

MORE AUTO TOURISTS ON ROAD DURING NOVEMBER

Foreign Motor Vehicle Registrations On Increase

MONTH'S TOTAL IS 3,249

California Leads States For Eleven Month Period; Total of 43,156 Registrations

There were 3,249 registrations of foreign motor vehicles in Oregon reported to secretary of State Kozor for the month of November. This is an increase of 1,015 registrations over the November record for 1924 and 472 over that for November, 1923. The falling off of registrations for November, last year, however, was due to the prevalence of the foot and mouth disease epidemic which kept many tourists out of the Northwest. The total registrations for the eleven months period of 1925 was 30,319, which is an increase of 6,176 for the same period of 1924 and of 4,647 for the entire year of 1924.

Of the total registrations for the eleven months of 1925, to November 30, approximately 50 per cent was listed at the three Southern Oregon stations, Ashland, Medford and Grants Pass.

Visiting cars from Alabama, Connecticut, Delaware, Maine, Maryland, North Carolina and South Carolina were missing from the November registrations, but there were four registrations from Alaska, 58 from Canada and seven from the Hawaiian islands during that month. Total registrations for the eleven months, January to November, 1925, by states, follows:

Alabama, 27; Arizona, 664; Arkansas, 94; California, 43,156; Colorado, 1,403; Connecticut, 55; Delaware, 6; Florida, 126; Georgia, 15; Idaho, 439; Illinois, 855; Indiana, 614; Iowa, 432; Kansas, 748; Kentucky, 42; Louisiana, 74; Maine, 21; Maryland, 41; Massachusetts, 129; Michigan, 533; Minnesota, 603; Mississippi, 37; Missouri, 484; Montana, 1,114; Nebraska, 658; Nevada, 406; New Hampshire, 14; New Jersey, 130; New York, 377; North Carolina, 25; North Dakota, 259; Ohio, 370; Oklahoma, 582; Pennsylvania, 302; Rhode Island, 20; South Carolina, 3; South Dakota, 268; Tennessee, 43; Texas, 588; Utah, 892; Vermont, 27; Virginia, 426; Washington, 17,247; Wisconsin, D. C., 46; Wisconsin, 346; Wyoming, 406; Alaska, 58; Canada, 1,037; Canal Zone, 7; China, 1; Hawaii, 83; New Zealand, 3; and Australia, 1. Total 30,319.

Registrations, by stations, for the eleven months' period, 1925, follow: Albany, 1,045; Ashland, 22,482; Astoria, 1,484; Baker, 37; Bend, 739; Corvallis, 591; Eugene, 2,313; Gold Beach, 233; Grants Pass, 6,126; Hood River, 703; Klamath Falls, 3,592; La Grande, 1,327; Medford, 1,156; Milwaukie, 25; Newport, 11,560; Milton-Freewater, 1,356; Newport, 14; North Bend, 82; Nyssa, 1,086; Ontario, 3,944; Oregon City, 234; Pendleton, 2,157; Portland, 3,803; Roseburg, 2,054; Salem, 4,254; Seaside, 155; The Dalles, 2,066; Vale, 54; Inspectors, 38. Total 80,319.

The following table shows the registration of foreign motor vehicles in Oregon, from June to December, 1923; for the year 1924, and the nine months' period of 1925, ending November 30:

Month	1923	1924	1925
January	429	841	841
February	1,351	1,245	1,245
March	3,018	2,645	2,645
April	4,902	4,035	4,035
May	7,081	6,167	6,167
June	10,261	10,824	10,824
July	10,296	16,971	16,971
August	12,131	15,256	15,256
September	6,852	8,401	8,401
October	3,847	2,878	2,878
November	2,777	2,232	2,232
December	15,498	15,238	15,238
Totals	40,460	75,611	80,319

*From May 25, when law went into effect, until June 30.

GENERAL PERSHING AIDS TELLS OF PART IN DEFENSE PLAYED BY ROADS

Probably no testimony would carry more weight as to the importance of good roads in the nation's defense scheme than that of General John J. Pershing, commander of the American forces in the world war and until recently Chief of staff of the United States army.

Looking over the records, the American Automobile Association finds that General Pershing testified before the senate committee on post offices and post roads as follows:

"The country roads will be of tremendous value in time of war. The roads must be relied on to obtain the needed food supplies.

Ever since the co-operative work began on the building of the federal aid highway, the roads constructed with federal funds have been required to be built so that the culverts and bridges shall be constructed to meet the requirements of the army.

Some Spark Plug Flashes

Modernized Jingle Bells
Blow that horn, blow that horn, jump upon the gas.
Oh, what red hot fun it is, another car to pass!
Roaring down a concrete road, the surface sure and fine,
Give her all that comin' kid, we're touching eighty-nine.

Ninety-five the meter says, the speed laws all are haah,
Holy sweet potatoe, but we're heading for a crash,
Toll, oh bells, toll, oh bells, keep tolling all the day,
For another sorry dumb-bell's busy being hid away.
Cornell Widow.

Four wheels—two axles—four flat tires
And a dented banged-up pan;
One cylinder and a pint of gas,
No-wheel brakes and the reader has
A real collegeite can.
—Denison Flamingo

Autoist (who has just driven over a pedestrian)—"Pardon me, but haven't I ran across your face before some time or other?"
Irish pedestrian—"No, begorra, it was me left leg you hit last time."
—Minn. SRI-U-Mah.

"Wife, it says in the paper here, that a man turned over in his sleep and it killed him."
"Impossible, George!"
"No, he was driving at night,

SEND IN YOUR APPLICATION

Have you secured your certificate of title to your motor vehicle?
Have you applied for your 1926 motor vehicle license?
The law provides that no motor vehicle can be operated on the public highways of Oregon after January 1, 1926, without a 1926 license. Also, no 1926 license can be issued by the secretary of state unless certificate of title has been previously procured by the motor vehicle owner.

There are approximately 215,000 motor vehicles in Oregon subject to the provisions of the certificate of title and motor vehicle license laws. Application blanks for applying for 1926 licenses were mailed out to all motor vehicle owners of record early in November. To date, less than 6000 applications have been received by the secretary of state for 1926 motor vehicle licenses. This means that 200,000 applications must be received and licenses issued within the next 20 days of the calendar year, or an average of 10,000 per day, the requirements of the law are strictly met.

A physical impossibility—Unless you, who have not, cooperate with the secretary of state in the observance and obedience of the law and save yourself worry, annoyance and inconvenience of enforcement necessities after January 1, Send in your application now!

went to sleep and his machine turned turtle."
—Denison Flamingo

A dance is a place where you go with your girl, pay five dollars for a good floor and the best music in town—and then sit outside all night in a car.
—Black and Blue Jay.

Babe—"Darling, your roommate has just been run over by a truck."
Ruth—"Shoot it! She had on a blue dress I was going to wear to prom."
—Vassar Vagabond

"Let's go on a house party."
"It is easier to borrow a car and park it in the back yard."
—California Pelican.

No Place for a Lady
At a small, country station a freight train pulled in and a side-tracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching. A placid well dressed woman had alighted from the passenger train and was passing close to one of the freight brakemen when he yelled to his buddy.

"Jump on her when she comes by, Bill, run her down by the elevator, cut her in two and bring the head end up by the depot!"
The lady picked up her skirts and ran for the station yelling murder at every jump.

GOOD ROADS CONVENTION TO URGE SAFER HIGHWAYS

Widening of Pavements One of Proposals Stated

CLEARER VIEW ONE NEED

Highway Exposition To Be Held In Chicago January 11 to 15 Next, Inclusive

Ways and means of making American highways safer for motorists through the widening of pavements, elimination of grade crossings, reduction of the crown in roads, elevation of curves, removal of highway signs, elimination of blow-ups, cracks and corrugations in road pavements and provisions for clearer views in all directions of road intersections will be among the many subjects to be discussed at the great good roads convention and exposition to be held in Chicago January 11 to 15 next, inclusive. The meeting will be under the auspices of the American Road Builders' association.

The matter of constructing safer highways is now engrossing the road building industry, lately become the third largest industry of the nation, and the discussion at Chicago is expected to develop more practical methods by which, in so far as the road itself is at fault, accidents on the highways of the country can be reduced.

The program for the great convention is being formulated under the direction of W. H. Connell, chief engineering executive of the Pennsylvania state highway department and president of the American Road Builders' association, assisted by committees headed by Frank Sheets of the Illinois state highway department, representing the highway officials, and Samuel Williams, representing the road contractors.

Federal Aid Prime Topic
Among the other subjects that will receive serious consideration, also, are those of continuing federal aid funds for road building, salvaging old roads, gasoline tax, tests for road building materials, detours, traffic regulation, highway finance and accounting, research, design, beautification, patrolling and policing, repair and maintenance, snow removal and the latest methods entering into the construction of unsurfaced roads.

Portland cement concrete, brick, granite block, wood block, sheet asphalt, sand asphalt, asphaltic concrete, asphalt penetration, tar macadam, waterbound macadam, gravel, earth and sand clay roads. The program will cover every phase of activity in road construction and maintenance, from the floating of the bond issue to laying the last strip of pavement, opening the road to traffic and maintaining the road throughout its life.

From 25,000 to 30,000 delegates from the United States, Canada, Alaska, Porto Rico, Cuba, Hawaii, Philippine Islands, Mexico, Pan-

ma, Columbia, Haiti, San Domingo, Uruguay, Paraguay, Bolivia, Argentina, Chile, Brazil, Peru, Japan, Great Britain and other countries will be in attendance. The governor of each American state and the mayor of each American city as well as the county board of every county in the country, will appoint official delegates to attend. Several governors of states and practically all U. S. government road officials as well as senators and congressmen will attend in person. The dominion government and the Canadian provinces will also be represented officially.

The convention will hold its sessions in two divisions meeting simultaneously at Chicago hotels. The exposition of road building machinery, materials, methods and equipment will be held at the Chicago Coliseum where 400 firms will exhibit more than \$2,000,000 worth of machinery and equipment in actual operation. Special reduced rates to and from Chicago for the convention have been granted by the railroads from all parts of the United States.

MOTORIST FACES HAZARD OF DRIVING IN WINTER

Safety Must Be Basic Factor During Season

More automobiles will be on the streets this winter than ever before, according to information that has been received from the federal government and from automobile dealers' associations. The latest federal count of automobiles discloses the fact that there are 1140 pleasure cars being driven this year for every 1000 that were in use last year at this time. Automobile dealers report a tremendous increase in the number of closed cars sold in comparison with the number of open ones, all of which means a tremendous increase in the volume of traffic in large communities.

One of the principal results of that increase has been to make municipal traffic problems more difficult of solution than ever. In the serious business of solving these problems the traffic commission of Chicago wherein motor congestion has reached a very acute stage—has declared that safety must be a basic factor. With the approach of winter the hazard of driving an automobile has increased many-fold and the commissions in several of the more aggressive cities are making efforts to reduce the hazards by checking up on the number of accidents in which either persons or property are damaged due to skidding. In fact, the largest cab company in the world has spent this year \$150,000 in order to prevent skidding of its thousands of cabs on the wet or icy streets and, according to published statements of the company, it has equipped all its cabs with skid chains of the used type—which may be put on in a moment—and every

driver has been instructed that there can be no compromise with safety. Indeed the company has gone so far as to give to the public the assurance gained from the company's years of experience and testing that "the skid chain is the only device that has ever been perfected to stop the slipping of motor cars on wet streets."



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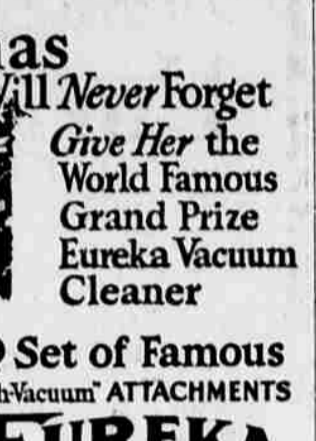
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omitted by the use of chains that a widespread campaign of education has been inaugurated to teach drivers that after watchful caution the elimination of skidding is the most essential factor in safe driving.

In The Big League Now
A rising young burglar had just moved in from Milwaukee to Chicago and won the hand of Chl Bessie, the famous slip. He rushed home one morning in the wee, small hours in high excitement.

"Wake up, kid!" he shouted to his wife, "wake up! Pack up! We gotta hop a rattler quick. I just cracked the biggest crib in town and bumped off a couple harness bulls!"

"Aw, shut up and go to sleep," expostulated the fair lady, "you're in Chicago now."



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