers on the highways outside of Portland observe the courtesies of the state law by dimming their headlights. I was on the highways the other night, and using a photometer I calculated that 61 per cent of the motorists dim their lights and have headlights which are within the provisions of the law. For this I believe your Lieutenant Frank Irvin of the police motorcycle squad is to be commended. Portland is fortunate in having a man in charge of the officers who is fully conversant with all the contingencies of the illumination problem though he is not an expert."

Orange Tail Lights Sought

Mr. Pim stated yesterday that there is under consideration by the association of national traffic officers a plan to secure the adoption of orange instead of red tail lights for automobiles. "We are interested in tail-light regulation also," said the illuminating man. "There are various reasons why the red color on the rear light is not desirable. Red lights are confusing to railroad engineers who mix them with their own danger signals. The red lights on the rear of cars do not signify danger."

The illuminating interests are advocating standardization for tail-lighting. The best automobile manufacturers are equipping tail-lights with plate-racks set at an angle for better illumination and better diffusion of the light rays.

Mr. Pim conferred with Secretary of State Koser to Salem and has been invited by that official to make some expert demonstrations of his ideas with a view to incorporating them in amendments to the illuminating laws being proposed for the consideration of the next legislature. He will make these demonstrations in Salem and in Portland in September and will also appear before the officials of Washington and British Columbia. He is proceeding from Portland to Seattle to make a study of the Washington laws for illumination.

HUGE SUM ALLOWED WORK ON HIGHWAYS

(Associated Press Licensed Wire.)

PORTLAND, July 29.—Approval by the secretary of agriculture of the expenditure of \$355,400 of federal highway funds on the construction of highways within or adjacent to the national forests of Oregon has been received, according to the local office of the forest service.

Eighteen thousand dollars of federal funds, with \$20,000 county and state money, will be used on the construction of 4 1/2 miles of road on the Alsea river highway, which serves the Russian national forest. One mile of road will be constructed on the Applegate highway in the Malheur district of the Crater National forest at a cost of \$22,000.

The state and federal government will each provide \$120,000 for engineering and grading about 20 miles of the Dalles-California highway in the Deschutes national forest. A ten mile section of the Roseburg highway between Hams and the Douglas and Cove county line will cost the state and federal government \$200,000. Four miles of the same highway within the Siskiyou national forest between Muskeg creek and Eugene creek will be reconstrued at a cost of \$140,000, of which the federal government will pay \$55,000 and the state the remainder.

1,2,3,4,5 Years—Still a Young Car

The Willys-Knight is a car you can keep and enjoy for years. A touring car with all the thrill of 42 horsepower—a car you can drive 50 miles and more an hour, hour after hour—without over-heating—without loss of power—without engine trouble—without carbon cleaning—without ever needing valve grinding.

The Willys-Knight sleeve-valve engine is the most powerful engine of its size ever built—and the quietest—and the only type of engine in the world that actually improves with use. It is common for Willys-Knight owners to report 50,000 miles and more without spending a cent for repairs on the engine.

WILLYS-KNIGHT

\$1195 1924-C

GLENN H. TAYLOR
DEALER
Roseburg, Oregon

RECORDS BROKEN AT CRATER LAKE

MEDFORD, Ore., July 30.—Twenty-eight thousand people

have visited Crater lake to date which not only breaks the best previous record for this time of the year by 100 per cent, but approximately equals the total travel to the lake in 1923. Last year approximately 50,000 people visited Crater Lake during the season. If the present rate of travel continues, the total this year will approach the 100,000 mark.

WATCH FOR THE 10 MILLIONTH

FORD CAR

IT WILL BE HERE IN A FEW DAYS

Rapp Bros. Garage

The Star Car

SALES, SERVICE AND PARTS

Convenient Storage by

Day, Night, Week or Month

Cars Washed, Polished,

Greased and Oiled

Note: We have a few good used cars at terms that will surprise you.

Phone 371