

Lexington

"Minute Man Six"
and

Cole

"Aero-Eight"

America's Two Foremost Cars
Roth Cars Now in Stock

C. L. McWilliams

36 Main Street

Across from Baldwin Hotel

WHOLE NATION IS WATCHING THIS STATE

The state of Oregon has adopted a road improvement policy which, because of the vast mileage and enormous expenditure involved, is receiving attention from those interested in highway construction in all parts of the United States. While there are many angles for the state officials having the highway work in charge to consider, judging from the experience of others, an important factor is in relation to the traffic the roads will be called upon to bear.

It is pointed out by F. C. Atwell, of the Mack-International Motor Truck corporation, distributors for Mack trucks, that hundreds of millions of dollars have been spent on highway improvement in various parts of the country which later was found to have been largely wasted, since the roads proved but temporary expedients. Highway engineers five years ago could not even approximate the traffic of today and it is probably true that today cannot indicate future needs. However, it is advisable, in Mr. Atwell's opinion, to calculate these needs as closely as possible.

"From all past experiences, would it not be more advisable to build less mileage of greater permanence than vast mileage of less durability?" asks Mr. Atwell.

"The roads of California have a national reputation, but indications are that this reputation is not going to survive many years.

"Highway engineers recently made a survey of California's highways and a road engineer says that California's roads are the thinnest, lightest and poorest in the country, considering the amount of money expended on them. They were spoken of as mere shells or a veneered surface which could not withstand traffic needs. Fortunately for California, climatic conditions are less severe than in most states, so the veneered roads will last longer than in other places; nevertheless, the neighboring state some day will awaken to the mistake of building roads primarily for mileage rather than for durability.

"It might be well for Oregon road officials to keep this fact in mind when expending what remains of the twenty millions appropriated for highway improvement."

Hudson Cars Hold Contrast

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from sun glare. An exterior rear-vision mirror gives a view of traffic conditions in the wake of the car. The windows are lowered and raised by revolving lifts. In the rear of the top are two jeweled dome lights and a clock is set in front of the driver.

Detail Is Complete
Behold also, one of the first of the model 11-33s ever turned out and the second model that ever left the Hudson factory. It is really earlier than the true model 11-33, as this was what is known as a "test model," consisting merely of the chassis and exactly what was necessary for it to be driven—and no more. In the seat is shown C. W. Lewis, now coast service manager of the Hudson Motor Car company.

Lewis entered the service of the Detroit car builders in the fall of 1909 and in various capacities has been with them ever since. He worked through with every Hudson model built until he came to the Pacific coast in 1914. His territory extends from the Rockies to the Pacific ocean, the Dominion border to the far south.

The car forming the subject of the illustration was turned over to Lewis a few days before Christmas in 1910, with instructions to "take it out and see if it can easily be broken up." Snow covered the grounds, so the and Lewis made his tests. He smiles and Lewis made his tests. He smiles when told of his instructions, asserting that the engineers knew the only feasible way of "breaking it up" was to set it in front of a mail train or run it over a precipice.

It is a far cry from this old "test car" of model 11-33 and the new super-six cabriolet. As Rev. Brother Jasper has remarked: "The world do move!"

Big, bright and breezy—that describes the coming Auto Show.

It has been said that the city of Klamath Falls can show more different models of cars than any other city of its size in the northwest. Also, the per capita ownership is above the usual average.

ADVICE FOR DRIVERS IN THE COUNTRY

A city motorist in the country sometimes feels about as much at home as the proverbial pig in the parlor, particularly if he has done all his motoring in town.

One of the greatest faults of the average city driver when he takes a trip along country roads is his inability to correctly judge the rate of speed of horse-drawn vehicles along the road. Lou H. Rose, Chalmers distributor for northern California, believes.

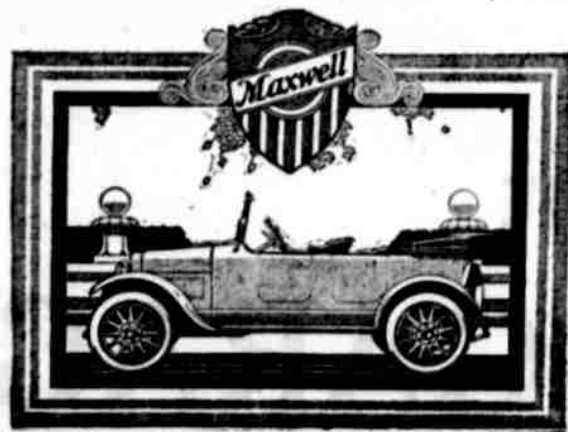
"So used does the average city-bred driver become to gauging the speed of motor-driven vehicles that he frequently has difficulty in adjusting his ideas of speed when he gets out in the country where the horse-drawn wagons are met with more frequently," says Rose.

"Unless the motorist watches himself he is likely to find himself involved in serious difficulty as a result of this natural failing. A driver will become accustomed to figuring on passing vehicles moving at least better than ten or twelve miles an hour. When a wagon lumbering along at less than five miles an hour confronts him he finds it difficult, usually, to reconstruct his speed estimates.

"The best thing to do is to go slow and take no chances. Above all, look out for two horse-drawn vehicles passing each other. Eight out of every ten times, and it used to be ten out of every ten, the two drivers will pull up for a moment to exchange a word of greeting, and they don't always leave room for a speeding automobile to pass through between them."

FOR CLEANING SPARK PLUGS.

One of the simplest and at the same time handiest home-made devices with which the motorist may equip himself is a clothespin wiper for cleaning spark plugs. A piece of old cloth wrapped around the ordinary bifurcated clothespin does the trick. It is suitable when soaked in gasoline, for removing carbon from such plugs as may be dismantled.



Fine Steels form the Sinews of a

MAXWELL

Everything that is built to endure must have fine sinews.

A great ship, a giant locomotive, a huge bridge, a gigantic building.

Search for the sinews in a Maxwell and you discover new steels, fine steels, special steels, steels manufactured to Maxwell's own formulae.

Steels, for instance, that make possible that rare combination of extreme lightness and brute strength.

For a Maxwell is made to be light in weight. Its mission is economic transportation.

Any superfluous pound to carry around means so much more cost of operation.

But the great problem was to get steels of rare quality and great strength.

They are found in a Maxwell in axles, shaftings, gears, frame, crankshaft, connecting rods, etc., etc.

They equal, pound for pound, the steels to be found in any car made.

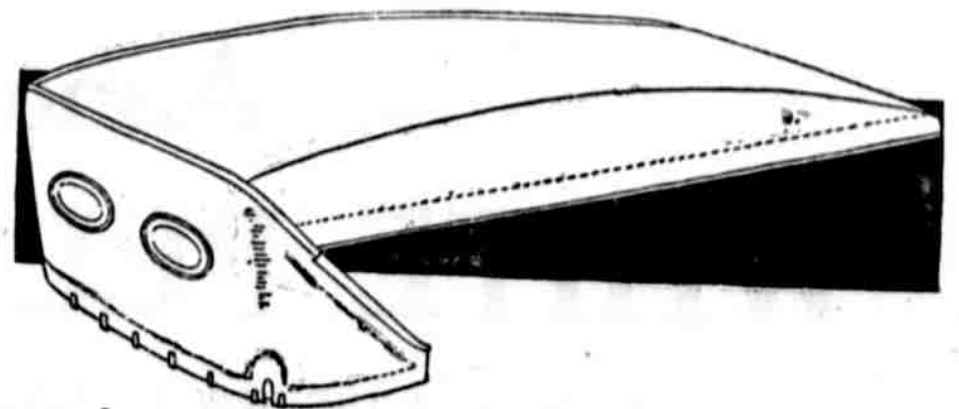
Costly as they are, they repay their price many times over in the lifetime of a Maxwell.

They save. They pay dividends of satisfaction.

They make friends. They are responsible for that rapid rise of Maxwell the world over.

Nearly 400,000 now in use; 100,000 more in process of construction; and fully 40 per cent of those who have decided upon a Maxwell as their first-choice car will not be able to get one this year—so overwhelming is the demand for this remarkable car.

HOWIE GARAGE



Better have your tops repaired or a new top put on.

Upholstering neatly done.

Bevel Glass of all description

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