

MANY ROADS OPEN TO MOTORISTS IS REPORT GIVEN OUT

Mid-winter travel is not popular, nor particularly pleasant, but if any motor enthusiasts desire to take trips, the roads are ready and waiting, and with but few exceptions, in good condition.

Below is the report of the Oregon State Highway commission on the more important roads near Eugene:

Pacific Highway
Portland-Oregon City-Salem-Albany-Harrisburg-Junction City-Eugene-Cottage Grove-Keosauqua-Grants Pass-Medford-California state line: Paved entire distance except between Harrisburg and Junction City which is good macadam. Ferry across Willamette river at Harrisburg not operating at all. Best route Albany to Junction is via Corvallis and Monroe; all paved.

Albany-Corvallis Highway
Albany-Corvallis: Paved.
West Side Pacific Highway
Portland-Newberg-McMinnville-Monmouth-Junction City-Eugene: Paved.

Old Oregon Trail-West of The Dalles-Columbia River Highway Section
The Dalles-Hood River-Portland-Hainier-Astoria-Seaside: Paved entire distance.

Roosevelt Coast Highway-Clatsop and Tillamook Counties
Astoria-Seaside: Paved.
Seaside-Cannon Beach Junction: Macadam.

Cannon Beach Junction-Minaret Gravelled road.
Miami-Tillamook-Hebo: Part paved; balance macadam.

Hebo-Neskowin-Devils Lake: Macadam.
Roosevelt Coast Highway-Coos and Curry Counties
Houser-North Bend: Macadam.
North Bend-Marshfield-Coquille: Paved.

Coquille-Bandon-Port Orford-Arizona Inn: Macadam.
Arizona Inn-Gold Beach-Brookings: Mountain road in fair condition.

Brookings-California state line-Crescent City: Gravelled road.
Coos Bay-Roseburg Highway
Pacific highway-Camus Valley-Myrle Point-Coquille: Macadam.

Willamette Valley-Florence Highway
Junction City-Cheshire-Goldson-Blinchey-Hainier: Macadam.

Corvallis-Newport Highway
Corvallis-Philomath-Wren-Eddyville-Toledo-Newport: Macadam.

McMinnville-Tillamook Highway
McMinnville-Sheridan: Paved.
Sheridan-Willamina-Grand Ronde-Hebo-Tillamook: Part paved; balance good macadam.

Luther Valley Highway
Portland-Hillabery-Forest-Groves-Carlton-McMinnville: Paved.

Mt. Hood Loop Highway in Hood River County
Macadam road in good condition from city of Hood River to point 23 miles south. Closed beyond forest boundary on account of snow.

Mt. Hood Loop Highway in Clatsop County
Portland-Government Camp (via Powell Valley road): Paved to Greenham. Balance good macadam. Closed beyond Government Camp on account of snow.

Ashland-Klamath Falls Highway
Junction Pacific highway-Klamath Falls: Macadamized and in fair condition.

Ben-Lakeview Highway
Bend-Silver Lake: Make local inquiry at Bend and Silver Lake regarding the best road and snow conditions. Road passable but muddy in places. Chains required.

Silver Lake-Paisley: Dirt road
Muddy in places. Chains required.
Paisley-Lakeview: 45 miles macadamized and in good condition.

Central Oregon Highway
Bend-Burns: First 12 miles macadam. Balance fair dirt road open to travel. Inquire at Bend about snow conditions.

Burns-Crescent: Macadamized.
Crane-Vale: Rough but passable. Inquire at Burns or Vale regarding snow conditions before starting as road may be blocked by snow at any time.

Sherman Highway
Biggs-Wasco-Moro-Grass Valley-Kent-Shaniko-Madras-Redmond-Bend: Macadam except six miles dirt road at Trail Crossing of Crooked river.

Crater Lake Highway
Medford-Trall-Prospect-Fort Klamath: Macadam; open to Union creek. Closed through Crater Lake National Park on account of snow.

Redwood Highway
Grants Pass-Kerby-Waldor: Rough gravelled road. Muddy in places. Chains required.

Waldo-Crescent City: Fair mountain road. Rough but passable over Oregon mountain. Chains required.

McKenzie Highway
Eugene-Belham Springs: Macadamized and in good condition.

Belham Springs-McKenzie Pass-Sisters: Closed by snow. Sisters-Clute-Falls-Redmond: Macadam.

McKenzie-Bend Highway
Junction of The Dalles-California highway-Tumalo-Sisters: Good macadam.

Alsea Highway
Corvallis-Philomath-Alsea: Macadam. On account of slides the section over Alsea mountain is liable to be closed from time to time. Inquiry should be made at Philomath before attempting trip.

SQUEAKS CAN'T HIDE ANY MORE



No longer need mechanics in a Hollywood (Cal.) garage spend hours trying to find an elusive squeak in an automobile. Marvin Douglas, one of their number, has invented a "Squeakograph" that can detect the slightest sound and tell exactly where it is. Douglas is shown at the listening end, while another mechanic is placing the apparatus to the hub of a car wheel.

CLUBS OPPOSED TO FORCED INSURANCE AUTO FOR EVERY FAMILY FORESEEN

(By NEA Service) WASHINGTON, March 7.—Following are the reasons given by the American Automobile association for opposing the enactment of a compulsory insurance law for motorists:

"1. The weight of informed opinion is overwhelmingly on the side of those who contend that compulsory insurance would not prevent accidents.

"2. Adoption of the principle would be a first step leading to state insurance.

"3. As a safety measure compulsory insurance was voted down by the Hoover conference on street and high safety.

"4. Insurance experts claim it will tend to increase accidents, promote development of irresponsible companies and multiply frivolous and excessive claims, all of which would result in advance of insurance rates.

"5. It is impossible to ascertain how many owners and drivers of automobiles are irresponsible or what the amount of uncompensated damages are. But the toll that compulsory insurance would levy on all motorists is out of all proportion to uncompensated losses. To guarantee this loss something like \$50,000,000, a compulsory insurance scheme would make the motorists of the country pay additional insurance amounting to something like \$547,200,000.

"6. A few careless drivers, probably less than 5 per cent of those who use the roads, are responsible for the great majority of accidents. Compulsory insurance would penalize all motorists because of this small minority."

Drivers Found Best
Several motorists narrowly escaped death recently in New York city when they failed to use their own judgment as to whether they should obey the directions of a traffic officer. It happened that the officer did not see a runaway street car that was dashing toward the intersection. It was a human mistake for the officer, but what were the motorists doing with their eyes and minds?

Ford Owners
Are you getting the service you are entitled to? Will you have your motor re-manufactured by factory methods or just overhauled? Why do factory built motors stand up three times as long as overhauled jobs? Yours for better service, Cook's Ford Service, 83 E. 7th

GABRIEL SNUBBERS
THERE IS NO OTHER
Keep You on the Seat
Save Your Car

BRAKEL & WHITE
89 9th Ave. West

TRUCKS TRACTOR
2 1/2 - 3 DENBY TRUCK
3 TON HEAVY DUTY TRUCK
CLETRAC TRACTOR
Get Our Prices Before You Buy
MONROE GARAGE
837 Pearl Street Phone 1808

Tire Size Proves to Be Popular

C. T. C. Production Stands in a Class by Itself

Chevrolet Line Draws Interest

More interest was aroused by the display of the new Chevrolet line at the New York automobile show than has been accorded any new car introduced for more than a decade, according to veteran automobile men who have been present at the greater majority, if not all, of the 25 national automotive exhibits held in the eastern metropolis.

Opinions of both experts and the general public followed the same trend—first of admiration and then the puzzled question, "How can the Chevrolet company do it at the price?" The exhibit was visited by practically every automotive representative present Friday and Saturday, the two days reserved for the trade, and it proved the mecca for the general public through the eight days following.

The general beauty of the line was most commented upon. The new semi-elliptic springs and longer frame viad with the new lines and roomier bodies in exciting praise. The Duo finish in colors for all models was another feature favorably commented upon. In fact the general remarks of show visitors clearly showed that the plain black enameled automobile will not find much favor with the car purchaser of 1925.

Chevrolet factories are working day and night to full capacity to supply the demand for the new cars. If Townsend gives three reasons why there will be no saturation of automobiles. They are:

1. Replacement of used cars requires 1,050,000 new cars annually.

2. There are always new customers.

3. The two-car man is coming into prominence.

Sieberling adds there will be no saturation as long as children are born. For every baby is a prospect.

According to President Wurzburg.

Saturation Theory Is Tapped on Nose
The annual bugaboo of saturation gets another knock walloped, this time from George H. Townsend and F. A. Sieberling, both well known in necessary and tire industries.

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Unit of Ownership
"The natural unit for automobile ownership for the great mass of our people is the family," he explained, "just as that is the natural unit for the possession of bathtubs and domestic telephones."

"Included in the 27,000,000 families are thousands that will own more than one automobile, and in addition to them are commercial and industrial firms that will use many more thousands.

One Balances Other
"On the other hand there must be subtracted from them, hundreds of thousands of families that cannot own even a single car.

"It seems probable that the maximum number of automobiles that this country can use is not far from equal to the number of families and that selling new cars will become progressively more difficult as that number is approached."

With 17,000,000 autos in use today, there is quite a way to go to fill the demand set by Colonel Ayres.

Valve-in-Head Buick Motor Cars

WHY THERE ARE MORE THAN A MILLION BUICKS

There would not be more than a million Buicks in active use today if Buick had not, through the years produced a motor car of unvarying and superior quality. In every detail, every Buick is an example of how well a motor car can be built.

B. F. GOODPASTURE
7th and Olive. Eugene, Oregon Phone 1207

When better automobiles are built, Buick will build them

Say It With Brakes
And Save the Flowers
Have your brakes relined by experts, at a flat rate, by machinery—Factory job.
One year's guarantee on Raybestos lining

SAMPLE OF RATES
Hudson \$13.15
Maxwell \$9.48
Oldsmobile (16 to 20 yrs.) ... \$10.74
Packard Six ... \$14.00
Studebaker Spec. \$10.95
Cadillac \$14.90
Chevrolet \$7.52
Dodge \$11.36
Essex \$10.38
Overland \$8.45

The above prices include relining and adjusting
MACK'S AUTO SUPPLY HOUSE
Cor. 10th and Oak Eugene, Oregon Phone 254

The Columbia Tire corporation engages wonderful progress during 1924. On its second anniversary this company can point to a remarkable record—perhaps the most remarkable of any of the newer companies. It has a distribution now extending throughout the west and has particularly made great strides in southern California which is a concentration point for tire competition.

It is the avowed intention of President Wurzburg and his associates not to sell C. T. C.'s on a home-industry appeal. "Our first and only thought is to build the best tire that can possibly be manufactured. In our group of engineers, we have men who were connected with America's largest tire factories. We were ambitious to put together our experience and build out here in the west

one of the most modern-type plants for tire building can be landed more easily on the west coast. Water freight, for instance, from New York to Portland, is less than rail rate from New York to Akron. And from a market standpoint, it is said that 30 per cent of the tires produced in this country are used west of the Rockies, whereas only 3 per cent are produced here.

Second in Exports
American automobile exports second among commodities abroad. The annual demand for 600 cars equals that of 24 of the smaller states.

DODGE BROTHERS TYPE-B SEDAN

Popular with women because the seats and springs are restful, and because the lines of the car have genuine distinction.

Popular with men because the body is all-steel, the finish Dodge Brothers enduring black enamel, the upholstery genuine leather—factors which make for long life at lower first and after cost.

HATHAWAY MOTOR CO.
174 8th AVE. EAST PHONE 663

TRUCK AND BUS TIRE PRODUCED

Here is a picture of Robert Wurzburg, Jr., standing beside one of the big C. T. C. 36x heavy-duty pneumatic casings. This is one of the latest developments made by Robert Wurzburg and the engineers who came from eastern tire factories to establish the Columbia Tire corporation at Portland.

"This particular size tire, the 36x, has always stood in a class by itself," says Wurzburg. "It is used altogether on trucks and busses where it invariably is subjected to great abuse and overload. We have not made this size until now, because we wanted to complete an engineering study of this particular size based on observations and tests extending over a period of years.

In the construction of our heavy duty tires for truck and commercial purposes, we have placed no limit on ourselves as to quantity and quality of materials. This combined with the most careful hand workmanship and design, we believe is bound to give satisfaction to those who demand extreme service from a casing."

According to President Wurzburg.

The New JEWETT

It seems almost like a stroke of genius—this New Jewett. Every line is exquisite—every detail perfect. You can compare it in every way with any \$3000 car and find nothing to condemn. Yet the price is about half that.

We have done more than produce a car fine to the eye and delightful in details. We have created a car marvelous in action.

And the New Jewett is built to retain its fine performance for a long service-free life.

H. J. BRINGLE MOTOR CO.
71 9th Ave. West Phone

PAIGE JEWETT

The Finest Car of Its Size Ever Built

Here is such engineering perfection that you cannot hear or feel the motor. Yet it operates the car in high gear from 2 miles an hour to faster than you'll care to drive. It whisks you away through traffic or up hills while other folks gasp and change gears.

And the New Jewett is built to retain its fine performance for a long service-free life.

H. J. BRINGLE MOTOR CO.
71 9th Ave. West Phone

PAIGE JEWETT

Western Giants Shun Totem Fate

The totem pole erected by motorists to the "Great Spirit of Departed Mileage" is rapidly becoming a landmark at Newberry Springs on the road between Los Angeles and Phoenix.

This pole was originally erected to support a sign but the sign has long since disappeared and in its stead hundreds of old trees have found their last resting place.

Earl Wilcox, camp department manager of the Western Auto Supply company, while making a tour of inspection of the auto camps throughout the west, took the trouble to make a careful examination of the totem pole and discovered that although the pole consisted of over three hundred old trees, not one Western Giant cord was found on

stack.