

AUTOISTS TO FLOCK TO CORVALLIS GAME

Homecoming on Saturday Will Draw Thousands.

HIGHWAY IN GOOD SHAPE

Route Southward Described for Benefit of Those Not Familiar With It.

With Corvallis only four hours from Portland by automobile, as a result of the excellent condition of the Pacific highway, now all paved to the agricultural college town...

Driving to Corvallis now is no more difficult than driving around the Portland pavement, and no motorist who has a longing to see the football classic should hesitate about making the trip because of fear of difficulties on the way.

Route Is Well Known. The route to the college city is now so well known as scarcely to bear description, but for those who have never made the run before, or may be uncertain of the route, the following description is furnished:

From Portland take the east-side route to Oregon City, going out of the city either via Milwaukie or Eighty-second street. Both routes are paved all the way.

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From Salem to Albany is 27 miles, and it is all paved, with two brief exceptions. The first is one mile through the town of Jefferson, where concrete paving is being laid.

Between Albany and Corvallis there is no paved road, but the motorist will have the alternative of two fairly good gravel roads.

The other route is via the western side of the river, crossing the Willamette just west of the town of Albany.

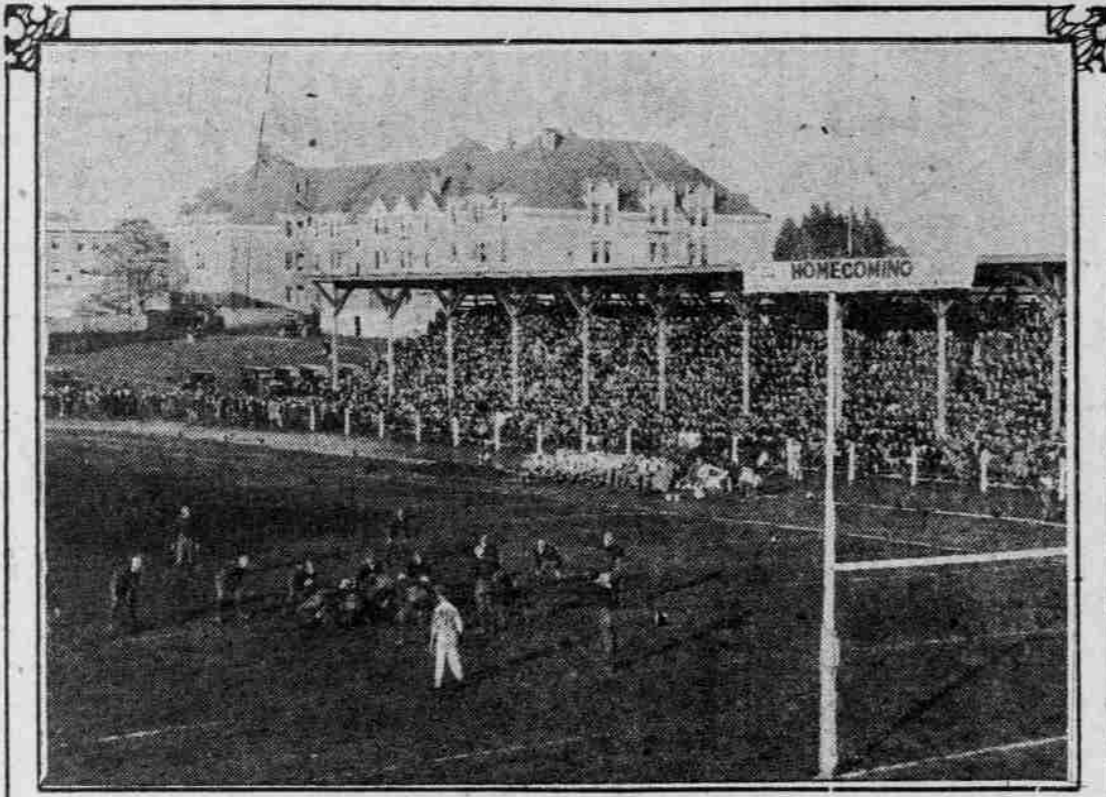
The other route is via the eastern side of the river, and is in good shape. It will ultimately be paved, but not until opportunity has been given for the grade to settle.

Two Routes From Albany. Between Albany and Corvallis there is no paved road, but the motorist will have the alternative of two fairly good gravel roads.

Of the various features of the new Peerless car, received here a short time ago by W. E. DeLay, Peerless and Veile distributor, perhaps none has attracted as much attention as the "double jet" or "two-stage" carburetor, which is declared to be designed so as to provide an economical supply of air for any extraordinary demands, and at the same time to operate with economy at lower speeds.

When the carburetor throttle is opened slightly, drawing off or low speeds, the gasoline is drawn from the float chamber through a primary jet into the mixing chamber. Here it is mixed with a sufficient amount of air to provide an economical supply of air for any extraordinary demands, and at the same time to operate with economy at lower speeds.

ALL ABOARD FOR THE BIG O. A. C. HOME-COMING AND ANNUAL "AGGIE"-U. OF O. GRIDIRON COMBAT.



17,666 BUICKS ARE BUILT

OCTOBER PRODUCTION SETS NEW RECORD.

Shipping Pace Faster Than at Any Period in History of Company, It Is Declared.

FLINT, Mich., Nov. 11.—The Buick Motor company built in October 17,666 automobiles.

In achieving this remarkable result the Buick daily shipment figures were several times broken. On October 12 775 cars were shipped, 910 went on October 25, 973 on October 26 and 1029 on October 30.

While surpassing the production record of September, which was 16,842, a record month up to that time, the figure just achieved is best appreciated by comparison with the October records of previous years.

The record of October was greatly enhanced by the growing efficiency of the Detroit plant. This auxiliary factory, which was formerly the home of the Scripps-Booth, finishes and ships all but two models of the Buick closed car line.

President Basset says in a statement today that there is yet no appreciable lessening in the demand for Buick cars and that the November figures seem to be dependent solely upon shipping facilities and the weather.

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"There is little doubt," Mr. Pulcher said today, "but that the next year will be the greatest in the history of the industry. Today our shops are running at capacity and a survey of the business market and the possibilities for truck sales in all sections of the country has convinced me that orders will exceed production—an almost unheard-of feature of the industry."

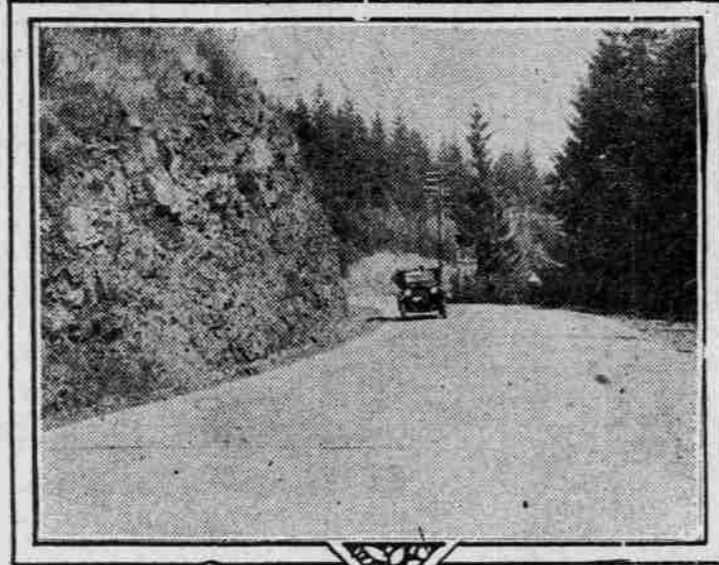
"We are planning to expand as fast as possible and we have placed orders for several million dollars' worth of material and we are planning next year's production on a much larger scale."

"I believe that business houses of the country are awake to the realization that the motor truck today moves that which has formerly been transported more intensively to broaden the transportation facilities of the country."

Well-known auto man now in new business.



Ted Herlihy, in charge of Chalmers sales for the Covey Motor Car company for the last several months and formerly with the Maxwell-Chalmers factory organization, resigned a week ago to become associated with Cromwell Blower, national lecturer on business psychology.



Above—Football field at Corvallis, where the kick-off in next Saturday's classic will start the "game of the year" for the state of Oregon. Below—A scene on the Pacific highway, south of Salem, showing splendid paved road, which, excepting for a dozen miles of macadamized road, is the rule the entire distance from Portland to the "Aggie" city.

NEW LEGISLATION LOOMS

LEGISLATURES ARE ALIVE TO MOTORISTS' NEEDS.

Lawmaking Bodies of 43 States Meet Early in 1923; New Measures Being Drafted.

WASHINGTON, D. C., Nov. 11.—Matters of import to motorists of the United States will be to the forefront when the legislatures of 43 states meet early in 1923.

Officers of highway commissions in the 43 states in question are now busy preparing drafts of new amendments to old legislation for submission to legislative bodies which they convene. These drafts doubtless will contain suggestions with reference to the bringing of state laws in line with the federal aid law, the question of theft prevention, motor car registration, legislation controlling headlights, automatic signals, etc., and having to do with taxes and fees in the operation of motor vehicles.

Still other subjects to be given consideration will have to do with the question of declaring motor vehicles to be common carriers, uniform traffic laws, elimination of grade crossings, highway enforcement legislation, snow removal, in addition to dozens of other pertinent and important related matters.

The National Motorists' association, through its national headquarters in Washington and affiliated clubs in the different cities, will keep in touch with the progress of legislation affecting directly or indirectly the interests of motorists, or highway development problems, and will give support to those measures deemed for the best interests of motorists.

It is important that states which have not already done so comply with requirements of the federal aid road act within the next few years, if they, too, are to put themselves in a position to benefit from its provisions, according to the bureau of public roads, in charge of the execution of this act.

Advertisement for FORDS RUSH ADJUSTABLE BRAKES. Features: 1. Easily and quickly adjusted without removing rear wheels. 2. No special tools required. 3. Will take up the wear in old brake drums. 4. Positive in action and always dependable. 5. Braking effect same on both rear wheels. 6. Maximum wearing surface and long life. 7. Will outwear several sets of ordinary brakes. Price: Chevrolet Lined \$4.50 per set. Cast Iron \$2.25 per set.

Advertisement for Alemite Lubricator Co. Teeth and Oak, at Burnsides.

Advertisement for International MOTOR TRUCKS. DIRECT FACTORY SALES AND SERVICE. INTERNATIONAL HARVESTER CO. of America. CORNER BELMONT AND EAST WATER STREETS.

DRIVERS' BONUS TRIED

NEW PLAN IS SUGGESTED FOR HAULING COMPANIES.

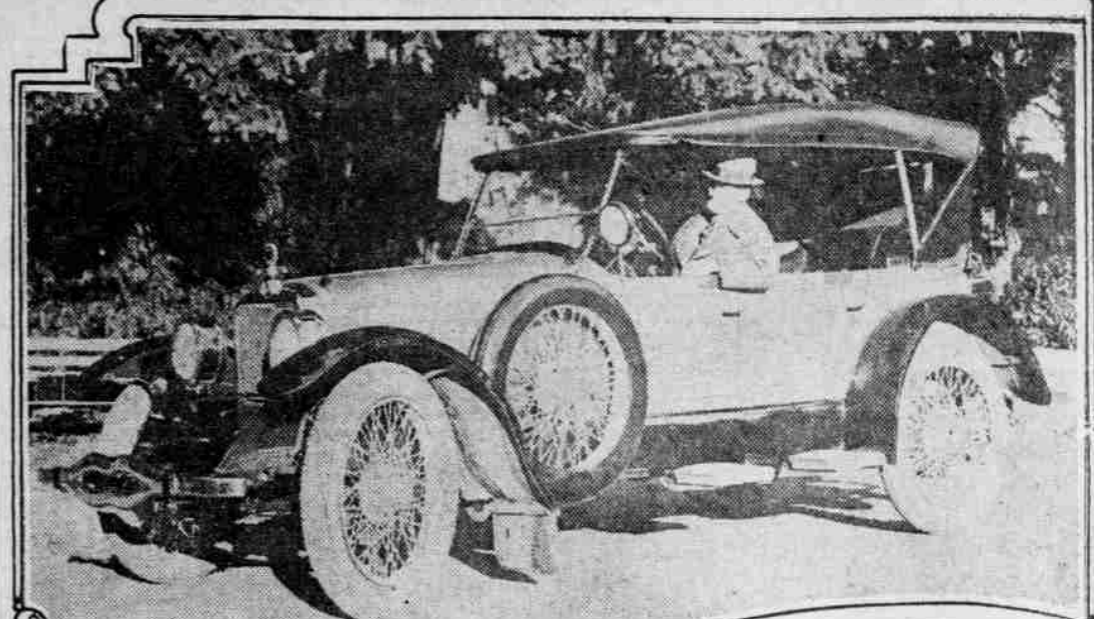
Register Concern Perfects Machine for Keeping Track of All Truck Operators.

Establishment of a bonus plan of pay for truck drivers operating for hauling and delivery firms is advocated by Edward Seebers, local manager for the Ohmer Fare Register company of Dayton, O., makers of Ohmer streetcar fare registers and other automatic devices for registering financial transactions.

"The responsibility of getting the maximum amount of efficiency out of a truck does not rest entirely with the driver. The truck owner has his part to play. He must see that there is an efficient dispatching system which will facilitate the drivers getting their orders and getting to the loads to be hauled; he must know the kind of trucks that will give the best service for the nature of his business; he must know the mileage he is getting out of his tires; he must know his gasoline and oil mileage and if this is too low the engines should be looked after; he must know to a certainty what it is costing him per ton mile, or per package mile, or per unit mile for transporting what he is hauling. Otherwise he could not determine what would be a profitable charge for paying for the service he was rendering."

Franklin Demand Strong. SYRACUSE, N. Y., Nov. 11.—Coincident with the introduction of the new series 10 Franklin car, which

HERE'S FIRST NEW DE LUXE TEMPLAR TO ARRIVE HERE, ITS OWNER AT THE WHEEL.



Broadside and front views of handsome new Templar four-passenger "De Luxe" model, recently announced by the Templar factory. The car above, the first of this model to arrive in Oregon, was recently delivered to A. L. McCarty, local distributor, J. A. Norman of Norman Bros., tailors, to whom the car was sold upon its arrival, is at the wheel. This is Mr. Norman's second Templar.

was placed on the market September 1, car shipments from the Franklin factory were given a big impetus. As an example of this condition, it may be noted that during October Franklin shipments were 35 per cent greater than during the corresponding period last year. Unfilled orders are fast accumulating and are today almost double the number on the company's books a year ago. Strong demand for closed cars continues, seven out of every ten orders received calling for some one of the five closed types. The Franklin company is offering.

Large advertisement for Willys-Overland Pacific Co. featuring an Overland Sedan. Text includes: "BUY AN OVERLAND AND REALIZE THE DIFFERENCE", "There's Nothing Like a Cozy Sedan for Winter Motoring", "Keep fit this winter. Stay out of doors and enjoy the cold crisp air.", "An Overland Sedan is just the thing to make winter motoring a real pleasure. A twist of the window regulator brings plenty of fresh air and protects you from the wind outside.", "Triplex springs protect you also, from the jolts and jars of the frozen, rutted road beneath.", "Beautiful to look at, the Overland Sedan is a car to be proud of—the upholstery is rich and inviting, the cushions deep and resilient, the seats roomy and comfortable.", "And the new low price makes winter motoring a pleasure that everybody can enjoy.", "Willys-Overland Pacific Co. Frank C. Riggs, Manager. Broadway at Davis. Broadway 3535. Note: Overland was the first car to cross the Canadian Rockies. On this seventeen thousand mile trip the Overland averaged 24.5 miles per gallon of gas. New Prices: TOURING, \$525 • ROADSTER, \$525 • SEDAN, \$875 • COUPE, \$795 • f. o. b. Toledo.