

DANGER LURKS IN CARBON MONOXIDE

Motorists should take the utmost precautions to protect themselves from the danger of carbon monoxide during the winter months and the simplest is to never remain in a closed garage with the car running, according to J. E. Shelton, secretary-manager of the Oregon State Motor association, which is affiliated with the American Automobile association.

Mr. Shelton said that the danger from carbon monoxide has assumed national proportions and an automobile running in an ordinary small garage with doors and windows closed will produce enough of the gas in a few minutes to cause death.

"The only safeguard is never to run the engine unless the garage door is open or at least two windows," he said.

The A. A. A. club executive said that while there are no definite figures available on the annual toll of deaths from carbon monoxide, the census bureau says there were 2,378 deaths in 1923, while the number of automobiles has since nearly doubled.

Mr. Shelton pointed out that a car owner working in a garage with the engine running should go at once into the open upon feeling the slightest headache.

Effective treatment of acute carbon monoxide poisoning was outlined as follows:

"1. The victim should be removed to fresh air as soon as possible.

"2. If breathing has stopped, or is weak and intermittent, or present in but occasional gasps, artificial respiration by the Schaefer method should be given persistently until normal breathing is resumed, or until after the heart has stopped.

"3. Pure oxygen, or a mixture of 5 per cent of carbon dioxide in oxygen, should be administered for 20 minutes or more, beginning as soon as possible."

HIGH SPEED GOES WITH GOOD BRAKES

Stopping a car at high speed is a different proposition from stopping quickly at moderate speeds. A brake that will do the latter may not be effective at high speeds.

Tests made on brakes at various speeds by an experimental department recently have brought to light some interesting facts. Many of these are of great use in design work, but of little direct interest to the public. One fact, however, has been brought out which every motorist should know for his own safety and protection.

This point may be made clear by a concrete example: A certain car may be driven at 25 miles per hour and the brakes jammed on hard. The car may be virtually stood on end by its brakes. A fine, quick, short stop may be made with this car at that speed.

Take the same car and drive it at 45 miles per hour, and the same brakes that brought it to a quick, smooth stop at 25 miles per hour may act entirely different. Jamming the brakes on at this high speed may cause the car to swerve badly, forcing the driver to quickly release the brakes or suffer the penalty of going off the road. Instead of a smooth, swift stop, the car has to be jockeyed down to a reasonable speed by alternately applying and releasing the brakes, before the brakes can be really applied.

Needless to say such brakes are dangerous. The fact that they appear so good at 25 miles per hour makes them all the more of a hazard at high speed, because the owner may be prone to think that he can rely upon them, whereas he cannot.

The answer, of course, is equal-

ization. Were the brakes perfectly equalized the car would not swerve. It is this fact which has led to the adoption of the hydraulic type brake by Plymouth. This car holds the distinction of being the lowest priced car equipped with hydraulic brakes. Because of the laws of physics which govern fluids, the pressure at all points in the hydraulic brake system is equal, consequently there is never any doubt about equalization.

The Plymouth brake has been designed as a real speed brake, not only because of its hydraulic equalization, but also because of the high factors of safety used throughout the braking system. The flexible hose which carries the brake fluid is made to withstand a pressure of 2500 pounds per square inch before it is installed. After all lines are installed in the brake system, a test of 400 pounds per square inch is given to detect leaks. In actual use under the most severe conditions, the greatest pressure in the lines is 150 pounds per square inch, while under ordinary conditions the pressure rarely exceeds 50 pounds.

No one should drive a car at high speed without knowing that the brakes are suitable for high-speed use. Just because they act perfectly at low and moderate speeds it cannot be concluded that they are satisfactory for high speed. The stresses on the brakes increase with the square of the speed. The energy contained in the speeding car at 60 miles per hour is not twice as great as at 30 miles per hour but four times as great. Differences in braking effort due to poor equalization are brought out at high speeds as by a microscope. Therefore, before speeding—be sure that your car has perfectly equalized brakes. This can be quickly found out for you by any well-equipped service station.

FRONT SEAT ADVICE

It takes energy to apply the brakes of an automobile. If you are in the habit of going down hills at high speed, and braking your car violently every time you have to slow up, you may expect to be tired at the end of a day's run.

Some drivers find that they can escape the ache that comes in the back of the neck after a long day at the wheel by holding the head a little to one side while running.

A rim will cut through the best rubber if the tire is too soft. Maintain the proper pressure and you won't be troubled with rim cuts.

Automobile thieves sometimes hang around in front of roadside restaurants frequented by tourists because they calculate that anyone who leaves his car to eat will be gone for a half hour or more. That's the time, therefore, to be especially sure that everything is securely locked.

Another carload of American zinc insulated fence has arrived at Wharton Bros. Buy now while the stock is complete.—Adv.

Used Cars

With an O. K. That Counts

1929 Chevrolet Six Demonstrator	\$725
1928 Chevrolet Coach	495
1928 Chevrolet Coach	475
1927 Chevrolet Coupe	395
1926 Chevrolet Touring	325
1926 Chevrolet Touring	225
1925 Chevrolet Touring	195
1925 Chevrolet Touring	175
1924 Chevrolet Touring	49
1927 Chevrolet and Cab	425
1922 Chevrolet Del.	50
Essex Coach, new paint and tires	275
Ford, 1929, Landau Sedan	675
Ford, 1929, Sport Coupe	625
Ford, 1928, Sport Coupe	550
Ford, 1927, Touring	195
Ford, 1926, Touring	175
Ford, 1926, Touring	160
Ford, 1924, Touring	50
Ford Truck, 1927, W. Ford	195
Ford Truck, 1926, Steel Cab	175
Ford Truck, 1922, Cab and Body	95
Ford Truck, 1919, Cab and Body	75
Ford Tudor, 1925, Sedan	150
1926 Dodge Sedan	525
1925 Dodge Sedan	475
1924 Dodge Sedan	325
1921 Dodge Touring	75
1919 Dodge Touring	50
Star Coupe, 1926	295
Star Touring, 1925	175
Star Touring, 1925	150
Star Touring, 1924	95
Maxwell Touring, 1923	75
Oldsmobile Coupe, 1927	525
1930 model Marquette Sedan, this car is only two months old. \$300 off cost.	
Hudson Sedan, new paint and tires. A big car at a small price.	

Easy terms and trades considered.

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OVERSEAS ORDERS FOR THE NEW NASH

KENOSHA, Wis., Nov. 13.—C. W. Nash, president of the Nash Motors company, reviewed one of the most striking expressions of international confidence that has come to him in his long and successful manufacturing career, today.

It appeared in the form of a report on overseas orders for hundreds of the new Nash "400" series cars, which were introduced a month ago, and none of which had been seen in any of the foreign countries at the time the report was filed.

Among the significant "sight-

seen" demand was an order for new twin ignition eight, twin ignition sixes and single sixes, worth approximately a half million dollars at retail, for distribution in the Argentine territory, where a few short years ago transportation ran to the two pony and ox cart. It was accompanied by a note of appreciation for the mechanical and appearance advancements in the new cars as revealed by preliminary drawings and description.

Another example was a big order for cars from Belgium, where there is being prepared a Nash showing for the coming Brussels automobile show, and where confidence is expressed in the instant popularity of the new Nash models in Europe.

Export officials reported many other orders of like nature received from distributors in all parts of the world.

"Mail orders have built many a gigantic business institution, but

few people care to buy their automobiles exclusively through the study of drawings and descriptive matter," said C. H. Bliss, sales manager, after checking over the overseas demand and the shipments which are going forward as rapidly as Nash production permits. "We all feel that this pressing demand from foreign countries, appearing before our dealers have even seen the new cars, is highly satisfactory expression of foreign confidence in Nash products and in American industry generally, and that it forecasts another year of good Nash business."

"ST. CLAUDIA"

A splendid religious drama given by the Pilgrim Players, Christmas church Wed. eve. Nov. 13. Special family ticket for parents and children for \$1.00. You will be thrilled by this Bible play. Proceeds benefit building fund.—Adv.

STAR MEETS DIVORCED WIFE AND DINES HER

NEW YORK, Nov. 12.—Just because a man takes a lady to lunch, in the words of Kenneth Harlan, film star, it doesn't mean that he is planning to marry her. Quite by accident he bumped into Flo Hart, formerly Mrs. Harlan. He invited her to eat. She accepted. It was just a friendly, casual meeting. He doesn't even know where she lives.

live forever. Brand's Home Stand. Eat barbecue sandwiches and

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Will give your car efficient protection.

Drive in and let us test your brakes without obligation. Also our battery department is at your command.

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WESTERN AIR EXPRESS

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MID-CONTINENT AIR EXPRESS

Every major commercial air line in the Western United States, catering to passenger transportation business, is included in this group—ALL use Richfield exclusively!

THESE great air lines depend on Richfield Gasoline to carry them safely through ever-changing flying conditions—through rain and snow, in blistering desert heat—jumping from sea level to hurdle mountain peaks at altitudes of more than 12,000 feet. Without exception, they have found the famous "Gasoline of Power" more than satisfactory in meeting the grueling demands of day-in and day-out flying service.

Western Air Express service, with its record of 99.6% performance, extends throughout the West and as far east as Kansas City while Maddux—another name prominently identified with aviation progress—operates on regular schedule throughout the Southwest with terminals at Los Angeles, San Francisco and Agua Caliente.

Transcontinental Air Transport—a national factor in the field of air transportation—is famous for the character of its equipment and personnel, its service facilities and its record performance. Standard Air Lines and Mid-Continent Air Express, operating throughout Western territory, are also doing their part in building the prestige of Western Aviation.

The same painstaking care used in producing a fuel to meet the exacting requirements of air service—where power, speed and dependability are absolutely vital—is employed in manufacturing the Richfield Gasoline offered you at every Richfield station. Richfield is noticeably better—a more satisfactory and efficient gasoline under all motoring conditions. Try it in your own car today.

Famous Flights Made With Richfield

NORTH POLE FLIGHT. Captain Willard 2100-mile flight over the North Pole in April 1928... the only time this feat has been accomplished.

TRANSCONTINENTAL NON-STOP RECORD... WEST TO EAST. Made by Art Goebel, in August 1928... breaking the previous record by 7 hours and 52 minutes.

1928 NATIONAL AIR DERBY. Four of the six major events of this famous air derby were won with Richfield... the greatest competitive air record ever credited to any gasoline.

TRANSCONTINENTAL NON-STOP RECORD... EAST TO WEST. Made by Captain C. B. D. Collyer, in October 1928... shattering the Army record that had stood since 1923.

QUESTION MARK FLIGHT. Made by the U. S. Army in January 1929. First of the great endurance

achievements, breaking all previous distance and duration records.

WOMEN'S ENDURANCE RECORD. Made by Bibbie Trout in January 1929 and broken again by the same flyer in February... with Richfield Gasoline used in both flights.

SOLO ENDURANCE FLIGHT. Made by Herbert J. Faby in May 1929. Time 36 hours 36 minutes 36 seconds.

ANGELENO ENDURANCE FLIGHT. Made by Mendel and Reinhart in July 1929. Shattered all previous records for sustained flight by more than three days.

1929 NATIONAL AIR DERBY. The Oakland to Cleveland Race... and 9 closed course events in the Cleveland Air Races... were won with Richfield Gasoline.



RICHFIELD