

EXTREME CAUTION IS URGED FOR AUTOISTS

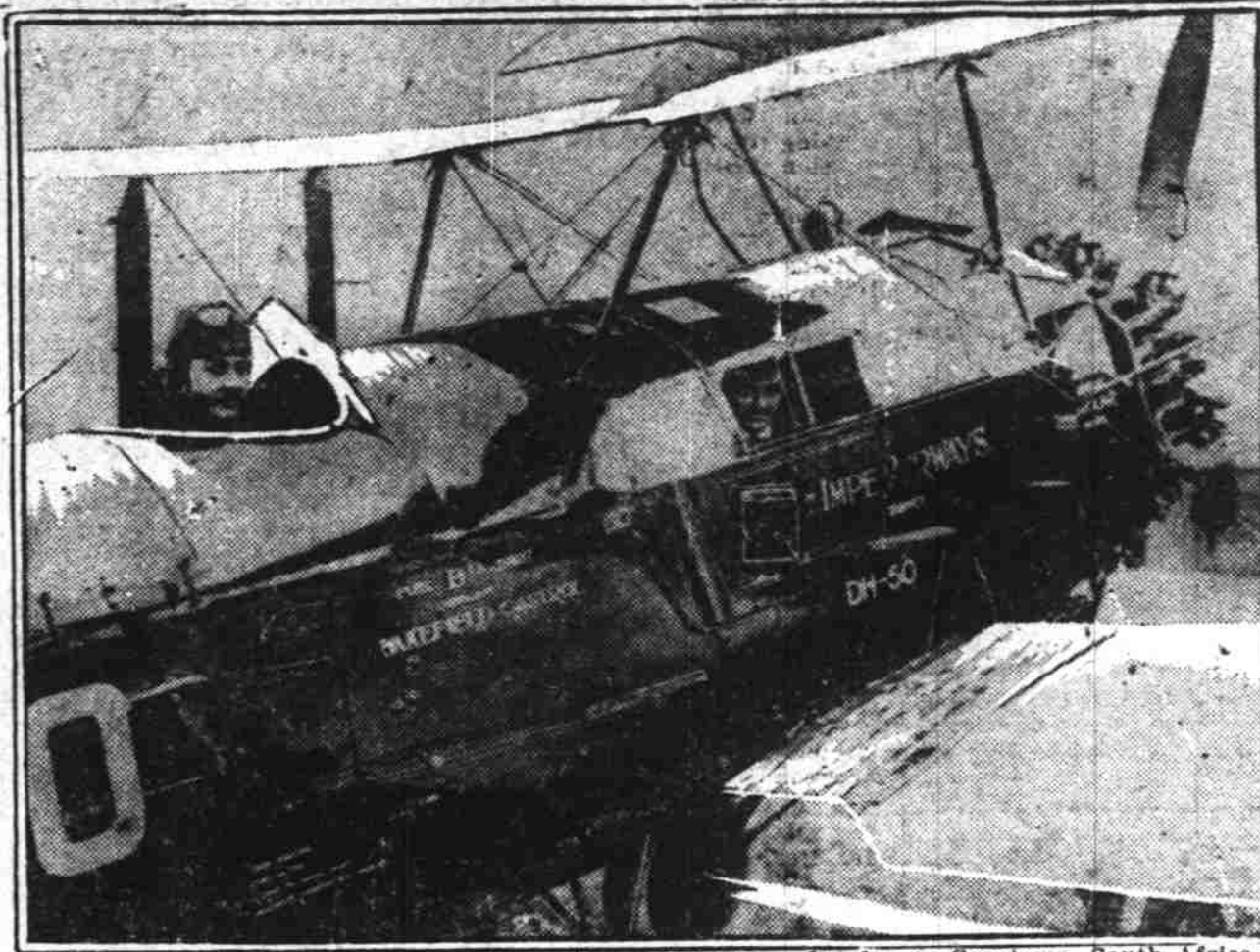
Oregon State Motor Association Broadcasts Warning to Drivers

Pavements are wet and slippery much of the time during the winter months. Side curtains are up on many autos, reducing to a large degree the possibility of the motorist to observe approaching

or passing autos, or to give the proper signals when operating a car in traffic. Heavy fogs are frequent additional hazards that shorten a driver's range of road vision and create slippery traction.

These are outstanding features in a great number of circumstances and conditions that make driving in winter considerably more hazardous than at any other time of the year, and the Oregon State Motor Association is broadcasting throughout the state safety warnings calling the attention of motorists to the necessity of exercising extreme caution when operating an auto during the winter months. "Speed is an item to be for-

From London to Capetown Is Flier's Hope



Alan Cobham, British aviator, is attempting a flight from London to Capetown, South Africa. He is flying a De Havilland plane. Photo shows him making demonstration flight with motion picture photographer.

gotten," says George Brandenburg, general manager of the State Motor Association, "and it is up to the motorist to keep in mind the fact that skidding is a great factor in more automobile accidents than anything else. Good brakes are almost a hazard if they must be applied with such suddenness that they result in a skidding car that is entirely beyond the control of the driver and transforms a car into a spinning, hurtling hazard that results in damage and injury to the car and its passengers as well as every other vehicle in the path of the skidding car."

Motorists are cautioned to be extremely careful in giving proper and distinct traffic signals in advance of their stopping or turning so that other motorists in their immediate vicinity will be given opportunity to apply their brakes gradually or to turn their cars carefully thereby eliminating the hazard of skidding on wet pavement.

"It is alarming to note how the percentage of accidents mount during the first few weeks of winter driving conditions," says Mr. Brandenburg, "and I feel it an extremely timely duty to send out caution notices that the motoring public may be cognizant of these facts. If the motorists will only be considerate and cautious in their winter driving, I am sure the accident and property damage percentage will be greatly reduced in Oregon."

GAS TAX DECLARED UNFAIR TO AUTOIST

Standard Oil Company Believes Tax Is Too Heavy on One Commodity

(From Standard Oil Bulletin.) On a number of occasions this company has endeavored to bring to public attention the evils of gasoline taxation. From its own point of view, such taxation is unjust—it puts upon its principal article of trade a burden which no single commodity should be asked to bear. It likewise singles out a certain class of people, the motorists, to pay for public improvements—practically all gasoline-tax revenues go to building or maintaining highways—which are of benefit to all business and property. Good roads enhance property values, but owners of property benefited by roads built from gasoline tax revenues make no direct payment toward the improvement of their property.

The first gasoline taxes were adopted only six years ago. Since then this method of taxation has swept the country like an epidemic. In 1919 there were only four states having a gasoline tax; today there are 44. Thirteen have been added this year. Only Massachusetts, New York, New Jersey, and Illinois are gas taxless. The principal reasons for the spread of this method of taxation are magnitude of revenue and ease of collection. Legislators impose upon oil companies the duty of collecting the tax from the motorists. The oil companies turn the revenue over to the state, and that is all there is to it.

The motoring public of the nation has been apathetic, but the trend of events is such that henceforth there will be greater resistance as the motorists realize what is happening to them. One of the country's business journals has lately compiled interesting statistics. These show that six years ago the motorists of the country paid \$550,000 in gasoline taxes, while for 1925 the bill will be nearly \$140,000,000. In other words, revenues have increased 280 times. This is due not only to the increasing number of states adopting the tax, but to the steady increase in the tax itself. Legislators have found it very easy to add a cent or two to the levy. The first gasoline tax was one cent a gallon. Now there is one state, South Carolina, with a five-cent tax. There are two states with a four-cent tax, one with a 3½-cent tax, 12 with a three-cent tax, one with a 2½-cent tax, 23 with

a two-cent tax, and five with a one-cent tax. The average tax is 2.44 cents per gallon. This is equivalent to about 15 per cent of the average wholesale price of gasoline throughout the United States. This is indeed a very very heavy tax on the motorist, and is also a very heavy burden to be placed upon any product. It is a sales tax of unprecedented size.

Gasoline taxes are not the only ones imposed upon the motorist. There are federal taxes on motor cars, taxes on automobile parts, taxes on vehicles for hire, taxes in the form of registration fees and weight fees, personal property taxes, and here and there other forms of taxes. There is no estimate of the total taxation. It runs to hundreds of millions, and, unless the motoring public, and the petroleum industry as well, awaken, the annual bill will be much higher.

St. Paul's Vicar Preaches as Pal, Not as "Highbrow"

KINGSTON-ON-THAMES. — If the parishioners of St. Paul's church, Kingston Hill, desire intellectual stuff in the pastor's sermons, they have been told to go to someone else. But if they want a pal, the Rev. A. Wellesley Orr, the vicar, has asked them to come to him.

"The Archbishop of Canterbury advised me that the mistake I have been making is that I look upon my people, who have to listen to my sermons, as just ordinary men and women," said the vicar. "I was reminded that you are my intellectual superiors, who need from me far more than I have ever given you."

"You have learned to play the piano, to knit jumpers, and by wireless you have been brought into contact with the most intellectual subjects. You have a motor bike and side car, and so you have traveled. You visit the movie once or twice a week and see the intellectual Charlie Chaplin. You have made such advances that you can easily spot the winner in the 2:30 horse race almost any afternoon."

"I have not time for these intellectual things."

The vicar believes men and women go to church seeking ideals.

Teachers' Institutes in State Call Instructors

OREGON NORMAL SCHOOL, Monmouth, Nov. 25.—President J. S. Landers is attending institute at Ontario. He will return to Monmouth Thanksgiving day. This is the last of the series of institute trips made by the president of the normal school for this school year. Miss Emma Henkle of the English department, is attending institute at Marshfield.

PAINT EXPERT WILL BE WITH HULL FIRM

C. C. Ijames to Have Charge of Duco Department With Local Company

Announcement was made by the O. J. Hull Auto Top and Paint company last week that C. C. Ijames, lacquer expert will have charge of the Duco paint department in that shop.

Mr. Ijames has made an extensive study of this highly technical branch of refinishing in Portland and San Francisco. Before coming to the coast, Ijames was employed in eastern factories and his experiences in automobile finishing dates back to al-

most the time of the first "horseless carriage" was painted. He used varnishes made by one company for 16 years, but took up the application of nitro-cellulose or pyroxylin finishes at their first appearance, believing it to be a finish the motoring public has waited for.

French Living Cost Takes Elders Back to Schools

PARIS.—The high cost of living has made itself manifest in another French quarter. The French universities all report the enrollment of an unusual number of elderly and middle-aged pupils.

Retired officers, merchants, functionaries and others, finding their incomes from investments too small for present day needs, are seeking to perfect themselves in some subject with a view to re-obtaining employment. The subject most patronized is law, and after that, the modern languages.

Transfusion Operations on Sick Trees Are Successful

AUBURN, Cal.—Transfusion operations on sick trees, with a solution of ferrous sulphate assuming the character of arboreal blood, are being made successfully in California. Diseased trees have been brought into prolific bearers.

Dr. C. B. Lipman, professor of plant physiology at the University of California, said when here that the treatment promised to eliminate such plant scourges as aphids and the blight.

The tree is treated as gently as a human. A hole is bored about three-quarters of the way through the trunk, and a glass tube inserted and sealed in with specially prepared wax. A bottle reservoir is placed at the height of the tree top and is connected with the glass tube by a hose. Thus the solution flows gently into the tree and is absorbed.

Buy a Want Ad—It Pays Big

Yes! That's My Auto

MOORE & WOOLEY

DO MY REPAIRING

Located Back of Bicycle Shop on Alley

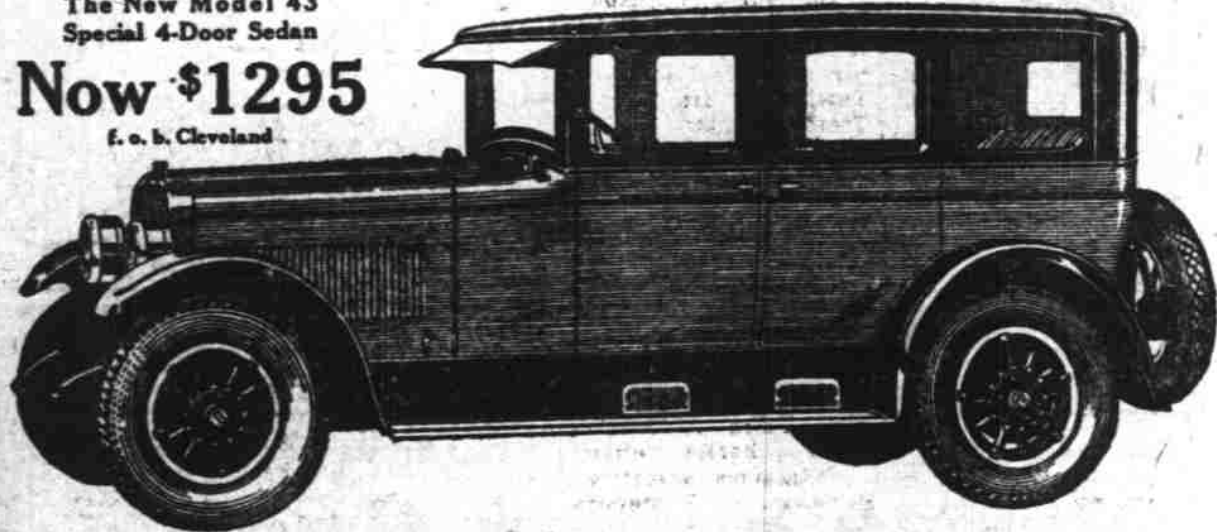
235 North High Street Phone 368

EIKER'S GUARANTEED

USED FORDS PRICED RIGHT THE BLUE FRONT Liberty and Ferry

Phone 121

The New Model 43 Special 4-Door Sedan Now \$1295 f. o. b. Cleveland



It's a Powerful Big Six and a Big Buy!

COMPARE, one by one, all closed cars of equivalent size and quality with this new Model 43 Special 4-Door Sedan—and note the difference in price.

People everywhere voice their surprise at such a low price for a six-cylinder, 4-door Sedan so big and roomy, so richly built, so powerful.

Only four years ago a Cleveland Six of this type sold for \$2495! Now at practically half that price this newest, improved Cleveland Six offers the owner many more advantages—and stands without a rival in the sheer appeal of value.

COMPARE beauty of design; width of seats; leg-room; the quality of upholstery.

Compare pick-up, ease of steering; compare brakes for quickness and sureness in stopping.

In equally big demand are the new Model 31 Four-Door Sedan, now \$995; the new Model 31 Coupe, now \$975, and the new Model 43 Special Coupe, now \$1175. Prices f. o. b. Cleveland.

Cleveland Six is the car with the famous "One-Shot" Lubrication System. Merely press your heel on a plunger and "One-Shot" instantly flushes every moving part in the entire chassis with a fresh supply of clean lubricant. You do it as simply as stepping on the starter button. "One-Shot" is licensed under Bowen patents.

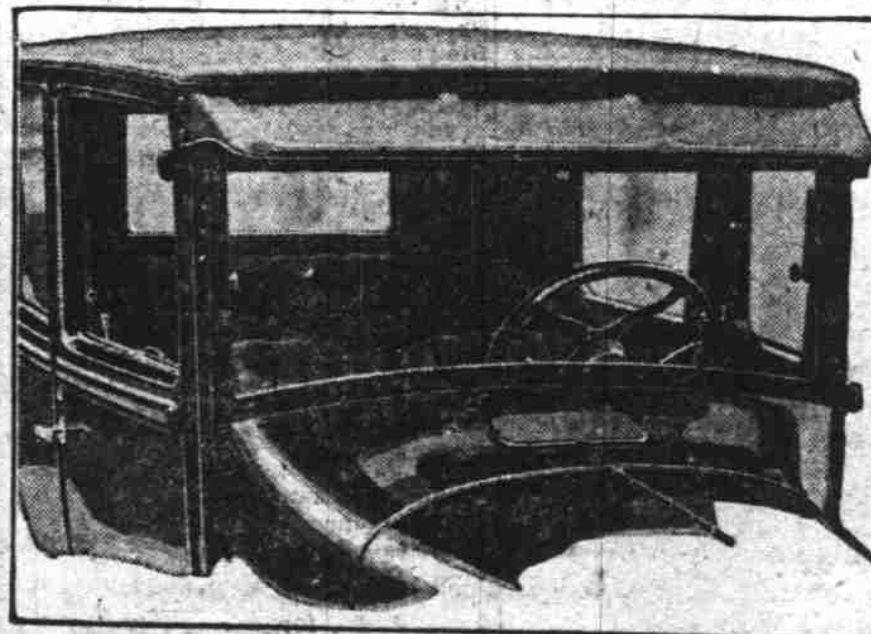
CLEVELAND SIX

MacDonald Auto Co.

Cottage and Ferry Streets

CLEVELAND AUTOMOBILE COMPANY CLEVELAND

DRIVER'S VISIBILITY IMPROVED

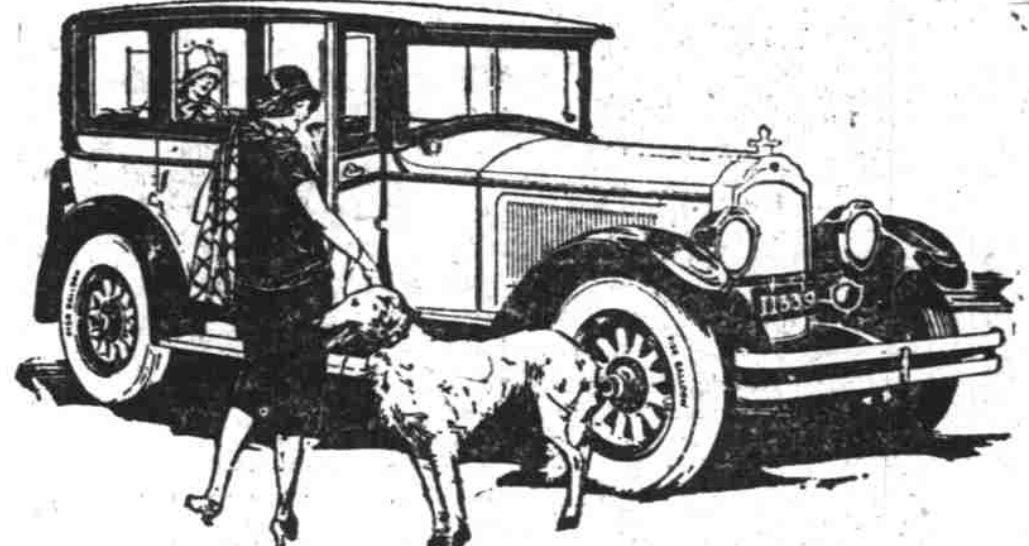


One of the marked improvements in the present Ford coupe and Tudor sedan is the one-piece windshield and narrow roof pillars. These changes have materially increased visibility for the driver.

The lower portion of the windshield is curved, fitting snugly down along the contour of the cowl and secure against the elements.

Exceptional ventilation is permitted by installation of a channel opening extending across the car just back of the windshield. This permits a full sweep of air down behind the instrument board when the windshield, which swings forward, is only slightly open. Lessening of the air draft is effected by swinging the windshield further out and by closing the windshield the air current is cut off completely. The sun visor is now closed at both ends giving it a more substantial appearance.

Completely concealed under the cover on the cowl which resembles a cowl ventilator, is the gasoline tank intake.



FOUR CYLINDERS
Touring . . . \$1195.00
Coupe . . . 1395.00
Coupe-Sedan . . . 1395.00
Sedan . . . 1450.00
Brougham . . . 1595.00

SIX CYLINDERS
Touring . . . \$1750.00
Roadster . . . 1750.00
Coupe . . . 2195.00
Coupe-Sedan . . . 2095.00
Sedan . . . 2295.00
Sedan, 7-pass. . . 2495.00

ALL PRICES F. O. B. TOLEDO

Power is an outstanding feature of this car with the motor you cannot wear out

COMPRESSION—hermetically sealed in the cylinders by the sleeve construction—gives a "Pop" to the Willys-Knight motor that will surprise you. There are never any burned, pitted, warped valves to let the "life" of the motor run out in unburned gases.

COOLING—so efficient that you can hold the throttle wide open, hour after hour, without the slightest sign of heating, gives you a day in and day out ability that simply does not exist in other cars.

SILENCE—as a result of the entire absence of valve mechanism, lifter rods, rocker arms, valve stems and noisy cams tapping against noisy machinery makes this car so quiet in operation that you scarcely realize that the motor is turning over.

ECONOMY—obtained through proper cooling, the elimination of fuel waste through valve mechanism, the absence of the heavy load of valve springs to detract from the usable power, gives you a fuel and oil mileage that is a distinct revelation.

ABILITY—beyond that of any other motor in the world—proved by the Government of France—240 hours steady running in which the Knight motor won hands down over all others—demonstrated in the gruelling Yosemite cooling tests—the 100 hour Big Bear Lake test—and hailed by every Willys-Knight owner who swears that his individual car is the best one ever made.

THESE FEATURES—alone—are enough to bring you into the honor roll of 250,000 present users of Willys-Knight cars who represent the most satisfied group of motor enthusiasts in the world.

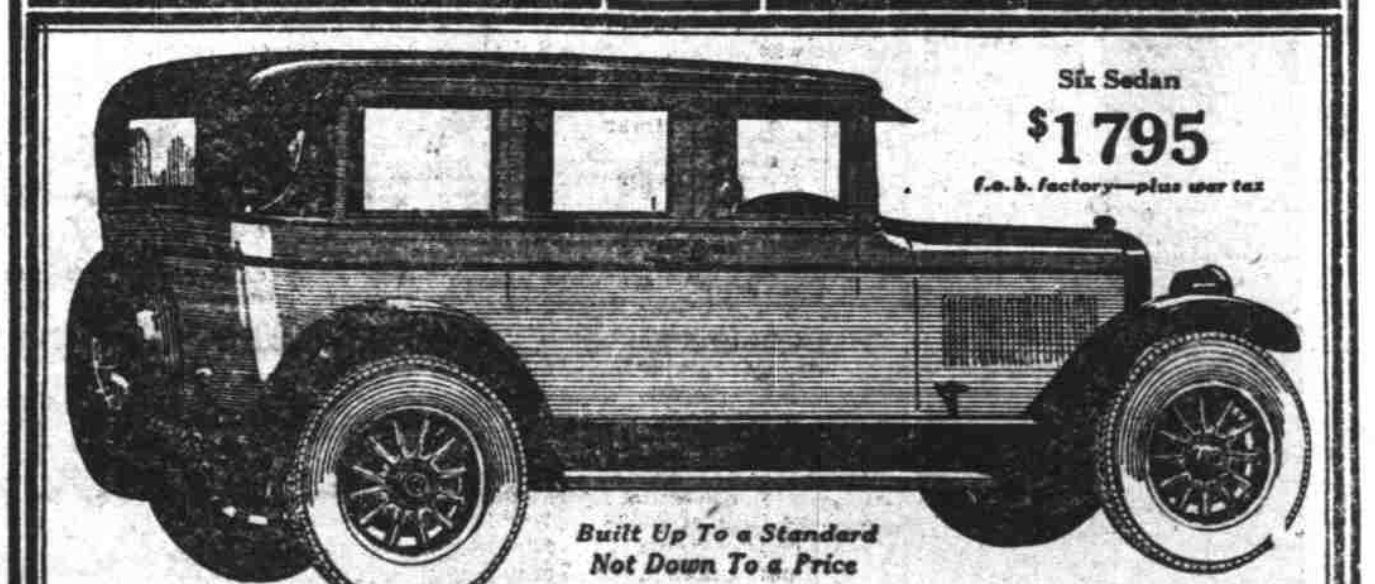
ADD TO THEM—the present low prices, the present beautiful lines, and the acknowledged continued high value of your Willys-Knight car and further search for the motor car perfection in the service features you require, is useless.

YOUR PRESENT CAR IN TRADE • UNUSUALLY CONVENIENT TERMS

WILLYS-KNIGHT

VICK BROTHERS

High Street at Trade



Six Sedan \$1795 f. o. b. factory—plus war tax

Built Up To a Standard Not Down To a Price

Pride in Performance

When a man drives a Rickenbacker Six he knows that no one can pass him on the road—unless he gives consent.

He knows that when he comes to a hill—no one can go up faster. He knows that in traffic he can get away first.

He knows that, in an emergency,

F. W. PETTYJOHN COMPANY

by applying his brakes the car will stop—absolutely—and yet smoothly, without skid or jar.

It is these qualities—the powerful, yet silent motor, the wonderful springs and the absence of noise and vibration—that make this car first choice of men who know most about motor cars.

365 North Commercial

Famous "Six" Prices
Phaeton . . . \$2485
Brougham . . . 1895
Roadster . . . 1895
Coupe-Roadster . . . 1895
Sedan . . . 1795
De Luxe Coupe . . . 1995

f. o. b. factory—plus war tax

Vertical "Eight" Prices
Phaeton . . . \$2985
Brougham . . . 1995
Roadster . . . 1995
Coupe-Roadster . . . 2095
Sedan . . . 2195
De Luxe Coupe . . . 2325

Rickenbacker