DETOURS ELIMINATED AS WORK CONTINUES

Road Conditions in General Show Improvement.

WEEKLY BULLETIN OUT

State Highway Department Gives Report on Condition of Trunk Roads.

SALEM, Nov. 12.—(Special.)—But two detours are now necessary on the Pacific highway and but one detour on the Columbia river highway on account of construction work, according to the weekly report of the state highway commission. During the last several weeks paving jobs throughout the state have been rapidly drawing to completion, opening the roads and doing away with detours. On the Pacific highway there is one detour necessary between Canby and Barlow, where concrete pavement has been laid and is now curing. This will be open about November 25. The other detour now necessary is between Galesville and Wolf creek. Paving is now under way at this point, but should be completed early in the coming week, according to the report, freeing this section to travel.

Pacific Highway.

Portland-Oregon City—Regular route of Pacific highway via west side, paved to Bolton; Bolton to Oregon City bridge, graveled and in fair condition. Oregon City bridge closed to vehicular traffic at certain hours and loads greatly restricted. Traffic will find the routes out of Portland on the east side via Milwaukie street or Eighty-second street paved entire distance to Oregon City.

Oregon City-Canby—Paved.

Canby-Barlow — Pavement under construction and highway closed; necessary to detour over old road, which is graveled but rough.

Barlow-Salem—Paved except short gap at Pudding river.

Salem-Albany—Paved.

Albany-Junction City—Best route via Corvallis. Good gravel macadam Albany to Corvallis and paved from Corvallis to Junction City.

Junction City-Eugene—Paved.

Eugene-Cottage Grove—New pavement completed and open to travel except across Camas swale, which is good macadam.

Cottage Grove-Divide—Pavement begins one mile south of Cottage Grove; no detours.

Divide - Oakland — New pavement completed and open to travel Divide to Drain. Excellent macadam from Drain to a point 3.7 miles south of Yoncalla, and from there it is paved to Oakland.

Oakland-Sutherlin—Paved.

Sutherlin-Roseburg—Pavement completed from Sutherlin to Wilbur, no detours; graveled from Wilbur to Roseburg, with no detours.

Roseburg-Myrtle Creek—Paved.

Myrtle Creek-Canyonville—Macadam is completed from Myrtle Creek to the Umpqua river, a distance of six miles, and the remaining three miles to Canyonville has one course laid. The road over this section is fair.

Canyonville-Galesville—Good macadam.

Galesville-Wolf Creek—The paving of this 14 miles is nearly completed. With fair weather the gap should be closed early in the week. During working hours it is sometimes necessary to detour traffic via Glendale to Stage Road pass. This detour is in fair condition to Glendale and from there to Stage Road pass the road has been lately graveled.

Wolf Creek-Grave Creek—Paved. This section is being widened and when wet the pavement is very slippery and it may be necessary to use chains.

Grave Creek-Pleasant Valley—Excellent macadam.

Pleasant Valley-Grants Pass—About three miles of this section was paved this fall, the remainder is a good macadam.

Grants Pass-through Medford, Ashland-California line—Paved. Highway over Siskiyou mountains will be kept open throughout the winter season by means of snow plows, if necessary.

Columbia River Highway.

Astoria-Portland—Paved, except about one mile through city of Rainier, which is graveled but quite rough.

Portland-Mosier—Paved.

Mosier-The Dalles—Paving operations under way one-half mile east of Rowena. Road closed from 7 A. M. to 12:15 P. M.; open 12:15 P. M. to 12:45 P. M.; closed 12:45 P. M. to 5:30 P. M. The cars which are in line and waiting at the point of paving operations will be allowed to pass through at 10 A. M. and 3 P. M.; open 5:30 P. M. to 7 A. M. Travel can detour over old road over Seven-mile hill at all hours.

The Dalles-Seufert—Paved.

Seufert-Deschutes river—New highway open for about 300 yards past Cape Horn only 12 feet wide. Contractors still working at this point and travelers are cautioned to drive slow. Balance of road new gravel and still loose on the sides. Cars are warned to drive slow and keep on gravel in passing.

Deschutes river-Heppner junction—Good gravel or crushed rock road the entire distance.

Heppner junction-Pendleton, through Umatilla, Hermiston and Echo—Standard state highway construction; gravel macadam.

West Side Pacific Highway.

Portland-West Dayton—Paved.

West Dayton-St. Joe—Graveled and in fair condition; county road from West Dayton to McMinnville via Dayton and Three-mile lane, paved and open to traffic.

St. Joe-McMinnville—Paved.

McMinnville-Amity—Use old road which is graveled but rough.

Amity-Holmes Gap—Paved except short graveled stretch near Holmes Gap.

Holmes Gap-Rickreall—Newly graded and graveled, passable, but slow going.

Rickreall-Monmouth—Paved.

Monmouth-Corvallis—Paved except seven miles just south of Monmouth, which is closed to through traffic. Traffic being detoured via Monmouth and Independence and Suver.

Corvallis-Junction City—Paved.

Coast Highway.

Astoria to Miles Crossing—Paved or planked.

Miles Crossing-Warrenton cut-off—Single-track pavement—construction work in progress; section open to traffic subject to short delays.

Warrenton cut-off-Skipanon—The cut-off itself closed, but road via Warrenton is paved and open.

Skipanon to Seaside—Paved.

Seaside-Tillamook county line—Graveled, rough but fair going to Cannon Beach Junction; narrow single-track graveled road from Cannon Beach Junction to Hamlet Junction and from there to the Tillamook county line, new rock road, in fair condition.

Tillamook county line-Tillamook city—Graveled or rocked and in fair condition.

Tillamook-Pleasant Valley—Paved.

Pleasant Valley-Sand Lake Junction—New highway under construction and closed. Take old road, which is graveled and in fair condition.

Sand Lake Junction-Beaver—Paved.

Beaver-Conder cut-off—New macadam except two short stretches, which are rough but passable.

Conder cut-off-Hebo—New cut-off not yet open; traffic take old road, which is rough but passable.

Hebo-Cloverdale—Graveled and fair.

Cloverdale-Neskowin—Rough and narrow but passable.

Southern Part of Coast Highway.

North Bend-Marshfield-Coquille—Paved.

Coquille-Bandon—Earth road; closed for cars during rainy season.

Marshfield-Bandon—Seven Devils earth and sand road, no surfacing; practically impassable for cars.

Bandon-Port Orford—Good graveled surface half way, other half in bad condition as result of heavy trucking.

Port Orford-Gold Beach—Ten miles new macadam road, new grade on Lindville hill very soft; practically impassable for cars. Arizona Inn to Gold Beach passable.

Gold Beach to Brookings—Narrow earth road, practically impassable for cars in winter.

Brookings to Crescent City—Good graveled road.

McMinnville-Tillamook Highway.

McMinnville-Sheridan—Paved.

Sheridan-Willamina—Under construction, open and fair going.

Willamina-Butler's store—New macadam complete except short gap near Tharp quarry; open to traffic.

Butler's store-Bee ranch—Macadam, in good condition.

Bee ranch-Alder creek—Under construction; fair macadam and good going most of the way.

Alder creek-Hebo—Macadam, good condition.

Hebo-Tillamook—(See report of Coast highway).

Mount Hood Loop.

Portland-Sandy—Paved to Gresham; take bluff road, which is graveled and in good condition from Gresham to Sandy.

Sandy-Brightwood—Under construction; practically impassable after rains. Through traffic to points east of Salmon river have option of road via Marmot which is passable but very rough.

Brightwood to government camp—Dirt road but soil is sandy and road is passable and fair going.

Tualatin Valley Highway.

Portland-McMinnville—Paved entire distance except short gap at St. Joe.

Corvallis-Newport Highway.

Corvallis-Blodgett—Good graveled road via Philomath.

Blodgett-Toledo—Road impassable since rains.

Toledo-Newport—Rocked.

Willamette Valley-Florence Highway.

Fair to Horton (over highway pass road)—Rocked and in fair condition from Horton to Blachly. (Low pass closed on account of construction). Road impassable after rains.

Coos Bay-Roseburg Highway.

Roseburg-Coos Bay highway—Closed on account of construction between Remote and Bridge, Coos county. Open from Roseburg to Camas valley and from Coquille to Bridge for local traffic.

Medford-Crater Lake Highway.

The macadamizing of the new grade from Kincade's place, 10 miles northeast of Medford, to Trail, a distance of 14 miles, is completed. Until heavy rains set in the remainder of the distance to Prospect will be better than it was last year.

Alsea Highway.

Corvallis-Waldport—Good from Corvallis to Philomath and graveled most of way to Alsea. Beyond Alsea, impassable since rains.

The Dalles-California Highway.

The Dalles-Madras (through Maupin, Bake Oven or Criterion and Antelope)—Fair condition.

Madras-Culver—Newly surfaced road in good condition.

Bend-Allen ranch—Cindered road in fair condition.

Allen ranch-Crescent (through La Pine)—Fair.

Allen ranch-Sand creek—Rough but no dust, on account of recent rains.

Sand creek-Klamath agency—Good to fish hatchery and from there rough and full of rocks.

Klamath agency-Lamm's mill—Good dirt road.

Lamm's mill-Barclay springs—Newly graded, macadamizing operations under way, rough.

Barclay springs-Klamath Falls—Good macadam.

Klamath Falls-California state line—Macadam to a point three miles beyond Merrill; balance good dirt road and being macadamized at this time; no detours.

John Day River Highway.

Arlington-Condon—Road by Shutler and Olex badly rutted. Better road via Rock creek, Mikalo and Clem.

Condon-Fossil—Fair except six miles between Thirty Mile and Mayville; still necessary to use old road. New road under construction.

Fossil-Butte creek summit—New macadam.

Summit-Tilley's (mouth of Service creek)—Unimproved, very rough and slow.

Tilley's-Spray—New road, fair condition.

Spray-Dayville—Bridges over John Day river completed. Several small bridges not completed, but detour or by-passes are provided. Travel can now go by this route. Graveling operations under way on this section, but no delay to traffic.

Dayville-Prairie City—Road in good condition; last 20 miles good graveled road.

Prairie City-Baker—Road over mountain is now open and in fair condition.

Prairie City-Ironside-Vale—Good to Brogan; detour via north road from Brogan to Jamieson; construction on other road; macadam from Jamieson to Vale.

Vale-Ontario—Good county road.

Ontario-Nyssa—Excellent macadam road.

La Grande-Joseph Highway.

La Grande to Joseph—To Island City, paved; Island city to Elgin, fair county road; Elgin to Minam, (first nine miles macadamized; from end of macadam over Wallowa hill very rough; Minam to Joseph, macadamized with the exception of an eight-mile stretch between Lostine and Enterprise, which is in fair condition; watch for warning signs at bridge construction; Joseph to Wallowa lake, good county road. Weather conditions not favorable to tourist travel at this time of the year.

Old Oregon Trail.

Pendleton-Hilgard—First 20 miles macadamized; from end of macadam to Hilgard rough county road through Blue mountains; almost impassable.

Hilgard-La Grande—Under construction but in fair condition; watch for warning signs. Closed between 8 A. M. and 12 M. and 1 P. M. and 5 P. M., although traffic can generally pass with a few minutes' delay; great care should be exercised in driving over stretch near railroad track about mile from Hilgard, as it is especially dangerous when wet.

La Grande-Hot Lake—Paved and macadamized.

Hot Lake-Union—Follow detour; valley road under construction; in poor condition for traffic.

Union-Baker—Macadamized; two short detours around bridge construction near North Powder and one at Telocaset over crossing.

Baker-Huntington—Fair county road to Nelson; new standard grade between Nelson and Huntington; detours well marked.

Huntington-Weiser—Via Olds ferry, first seven miles rough; balance in good condition.

Weiser-Ontario—Under construction; keep to Idaho side.

Ontario-Nyssa—Excellent macadam road.

Central Oregon Highway.

Bend-Burns—Fair; take new road out of Bend for 16 miles.

Burns-Crane—Good macadam with exception of three-mile detour at Lawen.

Burns-Vale—Better road through Drewsey; rains have helped these roads.

Vale-Ontario—Good county road.

Oregon-Washington Highway.

Washington state line-Pendleton—Paved.

Pendleton - Heppner — Macadamized to Pilot Rock.

Pilot Rock-Vinson—Under construction, watch for warning signs.

Vinson-Heppner—Fair county roads.

Heppner-Gilliam county line to Lexington—New highway can be traveled by careful driving; Lexington to Morgan, under construction for macadam; Morgan to Gilliam county line, macadamized; recent rains have improved the Morrow county roads.

County line-Columbia river highway—Fair.

McKenzie River Highway.

Springfield-Blue river—Good road entire distance. Some construction work, but traffic not interrupted.

Blue river-McKenzie bridge—Under construction but open; good road.

McKenzie bridge-Belknap springs—Under construction, but open and passable; fair.

McKenzie pass—Closed until spring.

Sisters-Redmond—Partly graveled.

Ochoco Highway.

Redmond-Prineville—Graveled throughout and in good condition.

Prineville-Forest boundary—Under graveling contract; very rough over part of construction, but passable at all hours.

Forest boundary-Mitchell—Rocked to Summit and in good condition.

Summit-Mitchell—Open to automobile travel and in fair condition.

Sherman Highway.

The Dalles-Madras (Bend and Redmond)—Through Sherman county, via Wasco, Moro, Grass Valley, Shaniko and Antelope; fair throughout.

Shaniko-Mitchell Highway.

Fair in general with a few rough places.

Baker-Unity Highway.

Baker-Unity-Prairie City — Fair condition.

Ashland-Klamath Falls Highway.

Green Springs Mountain road—Fair condition on account of recent rains.

Klamath Falls-Lakeview Highway.

Klamath Falls-Dairy—Macadam.

Dairy-Lakeview—Good dirt road at this time.

Bend-Lakeview Highway.

Bend-Fort Rock (by way of La Pine)—Road very crooked and slow; better road by way of Millican, and 20 miles shorter.

Fort Rock-Lakeview—Good dirt road to Chandler's station and macadamized from there to Lakeview.

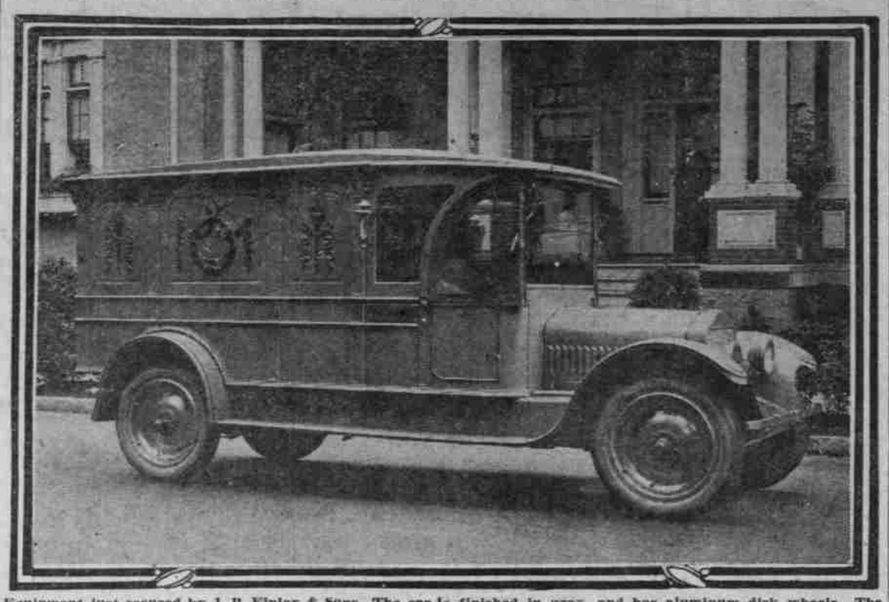
Lakeview-Burns Highway.

Either via Warner canyon and Plush or Lake Albert is a good dirt road at this time.

Baker-Cornucopia Highway.

Baker-Halfway—First ten miles macadam; balance fair county road.

NEW WHITE FUNERAL CAR PLACED IN SERVICE BY LOCAL UNDERTAKING FIRM.



Equipment just secured by J. P. Finley & Sons. The car is finished in gray, and has aluminum disk wheels. The photo was taken in front of the firm's headquarters.

MILWAUKEE AFTER SPEEDERS

Motorcycle Cops Have Busy Time at Wisconsin Metropolis.

MILWAUKEE, Wis., Nov. 12.—While the motorcycle police force of this city demonstrated its efficiency in more ways than one long ago, last Sunday it proved its competency beyond all doubt. On that day, the force made the largest catch of speeders ever made in a single day in the city's history.

Thirty-six transgressors of the law were bagged, and on Monday morning all 33 defendants paid $1042.76 to the clerk of the court. One motorcycle policeman alone captured 12 of the 36 speeders at one time bagging two simultaneously. Police are warning motorists that traffic rules will be strictly enforced. Twenty-three motorcycle policemen are on the force at the present time.

Charles J. Swain claims to have owned the first automobile in Philadelphia, in 1898, and since that time he has owned 24 different cars.

OLDS EIGHT RUNS FAST

66.67 MILES PER HOUR AVERAGE OF STOCK CAR.

1000-Mile Endurance Run Made on San Francisco Speedway Track in Total of 899 Minutes.

BY PHIL SHERIDAN,
Official Observer on Speed Run.

SAN FRANCISCO, Cal., Nov. 12.—(Special.)—There were few witnesses, but the roaring of an Oldsmobile motor on the Cotati speedway over 800 laps foretold the establishment of a 1000-mile record that has thrilled automobile circles, showing just what an Olds light will do. One thousand miles in 899 minutes; an average of 66 2-3 miles an hour—that's what she turned up.

Sunday morning at 1:05 o'clock the roar started; it finished at 4:04 o'clock the same afternoon, having ended 1000 of the most thrilling but at the same time most tiresome miles of speed witnessed on the Pacific coast.

To begin with, as official timer for the Olds endurance test, the writer will pay much credit for the Olds performance to Bill Cooper for his daring ride through a dense tule fog. But, throughout the stretches that both Cooper and Gene Root drove, there was the thrill that can only be experienced in a road run.

At 1:05 o'clock Sunday morning, without any previous "warming up," Cooper drove the Olds on a flying start and the run was on. The chill morning air was ideal for perfect performance, and for two hours and a half there was never a break in the sound of eight cylinders. Then drivers were changed and the fog began to hang low over the track, so that it was almost impossible to discern the glow of the four headlights that blazed through the darkness. Cooper again took the wheel, and his daring drive took him through the fog at speeds well above 75 miles an hour.

The roar of the motor aroused some of the townspeople, and a few gathered at the track, wondering who would attempt to speed through that fog. Without mishap the run continued until after daylight. Again drivers were changed, and the driving conditions were better.

Never throughout the entire run did the Olds miss a shot of the motor, and never did trouble of any kind impede her. Indeed, if anything, the motor was running sweeter at the finish than at the start. The bonnet was not lifted on the entire 1000-mile run.

William Cooper and C. E. Root both turned laps in 55 seconds flat, or at the rate of 81.70 miles an hour; and 75-miles-an-hour laps ceased to be a novelty after the fog lifted.

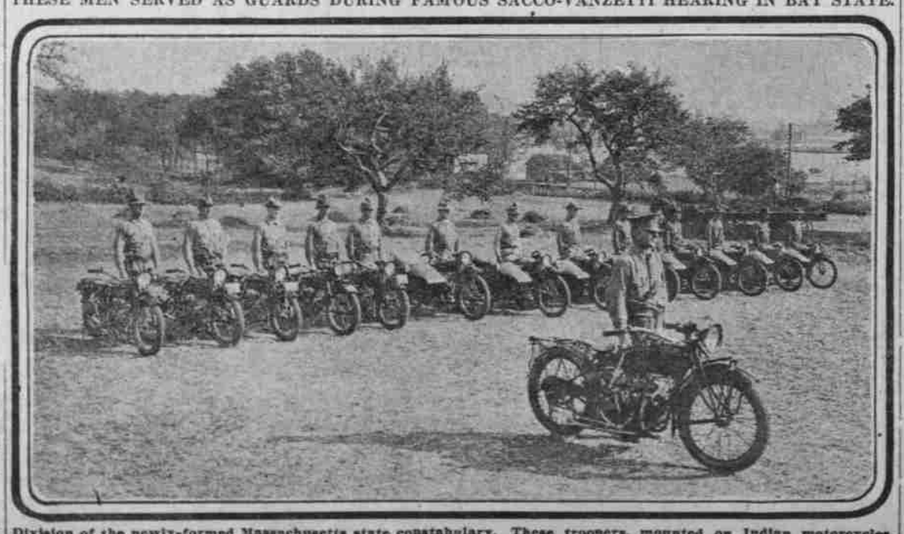
The first half of the run—500 miles—was covered at the rate of 62.5 miles an hour, the second at 70.04 miles an hour, the first being slower on account of the fog.

After completion of the 1000-mile run, one lap of the track, a mile and a quarter, was covered in high gear in 6 minutes 15 seconds, for a "slow" lap, without raising the hood of the car or making any change whatsoever, as a demonstration of the flexibility of the engine.

By the same token there are more taxi-cabs in New York than anywhere else. These modern vehicles have become as famous in their way as the old cabs and cabbies of London. From an artistic point of view they are a picturesque part of metropolitan life. But from the standpoint of utility they are indispensable. They are vital factors in the great transportation system on which the city depends.

New York, the largest city in the world in point of population, is naturally the largest in the number of its automobiles. In round numbers there are a quarter million motor cars of all types in operation today in the greater city, says an article in the current issue of "The Chevrolet Review." The article continues:

THESE MEN SERVED AS GUARDS DURING FAMOUS SACCO-VANZETTI HEARING IN BAY STATE.



Division of the newly-formed Massachusetts state constabulary. These troopers, mounted on Indian motorcycles, are rapidly becoming a terror to lawbreakers in that state.

NATIONAL SAFETY CAMPAIGN TO BEGIN

Teachers and Pupils Will Be Taught to Take Care.

MANY PRIZES OFFERED

Enthusiastic Response From Every Section of Country Greets Move of Transport Committee.

WASHINGTON, Nov. 12.—Seeking to reduce the number of automobile accidents, which take an annual toll of thousands of children's lives, the highway and highway transport education committee is announcing a national safety campaign among grammar-school pupils and grammar-school teachers.

The campaign takes the form of two national essay contests. One is among pupils of the fifth, sixth, seventh and eighth grades, and the other is among grammar-school teachers, who are being invited to prepare lessons teaching children safe behavior on the highways. "How Can I Make the Highways More Safe?" is the subject on which children are asked to prepare essays.

Four hundred and fifty state prizes are being offered through the committee by the National Automobile Chamber of Commerce in the hope that pupils will be stimulated to participate. The prizes have an aggregate value of $5000, and are distributed among the states on the basis of elementary school enrollment. Teachers are offered three national prizes, the first of which is $500 in cash and a trip to Washington. The second and third prizes are $300 and $200, respectively.

An enthusiastic response from every section of the country has greeted the announcement. State, city and county superintendents of schools are lending the weight of their influence to the campaign and bringing the contests to the attention of pupils and teachers under their jurisdiction.

Mothers' clubs, civic organizations, chambers of commerce, safety councils and other organizations that are interested in the welfare of the children of the country are assisting the committee in the national campaign, which will culminate with the observance of "national safety week," December 4 to 10. The contests close Saturday, December 10, when all essays and lessons are to be in the hands of the principals of schools. After December 10 the best essays and the best lessons from each to the state committee to be designated by the state superintendent of schools or other influential persons. After the best essays and the best lessons have been chosen for the various states and territorial possessions, the state prizes in the pupils' contests will be awarded and the manuscripts receiving state honors will then be forwarded to the committee in Washington.

Arrangements are being made for distinguished educators to read the state essays and state lessons and to choose therefrom the ones entitled to the national honors.

Dr. John J. Tigert, United States commissioner of education, who is chairman of the highway and highway transport education committee has written state and city superintendents requesting assistance. In his letter, Dr. Tigert says: "In order to reduce the appalling number of accidents on our streets and highways, I wish to call your attention to the safety educational programme of the highway and highway transport education committee. If not inconsistent with your policies, I trust we may have your hearty co-operation."

The committee, which has offices in the Willard building, is answering scores of inquiries daily from principals, teachers and pupils who have signified their intention of participating in the campaign.

CLOSED CAR DEMAND STRONG

New "Petite" Sedan Brought Out by Moon Company Popular.

Reports received from St. Louis show that the Moon Motor Car company is working full time and production is up to capacity. The October production schedule was 100 per cent greater than the schedule for the corresponding month of last year, and this increased schedule will hold good for at least three more months, as the Moon Motor Car company has orders on hand to keep their plants running to full capacity for at least that length of time, the report states.

Sales for the first 15 days of October exceeded sales for the entire month of October of last year. This increase is based on the actual number of cars sold, and were it to be based on a dollar and cents basis, the increase would be even greater, as fully 85 per cent of the cars shipped have been the closed type, which, of course, brings the value of the output up.

According to Stewart McDonald, president of the Moon Motor Car company, the demand for closed cars has been remarkable. This demand can partially be traced to the fact that the Moon Motor Car company has recently brought out a new body model—the "La Petite sedan." This new model is a compromise between the standard sedan and coupe. It has several features which, while novel and innovations, are nevertheless practical. The outstanding feature is the seating arrangement, which makes the drivers' seat as comfortable as the others and also permits the occupants to enter and leave the car without causing confusion and disturbing the other passengers.

USED CAR PROBLEM STUDIED

National Auto Chamber of Commerce Starts Inquiry.

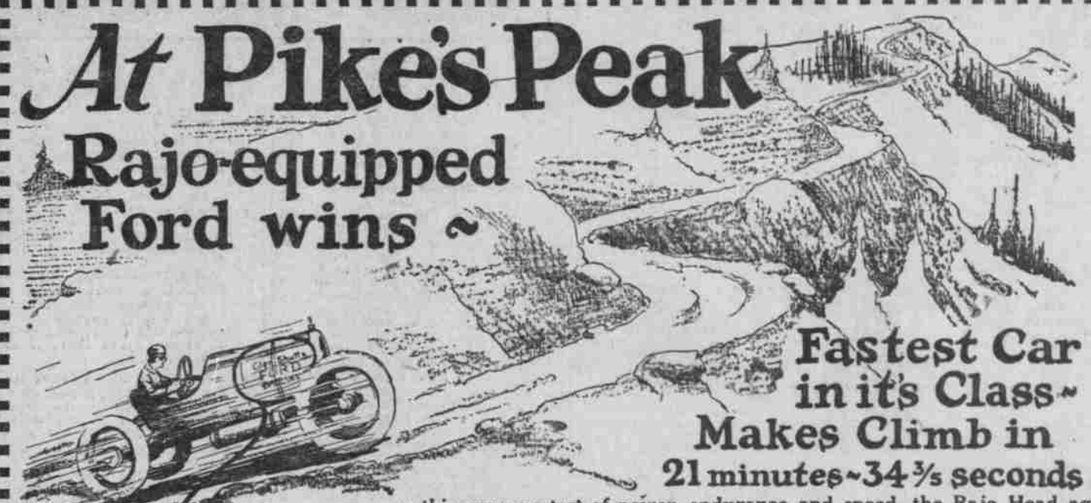
CHICAGO, Nov. 12.—Alfred Reeves, general manager of the National Automobile Chamber of Commerce, was in this city several days last week to attend the annual meeting of the National Association of Business executives. Between sessions of this body Reeves spent as much time as possible with Chicago dealers, inquiring into the used car situation. In explaining this activity, Reeves said:

"The chamber is going into the used car phase of the automobile business very seriously. Our contact with the dealers' committee has brought us much excellent information and the members of the chamber realize the seriousness of this situation more than ever before.

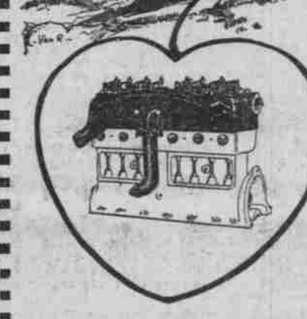
"My conversations with Chicago dealers have been very helpful to me."

Tractor-ize your farm.

At Pike's Peak Rajo-equipped Ford wins ~



Fastest Car in it's Class ~ Makes Climb in 21 minutes ~ 34 3/5 seconds



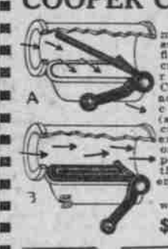
In this supreme test of power, endurance and speed, the Rajo Head again demonstrated the remarkable improvement in efficiency it gives to the regular Ford motor. You can hardly conceive of the amazing increase in power and speed with gasoline consumption and vibration greatly reduced.

The Rajo Head is cast in one piece of highest grade cylinder iron, combustion chambers machined to a thousandth of an inch accuracy and the large oversize Tungsten steel valves are practically unbreakable. Equipped with cored intake and hotspot manifold. These heads are easily installed in 4 or 5 hours. Your Ford immediately acquires 50% more power and 50% more speed and much greater economy.

Western Auto has been appointed distributors for the Western States on Rajo Heads, and we can recommend them most highly to our customers as we have actually handled them for about a year. They come in two styles—the REGULAR TYPE is applied to all standard model Roadsters, Touring Cars and Trucks; the RACING TYPE is designed especially for speedsters or racing cars.

Prices: Regular Type, $65.00; Racing Type, $87.50

COOPER CUTOUTS



By relieving the motor of back pressure from the muffler, power is increased and motor runs cooler. The Cooper cutout, on account of its efficient construction (see illustration), cuts out the entire exhaust when open, or when closed the powerful spring on the flapper makes it entirely air tight.

Prices complete with pedal, etc.,

$2.75 to $4.35

PARTS FOR FORDS

Our store is a veritable Ford owners' paradise. We carry a full line of parts and also have thousands of special Ford accessories. Come in and look them over.

Champion X Plugs

Need no introduction or eulogy. They are good plugs, coming as factory equipment on all Ford cars. They also fit such cars as Overlands, Studebakers, etc. While their list price is 75c, they can be purchased at Western Auto for, each..... **49c**

Better carry a few spares.

Stromberg Carburetors For Fords

On account of its superior design and construction, this Stromberg Carburetor gives your motor more power and pep with about one-fourth less gasoline consumption. Their hot air stove makes for greater efficiency in cold weather. Come in and let us tell you about the official A.A.A. test.

Regular price $19.50
Our price $16.95

RAINY WEATHER NECESSITIES

Rain Guard for Fords. Fits over hood and prevents water from running through and short-circuiting wires..... **$1.35**

One-Man Tops with Jiffy Side Curtains. A high grade product made of genuine Rayntite with plate glass window. Our price complete for touring..... **$35.50**

Windshield Watershed. A compound that is applied in an instant and keeps your windshield free from fog or rain. Per stick.. **15c**

Cocoa Running Board Mats. Keep your feet and interior of car clean and prevent slipping..... **95c**

Windshield Wipers. A mechanical means of keeping your windshield clean at all times. Our prices 55c and $1.35.

Top Recovering Outfits—A complete new top which slips over old bows. Comes with back curtain, etc.

Touring	$8.75
Roadster	$7.10

Side Curtains for Fords. Replace those old tattered curtains with a new weather-proof set. Complete set or single curtains.

Set for touring	$10.80
Set for Roadster	$7.60

Tire Chains—Mean safety in wet weather driving. Get a set and be protected.

30x3½	$4.50
34x4	$6.30
35x4½	$7.20

Other sizes proportionally.

Top Dressing—We have a type of dressing for every top. Water proofs and beautifies your top ..... **65c to $1.50**

Radiator Hood Covers—For Fords, made of waterproof material that keeps heat in and cold out. Makes motors more efficient.

Regular types	$3.65
Extra quality	$5.85

Rearview Mirrors

In this day of heavy traffic a rearview mirrow is an absolute necessity for every motorist. It prevents accidents and gives a feeling of security.

No matter what type of mirror you prefer, Western Auto has it. For open or closed cars, interior or exterior types. Come in and look them over and get one.

Our Prices, 95c to $4.85

Clingstone Tires

At "Western Auto" prices represent the greatest tire values in the city without a doubt and our low prices include a FREE TUBE with each tire purchased.

OUR CASH PRICES

30x3	$9.25
30x3½	11.50
32x3½	13.45
31x4	17.80
34x4	18.95
34x4½	21.50

Including inner tube. Other sizes proportionately.

PEERLESS PISTON RINGS

As you know, your motor would not run without piston rings, and it is only insofar as your piston rings are efficient that you get efficiency from your motor. Peerless rings, being made in one piece, are strong and durable. Their patent joint makes them absolutely tight.

Up to 3⅞ inch, $1.25; 4 inch and over, $1.50
And Worth It!

Stewart Speedometers

The word Stewart is always associated with the best in speedometers. Practically all of the better cars use them as equipment and service stations are at the owners' disposal in all cities. Your Ford needs one just as much as any car. Get it at Western Auto.

Reg. price $16.00. Our Price $12.90

GET THIS CATALOG

For your own benefit, as a motorist, you should drop in or write for a copy of our complete catalog of auto accessories and supplies. Keep it for reference at all times and if you do not live close enough to drive into one of our stores, we are well equipped to take care of mail orders. Send them in. We positively guarantee everything to be as represented.

WESTERN AUTO SUPPLY COMPANY

Successors to
AUTOPARTS SUPPLY CO.
82 Sixth St., Cor. Oak—Bdwy. 5508

OTHER STORES

Los Angeles (3 stores)	Pasadena	Santa Ana
Bakersfield	Phoenix	Seattle (3 stores)
Colorado Springs	Riverside	Stockton
Fresno	Sacramento	Spokane
Denver	Salt Lake City	Walla Walla
Greeley	San Bernardino	Yakima
Hollywood	San Diego	Tacoma
Long Beach	San Francisco (3 stores)	Bellingham
Oakland	San Jose	Portland
		Boise

Auto Suits and Tools

In fact, repair materials of all kinds can be found in Western Auto stores at very pleasing prices. Wrenches of all kinds, cotter pins, lock washers and everything else you might need for the upkeep of your car. Get acquainted with our big stock and low prices.