

ties. The aim in the design of this car is to construct a light-weight, medium-powered vehicle selling at a price high enough to include equipment of the highest grade and workmanship of the best throughout the construction.

The new eight-cylinder model, which has been produced for some time in the form in which it will be continued carries a four-passenger body with divided front seat and the lines are characteristically Scripps-Booth. Accessibility is a feature in this eight-cylinder motor. The carburetor is high, where it is easily reached.

KISSELKAR.

Pacific Kesselkar Branch.

Scientific reduction of the size of parts and modifications necessary to the construction of a lighter vehicle has produced the new Kessel hundred-point six, which is a moderate priced car retaining the general principles of design and thorough workmanship which have characterized previous models of this make. The bore of the new motor is three-eighths inch smaller than that of the 1916 model 42, while the stroke is one-half inch smaller. The five-inch shorter wheelbase tends toward weight reduction throughout the chassis construction. In fact, the weight has been so reduced that tires of 32-by-4 size are sufficient to handle the load, whereas the model 42 was equipped with 35-by-4½ tires.

REO SIX.

Northwest Auto Co.

On the Reo Six there is an entirely new body with sloping windshield auxiliary seats, which now fold into the back of the front seat, new plated upholstery in place of the tufted, and better equipment, such as robe cords or the backs of the divided front seats and a top which is rounded off in the rear, giving a limousine effect. There is also more seating room in the car, the body being two inches wider at the point of juncture of the windshield. Mechanically, few changes have been made.

WILLYS-KNIGHT.

Oversland Pacific Co.

Centilever springs and improved bodies, together with a pressure feed lubrication system and a distributor replacing the magneto, are high lights in the changes of the Willys-Knight for 1917. The car has a completely new rear axle and a new gear set in combination with the axle. The offering includes a seven-passenger touring sedan of the Springfield pattern and a seven-passenger limousine, besides the seven-passenger open car.

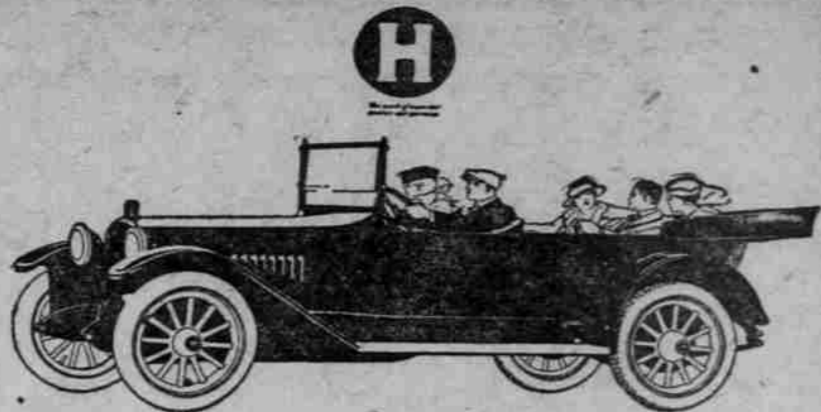
With the exception of a longer hood, the new Willys seven-passenger 33-six is identical in outward appearance with the Willys-Knight four. This is not a Knight motor job, however, but is of conventional L-head type. The motor is a Continental and starting and lighting are performed by the Auto-Lite system.

OLDSMOBILE.

Oldsmobile Company of Oregon.

In mechanical makeup and general characteristics the Oldsmobile 45 is a continuation of the previous model 44. Although the bore and stroke, wheelbase and general dimensions are unchanged, there are enough improvements, both mechanically and in appearance, to make the model quite new. The radiator is entirely new, with a distinctive fluted oval of solid German silver.

Throughout the car considerations of comfort are predominant. The 120-inch wheelbase with a very short hood, made possible by the compact eight-cylinder motor, provides unusual leg room, while high body sides and deep seats give the cozy sensation of seating in, not on, the car.



Hupmobile

The experienced and critical buyer will appreciate the Hupmobile perfected 4-cylinder motor.

It has the power capacity of a racing motor, but instead of using this great power for speed, it is translated into pulling ability. This is the source of the Hupmobile's remarkable high-gear performance.

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Manley Auto Co.

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ROADS TO BE GRAVELED

LINN COUNTY TO DO WORK DURING WINTER MONTHS.

Success of Method of Placing Material in Wet Season Demonstrated by Packing of Highway.

ALBANY, Or., Jan. 20.—Acting on a theory, the success of which has been demonstrated already by practical results, that the time to gravel roads most effectively is the Winter, the County Court of Linn County is planning to place a great deal of gravel on county roads during the wet season.

Road supervisors agree that the gravel packs better and can be placed to the best advantage during the Winter months.

Until recently in this county it has been the practice to spread gravel on the roads in the Spring and Summer, and then let the Winter traffic beat it down. This resulted sometimes in the gravel being scattered and distributed improperly before it was packed. The work was done by this method, however for the dual reason that farmers could leave their farm work for road work in the Spring, and just before harvest began, and because gravel was available for road work only when the rivers and creeks were low and the gravel bars were uncovered.

In recent years some supervisors established the custom of hauling gravel in the Summer, when it could be secured easily, and leaving it in piles along the roadside until the Winter months, when it was used to

fill mudholes, with splendid results. The success of this plan, especially in Road District No. 1, adjoining Albany, was so great that the court wishes to establish a system of grav-

elling the roads generally in the Winter months. To meet the condition that gravel was not available, the court has established a plant on the Willamette River, where the gravel is secured

from the river bed and graded or crushed to meet the required needs. From this plant the gravel is now being sent out in large quantities to all road districts close to railroads,

and from the nearest railway points is being hauled and placed on the roads. This plan, it is expected, will result in great improvement on the roads of this county in the next few years.

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