

EUGENE RESIDENT IS AT HEAD OF GENERAL PETROLEUM FIRM

The General Petroleum company is represented in Eugene by a Eugene resident who has not only been a resident for some time, but one who has made the city his home since childhood.

Edgar Gurney, known to all of his friends as "Sam," has lived here most of his life, and he says, "The city is good enough for me. I believe it has the greater future of all cities of its size on the coast. The General Petroleum company realizes this, and is making plans for Eugene accordingly."

Mr. Gurney went to Geary school here, later to Eugene High school, from where he graduated in 1917. He is also a graduate of the Oregon Agricultural college.

Before joining the force of the General Petroleum company, Mr. Gurney was connected with several service stations in Eugene, and thoroughly learned the gasoline and oil game. He has an excellent working knowledge of proper oils and other lubricants, and he states that he will be glad to advise anyone as to the correct lubrication for their cars.

"The sign of a 'service' man," he says, "and that is what will be given anyone it is called for."

Psychology Is Used for Cabmen Exams by Chicago Firm

Can you be trusted with a car? That is the emergency comes, you are out and around or pile yourself and the other fellow into a tangled wreck?

Dr. Adolph J. Snow, psychologist, repeats the tests he is using to solve this problem for a large Chicago taxi company in the current issue of the magazine, "Liberty."

The most spectacular test, Dr. Snow reveals, uses an electric machine to make some simple connections, and stamp a pedal and throw a switch if anything goes wrong. Then the room is darkened and the driver commences his task.

"Suddenly a crackling streak of incandescent chain lightning splits the darkness," Dr. Snow states. "You can feel twin jets of electricity leap from the ends of your hands upon the ends of your hands. If you can move a limb during the first few instants of it, you must have a heart of steel."

This is just what the test is designed to show—whether a sudden and unexpected emergency renders you incapable of moving hand or foot for an appreciable time, or whether you can still compel a muscle to do what you have been instructed.

While all this business of sparks and crashes has been going on, an assistant is measuring the time until a light tells him that you have stamped the pedal and turned the switch.

If the light goes on within a second after the storm starts—fine. Two seconds or so is not bad. But four or five seconds is too slow.

"It is the unusual problems of driving that will wreck you. The car with quick, 'fast-time' reaction can avoid them. The person who reacts slowly gets smashed."

Shun Vampire of Speed, Is Advice

Speed is a vampire of whom the motorist should beware, is the warning of E. C. Simmons, local Ford and Lincoln dealer, an automotive expert, who is noted as being an authority on brakes and braking.

The average automobile driver does not stop to realize that when he is rolling along at the modest speed of thirty miles an hour he is using up kinetic energy that must be overcome to bring his car to a stop, successfully or otherwise," says Mr. Simmons. "For a car, weighing one and one-half tons this amount is approximately 30,000 foot pounds. In other words, the motorist has developed a force which will move a ton nearly half a mile. Even with perfect brakes it will take from 50 to 100 feet to accomplish this stop."

"Speed, the gay deceiver, using as a spell a level highway and the hum of a smooth purring motor, beguiles the driver on and on until, like Lord, she catches him and dashes him against the rocks. In that eternity, while the motorist is soaring through the air, it is too late for good resolutions and not even Lloyd's will undo the policy of an extra \$100,000 for the unfortunate family of the driver who has been vamped."

"With the approach of cold weather, every motorist should give more than ordinary attention to the control apparatus of his car. Winter driving requires that brakes be in the best possible condition in order to properly control the machine and prevent undue wear on tires. If only one brake is holding the car will skid and slide on slippery surfaces and this may result in damages amounting to hundreds of dollars, and perhaps to serious injury to either driver or pedestrian. The brake that does all the work will throw all the breaking strain on one tire which will soon wear the tread off."

Studebaker to Have Two Models at Show

The Studebaker line will be represented at the Eugene Auto show by two of the latest models from the South Bend plant, says Mahlon Street, manager. These will be the new Special Six sedan and a standard six cylinder touring. The cars are very latest models of the Studebaker corporation, and they come equipped with all the fine features the Studebaker name stands for. These cars have made Studebaker cars so popular in Eugene for the past several years.

W. L. Ashford, local salesman for the Studebaker agency, will have charge of the display, and he is all primed and ready to tell all about the new cars, their performance and their points of excellence. Mr. Street himself will be on hand a large part of the time to assist in the display.

MICHIGAN MAN CLAIMS HE BUILT FIRST HORSELESS CARRIAGE OUT

Marshall McCluer Made One Lung Automobile Two Years Before Haynes Model Took to Road

WHICH WAS FIRST THIS



OR THIS

(By NEA Service)
SPRING LAKE, Mich., Feb. 16.—Standing conspicuously on display in a hall of the Smithsonian Institution at Washington is what is generally believed to be America's first automobile—invention of Elwood Haynes. Tucked away among broken crates and other discarded articles, in a small warehouse shed in Spring Lake, stands what is America's first automobile—invention of Marshall McCluer.

Obscure, unknown beyond the town's boundaries, Marshall McCluer, 65-year-old retired boat captain, sits in his cottage by the shore of Silver Lake, and recalls the occasion of his "invention." He harks back to 1891—and the old times in the town confirm the date—two years before Elwood Haynes started the world with his "horseless carriage."

"I built that machine in 1891," he repeats, "and if there was one built before that, I never heard of it."

Took Two Months
Marshall was mechanically inclined in his youth. And his father, James, was a machinist by trade. When a man from Grand Rapids brought a gasoline engine to Spring Lake, young Marshall decided to give his townfolk a treat.

"I met problems at times," he explains about his first efforts. "But father helped me and we worked them out. After less than two months I was ready."

"I took it out and it speeded down Main street. It gave me a great thrill. The people weren't startled much because they were used to seeing me with most everything I kept running. It wound town for a few days and then I had to return to my work in Louisiana."

None Interested
The machine looks like a buggy, with the addition of a bicycle chain drive, a place for a small motor and a gasoline tank in front.

McCluer had difficulty interesting others in his idea, he says.

"I was the laughing stock with many people and I presume this discouraged me from proceeding with the invention. They told me I had more money than brains. The president of the mill where I worked also laughed at my idea."

"So I went back to the mill and forgot the horseless carriage. Father aligned the engine back to Grand Rapids and I traded the machine to him for a riding cart."

The machine now is being held by Aloys Bilz, veteran hardware merchant of Spring Lake. He got it from James McCluer's estate. He intends to return it to Marshall McCluer.

At 182 the village of Fall Creek with its typical general store, is reached. Around Fall Creek lies quite a farming community, especially noted for livestock. Up the hill, 4.3 miles farther, is Diamond B. ranch, known all over the West for pure-bred cattle. The road from Goshen joins the highway at 23.4, and Land-dax is reached at 23.

Real mountain climbing now begins. At 33.6 a forest service sign proclaims, "Danger," and immediately the driver is faced with a steep grade and a hair-pin turn, where to meet a car at a speedily climb would mean a dive of a few hundred feet down into the darkness below. But the very danger of the turn is protection itself, for no driver would take it except at a slow pace, and preceding his approach by a loud blast of his horn.

Rounding the turn the road follows along the side hill, and mile and a half further Blakely bluffs are reached. From here on the country is a paradise for lovers of scenery, and shortly Eola, from where the trail to Hardesty mountain lookout station turns off, is encountered. From a point a half mile past here snow-capped Diamond peak, famed universally for its majestic beauty, comes into view. And from here on, at intervals, the peak, which has an elevation of 8792 feet, is seen, now across the Willamette-headed valley, now across smaller hills, again through an opening in the great fir trees. Giant Diamond, eternally white-tipped, is indeed a jewel of the Cascades.

At 37.3 a busy mill is running; on the right, and at 39.2 the road passes the Sweeney camp, a good place to stop for a lunch. The trail to Clover mountain, a favorite haunt for hikers, turns off at 40.7, and Minnick ferry, where a road turns off to cross the river, is reached at 41.5.

Westfir, New Town
At one of Oregon's newest towns, Westfir, 46.7, the ground for the new yards of the Western Lumber company is being cleared. A large crew of men is busily engaged in slashing away brush and trees, building the mill dam, and changing the highway to the other side of the river. A small mill was constructed in first, and this cut the material for the larger plant, which is one of the most modern in the West. The firm acquired from the government a huge tract of timber, enough to permit cutting millions of feet annually without fear of exhausting the supply.

The North Fork of the Willamette river turns off here to the left. Good catches of fish are reported from this stream. A mile farther, a small creek is forded, and two miles more another mill is seen on the right. This is but a ghost of the past, however, for its saws have not turned for a score or more of years. At 49.8 the road turns right, and Oakridge is now reached after another right turn. Here expert packers with mules and horses and a thorough knowledge of the best spots for game are ready to sell their services, while the best fishing in Oregon is in Salmon creek, the Willamette, and other nearby streams. Oakridge is already known as the headquarters of the best game country in Oregon and old timers are beginning to fear that its popularity will be its undoing, that game will be driven from the country, and the streams fished out.

Salmon Hatchery Reached
Salmon creek is crossed at 51.3, and the government salmon hatchery is on the right at 51.4. At 52.3 the road to McCredie Springs, one of the most enjoyable outing spots in Oregon, turns to the left. Salt creek is crossed at 53.1, and here the trail to Bald Butte is seen to the left. Kilton Springs, another justly famed resort, is reached over a good road to the left at 54.7, and at 56.1 the well-known Hills ranch. Up a steep grade at 58.9, where the road has just been smoothed out, Crow Bar point is encountered. Here a real thrill awaits the traveler, for the road climbs from a little dip stiffly up the side of the hill, then sharply around a point, to drop swiftly down again. An excellent picture can be taken from this point, for the river comes tumbling down through a picturesque setting of trees, brush and large drift logs.

A series of lively little creeks is now crossed at intervals of a mile or so, many of them teeming with fish. Sand Prairie, a popular stopping place, is reached at 63.7. Five miles further another good camping site is inviting for a stop, Camp Superior. These places are equipped with fireplaces, rough-hewn tables and rustic benches.

Campers Find Good Camp
According to many local hunters, Campers Flat, 72.3, is the best place for deer hunters to pitch camp. From here it is but a comfortable hike into the heart of the haunts of the big game, and at the flat nature has provided an abundance of good water and wood, and excellent places to pitch a tent. The flat this year is expected to assume the aspect of a little village, for a great many hunters are expected to invade this country.

Big Horn ranch, the last habitable bit of civilization, is reached at 77.6, and from here on the country grows more and more beautiful. Swiftly flowing, picturesque creeks are passed at short intervals and at 81.9 one of the most interesting sights of the trip lies in store. Here is Indigo creek rushing down, so cold that a person cannot hold a hand in it, and by taking a scant hundred feet from the road, back in the thickly brushed dell, the water bursts forth from the moss-covered rocks in a dozen different places. Some say that this is the outlet to a lake far up in the mountains, while others think, since it is so icy cold that it comes from some snow-covered peak. After glimpsing the enchanting scene, one at

least has a cool memory to turn to when later in the week, back home again, the heat of the lowland becomes oppressive.

Many Lakes Are Seen
And now, in a few miles, comes one of the most marvelous phenomena of the trip. In the heart of the Cascades, up at the very top, dozens of little lakes are seen on either side. But these enchanting little bodies of water are but preliminaries to the most gorgeous site of all. Right at the summit, where the elevation is nearly 9700 feet, Summit lake, which is miles across, lies but a few feet from the road. Deep green fits border it, and the view across the blue-green waters dotted here and there with tiny, picturesque islands, is one never to be forgotten. This is reached at 92.7, and on this trip, just at the middle of the day, when with the sun shining brightly, the view was most perfect.

A very strange thing about this body of water is that though it is fed by waters that originate in snow-capped mountains, it is comfortably warm and delightful for bathers.

Five miles further on, after winding over a road where view after view, each prettier than the last, is enjoyed, the first glimpse of the famed Crescent lake is presented. Hundreds of feet below and about three miles away, the waters of the lake glisten in the sun. The road along here, the top of the pass, is excellent, though the grades are stiff. The drop from the summit to Crescent is made in six miles, and coming back the engine should be in good shape to properly pull it.

Crescent 99.8 Miles Away
Crescent lake is reached at a speedometer reading of 99.8, and a short run around the sandy rim will run it to a hundred. Here among jagged peaks, are plenty of places to pitch the camp, and around the lake are several row boats which invite a fishing excursion. The lake is famed for its delicious trout, and they take the hook readily.

The lake should be reached about 4 o'clock in the afternoon, which allows plenty of time to fix up things for the night. To thoroughly enjoy the trip, spread your blankets outside, under the sky, where you can watch the sun set over the lake, and where in the morning you can see it turn the water to tinkering gold as it rises. Perhaps you do not care to hunt, or have no patience to fish; perhaps you want grand views on the road up have bored you just a bit, but the sunrise and sunset, blending golden into the green-hued water you will declare are worth every foot and jar of the trip.

Odell lake, another of the Cascade's beauty spots, is just a few miles further on, and the road is good all the way. This road also leads to Bend, in eastern Oregon, and to Klamath Falls and Crater lake. A week's tour, which could include these points, would be an ideal vacation outing.

Clutch Treatment
A cracking noise which sounds like a loose wheel when starting from a standstill may be caused by engaging the clutch too harshly. To prevent this noise, let the clutch in easier.

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PEDESTRIANS ARE OWN TRAFFIC COPS

(By NEA Service)
LOS ANGELES, Feb. 14.—Pedestrians in Los Angeles are their own traffic cops.

Whenever a pedestrian wants to cross a street at a corner where there is no traffic policeman, all he has to do is hold up his hand, palm out, and accost!

Motorists have to stop at this signal. That's the law, according to the new ordinance.

On the other hand, pedestrians must comply with traffic signals and must cross only when the signal permits them.

The new ordinance also makes it unlawful to pass a street car within 100 feet of a street intersection. This, and a rule that motorists must stop when a street car stops, even at safety zones, although they may go ahead through the zones without waiting for the car to start, are being observed carefully by authorities to see what effect it has on traffic.

Traffic authorities, however, expect it to result in a more regulated traffic system, than has prevailed in the city.

Sweden Motor Laws Are Strictest Yet
Motorists in this section inclined to protest regulations governing automobiles may be thankful that laws are

not so strict as in some foreign countries.

The motorist in Sweden is inspected four times a year and without warning. Cars may be stopped in the middle of the road and the inspector takes the wheels off in order to test steering gear and brakes. Lights are also inspected. The supervisor applies to condition and equipment of the car, its operation, personal responsibility of the driver and regularity in the conduct of business.

Three Wheel Car in 1950 Is Prediction

According to automotive engineers, the car of 1950 will be very different from that of today. It will be a thing of graceful curves to resist the action of the wind, but its heavy construction will prevent it from being a thing of beauty.

There will be a single wheel in front, self-stabilizing, and all wheels will be fitted with very large tires. There will be no gear shift, this being rendered unnecessary by the use of a 48-cylinder engine, unbreakable glass in all windows, disappearing step, air filter to protect the mechanism, cushioned to prevent damage by collision and will be equipped with a radio set and a loud speaker.

Avoid Misalignment
A grinding wear on the tires is caused by wheels running even fraction of an inch out of alignment.

Crank with Wheel
When the starter fails and the crank is lost, jack up one rear wheel, not the car in high and turn the wheel forward.

Wont Cost You a Cent!

We will drain your crankcase free of charge and you can have your choice of the following oils:

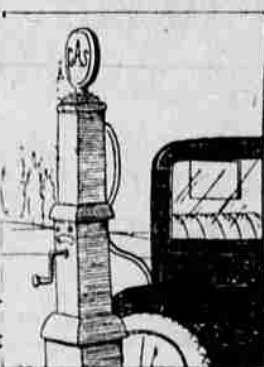
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Better Gasoline?

Try It and See!

No amount of conversation can make a gasoline good or bad.

Thousands of enthusiastic and exacting motorists up and down the Coast say that "General" Gasoline is the best they have ever used.

But, "General" can't mean anything to you unless you try it. It can't start your engine quickly on the coldest morning; can't send your car along with even, clean combustion; can't give you maximum mileage and power—UNLESS YOU HAVE IT IN YOUR TANK.

Give "General" a fair show. Drive today to the nearest Independent Dealer displaying a Green-and-White Sign. "Fill up your tank and let your engine decide!"

Ask for Scrip Books

GENERAL GASOLINE and Lubricants

"Fill Up Your Tank and Let Your Engine Decide"

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Cylinder Grinding, Motor Rebuilding and General Auto Repairing of all kinds.

Most Complete Equipped Shop in the state outside of Portland. Efficient and first class mechanics. All work guaranteed.

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