

WARNING MARKS ON STREETS NEAR R. R. CROSSINGS URGED

Commissioner Frederick Stuart Green of the New York state commission of highways has directed the use of a distinctive method of marking pavement at all approaches to railway crossings which merits the attention of every similar organization in the United States, according to American Automobile Association officials.

Approaching the tracks from either direction of the highway the automobilist will first be confronted by two wide parallel stripes painted one foot wide and placed five feet apart. These stripes will stretch clear across the pavement and will be placed 250 feet from the nearest track. The second parallel stripe will be a third warning stripe also one foot wide painted 125 feet from the nearest track.

Third, Last Chance.
The third and last chance given the driver to save himself will be a final warning in the shape of a signal, two feet wide painted with white and black diagonal bars similar to the markings on railroad guard gates and it will be located twenty-five feet from the nearest track, which if the driver is not running beyond the legal rate of speed will give him an opportunity to stop before crossing the track.

Crossing Menaces.
The grade crossing is one of the most menacing dangers that confront the motorist today, declares M. O. Eldridge, executive chairman of the A. A. A. and the American Automobile Association is heartily in sympathy with any movement that tends to warn the automobile driver of his approach to one of these crossings. Commissioner Greene has taken a sign in the yellowstone park and we hope to see other highway officials follow his example.

CERTAIN CHINA CARS FORMIDABLE TERRORS

The motor cars of Chinese officials are formidable terrors. With fur-capped servants standing on the running boards, they go full speed through the long streets heedless of life or property, and with no thought for traffic laws. The black-and-white hold out their arms in warning, and everybody dashes to the curb as the cars speed by with shrieking sirens.

YELLOWSTONE PARK PROVES MECCA FOR HUNDREDS OF AUTOS

As many as seventy automobile camping parties at Mammoth hot spring on a single night, and the camps at Old Faithful and Lake are proving very popular. The former is frequented by sightseers who enjoy not only the springs but also the numerous bears which are frequenting the upper basin district this year. The Lake camp is favored by fishermen, and the famous Fishing bridge, which is quite near by, is frequently crowded.

The park officials are encouraging the automobile travel in every way possible. Stephen T. Mather, director of the national park service, is now in Yellowstone park. He has inspected the free camping grounds, made the acquaintance of a great number of campers, and became thoroughly familiar with all phases of the automobile travel with a view to its encouragement not only here but in all other national parks.

Great ingenuity noted.
Every type of car and of trailer has been represented among the automobiles in the park. Some of the campers have exercised great ingenuity in building truck bodies with covered tops and others have fitted berths to the sides of the cars. A great variety of tents also are in use, ranging from the great family tents to small pup tents. Many of the outfits are equipped with canvas fly tents which fit to the side of the car. There seems no doubt that the automobile travel for the season will break all records, and since the fall traffic will be at least average, the prediction of a new record for total season travel seems certain to be verified. The estimated attendance for the season is 125,000.

Vet Racing Driver, Hurt, to Drive Again

Word comes from Chicago that Tom Alley, veteran racing driver who was injured at Indianapolis when he went over the wall at the wheel of one of Cliff Durant's mounts, has recovered sufficiently to drive again and it is possible he will be seen at the wheel of a Durant at Los Angeles speedway. Alley was first known to racing fans on the Pacific Coast when he rode in the German Mercedes with Ralph de Palma in the San Francisco Exposition races.

Emergency Phones As Motorists' Aid

Emergency telephones are being installed along the entire White Horse pike, this popular sixty-mile highway between Philadelphia, Pa., and Atlantic City, N. J. It will be possible to call the State police, firemen, ambulances or other needed equipment at innumerable points along the highway. Relatives can be quickly summoned in case of accidents to motorists.

REMOVE STAINS

Either is best for removing grease or oil from clothing. A small quantity applied with cotton will quickly remove all stains without leaving a ring.

Shakespeare, w. k. Scribe, Once Parking Expert

William Shakespeare, four of whose plays were produced on Broadway last winter, was engaged in the parking business before he made a reputation as a dramatist. Biographers report that when he first went up to London from Stratford there was a demand for boys to hold the horses of the gentry while the latter were at the theater. Will engaged in this line of business, which gave him the funds for breakfast and sweet pudding until some enterprising manager decided that the lad had dramatic talent.

Los Angeles Traffic Is An Amazing Proposition

Seaport Town, 20 Miles From San Pedro, Gives Humorist Something to Worry About

Will Rogers, who delves into the humorous side of life in the *Pollux*, once said that San Francisco traffic is a game of put and take—you put yourself on the street, and someone takes your life. But Will evidently forgot to mention Los Angeles traffic.

For those who are ignorant as to this particular matter, Los Angeles is a seaport twenty miles away from San Pedro, and two hundred miles from Santa Barbara. Its distance from San Diego being about half the latter. Los Angeles is located between the three cities. It is bounded on the south by Mexico and at this writing has not yet taken in San Mateo.

Disregarding any reports to the contrary, there ARE traffic officers in Los Angeles. Both of the latter are wide awake fellows, with a good eye toward traffic moves hither and anon up and down the street.

One drives along Broadway for half a block, until one's passage is interrupted by a straw hat blowing across the street. Then one continues until he reaches the corner with the ultimate desire of reaching the next block. On reaching the corner, a doorbell usually rings, which bell holds up traffic for many scores of minutes. If one wants to get to the first street to the right, it is impossible to turn until he has traveled at least forty-four miles.

It is said that the various and sundry oil and gas companies arranged the traffic system in Los Angeles.

Another party went down there to pass his two weeks' vacation. He drove up Broadway once, disregarded a sign, "Don't Turn to the Left," and finally landed on the highway to San Francisco.

He made fast time on the road and got there four days late.

Gongs are passed in the southland. The traffic is regulated by a system of doorbells placed in handy positions around telephone poles. When the machines work a driver may know when to STOP and GO.

There are really many lovely streets down there for the visiting motorist to traverse. The only trouble is the difficulty for the average person to find same. Of course, Huntington drive is wonderful—it's many miles from the town of angels.

Of course, automobiles are numerous down there. But there are a remarkable number of horses and wagons. Being thoroughly up to date in every respect, these horses and wagons are used to convey merchandise, store goods and passengers around the town.

A fellow bought a new car down there four weeks ago. It is still the object of unlimited curiosity on the part of those citizens who are used to the average Los Angeles motor vehicle.

And the Los Angeles automobiles still carry a California license plate. Of course, other states are represented—mostly from the Middle West—but a surprising number of Golden State numbers are still to be found.

Speaking of their doorbell traffic machines, a Seattle chap, with a sense of humor, brought a battery and a bell down town the other day, rang it, and held up traffic for eight hours.

Motorists can have a delightful time driving around the town. If a driver has a lot of patience, it is possible for him to see at last three blocks of scenery in a day.

TREMELOUS DRINK

Oreston, B. C., July 20.—Under the British Columbia liquor law a citizen may buy only sufficient liquor for his own use. E. McGeonag, a hotel proprietor, was charged with bootlegging because he had disposed of 52 bottles of whiskey, and three barrels of beer in whisky.

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Gardner Radiator Service Co.
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POINTS GIVEN ON HOW TO AVERT AUTO MISHAPS IN TRAFFIC

Chicago.—Accidents in which automobiles figure with trolley cars are not the most uncommon on the list and there are several points that if followed by the auto driver will lessen such accidents. One of the principal things to keep in mind is that a trolley car runs on tracks and consequently cannot change its course, so that it is up to the auto-car pilot to watch out for trolleys, rather than for the motorist to watch out for automobiles.

Every day we see right here in Chicago automobiles closely following street cars on the rails. This is a very dangerous practice, for the auto driver has no means of knowing what instant the motorist may jam on his brakes, and in such a case it is almost impossible to avoid a collision. Then there is the auto driver who fails to take into consideration the fact that trolley cars are likely to turn off and thus at times are motorist finds himself jammed between the trolley and the curb. Also the driver often fails to turn away from him on a curb the rear end is bound to swing out several feet beyond the track.

To be safe a driver should always stop his auto at least twelve feet behind a standing street car, and in no case should he take dangerous chances, crowding in between a trolley and the curb. Also drivers should never attempt to pass a street car moving in the same direction, on the left side but this is a practice that is common in Chicago.

LET'S SWAP

Johnny's outgrown baby-cart, Gathering the dust, That little unused oil stove Just about to rust— What a foolish thing it is To let them lie around, When, by using "SWAP-AD" space, Such bargains may be found.



Pittsburgh Motor Travel Is Heavy

Traffic counts made in Pittsburgh by the city planning commission show over 30,000 vehicles entering the central business district of the city between the hours of 7 a.m. and 6 p.m. It is estimated that 18 per cent of this is "through traffic" based on the time limit of fifteen minutes for passing through the business district.

WILLAMETTE RIVER STAGE SCHEDULE EFFECTIVE APRIL 1

Cars Leave Central Stage Terminal, Eugene

Leave	Daily	Daily	Leave	Daily
Eugene	10:00 a.m.	4:00 p.m.	Oakridge	Ex. Sun. Daily
Goshen	10:25 a.m.	4:25 p.m.	Pennington	1:00 p.m.
Pleasant Hill	10:45 a.m.	4:45 p.m.	Landax	1:30 p.m.
Trent	11:00 a.m.	5:00 p.m.	Lowell	2:15
Dexter	11:20 a.m.	5:20 p.m.	Hexter	2:30
Lowell	11:35 a.m.	5:35 p.m.	Trent	2:45
Landax			Pleasant Hill	3:00
Reserve			Goshen	3:15
Arr. Oakridge			Arr. Eugene	3:45

*Schedule to Landax, Reserve and Oakridge later. Connecting with Stages North and South out of Eugene.



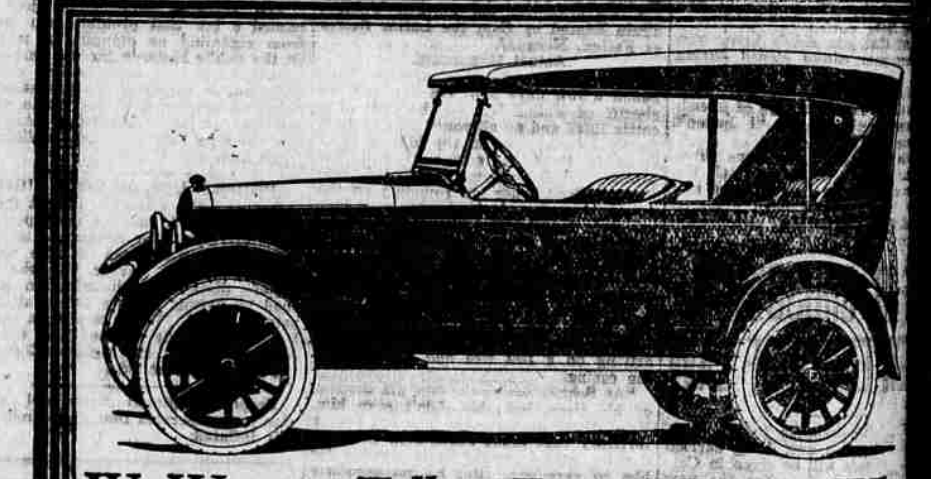
Long Life and Reliability

The Hupmobile is a notable car for style. It has great beauty. It is comfortable to the point of being luxurious. But the thing that people tell each other most often, is that it is almost impossible to wear it out. We are still supplying parts for the first Hupmobiles ever built, 12 and 13 years ago; and these cars are in use today all over the world. Back of Hupmobile long life and reliability is the fact that its important parts and its precise shop practice, are similar, and as fine, as are employed in manufacturing the highest priced cars.

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MODELS AND PRICES—f. o. b. factory

LIGHT-SIX	SPECIAL-SIX	BIG-SIX
4-Pass., 112" W. B.	5-Pass., 119" W. B.	7-Pass., 126" W. B.
60 H. P.	50 H. P.	60 H. P.

Touring	\$995	Touring	\$1350	Touring	\$1750
Roadster (3-Pass.)	975	Roadster (2-Pass.)	1325	Speedster (5-Pass.)	1835
Coupe-Mod. (2-Pass.)	1225	Coupe (5-Pass.)	1975	Coupe (5-Pass.)	2550
Bedon	1350	Bedon	2050	Bedon	2750

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