

# AUTOMOBILE SECTION

## DODGE BROTHERS TYPE-A SEDAN

It is not possible to explain the really remarkable demand for this car on the basis of beauty and comfort alone—notable as these qualities are.

Confidence in Dodge Brothers and the goodness of their product is without question the fundamental influence at work.

**J. O. NEWLAND & SON**  
Dodge Dealers and Accessories  
ROSEBURG, OREGON



### OWNER BENEFITS BY ONE DESIGN

The wisdom of Dodge Brothers policy of constantly developing one basic design instead of bringing out a new model every year, is borne out emphatically in several ways, in the opinion of Russell Huff, director of engineering.

Additional strong proof is supplied by the general inclination of the industry toward the same practice. I have heard more discussion of the subject during the last six months than ever before, and it has been particularly active since our advertisement, "Constantly Improved—But No Yearly Models" appeared on the bulletin boards and in magazines and newspapers all over the country.

But, even so, it was in inevitable development of the near future. John and Horace Dodge first thought of it ten years ago, when they began building their own car, and it is a surprise to me, in view of its many obvious advantages, that it has not been more generally adopted long since.



**BRING YOUR TROUBLES TO US**  
Even the inexperienced car man, when there is a "little something" the matter with the way the engine is running, don't let that "little something" get any bigger and you will never be confronted with big bills for repair work. Bring your little troubles to us before they grow.

**Hall & Young Garage**  
621 Winchester St. Phone 228  
Roseburg, Ore.

### "Say it with Brakes and save the Flowers"

**THE LATEST EQUIPMENT**  
In BRAKE LINING machinery enables us to give you the best job for the least cost. A trial will convince you.

**STEPHENS AUTO COMPANY**  
323 N. Main Street Phone 582

### NEW PLANT FOR FORD CAR MOTORS

**DETROIT, Mich., Feb. 18.**—Another big manufacturing unit has just been opened at the River Rouge plant of the Ford Motor Company, Detroit, and all Ford engines are now being built there, facilities permitting most any increase in production that demands may require.

The new building, which adjoins the machine shop and foundry, has a floor space of 525,400 square feet and is of one-story construction with extensive window space and roof of glass and steel so as to provide the maximum in daylight and sanitary working conditions. Motors are assembled on four conveyor lines, each 298 feet in length, and the plant working at capacity can produce 9,000 completed motors a day operating in two eight-hour shifts.

Transfer of the motor assembly from Highland Park to the new building at the River Rouge brings closer relationship in this phase of the company's production cycle, and manufacture proceeds more continuously. The cylinder blocks, from the time they take form when the molten metal is poured into molds in the foundry, move forward uninterruptedly through the great machine shops and on to the assembly line where they are built into completed power plants.

Passing of the Ford engine assembly line takes from the Highland Park plant and the scene of its origin, one of its most picturesque and interesting departments, one which was a never-ending marvel to the thousands who annually visit this great automobile manufacturing institution.

Since the first small motor assembly line was put into operation, when the Ford conveyor system was inaugurated back in 1911, nearly eleven million Model T Ford motors have been assembled in the Highland Park plant and sent to all parts of the world.

As production demands grew additional assembly lines were installed and when the department closed at the Highland Park plant motors were being assembled on four conveyor lines, each 110 feet long. There were times when more than 8,000 motors a day were produced along these assembly lines with the record sixteen-hour day standing at 8,261.

But progress in manufacture demanded that motor assembly be conducted in closer relation to the furnace, foundry and machine shop. With the completion of the new building at the River Rouge the line at the Highland Park plant was discontinued.

### MILLION DOLLAR MOTOR MAKES GOOD

**OAKLAND, Feb. 18.**—Telegraphic activity reached here today carried the news that the famous Hill Street Hill, in Portland, Ore., was climbed in this year, in sensational fashion, by a new and strictly stock 1925 Star car.

Long the buzzbox of automobile demonstrations, having been conquered only by one other automobile, a high powered, six cylinder car, according to available information, the Hill Street Hill is one of the most famous grades in the northwest.

The new Star, equipped with the "Million Dollar Motor" was driven by Julius Dusevois, factory testing engineer, and carried Art Manning, Portland newspaperman, as a passenger. Phil O'Toole, another Portland newspaperman, acted as ground observer at the top of the hill.

Dusevois gathered speed as he neared a treacherous hair-pin turn, which has proven the stumbling block to every other automobile making the test, but one, and swung around the turn at thirty miles an hour, an almost unbelievable speed. From the turn, the Star settled down to the final hard pull, and crossed the top of the hill.

"In any motor car," says J. W. Maxwell, local Maxwell dealer, "it has been a proving ground for motorcycles—and only motorcycles of the greatest power, piloted by the most skillful and daring drivers. No one ever dreamed that an automobile would ever be able to return the summit. This Maxwell accomplishment is a good evidence of the increased power and many improvements made in the great Maxwell by Chrysler engineers in the past year."

The difficulty of the stunt, successfully undertaken by the Maxwell may well be imagined when it is known concerning the Hill. The average grade is about 50 per cent—almost a wall. It is 8 1/2 feet long. It has no roadway, not even wheel tracks to follow. No chains were used and the car carried its standard tire equipment of 5.25-inch balloons. The climb is regarded as the most difficult ever attempted by an automobile.

### CHEVROLET SALES BREAK RECORDS

The Chevrolet Motor Company broke all its previous January records for retail sales and orders during the last month. In fact the record was made in the last 28 days of the month or since January 3, when the new Chevrolet was announced.

The Chevrolet dealers throughout the country delivered and took orders for approximately 40 per cent more cars during January than during either January 1924, or January 1923—the first month in the two years having the highest production and sales records in the history of the industry.

During the recent Chicago automobile show 1,107 Chevrolets were sold—a record which has never before been equaled by any car exhibited at this show during the same period of time.

In New York during the automobile show where the new Chevrolet was shown for the first time, five times as many orders were taken during any previous New York show.

At the Detroit, Cleveland, Philadelphia and other shows in the larger centers of population held previous to the Chicago show, similar high records of sales were made.

"Such sales records made, not only at the automobile shows, but by dealers throughout the country are indicative of the public acceptance of the new Chevrolet," points out R. H. Grant, general sales manager.

"In many cases, before the dealers received some of the models, these cars were purchased from specifications and photographs on file by customers. The reason for this national acceptance lies in the fact that the new Chevrolet combines greater quality at lower cost than ever before."

### CANNON BALL BAKER HERE

Cannon Ball Baker, ace of the American highways, driving his Rickenbacker Six test car, the machine that recently broke all running time records from coast to coast, stopped in Roseburg today enroute to Vancouver, B. C.

Mr. Baker and his party, H. F. Van Horn, publicity man, and W. E. Erickson, mechanic, stopped at the Roseburg Garage while in the city. They are calling on Rickenbacker dealers and distributors.

Mr. Baker, chief test pilot, crossed the United States from New York to Los Angeles in 71 hours, 33 minutes, beating the combined actual running time of the three fastest trains by 5 hours, 41 minutes.

### PROPERTY IS SOLD

The A. J. Doherty place, located just off East Douglas street, near the top of the hill, was sold today to A. S. Newman, who intends to make his home there. The property consists of a house and lot. The deal was made through Rice & Rice.

### Tom Mix 'Last of the Duanes'

### SARFF'S Auto Wrecking House

329 N. Main St.  
is one of the most beneficial enterprises for the traveling public that has ever started in Roseburg. He usually has the parts that you need to repair your car at a saving of from 40 to 80 per cent.  
Phone 553

### RED CROSS KEEPS OLD BUICK TRUCK

Resting peacefully among the relics of the war at National Headquarters of the American Red Cross, an old Buick ambulance stands on permanent exhibit—an evidence of faithful service of the Allies.

It has every right to be proud, for it served during the entire period of the war from 1914 to 1918. Day after day, month after month, it rushed back and forth between the first aid stations near the front line trenches and the clearing stations on the edge of the zone of fire.

The Buick stock chassis saw its first real service with the Noncon-Harges Unit, Section 7, according to the American Red Cross.

Toward the latter part of 1917, when the first ambulance units were replaced by organizations recruited in this country, the Buick car was taken over by an American army unit.

In the great drive toward Paris in the spring of 1918, when the line was pushed back in the Montdidier sector, the ambulance was captured.

It is believed that the enemy made use of the car for a few months later, when the Twenty-Seventh and the Thirty-second divisions of the American army pushed forward, an American found the Buick in a storage park, shattered and wrecked. They hauled it back, crippled at it was, to a point of safety.

There is considerable evidence of service under fire, the armor in front of the driving compartment and the body and sides bearing the marks of shrapnel and machine gun bullets.

The original body was similar to those used on the early French ambulances. It has been remodeled and repaired several times because of damage. Its present peaked roof, no doubt, is a creation of the enemy, as the French car of this type had a curved roof as indicated by a narrow strip which still remains over the driver's seat.

The body alone weighed more than the chassis was originally designed to carry. And yet, it had accommodations for twelve "ditch cases" or five "stretcher cases" with room for two or three additional men on the driver's seat. Ventilation was provided by windows in front and doors on the sides.



After you have felt the smoothness and perfect balance, and then the instant responsiveness of the Buick Valve-in-Head Six-Cylinder Engine; after you have seen its reserve power master the worst hills; after you have noted its very economical gasoline consumption—you will know one big reason why there are more than a million Buick owners.

**MOTOR SHOP GARAGE**  
ROSEBURG Distributors for Douglas County OREGON  
BUICK MOTOR COMPANY, FLINT, MICHIGAN

When better automobiles are built, Buick will build them

**GLENN TAYLOR ACCEPTS CITY SALESMAN WORK**  
Glenn Taylor, who for several years has been identified with the automobile business of this city, has accepted a position with the Roy Catching Motor Co. as salesman for the Hudson-Exxon cars in this section. He entered upon his duties Monday. Mr. Taylor handled the Chevrolet agency here for a long time and also operated the Service Garage, selling out the latter to its present owners some months ago. Prior to the war he was engaged in the auto business in Roseburg, and again took up the work after being mustered out. His long experience in the same will enable him to get in touch with "prospects" and the splendid worth of the cars he is selling will enable him to show Hudson-Exxon lines to good advantage.

**NASH**  
Nash Leads the World in Motor Car Value  
Special Six Sedan  
Five Passengers  
\$1470  
f. o. b. Roseburg

YOU ARE BEHIND THE TIMES WITHOUT 4-WHEEL BRAKES  
**Power-Vim and Vigor That Delight You**

**P-O-W-E-R!** Superbly fluid and flexible performance that gives you 60 miles per hour of sustained speed. Nash has engineered this new perfected valve-in-head Six motor to a degree of development unequalled in its field. **G-E-T-A-W-A-Y!** Here is hair-trigger acceleration that snaps you away from a standstill with a smoothness that has no hint of jerkiness. **A-N-D!** Nash-designed 4-wheel brakes, full balloon tires, and 5 disc wheels included in the price, \$1225, f. o. b. factory.

**SPECIAL SIX SERIES—ADVANCED SIX SERIES**  
Models range from \$1095 to \$2290, f. o. b. factory

**L. R. CHAMBERS, Nash Dealer**  
Highway Service Garage Roseburg, Oregon