

AUTOMOBILE NEWS

Children will play
Be careful!



UNION GASOLINE
Non-Detonating

Enthusiastic endorsements from the heads of more than one thousand public schools in Pacific Coast states have been received by the Union Oil company of California as a result of its displaying 1500 full size billboards carrying the message "Children Will Play, Be Careful."

Convinced, after a complete investigation, that the accident situation on the Pacific Coast had reached a crisis, the company decided several months ago to do its share in the national effort which Herbert C. Hoover, Secretary of Commerce, is directing. The result was the granting of all the display locations controlled by the organization on the coast to the safety cause.

The "Children Will Play" poster, which is the first message in the extensive campaign planned will remain on display for one month, and will then be followed by a second design, the subject of which will be the closer observation of traffic regulations by motorists. Subsequent messages will strike at other vital phases of the general necessity for greater safety of streets and highways.

BUICK IS FAVORED BY PORTO RICANS

Automobile owners in Porto Rico have driving problems which demand the utmost stamina in a car, according to Hazelton Avery, American fruit grower, who has spent the past 25 years on the island.

Avery, who was in Flint, Michigan, recently to purchase a Buick car, says that all the roads, with the exception of those within five miles of the sea coast, are high up in the hills which cover the central portion of the island. The Porto Ricans hardly know what a straight, level stretch of highway looks like, as all their driving is done up and down precipitous slopes and around breath-taking curves. All cars used on the island are American made, Avery says, Buicks being the most popular in his class.

Avery illustrates the nature of Porto Rican topography, by telling a story. It seems that a native had let his neighbor's cow out of the pasture, and the owner of the animal brought suit for damages. During the trial the plaintiff was asked why he didn't put the cow back into the pasture and forget about the suit. To which the native replied, "When I put the cow into the pasture, it was a calf and I carried her there. Now she is a cow and is out of the pasture. I can't put her back. She is too heavy."

OLDSMOBILE USED IN TIRE TESTING

Every automobilist knows that tires have traveled hand-in-hand with automobiles in constantly providing longer and better service, but it is not generally known that the automobile has aided in the development of the tire. Tire manufacturers, like car manufacturers, do not wait for results obtained by the public, but are continually testing in advance various kinds of tires under all kinds of actual road driving to determine where weaknesses are liable to develop and where betterment can be made.

This tire testing is equally strenuous on the automobile, as the following report made by H. M. Strachan, sales manager of the Pennsylvania Rubber Company of America, shows. On January 15, this year, the rubber company selected an Oldsmobile Six sedan, as it "represented about the weight car we wanted, and also believed it to be the best car in its class," to quote Mr. Strachan. "It has been and is the duty of this car," says Mr. Strachan, "to wear out tires without the car wearing out or depreciating itself to a point where it is too expensive to operate. The Oldsmobile is driven night and day by two drivers, each man driving 10 hours and covering between 150 to 200 miles during his turn. This is a daily average of from 300 to 400 miles. Sacks of sand equivalent in weight to three persons are carried in the back of the car.

A cost of .976 cents per mile, this cost including depreciation, repairs, gasoline, oil, all driving and operating expenses, including the driver's time, and tires. Fractionally all of this mileage was up and down the Allegheny Mountains, with a certain per cent each day over unimproved roads.

"It is only natural to believe that a car which has had this kind of service, driven by men whose duty it is to wear out tires would be ready for the Saragosa Sea of motor vehicles, particularly when our experience has been that the average car, after it has gone 25,000 miles, begins to cost a lot of money and also a lot of delays. But this Oldsmobile runs as good now as when we got it. Previous to the purchase of the Oldsmobile, the Pennsylvania Rubber company used exclusively one of the heaviest and most expensive cars made in this country for test work.

Fresh grape juice at Overland Orchards. Bring containers or leave at Brand's Road Stand. Will delivered when filled.

HUDSON'S MILEAGE TEST GIVES 20.54

An average of 20.54 miles per gallon for five individual machines, plotted over the five major routes leading out of Portland in all directions, was made last week in an official test of Hudson cars sponsored by the Portland Motor Car company, distributors, and four of their city dealers, says the Oregonian.

The five cars piled up a total of 495.3 miles, using a total of 24 1/2 gallons of gasoline. The highest mileage was 22.95 miles to the gallon, while the lowest was 17.64. This latter figure did not take into allowance that the driver was forced to back up a long hill to escape a detour traffic tangle.

The detour is between Oregon City and New Era, where the new Pacific highway pavement is under construction. It adds materially to the difficulty, from gas consumption standpoint, as it is fairly rough macadam with several hills that, in the press of traffic, must be taken on second and at times low gear.

The run was made with cars from the different metropolitan dealers, several of the machines entering without any advance tuning up, having just come in from long trips. Throughout the entire run practically normal driving practices were maintained.

The cars were started from the service station at W. G. M. Avenue, being filled with 10 gallons of General gasoline and sealed under the supervision of Captain Frank Ervin of the Portland traffic department and local newspaper men. An average of 100 miles was traversed by each car, the trip being completed in about four hours, including a short stop for lunch.

The individual records follow: Portland Motor Car company, coach, driven by Harry Eaton over McMinnville loop distance 91 miles, using 3 5/8 gallons of gas, averaging 20.48 miles per gallon.

W. R. Cate Motor company, brougham, driven by D. M. Brown to Salem and return, 108.1 miles, using 6 1/8 gallons, averaging 17.54 miles per gallon.

Pendergrass Motor company, coach, driven by C. B. Pendergrass and Pat Reed to Kelso and return, 101.8 miles, using 4 3/4 gallons of gas, averaging 23.9 miles per gallon.

Condit & Conner, coach, driven by John Williamson to Rainier and return, 98.2 miles on 4 7/8 gallons of gas, averaging 20.1 miles per gallon.

Preston Motor company, coach, driven by M. Buckley to Cascade Locks and return, 200.2 miles on 5 3/4 gallons of gas, averaging 18.42 miles per gallon.

Dorothy Ogil and Dorothy McDonald, two local dance celebrities, have signified their intention to participate in the Charleston contest Saturday. These two young ladies are now appearing with the Legion Minstrel.

SIMPLE METHOD OF TESTING BRAKES

After you have had your brakes adjusted or relined, is the time for another brake test: the danger is that in correcting one fault you have created another, and your brakes may be dragging. Fortunately, brakes don't go bad all at once, and as they become less and less effective the driver just naturally applies them earlier and more energetically; however, in emergency, he cannot stop so quickly as he should, so that he is risking accident as long as the brakes are not at their maximum stopping efficiency.

The opposite fault with brakes on the other hand, may exist without the driver's realizing it, though if he did he would be just as eager to correct it as to repair brakes that fail to stop the car efficiently. This second fault is dragging brakes—brakes that are too tight, and therefore exert a constant drag on the engine, with a corresponding increase in fuel consumption. On an up-grade climb, the least drag

HUDSON-ESSEX
World's Largest
Selling "Sixes"

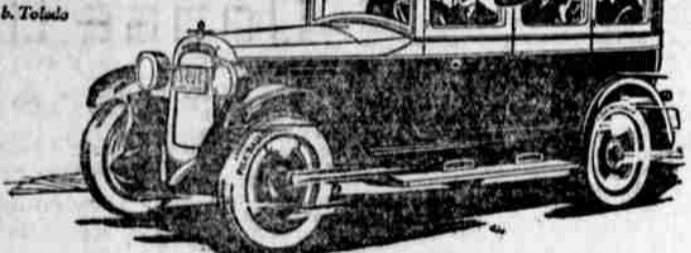
\$765 for the ESSEX COACH
Freight and Tax Extra

Now You Pay Only
\$195 DOWN
Convenient Terms on Balance

World's Greatest Value
Everyone Says It—Sales Prove It

ROY CATCHING MOTOR CO.
125 N. ROSE ST. PHONE 438 ROSEBURG, OREGON

\$895~at these prices the world's greatest "Six" values \$1095



[Price alone means nothing ~ the real thing is ~ what does the price pay for]

"... beauty never before seen in a popular priced car" ... "Pullman comfort compared with a day coach when I think of other sixes" ... "indeed a real automobile" ... "remarkable engineering" ... "better than other cars which cost me twice as much" ... so say owners of the Overland Six.

Distinctive beauty
About either of the two Overland Six Sedans there is an unmistakable air of distinction and beauty—these are no ordinary cars built in quantity to sell at a price. They are the summing up of the best that motor car building can give... they look it in every line... in the charming and distinctive colors... in the rich trimmings... in the low graceful lines... in the upholstery. Critical buyers have only words of praise.

Delightful roominess
There are 16 1/2 cubic feet more room in these sedan models than you find in the ordinary six. That's room enough for 1 1/2 people. But in the Overland Six it is the extra room which means comfort and enjoyment on long trips. No one is crowded... there is room to move around... no one is cramped... the driver has all the leg room he will ever need.

Surprising convenience
Women know what Baker velvet is. That is what is used in the de luxe model... dust proof... moth proof. And there are handy pockets, generous

in dimensions, to carry bundles. The upholstery in the standard sedan is a practical, hard wearing fabric that will stand the roughest usage... just the kind of cloth where there are kiddies or when you want to store your camping outfits inside and hike for the long trail.

Superior engineering
An internationally famous engineer calls it "an engineering masterpiece"... lightning getaway... tremendous power... stamina you cannot break down... and an economy you can find in no other six-cylinder motor. Drilled crankshaft... engine, clutch and transmission in one unit... straight line drive... low center of gravity.

Come—see this master car
Learn by inspection... by demonstration... just what remarkable values are offered in the two Overland Six sedans. Come prepared to compare with other cars. But see it... whatever else you do.

Easy terms to suit
The down payment is small—the monthly payments can be arranged to suit your pocketbook. And we will accept your present car as part payment.

OVERLAND SIX

WELL & CHASE

317 North Jackson Street Roseburg Phone 399

Leaving For California—Mrs. E. Grizzle, who has been enjoying a visit here with friends for the past two weeks, and has been a guest at the home of Mr. and Mrs. Floyd Stevens, will leave tomorrow for her home in Long Beach, California.

added Roominess

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation

Come in and try the seating space in the Better Buick. There is more of it—added head room—added leg room—added width in seats for both driver and passengers. Buick engineers have discovered new ways to increase interior space. They have made the Better Buick more roomy than other cars of even longer wheel base. It is a full-sized, man-sized car, for grown-up people to ride in, without being squeezed in. Come in and try it!

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation

Better Buick Six Cylinder Valve-in-Head motor cars range in price from \$1125 to \$1995. In a Buick factory. Among the Buick open and closed models there is one that will meet your desires exactly.

the Better **BUICK**

MOTOR SHOP GARAGE

ROSEBURG Distributors for Douglas County OREGON