

FUMES FROM THE GASOLINE TANK



Automobile Dealers Advise Buying Cars at Present—Complete House on Trailer to Be Built for M. Peters for Year's Tour of Country—Medford Races to Be Held November 12—Chalmers and Maxwell Agency Is Established in Eugene—Compressed Air Lights Cigarette for Motorists—U. of O. Taxi Equipping with Nash Sedans.

Although auto dealers report that they are looking many orders for spring delivery, many of them advise purchasing now. As reports for it they cite that the price of automobiles is the lowest in history, and that there are more automobiles than ever before. This has stiffened competition, and it is highly probable, they think, that before the winter is over, many manufacturing concerns will be forced to curtail production, or perhaps go out of business. This then will cause a shortage in the spring, just when the demand is at its height. Prices then are sure to advance, they believe, and the cars will be no better in style or appointment. They may be wrong, but they don't think so now.

A complete house on a four-wheel trailer, which will contain every necessary and convenience for a year's stay on the road, is soon to be constructed for M. Peters of the People's garage. Mr. Peters and his family intend to start out by way of California, and end up by swinging down from Canada. The "home" will be pulled along behind his comfortable riding car, and this method is declared superior to the two other types, that of living in a large, cumbersome "house on wheels" or carrying all the camping equipment on one car.

The motor boat, especially designed for shallow water, recently built by Cog Campbell, of the Eugene auto wrecking company, is a

completely equipped all around with Nashes by the first of the year. The Eugene Nash company is handling the deal.

More uses for compressed air are being found every day, according to George Stewart. The latest is a cigarette lighter, which, with the press of a button, will deliver a cigarette from a box all lighted and ready to smoke. Air also is invaluable to run windshield wipers, and the latest is a swipe that runs clear across the glass.

The Eugene Auto Wrecking company has sold its Albany branch, and will now be devoted to caring for its ever-growing plant here. It was announced this week. Cogswell Campbell, owner of the company, made the deal.

L. A. Potter, of the Potter Manufacturing company, is spending a few days in Washington on business for the company. The firm also announces the Mark Sanderson, of Eugene, will soon be working full time in their plant. A shipment of radiator material for winter use has also been received, and activity in this line is already noted, they state.

Three cars of Chevrolets have been unloaded by the B. F. Goodpasture garage this week. This firm also has the agency for the new four-wheel brake Buicks.

A grand new Essex coach has just been delivered to Father Curley, of St. Mary's catholic church of this city. He is pleased with his new acquisition, he reports.

F. M. Porterfield, of the B. & M. vulcanizing works, returned home this week from a hunting jaunt down in southern Oregon. He reports that the deer are plentiful, and says he will tell any ambitious hunter where to go to get them.

A large shipment of Gabriel smelters have just been received by Brakel and White, electricians, who have taken the local agency for the product. Among visitors to their shop this week was H. J. Biddle, of Anderson, Indiana, who is representing the Remy Electric company. Mr. Biddle says he is satisfied with automotive conditions in this country and looks for an era of sane prosperity in the automotive business.

Ivan Copens, university student, has become the owner of a new Indian chief, 1923 model. The purchase was made from the Smith Cycle company, local Indian dealers.

The interior of the Steward auto supply company has been renovated, and provisions made for more room during the past week.

S. B. Finney, of Eugene, is now driving his new Willys-Knight touring car, which was delivered to him this week by West and Sons, local Willys-Knight and Overland dealer.

Clarence Hansen, of the Hathaway motor company, is reported to be recovering rapidly from a recent major operation. He was taken to his home yesterday. During his absence Harry Bailey has been officiating as chief grease gun pusher, and it is said that he is now one of the most proficient men with the oil can in the state. Mr. Hansen, however, is expected back in a few weeks.

FOURTEEN RULES TO CURB ACCIDENTS NOW URGED (Continued from Page One)

ability, moral character, general health, and normal hearing and eyesight may be licensed.

7.—That the law requiring taxicabs to file bonds with the state automobile bureau under the state law, for the purpose of indemnifying the public against the consequences of accident, be rigidly enforced, to the end that innocent third parties will be protected and as a deterrent against careless and reckless driving.

8.—That the convictions of chauffeurs or operators for violations of automobile laws, ordinances and regulations in any court be immediately reported to the state automobile bureau for its guidance when an application for removal of chauffeur's or operator's license.

9.—That the rapid exchange of information among all the bureaus and authorities charged with enforcing automobile laws is of the utmost importance.

10.—That the authorities having charge of the enforcement of automobile laws confer with each other, with a view to adopting and

putting into effect a similarity both by enforcement officers and automobile drivers.

11.—That the plan and purpose of street markings to guide and warn both automobile drivers and pedestrians in their respective uses of the highways are most useful and valuable, and they should be so clear and so placed as to give quick and timely admonition to both drivers and pedestrians of the approach to dangerous corners, locations or situations.

12.—That jay walking is strongly condemned as one of the most prolific causes of automobile accidents. There are so many serious accidents because of the violations of these obvious and commonsense safety devices that legislation is threatened which will make jay walking a violation of law. The campaign of the bureau of public safety of the police department to educate the pedestrian public into the wisdom of safe crossing is heartily approved.

13.—That the growing shipping and transportation necessities of the great business houses of New York City bring into prominence the problem of providing facilities for loading and unloading trucks and carriers of those establishments within their premises.

14.—That the absence or scarcity of playground places and facilities for children contributes materially towards automobile accidents. It is the sense of the grand jurors' association that every encouragement and support should be given greater city of New York.

BETTER TIRES PURCHASED PUBLIC IS SWINGING BACK TO USING HIGHER GRADES

According to Alfred A. Aya, vice-president and sales manager of the Columbia Tire corporation, the motoring public is swinging back to the buying of better grade tires. Mr. Aya has had exceptional opportunities to study the phase of the tire business during the last few months, as he has covered 12,000 miles throughout the Northwest calling on dealers who handle C-T-C tires, the product of his company.

"During the last three or four years," says Aya, "there has been a marked tendency for the motorist to 'try out' one make of cheap tires after another in his effort to dodge the rising prices of that time. Now, partly because he is 'fed up' and partly because the prices have reduced somewhat, he is gradually returning to the practice of buying quality tires."

MOTOR TRANSPORTATION FACING MANY PROBLEMS (Continued from Page One)

therefore for the purpose of decreasing costs to the consumer.

Trucks Here to Stay Commercial motor vehicles are here to stay—they have become and will remain absolutely necessary parts of a unified and efficient transportation system—and the expansion of the facilities afforded by their use should be encouraged by reasonable legislation, rather than retarded by ill-advised prohibitions.

Upon this belief not only the manufacturers of motor vehicles are agreed, but also an increasing number of rail and water line operators, who are demonstrating by the purchase and utilization of trucks and busses, the value of these mobile units as adjuncts of their own service.

More than 60 electric railways in 23 states now operate busses and feeders and extension utilizing the use of trucks by railroads for less-than-carload hauling and terminal service is growing constantly.

In every state the public, as a buyer of the commodity of transportation as well as the real owner of his property, should be encouraged by the enactment of wise legislation to improve its trade arteries and carriers, and to safeguard its tremendous investment in them.

Getting the Most From Tires While the four tires on a car rarely wear evenly, it is advisable to change them around from time to time. In this way they are caused to wear out thoroughly before being sent to the discard.

LIFE OF AUTOMOBILE TIRES CAN BE GREATLY PROLONGED BY SYSTEMATIC USE OF RIM PAINT



"Clean the rust from the rim and give it a coat of graphite rim paint before mounting a new tire or replacing an old one." is the advice given by the tire department manager of the Western Auto Supply company. "An application of this compound will keep the rim from becoming rusty and add to the life of the tire and tube. Rusty rims wear the protecting strip that covers the bead and unless this detriment is remedied it will result in rim blowouts and leaky tubes. On clincher rims where the protecting flap is not used the particles of rust chip off and penetrate the tube causing innumerable leaks and an endless amount of trouble as long as the rusty condition is allowed to exist. Rust will likewise cause the tire to cling to the rim and oftentimes the tire is practically ruined as strenuous methods are resorted to in the attempt to remove the tire. A small amount of cars will, however, remedy this evil; and a "catch in time" will save many a tire and tube from becoming the prey of their enemy—Rust. A stiff wire brush, a file and a can of rim paint, together with a little time, are all that is needed to counteract this annoyance and it carried out will aid materially in adding to the long, easy, and the tire and assist in the removal of the casing the next time a tire change is necessary."

EAST SIDE HIGHWAY OPEN FROM HARRISBURG NORTH

Only One Short Gap Still Remains Unpaved

WEST SIDE STILL CLOSED

State Highway Report Shows Many Changes and Betterments in Oregon Roads

The Pacific highway in Oregon is now paved from the Columbia river to the California line, with the single exception of the stretch between Junction City and Harrisburg, which is macadamized and in good condition. Those who are traveling north from Eugene are advised to take the Harrisburg route, with the possible exception of Sundays. On Sundays there is apt to be a traffic jam at the ferry, involving a long wait. The highway is paved from the north limits of Harrisburg clear to Portland.

The West Side highway, through Corvallis and McMinnville, is still closed by paving operations north of Suver and may remain closed all winter. There is considerable doubt as to whether the remaining gap can be completed this year.

Following is the weekly report of the state highway commission on the conditions of all the state highways of Oregon. The report is corrected up to Wednesday, October 17:

PACIFIC HIGHWAY Portland-Oregon City-Salem-Jefferson-Albany-Harrisburg-Junction City-Rogue-Goshen-Cottage Grove-Drain-Oakland-Roseburg-Myrtle Creek-Tanawashille-Grant-Pass-McLoughlin-Ashland-California State Line—Paved entire distance except between Harrisburg and Junction City, which is good macadam. Free county ferry at Harrisburg.

ALBANY-CORVALLIS HIGHWAY Albany-Corvallis—Due to grading operations and bridge construction the road is closed between Albany and Corvallis. Take east side route, following Pacific highway signs south to first cross-road at Salem. Albany city limits. Turn west and follow main traveled road, crossing Willamette river over steel bridge at Corvallis.

WEST SIDE HIGHWAY Portland-Newberg—West Dayton-Lafayette-St. Joseph-McMinnville-Whitesboro-Amity-Crowley—Paved entire distance with exception of three-quarters mile near St. Joseph, which is gravelled.

Crowley-Rickreall—Concrete paving work under way and road closed. Traffic for Salem and points south should detour to the west at McCoy road and go via McCoy and Perrville. This detour is all gravelled and in fair condition. Traffic for Salem and points south should detour to the west at McCoy road and go via McCoy and Perrville. This detour is all gravelled and in fair condition.

Rickreall-Monmouth—Paved. Monmouth-South to Benton County Line—Road closed south of Lodihamme river due to concrete paving construction. Detour from Monmouth via Independence. Paved in Independence; balance gravelled county road.

Benton County Line-Corvallis—Paved. Corvallis-Monroe-Junction City — Paved.

OLD OREGON TRAIL—EAST OF THE DALLES Ontario-Huntington-Baker-Union-La Grande-Bendleton-Union-Tillamook-The Dalles—Macadamized entire distance and in excellent condition except between Mosier and Heppner Junction, where traffic for Salem and points south should detour via Heppner, necessitating cautious driving.

OLD OREGON TRAIL—WEST OF THE DALLES-COLUMBIA RIVER HIGHWAY SECTION The Dalles-Mohler-Hood River-Cascade Locks-Portland—Paved entire distance. Portland-Seapooe-Deer Island-Rainier-Clatskanie-Astoria-Seaside—Paved entire distance.

ROOSEVELT COAST HIGHWAY CLATSOP AND TILLAMOOK COUNTIES Astoria-Seaside—Paved. Seaside-Cannon Beach-Junction-Clatsop County Line—Gravelled road open for travel in all weather.

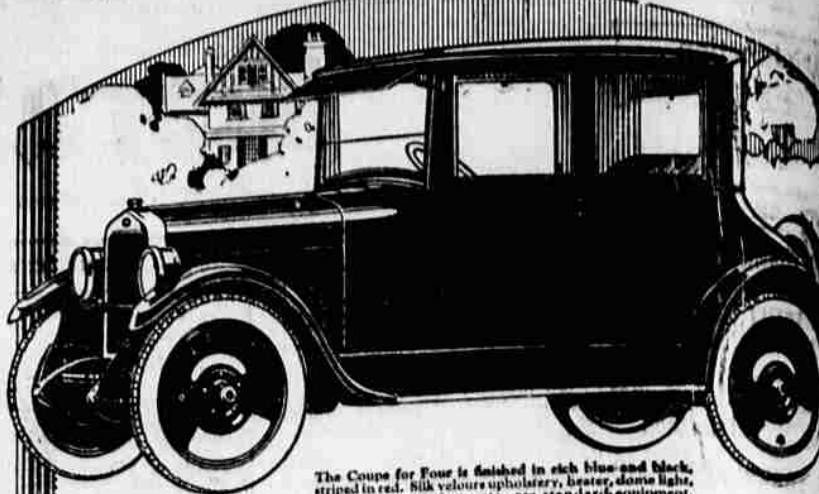
Clatsop County Line-Mohler—Under construction. Good detour road via Seaville bridge.

Mohler-Miami—Through traffic take county road via Polay creek, gravelled and in fair condition. State highway route open Mohler in Brighton and Jetty creek to Miami planted and gravelled and in fair condition. No road between Brighton and Jetty creek.

Summit-Wilson River—Gravelled and in good condition.

Wilson River-Tillamook-Heppner-Hebo—Paved except seven miles good macadam.

Hebo-Neckowin—Under construction and subject to short delays. A few short stretches of poor going after rains.



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ROOSEVELT COAST HIGHWAY-COOS AND CURRY COUNTIES Lakeside-North Bend—Closed after rains. North Bend-Marshfield-Coquille—Paved. Coquille-Bandon—Coquille to Lampa creek closed for the winter. Detour by way of Lampa mountain. Lampa creek to Bandon under construction for grading. Earth road slippery after rains. Travel advised to take Seven Devils route. Marshfield-Bandon (via Seven Devils route)—Earth road slippery after rains, but passable. Bandon-Denmark-Sizes River—Gravelled road in good condition. Sizes River-Rick River—Road in fair condition; some steep grades. Elk River-Port Orford—Construction under way; passable. Port Orford-Burns Creek-Lindville Hill Arizona Inn—Macadamized and in excellent condition. Arizona Inn-Gold Beach-Brookings—Mountain road in fair condition. Drive carefully. Brookings-California State Line-Crescent City—Good gravelled road. ROOSEVELT COAST HIGHWAY Pacific Highway-Camas Valley-Myrtle Point-Coquille—Macadamized and in excellent condition. WILLAMETTE VALLEY-FLORENCE HIGHWAY Both Low Pass and High Pass roads are open and passable. Low Pass route is rucked via Cheshire to a point three miles west of Blachly, except about one mile over the summit, across which a narrow strip of rock is now being laid to accommodate traffic. CORVALLIS-NEWPORT HIGHWAY Corvallis-Eddyville-Toledo-Newport—Macadamized and in good condition. McMinnville-Tillamook HIGHWAY McMinnville-Sheridan—Paved. Sheridan-Grand Ronde-Summit-Dolph.

(Continued on page 3, column 2)

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