

### MOBILIZE CARS TO TAKE CARE OF WOMEN

To take care of women and children first in the event of an invasion, Governor McCall of Massachusetts has been offered the use of 1,000 light automobiles and the services of a large corps of trained women drivers. The formation of this auxiliary brigade was undertaken by a prominent motorist at the suggestion of women drivers and is the direct outcome of the motor car mobilization in the East.

As soon as a rupture with Germany became a certainty, offers of cars and drivers began coming into Dodge Brothers' dealer in Boston, and owing to the number of women drivers who volunteered, it was decided that the most useful service to which a reserve corps might be turned would be the removal of women and children from any threatened area, practically every other branch of activity having been covered in plans already made.

It is the purpose of this reserve corps to work in connection with the women's organization now preparing for active service and it is expected that in the course of the next few days several hundred more women will be enrolled.

Although only 1,000 Dodge Brothers cars were offered to the Governor, the company says they would be able to supply two or three times that number of cars and drivers if called upon.

The local Dodge Brothers agent is the Bernard Motor Co.

### AUTOMOBILES IN JACKSON COUNTY

There are more than 5,000,000 automobiles, valued at \$2,000,000,000 now in the United States, one car to each 25 inhabitants.

In Oregon, during the period from January first until March first, 26,000 cars were registered with the secretary of state.

From Jackson county alone, 1,569 cars have been registered, or one to each 14 inhabitants.

A recent article in a Pendleton, Ore., paper boasts that that city has one car to each 15 inhabitants, a record not equaled by any city or town on the Pacific coast. However, if the figure is 16 to 1 in the entire county, it is safe to conclude that the proportion is much lower in Medford where the majority of the cars in the county are owned.

### NO SUPERVISORS UNDER NEW ROAD CODE

The new county road code (H. R. 210), passed by the recent legislature, abolishes all county road supervisors after January 1, 1918.

The establishment, improvement and maintenance of all county roads are under the jurisdiction of the county court, which may employ a competent engineer or practical road builder, who shall be known as county roadmaster, whose compensation shall be fixed by the county court. He shall take an oath of office and shall furnish a bond of not less than a thousand dollars for the faithful performance of his duties. He may be removed by the county court for inefficiency, neglect of duty or misconduct in office. The county court is empowered to employ such deputy road masters and assistants as may seem necessary for the purpose of carrying on the work.

The duties of the county road master and his deputies are as follows:

(a) To assist the county in preparing the specifications for road work or bridges.

(b) To superintend all road work and bridge work done in the county.

(c) To recommend to the county court the methods to be adopted for road improvement and maintenance.

(d) To keep a record of work done and make report to the county court.

(e) To investigate petitions for road improvements and make recommendations to the county court.

(f) To supervise and examine and accept work done on the county roads and bridges under contract.

(g) To lay out, construct and maintain roads.

(h) To establish and maintain sign boards at all crossroads, giving the distance and direction to the next town.

(i) To perform all duties imposed on the county road supervisor by any state law.

(j) He shall have charge of all county road tools and equipment.

The county court is to furnish the material and equipment for constructing roads, and to furnish suitable office quarters and transportation facilities for the county road master.

The county road master, and his deputies are authorized and empowered to enter upon any piece of land and take away stone, gravel or dirt for the purpose of constructing roads; they are also authorized to open and construct drains leading out from the road into adjoining properties. In case any damage is done to the property owner, he can petition the county for payment of the same.

The county shall be divided into road districts. Upon petition from twelve resident freeholders of any district for a change or improvement

### STUDEBAKER SIX ONE BEST CARS

The Studebaker Six is rated as one of the best automobiles ever made, and it should be, for it is the masterpiece of one of the world's largest factories—and no company in the world in manufacturing or engineering experience, resources or organization, excels Studebaker; and the Studebaker Six is the best work of Studebaker.

It is a car of masterful power, no car in the world under \$2,000 exceeds it in this respect—and, in ratio to weight no car in the world at any price exceeds a Studebaker Six in power. Yet it is remarkably economical in gasoline, tires, upkeep and maintenance expense, because of its unexcelled design. It is an easy riding and as easy driving as cars of much greater weight and longer wheelbase.

Like the highest priced makers, Studebaker has not adopted temporary fads and fancies in body design as an advertising or selling stimulus. It changes body design only by refinement of distinctive lines, which are permanently beautiful and stylish.

of a road, the county road master shall investigate it, and make surveys and estimates and report to the county court. If the county court sees fit it shall grant the petition, and have the desired improvements made.

Three freeholders of any road district may petition the county court at any time for the purpose of having the county court call a meeting of the legal voters of such district, the petition shall state the object of such a meeting. Any person 21 years old and paying taxes in the district shall have the right to vote. The resident taxpayers in any district may have the right to vote an additional tax not to exceed 10 mills for the purpose of road improvement in that district, a meeting for voting such tax is to be held during the month of November. Due notice of such road district meetings is to be given to the taxpayers.

Any job or project in road improvement or bridge construction costing \$2000 or more shall be let by contract to the highest bidder. Jobs costing less may be constructed by day labor under the direction of the county road master. Specifications for such construction work or improvement or bridge work shall be prepared by the county road master or some other competent person. The county court may supply the material, or part of the material, and receive bids for the labor alone.

The county court is empowered to levy an annual county road tax not to exceed 10 mills. The county court is also empowered to co-operate with the federal government in maintaining state highways, and in constructing and maintaining secondary highways. Seventy per cent of the taxes levied in a road district shall be expended in that district.

### BULL TRACTORS ORCHARDISTS' FAVORITE

Sam Robinson, Bull Tractor expert and service man with the Northwest Buick company, has just returned from Vancouver, Wash., where he reports a very fertile field for the Bull Tractor. Mr. Robinson says:

"From Knapp to Washougal you will find an almost endless procession of prime orchards, the trees of which are from seven to twenty years old. They are trimmed until they do not begin branching until about five feet above the ground. This makes it possible for a tractor of the average height to work under and around them in plowing or cultivating.

"I found eight tractors already in the field, seven of these being Bull Tractors. Three of the Bulls were of early vintage and age unknown. These old Bull Tractors are still banging away down the prune rows, turning up the long furrows.

"At Ellsworth, Wash., Mr. Wray, foreman of Senator French's ranch, stated that he could plow 10 acres a day with the Bull on their place. There is no turning back to the horse for these men. The horse is in the back pasture with the ox yokes and the bull cart.

"Mr. W. F. Hankel, the GMC Truck dealer at Vancouver, took over the Bull agency and ordered a carload of five tractors to start with. The same day I went out with Mr. Hankel and sold one more Bull to Mr. Frank Russell, an extensive prune grower.

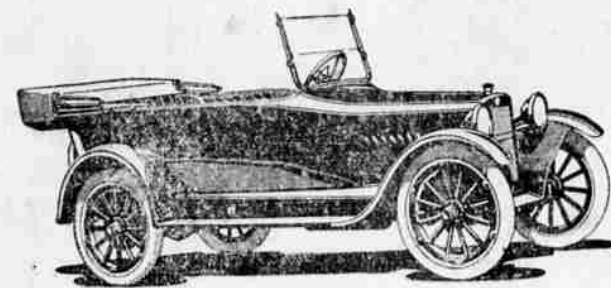
"The farmers in that vicinity are all talking tractor. The old samples in Clarke county have convinced them of its practicability and at the same time just about fossilizing the horse for most any work they have to do."

#### Medford Auto Top Factory.

One of the busy places this spring is the Medford Auto Top factory on South Central. L. E. Ackley, the proprietor and his assistants are experts in their line, use first class material, and guarantee satisfaction. There is no use sending away from home for auto tops when you can get better tops at home at reasonable prices.

## SAXON SIX

A big touring car for five people



### —and Saxon "Six" costs less to run than any other car of similar size

To those other superiorities of Saxon "Six" must be added that of unusual economy.

First, Saxon "Six" proved itself possessed of a great motor—a better motor than any other car in its class.

In speed, in power, in smoothness, and quietness this engine clearly excels. Then—as time passed by and records were compiled—it became clear that Saxon "Six" had greater strength and endurance than any car of like price.

And of course its greater beauty was a conceded thing from the start.

Now it is known definitely that Saxon "Six" is—in addition to these other superiorities—a far more economical car than any of similar size and power.

Not only have owners proved this to be a fact by way of their private records of up-keep costs, but in public tests also has it been established.

And this economy of Saxon "Six" is a fourfold economy. What is true of its sparing use of gasoline is also true in the matter of oil, of tires and of repairs.

The most recent example of Saxon "Six" economy in gasoline consumption occurred when 206 stock model Saxon "Sixes" driven by dealers traveled 300 miles apiece without stopping, for an average of 25.5 miles per gallon of gas. In this run it showed an average of 175 miles to the quart of oil.

It is more common than unusual for a set of tires to last beyond 6000 miles.

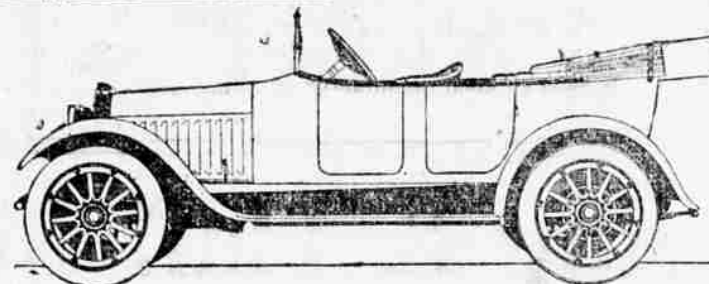
And so far the average cost of repair parts for all Saxon "Sixes" during the past eighteen months is less than \$10 per car.

This certain and positive proof of Saxon "Six" superiority in economy is the final piece of evidence that establishes beyond fair dispute the right of Saxon "Six" to the title of "the best car at less than \$1000."

### Come in and see the Saxon "Six" Today

### Price \$875 f. o. b. Factory

## A. W. Walker Auto Co.



## CHALMERS SIX-30

### The Highest-Grade Low-Priced Six-Cylinder Car

Built for those who want a thoroughly reliable, powerful, six-cylinder car at a reasonable price. Wanted in every county—in every township—in America.

No other car so perfectly fits the needs of many thousands of buyers.

It has size, beauty, power. It is economical and dependable. It can be bought at a moderate price.

#### CHALMERS STYLE.

Chalmers design, finish and accessories always have been beyond criticism.

The name of Chalmers stands always for a car of beauty. There is grace and harmony in every line and curve. Chalmers upholstery, tops and trimmings are goodness clear through.

No car at a less price approaches its charm. Few, even at much higher prices, equal it.

Every Chalmers owner is proud of his car.

#### Chalmers Comfort.

Smoothly elastic springs—built with costly vanadium steel—unbreakable in ordinary use, and unexcelled for luxurious riding.

Cushions firm, yet soft as eider down. Wide, ease-inducing seats. Ample room for even the tallest and longest.

A balance that exquisitely swings with the contour of the road, yet holds it with a grip of steel.

Windshield just right; glove-fitting top and curtains, doors that don't rattle and joints that don't squeak.

#### CHALMERS PERFORMANCE.

Scores of gold, silver and bronze trophies adorn the reception room at the Chalmers factory. They were won for speed, for hill-climbing, for endurance and economy.

In 1916 Chalmers cars won in recent events—Pike's Peak hill climb—record run from Chicago to New York—famous Giant's Despair climbing classic—and other convincing road performances.

To drive a Chalmers is a constant pleasure. The motor is a giant in velvet clothing—its smoothness and power delight all users.

In city-traffic slowness or at arrow-speed along the open road the Chalmers is supreme.

#### CHALMERS ECONOMY AND DEPENDABILITY.

Economy begins with the price of the car. It is needless to pay more than the Chalmers price.

Upkeep is satisfyingly low. The car is economical of fuel and easy on tires. A Chalmers always can be depended upon to meet any conditions of roads or weather.

#### PRESENT PRICES

Two-Passenger Roadster \$1230 Five-Passenger Touring Car \$1250 Seven-Passenger Touring Car \$1350

(All f. o. b. Detroit)

## A. W. WALKER AUTO CO.

If it's good enough for Ford, isn't it good enough for you?

Proper lubrication eliminates 75 per cent of motor car troubles. The Ford Motor Company realizing this, after rigorous experiment and road tests, adopted White Star Extra Quality Motor Oil, for exclusive use, in the Ford factories and branches.

There are 1,250,000 Ford cars in use. You'll appreciate how good White Star Extra Quality Oil had to be to warrant the following letter from the Ford Motor Company:

"After careful experiments and tests, we have adopted White Star Extra Quality Motor Oil here at the factory and for use and sale at our branch houses, as best adapted for Ford cars."

(Signed) FORD MOTOR CO."

White Star Extra Quality Motor Oil gives a velvety action to your Ford that you never knew before. It contains no free carbon to "cook" the cylinders or foul the spark plugs. It gives perfect compression, because it has the body to seal the clearance between piston and cylinder wall.

Find it standard issue also in the popular six-gallon containers by

**C. E. Gates**