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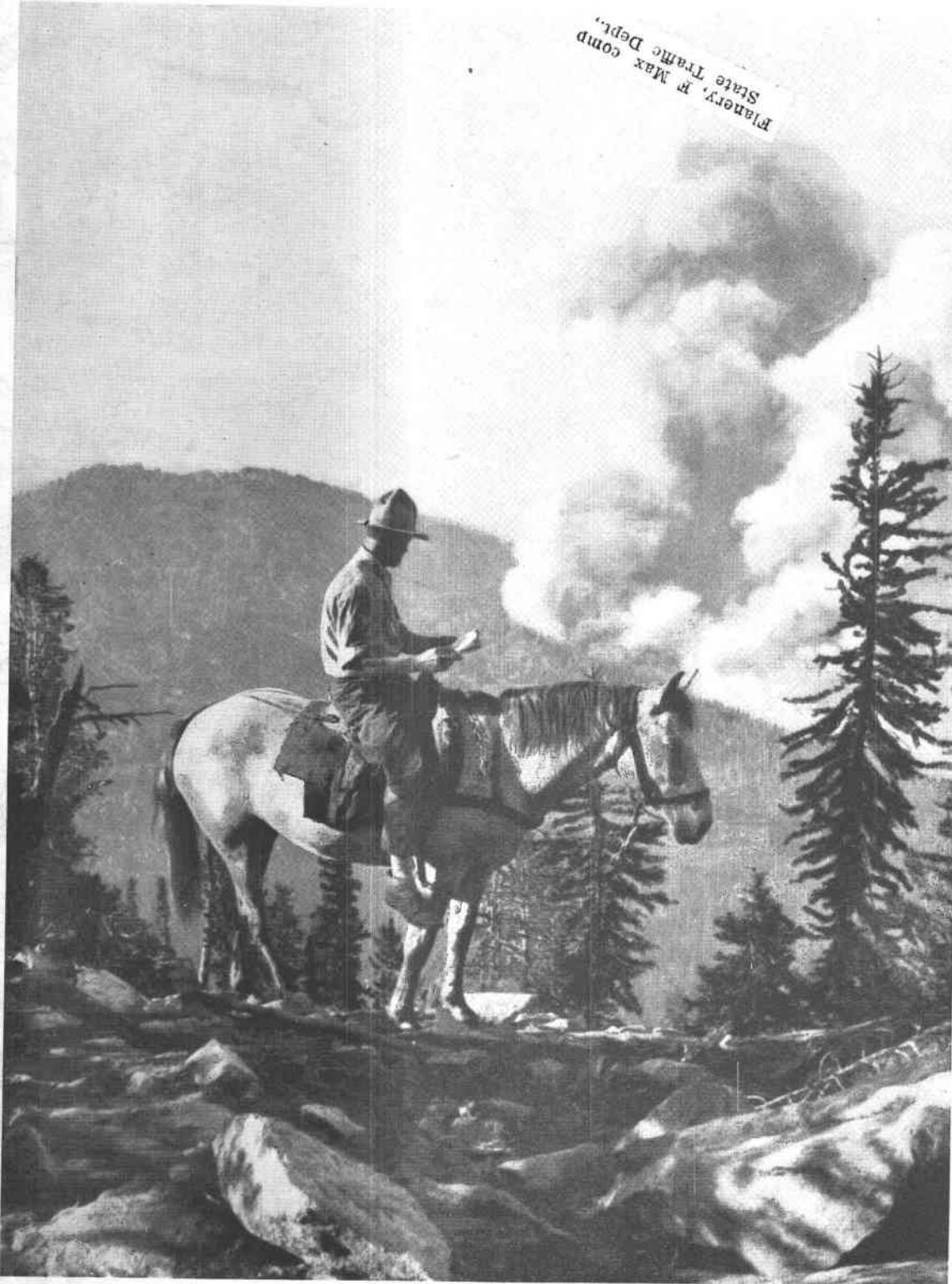
The Oregon Motorist

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VOL. XII No. 1
OCTOBER, 1931

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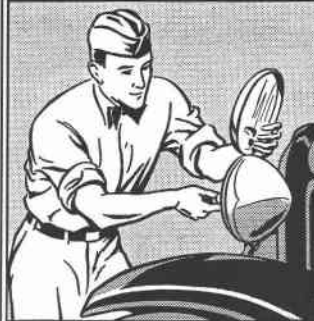
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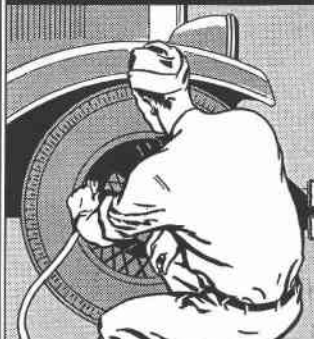
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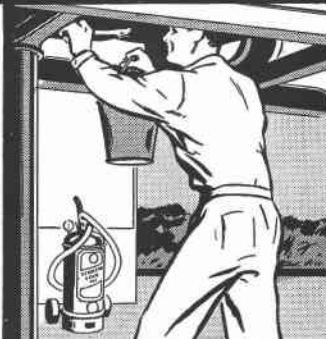
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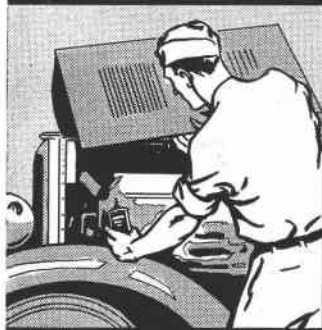
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The Oregon Motorist

A Monthly Motor Magazine

Exploiting the Scenic Wonders of Oregon and the Pacific Northwest.

The Playground of a Nation.

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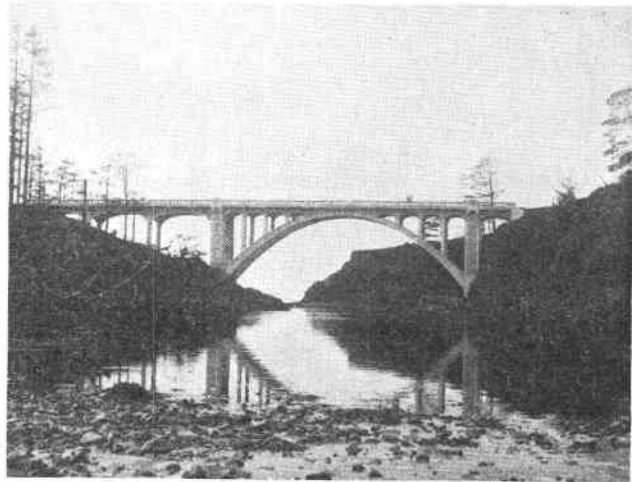
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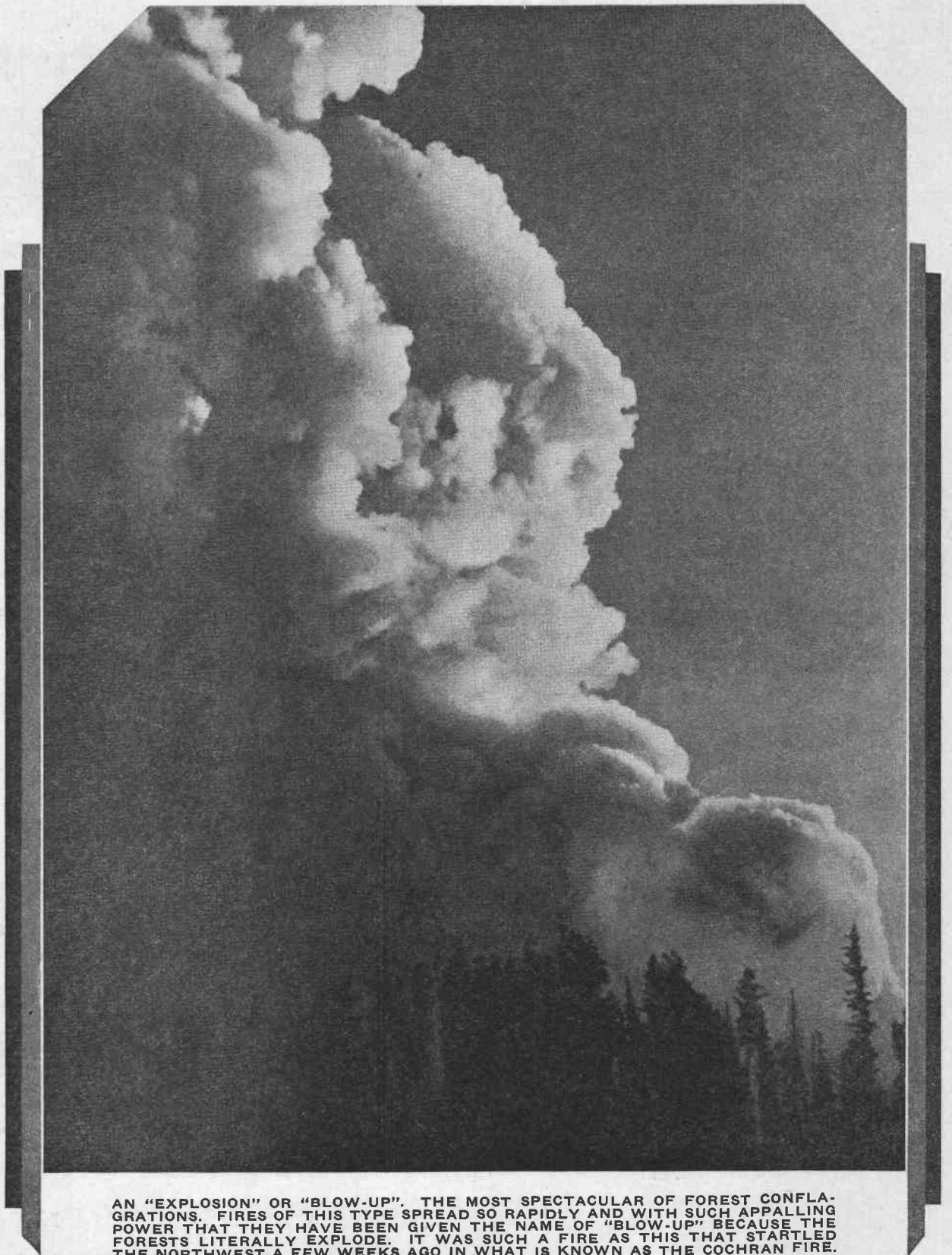
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PORTLAND CEMENT CONCRETE FOR PERMANENCE



AN "EXPLOSION" OR "BLOW-UP". THE MOST SPECTACULAR OF FOREST CONFLAGRATIONS. FIRES OF THIS TYPE SPREAD SO RAPIDLY AND WITH SUCH APPALLING POWER THAT THEY HAVE BEEN GIVEN THE NAME OF "BLOW-UP" BECAUSE THE FORESTS LITERALLY EXPLODE. IT WAS SUCH A FIRE AS THIS THAT STARTLED THE NORTHWEST A FEW WEEKS AGO IN WHAT IS KNOWN AS THE COCHRAN FIRE.

The Oregon Motorist

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EUGENE, OREGON, OCTOBER, 1931

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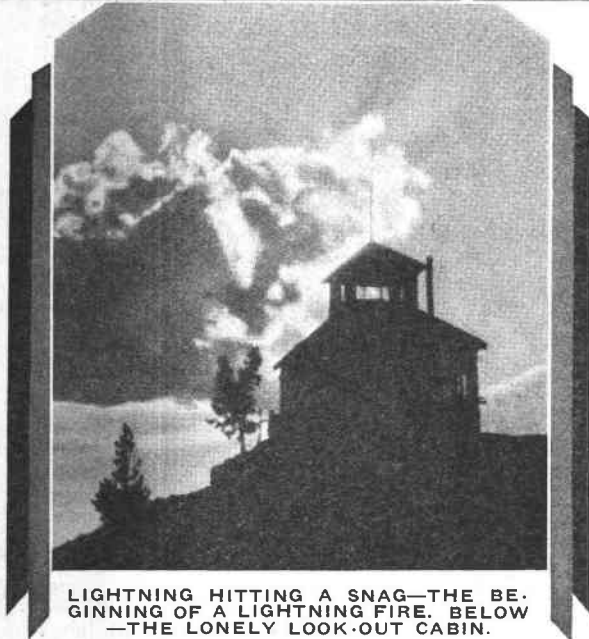


Editor's Note:—From the summit of Hood I once watched the smouldering embers of a forest fire gradually encircle an area in which I knew there were 22 fire fighters. Telephonic communication had been burned out some time before so that the exact position of these men was not known and they could not be advised of their danger.

We, in the look-out tower on the summit of the mountain, could see it and we could advise the district ranger in the headquarters office but as telephone communications had been burned out by the encircling fire, the district ranger could not warn the men "on the fire line."

As occasional winds would blow aside the pall of smoke, we watched the gradual closing of the gap in the circle of fire and eventually we saw the two prongs of fire meet and we knew that if the fire fighters were inside they were "through."

Eight, ten, twelve hours passed and the men were given up as lost but suddenly from the ranger station below came the jangling of the phone bell and the flashing of the news that the men had escaped and had



LIGHTNING HITTING A SNAG—THE BEGINNING OF A LIGHTNING FIRE. BELOW—THE LONELY LOOK-OUT CABIN.

Just reported in to headquarters. My, what a relief that was! It was all brought back to me so vividly when Mr. Wilson talked forest fires and "fire fighters" to me the other day and I asked him to put his impressions of "fire fighters" on paper as I thought readers of the Motorist would be interested.

Although Vice President of the First National Bank of Linnton, Sinclair Wilson, the writer of the following appreciation of the forest "fire fighters" has an avocation far removed from the office desk. He is a graduate forester and is known nationally for his knowledge of forest economics. For the past few years he has served as Vice President of the American Forestry Association with headquarters in Washington, D. C. Through his acquaintance with forest problems and through practical experience with the "fire fighters" themselves he is well qualified to write this appreciation of his buddies "on the fire line."



On The FIRE LINE

by Sinclair Wilson

THERE is a thrill about watching fire. This thrill ranges from the peaceful one of the hearthside to the awesome excitement of a great conflagration.

Fire is both the ally and enemy of man. It creates and destroys; it generates power and wipes out the source of power; it delights us in the peaceful evening hour and horrifies us in the darkness of night.

Because of power to create and destroy, control is essential. That is why cities build efficient fire departments. That is why forests are patrolled. But city areas are small while forest areas are vast; city streets numer-

ous, forest roads limited in number; city streets paved for high speed powerful vehicles, forest roads dirt or rock, often winding and tortuous, more often mere trails, few capable of carrying even light trucks and often suitable only for the feet of men and beasts of burden.

If in a city, a building is deserted, an accumulation of dust from the outside air drifting in and from disintegration within creates a fire hazard. How many have thought of the accumulation of debris on the forest floor? Each hour of the day there is a constant adding of leaves, limbs and worn out trees thrown off by nature.

You may lock an old building up, but you can not padlock a forest. It is open above and all around. Sun, lightning, contiguous clearings, logging operations, passing rail or highway travel, camping and whatnot multiply the problems of control.

Glorified is the valor of the city fireman and properly so. His exploits of heroism are constantly before us because we can see them. Who knows the battle being waged by man beneath an August pall of forest smoke? A flaming building draws the multitude, and we see, first hand, man's bravery and skill. A puff of smoke on the horizon draws our eye but we know not what is under it.

Sometimes a smouldering camp fire, safe enough at night will suddenly burst forth in an afternoon's heat. A gust of wind, and in a moment a general conflagration is well under way. Up on Desert Mountain near Glacier Park, two square miles were swept clean by flames in the few seconds it took the look-out to sprint two hundred yards to safety. But all enveloping or not, these fires must be fought, and it sometimes takes an army to do it. There is no easy falling back on paved street upon paved street. Often the only safe way out is right ahead, into and through it. There is no high speed motor swiftly to transport you to safety. Experience, clear thinking and fortitude are orders of the day.



THE BEGINNING OF ANOTHER FIRE.

Fires start in many ways, often odd. We know what lightning does, we read of slashing fires getting out of control, but whoever heard of a friendly woodpecker turning the trick? Well, it seems that in Tulare County, California, a woodpecker was busy drilling away in a power pole, and, while up against the ground wire,

bumped his head on the "jumper" wire above. He dropped to the ground aflame and there resulted an eight acre grass fire that destroyed a cabin and part of a nearby orange orchard. As if this were insufficient for a freak record, Jack, the prospector's burro, fell off a narrow trail in the Siskiyou forest, landing 200 feet below, ignited the matches in his pack and thus started burning up the landscape.

For years on our own summer camping ground near Mt. Hood we had consumed papers and waste and set our evening fire in one particular spot, dug carefully round about and circled with protecting rocks. Because of this year's bad season, we were cautioned by the ranger to go easy. So before retiring, the family bucket brigade drenched the coals and "buried" the ash with sand and dirt. About ten o'clock, one morning, we could smell smoke but could not locate it. In the early afternoon a puff from a sword fern clump and a fine almost filmy line of smoke between it and the old fire place told us that our fire was still alive, this time underground. A fern root had become a fuse hot enough to bring the first water thrown upon it to a boiling bubble.

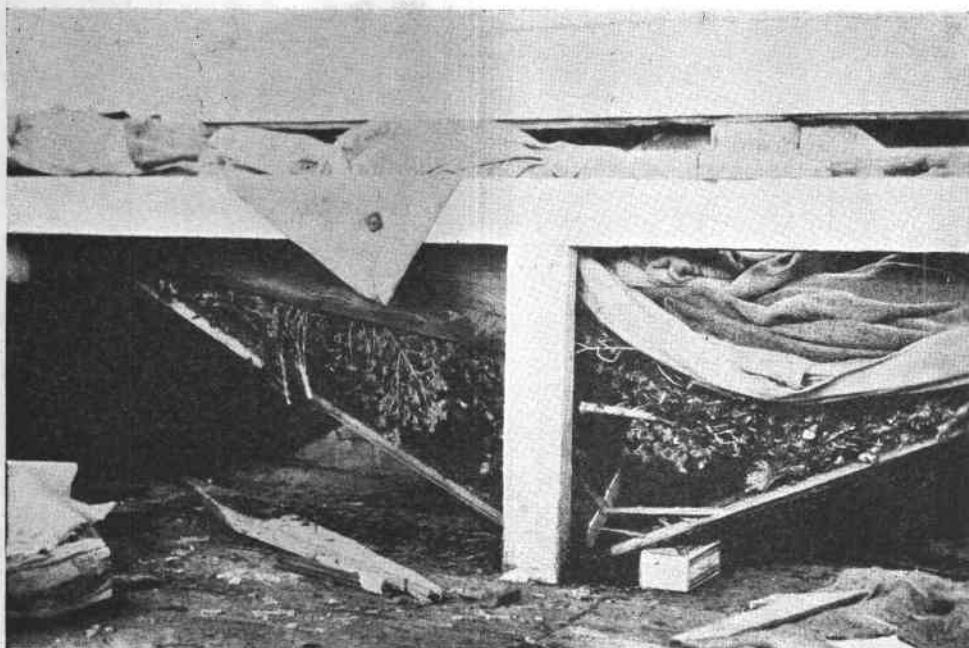
It was a sleeper fire that Dick Wilder, foreman for W. E. Mudd's sheep range, discovered on the night of August 19th near Dead Horse Pass, Washington. A crew of sheep men labored with him all that night in an endeavor to control it. In the morning the fire got too much for them, so Dick rode 16 miles for reinforcements. Pumper and men were rushed to the scene and the day was saved. Dick recognized a bad situation and used his head.

On August 20th, lookouts Murphy and Dennis saw lightning strikes in Meadow Creek on the Chiwawa forest in Washington. Though no fire showed up then, they continued to watch the spots. Noon next day, smoke started to rise, instantly followed by a rapidly spreading flame. It required 30 men and the "Flying Squadron" to check it. Close watching and prompt action prevented a disaster.

All fires are not watched, though we laymen may think so. Three husky young men from Wenatchee, returning from Stuart Lake to Icicle Camp, casually asked the keeper if there was supposed to be a fire on the other side of the lake.



THE LOOK-OUT OR OBSERVER IN HIS TOWER NOT ONLY WATCHES CONSTANTLY FOR FIRE BUT TAKES READINGS ON THE TELL-TALE SMOKE, DETERMINES, IF HE CAN, THE LOCATION OF THE FIRE AND REPORTS IT IMMEDIATELY TO RANGER HEADQUARTERS SO THAT FIRE FIGHTING EQUIPMENT AND MEN MAY BE DISPATCHED AT ONCE.



A RANGER'S BED AFTER BEING STRUCK BY LIGHTNING.

Naturally he wanted to know which lake. When he got the reply, he said "Stuart Lake! Hell! No, why didn't you put it out?" To which they replied they thought maybe some ranger was watching the fire, therefore no need for them to take any action; besides, their camp was nearly half a mile distant on the other side of the lake and they would have had to go over there with a pail, so they fished for a day or two while the fire smoldered!

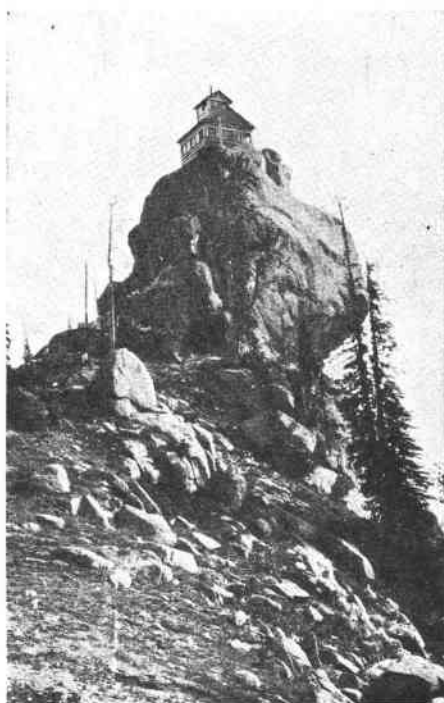
A gentleman school teacher, wishing to prepare for his day of retirement, took up a tract of stump land next to a settlement of many small farms. His home built and garden spot cleared, he sought pasture by burning. So he and his son touched a match on a bright, dry August day, on the east line with an east wind coming down out of the hills. Jumping from clump to clump of fern, igniting slashing and ground debris, rallying around old stumps, a veritable inferno started toward his home and the colony. He and his son rushed from one spot to another in an endeavor to check the flames. A passing city sportsman happened upon the scene and found the professor in a state of collapse. He sped the boy over to the neighbors for reinforcements and set immediately to work at trenching with shovel, hoe and pick. Then he back-fired. Fortunately his work was complete before the fire reached the line.

Then there is the unparalleled experience of Ranger E. C. Pulaski's in the northern Idaho and Montana fires of 1910, a year notorious for serious spring and summer drought, accompanied by dry electrical storms in July and August. Over three thousand fire fighters were on the lines. By the middle of August, the situation appeared to be under control, when along came a wind storm of unprecedented ferocity, uprooting hillsides of timber and fanning once dying embers back to life. It is recorded that the conflagration burst with fury from a battle front 120 miles long, leaping over the heads of fighters to start new blazes, cutting off retreat as effectively as artillery action on the battlefields of France. Seventy-four fire fighters were burned to death. Ranger Pulaski, with forty men and two horses, caught in a gulch, fire coming in upon them from every side, discovered an old 100-foot

mine tunnel, rushed men and horses in and covered the entrance with wet blankets to retard the smoke. Inside tunnel timbers caught fire and blankets were sucked away by the draft. Pulaski darted to a near-by stream, filled his hat with water and threw it upon the flames. By repeating this operation several times, he succeeded in saving his crew from cremation though the horses were lost. Five men were badly suffocated. Terrified by the thundering noise without, goaded by the heat, smoke and almost suffocating gases within, one of the men made a bolt for the outside. Pulaski, standing guard, gun in hand, forced him to lie down upon the ground with

the rest, where purer air could be breathed. Even though this sobered the other panicky men, he stood his guard until overcome by heat and gas, whereupon another strong-heart jumped to the post and held until the fire had passed. Then the party emerged, alive, after their two-hour rendezvous with death although later the five, who suffocated, died. There was a man—Pulaski.

Lightning started a fire on Somers Creek in the Wallowa forest this summer. Due to poor telephone connections, reports were late in reaching the ranger. However, the fire was early sighted by *(Continued on page 11)*



PERCHED HIGH ABOVE THE SURROUNDING COUNTRY, THE LOOK-OUT CABINS ARE THE "EYES" OF THE FIRE FIGHTERS.



The HORSE SHOW

by Gladys Bowen

"THAT will do, thank you." With the above statement genial Tevis Paine, ringmaster at the coming Pacific International Horse Show will line up the spirited show horses for the judges' final verdict. As they wheel mincingly into line to await the judges' decision, the horses will come very near being the picture of perfection. Generations of breeding and experience, combined with years of arduous training and care are behind these few minutes of public appearance on the part of every show horse.

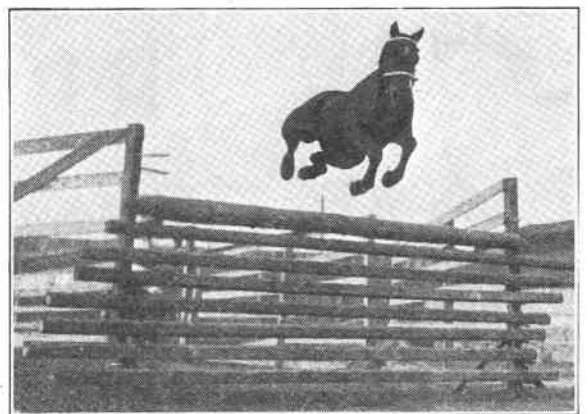
The layman realizes little of the long preparation necessary to bring a horse to the peak of perfection which makes him a blue ribbon winner in the ring. First, of course, you get your horse. And this of itself is no easy task, for many finely bred horses do not develop into consistent winners. Colts of famous sires and dams with pedigrees longer than their spindly legs are carefully examined and a selection made. Usually a horse is not purchased until he is two or three years old. Then for the next year or two he is carefully groomed and trained until he is considered fit to be shown. For every minute a horse is shown in the ring, an hour or more has been spent in grooming and another in training or exercising. Early in the morning he is groomed. Then the trainer rides him, working on his various gaits. Later he is driven in harness for half an hour or so, and then led back to the stable, where he is carefully rubbed down and cooled before being returned to his stall.

The American saddle horse, which shows five distinct gaits, walk, trot, canter, slow gait and rack, has been carefully bred over a long period of years to perfect these



gaits. But he must also be trained to respond instantly to the signal of his rider, for it is this response to command and the perfection with which he performs that makes a horse more than just an entry. Various riders give signals in different ways. Ordinarily, a hand dropped on the mane is the signal to trot, a slight pull on the curb the signal for the slow gait. A touch with the heels the signal for the rack. And it is highly important that the horses canter with the proper foot. Cantering clockwise, the left foot leads. Reversing, the right foot leads.

A variation of this training is also necessary for the fine harness horses, who are nearly all five-gaited horses, and the high stepping hackney ponies,



"INCOME TAX," AN EDUCATED HORSE WHO JUMPS ALONE

who throw out their forelegs with all the military precision of a goose step. These miniature horses are bred for this high stepping, and then shod with heavy shoes, which makes the movements of their forelegs all the more pronounced.

And all this for the entertainment of the crowd and to satisfy the human craving to excel. The spirit of competition and the ambition to produce a superlative horse is undoubtedly the mainspring that keeps the various stables competing year after year. There is little real money in the horse show game. A fine animal costs several thousand dollars. He can not be shown until he is four years old and his life as a show horse lasts only about four years. Stallions who consistently top the field in their classes bring in handsome stud fees even after they are retired from the show ring. Prize money, however, is comparatively small, an average of about \$75 for a blue. In the Stockton, Calif., show, for example, Wall Rose, the five-year-old chestnut gelding of the H. & R. Ranch of Menlo Park won two stakes and a blue for three-gaited saddle horses for a total winning of \$415. "If" he repeated this at all eleven of the shows held on the Pacific Coast during the winter and summer circuits, his total winnings might



NANCY HIGHLAND, WORLD'S CHAMPION THREE-GAITED SADDLE HORSE



RED COATED RIDERS GUIDE THE HUNTERS OVER THE JUMPS

amount of \$4500.00. Over a period of four years, it might be possible for him to earn as much as \$18,000. But the increasing number of young horses being trained for the ring make consistent winnings problematical for the blue ribbon winner of today will, in all probability be outclassed by a new young horse to be shown at the next show. Against these winnings must be placed the original cost of the horse added to which is the cost of his keep and one has a slight idea of the expense of showing fine horses.

Extreme care is not only taken of the horse before he is shown but also during the entire time he is traveling. Before he enters the ring he is groomed and rubbed until his coat gleams. His hoofs are polished, his harness burnished. He enters the ring at the height of his perfection. At the end of his showing he is returned to his stall where he must be cooled off, rubbed down and sponged before he can be blanketed and left for the night.

His life is one of pampered luxury and strenuous demands. He must go through the monotony of doing the same thing thousands of times until he is letter perfect. Generations of breeding, years of training and care combined with the seasoning of experience make him the creature of perfection that moves with confidence before the judges when the ringmaster says—"that will do."

The Annual Horse Show held in connection with the Pacific International Livestock Exposition is the outstanding equine event of the Northwest.

The show will be held in the Livestock Exposition building, October 24-31.

The Oregon Motorist

J. E. SHELTON Editor
W. C. FINDLAY . . . Advertising Manager

Editorial

Courtesy on the Road

THERE are three things necessary to the successful operation of a motor vehicle. The first is to know how to drive, the second to know the laws and the third is courtesy. In this day of speed on the open road, the right of one vehicle to pass another going at a slower rate of speed is conceded, providing the proper signals are given. But courtesy demands that the passing car shall not cut in front of the passed one too quickly. Side-swipes are not uncommon as a result of cutting in too soon, and an overturned car with maimed occupants is too great a price to pay for a lack of courtesy.

On gravel roads there is a great tendency, when a car is traveling at a high rate of speed, to kick loose gravel. In such instances, where the passing auto turns back into the right hand track too quickly, pieces of gravel frequently crash through the wind-shield of the passed car with consequent injury to innocent people. Instances are told of rocks being hurled in this manner not only through the wind-shield but through the back window as well. These particles travel with speed of a bullet. Courtesy will avoid much of this danger.

Today is the era of flat crowns. The middle-of-the-road driver has no excuse for hogging the center except a lack of courtesy. Even loaded trucks may drive safely on the right hand of all main roads, and thus offer no inconvenience to faster traffic. Particularly on mountain road curves is the center-hog a menace to law-abiding motorists, for often there is insufficient time for the approaching cars to swerve enough to avoid collision—or else the innocent driver is forced into the ditch or over the side. Fifteen miles per hour and “keep to the right” will eliminate 90 per cent of the accidents on winding mountain roads. Just courtesy—that is all.

Approaching hill-tops is another excellent place to observe the rules of the road. Keep to the right—do not attempt to pass another car when your vision is obstructed by a hilltop—and the reward of your consideration of others will be satisfaction of never having caused an accident or injured a fellow being.

Let the chap behind you know what you intend to do. The signals of the road are now so well known that the only reason for not using them is merely absence of courtesy. When slowing down, when turning to the right or left, show consideration to the driver behind you by use of the common signals of the road. This will avoid collisions and accidents in many instances; and more than that it will leave a feeling of warmth in the heart of the individual who has been extended your consideration.

This sounds like preaching—but it isn't—it is just “good sense.” Prevention of accidents, injuries and deaths is not a sign of weakness—but of strength and humanity. Carelessness—lack of consideration—are con-

tributing causes to all this. Courtesy—thoughtfulness—will eliminate much of it.

It does seem that it is foolish on the part of many motorists to invite and sometimes receive death or serious injury in order to maintain rights in traffic which in the last analysis are not very important.

Human nature being what it is we must sometimes suffer indignity and even humiliation of our pride for a short moment if we are to do our part in helping this world to run smoothly. Even when one defers to an obvious boor or an apparent imbecile there is some satisfaction to an intelligent person.

Use Your Mirror

WINDSHIELD mirrors are placed in cars for a purpose. For one thing, to see whether a car is coming from the rear when one purposes leaving the curb, or passing another car—or even when one wants to know whether a motor policeman is in the offing. So, having a purpose, the mirror is deserving of use. He was a smart man who originated the idea of placing a clock on the mirror. That clock introduced thousands of operators to the fact that their cars have mirrors. Use yours. It may keep you from being hurt—or sorry.

The campaign to have the highway commission issue several million dollars worth of bonds in order that every man may have work is just a little bit too much. The present license tax is high enough, in fact we feel that with the lessening of the interest, we should be looking toward some relief in the not distant future. It seems just a little unfair to expect the motorists to take care of all the unemployed during the winter.

Trouble, Trouble, Trouble!

SAYS the Underwriters Report, published at San Francisco, September 24:

“The Los Angeles office of the California insurance department is investigating a controversy between the Pacific Coast Insurance Association, automobile reciprocal of Los Angeles, and the Pacific Coast Automobile Association, automobile club which formerly represented the defunct California Highway Indemnity Exchange and now represents the United Indemnity Exchange, San Francisco automobile reciprocal. The disagreement has arisen over the payment of premiums on business written through the club on its members in the California Highway Indemnity Exchange and later reinsured in the Pacific Coast Insurance Association, assertedly without the sanction of the state insurance department.

“Within the past two weeks, the Pacific Coast Insurance Association issued cancellation notices to policyholders—members of the Pacific Coast Automobile Association—for non-payment of premiums. Considerable conjecture has arisen as to the scope of the cancellation procedure, with V. S. Davis, secretary of the Los Angeles reciprocal, asserting that upwards of 7500 policies written through the Pacific Coast Insurance Association were cancelled for non-payment of premiums. Officials of the club indicate that the number is considerably smaller. At any rate, the controversy between the club and the reciprocal has left a number of policyholders without insurance, although they claim to have remitted the premium amount to the P. C. A. A. The Los Angeles office of the state insurance department has been the recipient of many complaints from the various policyholders.

“As a result, Deputy Insurance Commissioner H. F. Risbrough has ordered a sweeping investigation.”

WHY Motor Clubs GROW Powerful

WHEN the first automobile clubs were organized they had no other objects than social functions. Thirty years ago automobiles were rather scarce and belonged only to the rich or near rich, consequently this little group banded together for a good time. It was not long until they discovered that the roads were inadequate and through united effort they began to overcome the prejudices of county courts and others who were not so fortunate as to own a "gas buggy." The old Portland Automobile club built the first club house and oiled the first roads in the Northwest. They even went so far as to begin the construction of other roads in the county.

It was not long until the discovery was made that an automobile club could render other service and that by group strength they could accomplish more than by individual effort. The evolution was then rapid, resulting in the co-operative clubs forming the American Automobile Association which has grown into the greatest travel organization in the world.

Now there are over 1,000 of these clubs with over a million members, and through their co-operative efforts have made motoring a pleasure. Now-a-days the automobile club worthy of the name not only gathers and disseminates road information, furnishes maps, emergency road service and legal advice, but they place directional signs along the roads to aid the traveler in finding his way about the country. It is through the leadership of the club that safety campaigns are conducted, that the motorist is protected in legislative matters.

No other organization commands the respect accorded an automobile club when properly conducted because it has for its objects and purposes the following: To promote the construction and proper maintenance of good roads; accomplish as far as possible the proper marking of roads; sponsor the enactment of just and rational highway and motor vehicle legislation; protect the legitimate interests of members of this and affiliated organizations; collect and disseminate accurate road and touring information for the benefit of members of this and affiliated organizations; compile and publish accurate maps for the benefit of members; publish a magazine for the benefit of members; maintain an educational and publicity department for the purpose of exploiting scenic attractions; further all safety-first measures having to do with motor vehicle traffic; teach by precept and example proper respect for the motor vehicle laws and to assist in securing the conviction of flagrant violators of such laws.

All these things your club, the Oregon State



Motor Association has been and is doing. It does even more because it takes part in the civic life of every community in the state. Your association has grown during the past few years until now it is the third largest club west of the Rocky Mountains. All the money for memberships is wisely and prudently spent, else the small amount charged for dues would not hold out. Other clubs have a much higher fee and do not accomplish any more. I am proud of this organization and glad to give my time to something I feel is so vital to the interests of the state. The board of directors are proud of it, the entire staff is proud to be connected with it and I hope that every member is proud of the fact that he belongs to an organization that puts forth the constructive efforts and gets such gratifying results.

I am wondering if you talk to your neighbors about the accomplishments of the association. You know it is worth your efforts, so why not do a little missionary work? As president of this organization I am going to appoint you as a committee of one to secure one new member during the month of October. Make it a point to speak to your friends every time you get a chance. You can't afford to be without it, neither can they, and if we put through the big program we have in mind for next year, we will need all the members we can get. Do your part and your officers will do theirs.

B. M. Daniels
President.

The State Police

by C. P. PRAY



Editor's Note:—Selected to head the newly created State Police, C. P. Pray proceeded with its organization and the selection of its personnel. In the following article he describes its organization and some of its accomplishments during the first thirty days of its activities.

THE NEWLY organized Department of State Police reported at the close of its first month's operation two hundred eighty arrests for traffic violations and three hundred seventy-one arrests in the course of general law enforcement. Thirty-seven stolen cars were recovered amounting in value to some fifteen thousand dollars; one thousand sixty-five instances of assistance rendered were reported and more than three thousand inquiries were answered.

The report indicates that the work of the six departments consolidated under the State Police Department is being carried on, and at the same time the services of nearly one hundred trained and efficient officers are made available for general law enforcement, to supplement and coordinate the law enforcement activities of the local agencies.

Among the operations of the State Police Force which have called forth particularly favorable comment were the apprehension and conviction of the bandits who robbed the Aurora State Bank. Through the speed and efficiency of the new department, the bank robbers were apprehended, pleaded guilty, were sentenced and began ten year terms at the State Penitentiary within forty-eight hours after the crime was committed. The State Police Force also functioned most effectively in promptly locating the guilty person and securing a confession in a Grant County murder case. Instances of general law enforcement where the State Police have secured arrests and convictions during the past month include burglary, auto theft, forgery, liquor violations and various other offenses.

Provision for the new department was made in a measure passed by the last legislature at the recommendation of Governor Meier. The law consolidates under one head the law enforcement activities hitherto carried on by the State Highway Commission, the Secretary of State, the Fish and Game Commissions, the State Fire

Marshal and the Prohibition Commissioner. In addition to enforcing the traffic laws, the game and fish codes, the laws relating to arson and fire prevention, and the prohibition and narcotic laws, the State Police are charged with the enforcement of all criminal laws throughout the State of Oregon. No funds were made available for the State Police Department other than those allocated for law enforcement activities in the budgets of the departments from which activities were transferred to the new department. The force established at the initial stage of the organization numbers 95, exclusive of clerical assistants. Of these, all but 24 were already in the service of one or another of the coordinated agencies. The 24 recruits were selected from 1626 applicants. Under the law, any person appointed as a member of the force must be a citizen of the United States and a resident of the State of Oregon, of good health and good moral character, over 21 years of age and must pass a physical and mental examination based upon the standards provided by the United States Army. All appointments are for a period of two years, and members of the force are removable for cause, when, in the opinion of the Superintendent, the good of the service requires such removal.

Seventy-three members of the force are assigned to highway patrol, providing day and night patrol. The patrol service is regarded as one of the most important functions of the force, since it constitutes a most effective agency for apprehension of criminals, enforcement of the traffic laws and recovery of stolen cars, and also operates advantageously as an effective deterrent of crime. Recent bulletins sent out to the force have stressed the importance of maintaining a high standard of efficiency in highway patrol work and permitting nothing to interfere with this service. During the month of August 245,368 miles were traveled in highway patrol. In organizing the highway (Continued on page 15)



"The State Police is an organization which commands prestige, authority and respect for the law. Organized under state control it is beyond political corruption."

"The State Police are organized for service and they command a respect of law."

"Give them the right kind of backing and your state police will give you a public service that can be equaled by no other group."

"I look upon a state police force as a great service group to the public."

"When I return here I expect to find you pointing with pride to 'our police'."

Comments made by Major General Smedley D. Butler on the occasion of his recent visit to Oregon when he assisted in plans for the organization of the State Police.

General Butler returns to Portland and Oregon on Oct. 17, at which time he will deliver a lecture at the Portland Civic Auditorium.

On the Fire Line

(Continued from page 5) Mrs. Frank Wilson from her ranch. She and her husband and a Mr. Hardin headed for the fire with whatever equipment they could lay hands upon and carry. Although Wilson had but one leg, although Hardin had an extremely difficult time in negotiating fifty yards in that country, and although the other member of this brave trio was of the so-called "weaker sex", nevertheless, they had the fire surrounded by the time Ranger Miller could reach the scene. Have you, an able-bodied individual, ever fought forest fire? Then you know how it feels. If these three had failed, it would have meant several hundred acres before it could have been checked. Handicaps fade in the face of stark necessity.

Fire troubles came in aplenty on the Siskiyou forest this season. Jimmy Craig, acting as messenger on the Leland Trail Fire, persisted in swimming the Rogue River to hook his buzzer set to the forest telephone line. A two-mile hike in the heat over the mountain did not appeal to him in the least. He preferred to swim. Once while busily engaged in sending in his report, he was suddenly startled by a shout, "Hey, fellers, look! Here's a man gone native." Jimmy, stripped, talking to a small box in his hand, was being psych-analyzed from a safe distance by a gaping trio. Later during this fire, a fighter in walking along the hillside, started a land slide that covered up the cook in bed. Grub being an essential on the line, the cook was unearthed promptly and given proper restoratives. Another man made his bed under an apparently harmless over-hanging rock, and had to dig his own way out after a small avalanche had slid over him. This is the fire Jack, the burro, started by setting off a box of matches in his pack.

Man-made fires are the bane of every ranger's existence. A careless moment in watching a slashing disposal fire, a leaky fire box on a boiler, a discarded cigarette, are but few of the sources. There are also the self-starters, maliciously set, sometimes by fire fighters to provide continuous work.

Out of the Ochocos come these terse reports. Once upon a time, not so long ago the Ochoco was known as a fire-proof forest. But not any more, for fires can, and sometimes do, burn here; furthermore, they waste little time in getting underway. On July 21st, a fire was reported on Trout Creek. It proved to be man-caused—a shepherd's tracks passing by point of origin—found herder, shoes matched tracks perfectly—herder arrested and tried—jury turned herder loose—ranger has clear conscience but bad disposition as regards outcome. On July 25th, a fire near Coon Creek. Business of sending co-operators living near fire to it, ranger following pronto, and in a large hurry. Fire reached—found one co-operator, having, and having had, huge bout with one John Barleycorn—fire spread rapidly, spotting ahead continuously and making effective control difficult—two road crews with "cat" and Ranger Killefer arrived late in p. m. and by evening about 75 men were on the fire. Work continued all night and the fire all trenched by 7:00 a. m. . . . Among others who came to the fire was a deputy sheriff from Madras, name Pickford . . . and he also is a great actor, especially on the fire line. . . . Soon after arriving he noticed the gentleman who had been fighting John Barleycorn carefully carrying a 10-gallon keg out of an area threatened by fire. Pickford investigated and also took charge of said keg. Possessor right then and there ceased to possess said keg plus contents, and later

after trial parted with 100 bucks. Fire burned over 600 acres and on account of heavy crown fires the per cent of timber killed was large.

Malheur sends this briefed newspaper account: "Ernest Weaver was arrested on Sept. 1 by Captain Noe and officers Hartin and Bloom of the state police, on a charge of having set the fire on Widow's Creek which last week burned over an area of 12,000 acres of forest lands. Young Weaver was bound over to the federal grand jury in Portland. He is said to have set the fire to get employment. The maximum penalty faced by him, if convicted, is two years in the federal penitentiary and a fine of \$5,000. There were ten fires set the first of last week in

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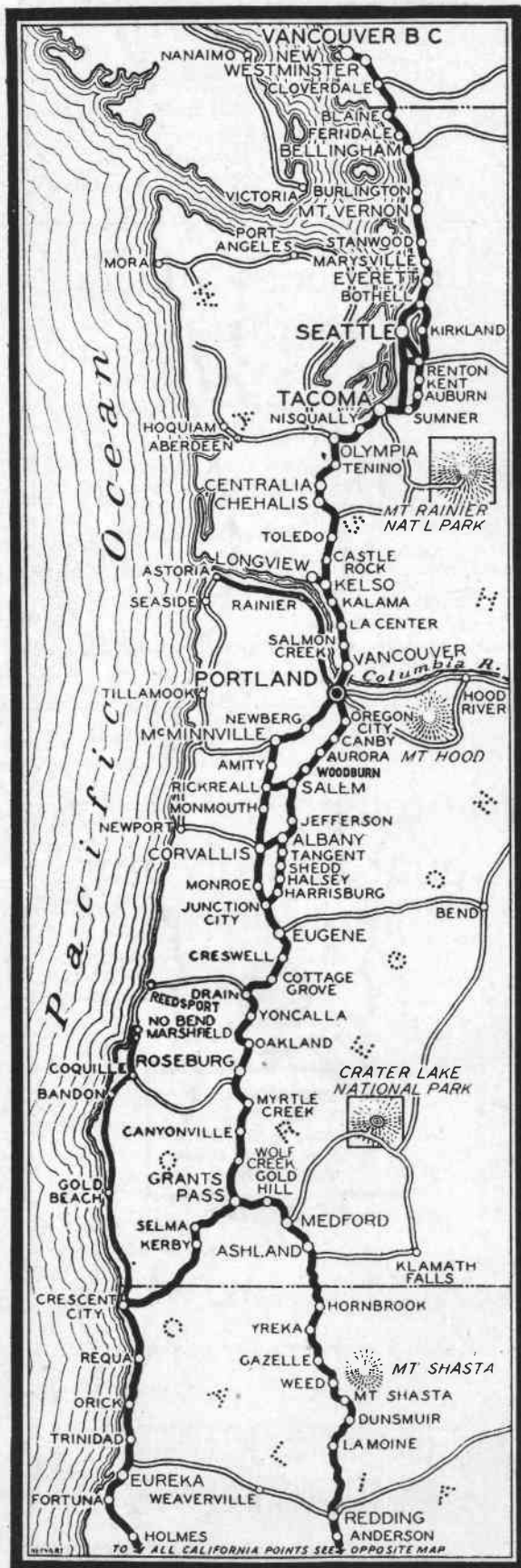
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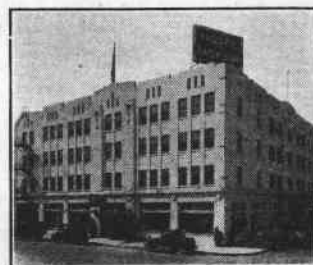
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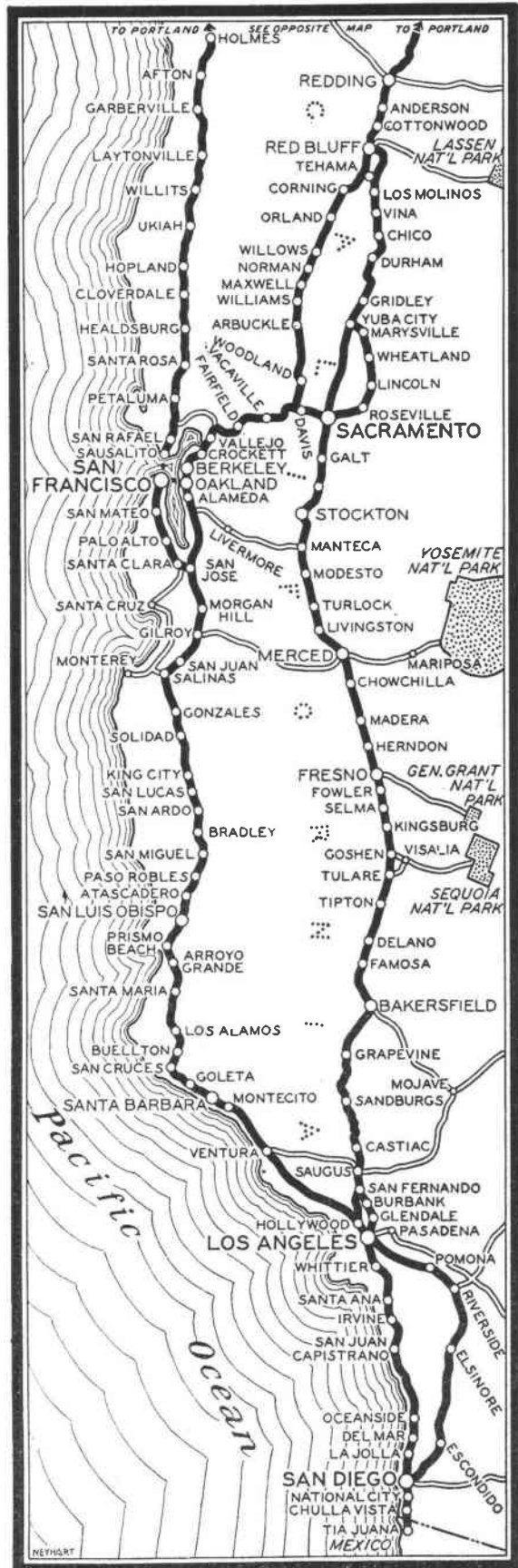
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the Cottonwood and Hamilton country. It has been definitely established by the Forest Service that they were of an incendiary nature."

Sometimes it is the professional or all year around hunter, who, being desirous of opening up hunting grounds, starts a burn. Such a fire is reported for this year. It took the united work of 175 men to control it and several hundred acres were laid waste; green timber, reproduction and all going before the flames. The man was known but because of his lawlessness, and the difficulty of getting a conviction, neighbors feared to testify lest they be burned out.

Douglas Ingram, experienced forester, recognized botanist and splendid photographer, was acting as traveling fire-camp organizer on the 1929 Camas Creek fire in the Chelan. At one point, as soon as he got down where the men were working, he called them off the job, as he felt the danger was too great. Considering that the fire later "blew up" in that section, his action undoubtedly saved the lives of this crew. Men safely back at camp, Ingram with his companion, St. Louise, walked a short ways down the ridge to get a better idea of just what the fire was doing. It made a quicker jump than even an experienced woodsman like Doug could have anticipated, and all evidence indicates that the two men were cut off by fire both above and below them, and in their attempt to work eastward around the head and back to camp they were caught and suffocated before the flames actually touched them. It was but two days before his tragic end, that Doug had shown another example of exceptional coolness and leadership in leading a crew of about a dozen men out of a trap into safety. He took them into a small clearing and sat and told stories and whittled to get out of their panicky condition, and then had them lie flat until the fire passed over, after which he led them safely through to camp. The testimony is unanimous that had it not been for Doug's coolness the crew would have tried to rush through the fire and would most assuredly have been lost.

State Forester Cronemiller reports, among others, this Linn County episode. At 11:20 of a hot day in early August this year, the lookout on Snow Peak reported a fire on the northern edge of Crabtree burn. A short time later he reported a second fire just below the first, and within a few minutes a third still further down the hill. All threatened a most hazardous section. It is an old burn of 7000 acres, full of brush, snags and other forest debris. Trails afforded the only access. Hence approximately two hours were consumed before the first crew could reach the fire. Even in that short time, each of the fires, aided and abetted by high winds and low humidity, had covered about forty acres, and by five o'clock that evening over 2000 acres had been burned.

Nearly 600 men were rushed to the scene. Pack strings of horses fetched in tools, food and equipment for use on each side. Camps were set up at strategical points.

Fire camp No. 4, accommodating 100 men, had been established some distance away from the fire's head. A trail had been constructed between camp and fire, and men were preparing to back fire that evening when weather conditions permitted. The district warden came to camp and found nine men there, most of them cooks and flunkies. He told them there was a possibility of the fire again getting out of control and burning out camp and equipment in spite of the precautionary trail and instructed them, in case this should happen, not to outrun the fire, but to break through into an area only a short distance away completely burned out and hence

safe for man. Any attempt to outrun the fire would result in death, not necessarily from burning, but from suffocation. With plans carefully laid, the warden proceeded on his way.

Preparing meals for the fighters was resumed. About two that afternoon, breezes freshened suddenly. There came to these men the sullen intermittent growling of fire as it makes its first run through debris. The breezes assembled forces and became a gale forcing the flame into a blast and creating a terrifying roar, heard in a town nine miles away.

With a bound, the men grabbed bed rolls, coats and other personal property and, remembering instructions, headed for the fire and the safety spot. They met what appeared to be a solid wall of flame rushing at them. Panic stricken, the leader dropped his belongings and, with a cry that he was going to outrun the fire, dashed back, the rest following suit.

Their flight was arrested by a shout. Two regular wardens were in camp. Failing to calm with words, one of the wardens seized the leader. Then the situation was again explained, return trip started, one warden in the lead and the other at the column's rear. Once more that snarling, snapping, screaming inferno. It seemed to promise cremation. The lead warden with the sureness born of long experience, picked his way slowly and carefully, finally reaching a point where forest growth was thinner. Smoke and hot ashes were blown into their



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faces, hot blasts seared. Only the warden's calm prevented retreat. On toward them came the belching hell with blistering heat. Striking the spot near where they were standing, it momentarily died down, for the brush thinned out there. The warden had chosen well his rallying point for a final charge through the furnace. Seizing that single moment's opportunity, he led the men with a leap through the flames, then dashed over freshly burning ground and at last reached safety. Except for rather hot feet, not one was injured, but camp and belongings were utterly destroyed. Thus the timely appearance and cool headedness of the fire wardens added to the Northwest another fine record of unusual bravery.

Every year and every fire brings forth its heroes of the forest. Little we know about them. Perhaps more care would be exercised, if people, generally speaking, knew the story from fire inception through the battle to conclusion.

The State Police

(Continued from page 10) patrols the state has been divided into three districts. District No. 1, comprising the northwest section of the state, with headquarters at Portland is under the supervision of Captain Vayne M. Gurdane. Captain Lee M. Bown has charge of District No. 2 including the southwest section of the state which has headquarters at Medford. The headquarters of District No. 3, which includes all of Eastern Oregon is at Baker, where Captain H. Lee Noe is in charge. Lieutenant W. H. McLain is in charge of a sub-district of District No. 1 comprising the southern tier of counties therein. His headquarters are at Salem.

Captain Harry M. Niles, whose services have been made available for the new department for several months through the courtesy of the Portland Police Bureau, is outlining and establishing a standard system of reports and records. George C. Alexander is in charge of the Bureau of Identification and Investigation with the rank of captain, and will direct the investigational activities of the department.

The enforcement of the game code will be carried on under Captain Charles H. McClees, formerly with the State Game Commission, and all funds allocated from the appropriation of the State Game Commission will be utilized for this particular branch of activity.

Classes are being carried on throughout the state for the instruction of members of the force in various subjects having direct and indirect bearing on law enforcement, such as arrests, searches and seizures, traffic regulations, laws relative to theft of livestock, reports and investigations, preservation and presentation of evidence, and kindred subjects necessary for the equipment of trained and skilled officers. Such instruction will be a part of the permanent practice of the department.

Preparations are now under way for the establishment of the central bureau of records and identification, including extensive finger print records, which will provide a clearing house for all the law enforcement agencies of the state, and which will reciprocate with similar

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bureaus now in operation in Washington and California.

Every member of the force is imbued with the ideal of courteous and efficient service. In the hands of each member is placed the department manual which bears this introductory statement: "These rules, regulations and instructions have been formulated under the conviction that one can be an officer and remain a gentleman, and that an officer can render service with courtesy and perform his duty with dignity. Members are admonished to read them carefully and conform to them strictly."

The objectives sought by the police law and underlying the organization of the department are the attainment of efficiency by consolidation and centralization of responsibility, the elimination of duplication of effort and overlapping of agencies, and the promotion of improved law enforcement and respect for law by making available for that service a staff of well-equipped, carefully chosen, well trained and well organized men, removed from political pressure and dedicated to only one purpose, the safeguarding of the lives and property of the citizens of Oregon. The advent of paved roads, of automobiles and airplanes, of improved transportation and communication, and the greatly increased complexity of the law itself, all demand the application of the most efficient of modern methods to the problem of crime suppression. Law violation has vastly increased in scope and method. Law enforcement must do the same.

Prompt detection of crime and apprehension of criminals is one of the most effective means of checking law violation. It is the liberal chance of escaping detection and capture, of "getting away with it" that leads the criminal on. In speed and efficiency of operation the State Police have already made a commendable record. If they keep up as they have started they should be a most effective agency in combatting lawlessness, and in achieving improved law enforcement and respect for the law in Oregon.

Two Ears May Miss It

Just as two heads are reputedly better than one in many quests for knowledge, so are four or even more ears better than two when in search of car noises. Noises in the car have a way of being transmitted quite a distance from their source. The man engaged in rocking the car or otherwise creating the conditions that produce the sound may find himself too far away to locate it precisely. It is one job on which it pays to have a helper.

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MECHANICAL FIRST AID AND TOWING SERVICE FOR A.A.A. MEMBERS

SERVICE FURNISHED FREE TO MEMBERS OF THE OREGON STATE MOTOR ASSOCIATION WITHIN ZONE LIMITS, SUBJECT TO THE RULES AND REGULATIONS GOVERNING SUCH SERVICE.

Rules and Regulations Governing the Service

(MEMBERS ARE REQUESTED TO FAMILIARIZE THEMSELVES WITH THESE RULES)

Free Mechanical First Aid and Towing Service is effective only within a ten-mile radius of designated Service Stations.

Should a member's car become disabled anywhere within the limits of a Mechanical First Aid and Towing Service zone (impassable streets or roads excepted), upon the personal or telephonic request of such member, at any time, day or night, Sundays or holidays included, a completely equipped towing car in charge of competent mechanics will be promptly dispatched to the point designated by the member and the disabled car will either be started or towed to the Service Station without charge to the member.

It must be understood that Mechanical First Aid and Towing Service is available only when member's car is wrecked or in such a disabled condition that it cannot be SAFELY operated under its own power to a place of shelter, and when it is possible to tow it either on its own four wheels, or on two of its wheels, by use of crane or dolly. If car is in such condition that it must be floated in by truck, such service will be charged for at regular rates.

Should a member's car be wrecked in a collision, and in the event member carries collision insurance he must pay service station at regular rates for service and collect from insurance company.

Emergency First Aid Road Service in Zone Limits will be Rendered under the following conditions:

If a member's car stops and cannot be started because of some mechanical trouble, when on the street or highway, a service car will be promptly dispatched to the place directed by you and any MINOR troubles which makes it impossible for automobile to be operated will be adjusted. If such adjustments cannot be completed within 30 minutes, however, then disabled car will be towed to Service Station.

Emergency First Aid Road Service includes such minor repairs as correction of ignition trouble, carburetor adjustment, cleaning clogged gas line, loose battery connections, or any minor repairs, which can be completed within 30 minutes.

Included in this service is the changing of tires for both men and women.

When tire changing service is desired, however, it will only be given where there is a serviceable spare tire on car. In no event will tire repairs be made on the road.

Under the head of emergency service also is included the delivery of gas and oil, for which member must pay cash to service man, at the market price. In the event new parts are required, free

delivery of same will be made, but parts must be paid for on delivery at market prices.

Service to Members of Affiliated Clubs

Service Stations of the Oregon State Motor Association will render Mechanical First Aid and Towing Service to members of affiliated A.A.A. Motor clubs traveling in Oregon under the same conditions and in the same manner as is provided for members of the Oregon association with the exception that **AFFILIATED CLUB MEMBERS ARE REQUIRED TO PAY SERVICE STATION FOR SERVICE RENDERED AT SPECIAL MEMBER'S RATE.** Payment for such service must be made at time service is rendered.

Under the terms of a reciprocal arrangement agreed on between the California State Automobile Association, Automobile Club of Southern California, the Automobile Club of British Columbia, the Automobile Club of Washington, the Inland Automobile Club and the Oregon State Motor Association, Mechanical First Aid and Towing Service will be rendered to the members of any one of the six clubs traveling in another club's territory under the same conditions as set forth above.

Various rules governing Mechanical First Aid and Towing Service are in effect with the hundreds of other A.A.A. motor clubs throughout America. Some of the larger clubs render a FREE service to ALL A.A.A. club members, others give it at a special rate, but in every case Three A members are granted service at a rate which means a substantial saving.

Free Mechanical First Aid and Towing Service, within the rules and regulations of the service, may be secured by members of the Oregon State Motor Association by calling the nearest Official Mechanical Service Station of this organization.

In calling for service, state first that you are calling for ASSOCIATION FREE SERVICE, then give your name, residence address, number of your membership card, make and type of your car, where it is disabled and what you think the trouble is. You will then return to your car, as no work will be done on a car except in the presence of the driver—this for your protection, for to put a disabled car in running condition when unattended invites theft. Service stations are instructed not to tow in unattended cars.

IMPORTANT NOTICE:—All Cars For Service, Day or Night, in the Portland Zone CALL AT WATER 5257, OR BEACON 4712.

When calling for Towing Service, outside the City of Portland, remember that car is towed FREE to SERVICE STATION ONLY. If member desires that car be taken elsewhere, after arrival at Service Station, he must pay for service at regular rates. In Portland zone car will be towed anywhere desired inside zone.

(List of Mechanical Service Stations Shown On Opposite Side.)

Where to Get Statewide Mechanical First Aid and Towing Service In Oregon

LIST OF MECHANICAL SERVICE STATIONS UNDER CONTRACT WITH THE OREGON STATE MOTOR ASSOCIATION.
MEMBERS SHOULD CARRY THIS LIST WITH THEM, OR IN CAR AT ALL TIMES

CALL NEAREST STATION FOR SERVICE.

LIST REVISED MONTHLY

ALBANY—BURT & KLAPOZ MACH. SHOP, 1st & Washington, Ph. 442; nite, 344-J, 568-L.
AMITY—MASSEY'S SUPER SERV. GARAGE. Tel. Amity Exch.
ARLINGTON—SNELL & LEMON.
ASHLAND—AUTOMOTIVE SHOP, 100 Main Street. Tel. 44.
ASTORIA—GALLANT AUTO CO., 533 Duane St. Tel. 289.
ATHENA—ATHENA GARAGE. Tel. 352.
AZALEA—HARTLES GARAGE. Tel. Glendale Exch.
BAKER—UNIVERSAL MOTOR CO., 6th & Bdy. Tel. 420; nite, 223.
BANDON—BANNON MOTOR CO., Inc. Tel. 552.
BEATTY—THE BEATTY STORE.
BEAVERTON—STIPES GARAGE. Tel. 3003.
BEND—BONTRAGER'S GARAGE, 131 Greenwood Av. Tel. 195; nite, 294 or 67-J.
BLAUCHLY—TRIANGLE LAKE GARAGE. Tel. 55,555.
BLUE RIVER—COOLEY'S MOTOR SERV. Tel. Call Sparks Ranch.
BLY—GAYHEART GARAGE.
BONNEVILLE—SHERMAN'S GARAGE, Col. River Highway. Tel. Bonneville Exchange.
BROOKINGS—CHETCO GARAGE. Tel. 31.
BROOKS—BROOKSIDE GARAGE, 1/2 mi. N. Brooks. Tel. 35F32.
BURNS—BURNS GARAGE. Ph. 38.
BUTTE FALLS—BRAINARD'S GARAGE.
CAMAS VALLEY—B. R. RICHTER SER. STN. Tel. C. V. Exch.
CANBY—G. W. WHITE MOTOR CO. Tel. 3301; nite, 3302.
CANYON CITY—CANYON CITY GARAGE. Tel. 371.
CANYONVILLE—PACIFIC HIGHWAY GARAGE.
CARLTON—EICHELS SERVICE STATION & GARAGE. Tel. 702.
CHEMULT—PALMERS SER. STN. Tel. Ft. Klamath Ex. 1774.
CHILOQUIN—CHILOQUIN GARAGE & AUTO CO. Tel. 132.
CLATSKANIE—SILVA AUTO CO., Bridge Street. Tel. 305.
CONDON—SHELLEY'S GARAGE.
COQUILLE—Z. C. STRANG GARAGE. Tel. 71.
CORBETT—CORBETT GARAGE. Tel. 173 Corbett.
CORVALLIS—RUSSELL'S GARAGE. Tel. 750.
COTTAGE GROVE—STURGES GARAGE. Tel. 14; nite, 102-Y.
COVE—TOWLES GAR. Tel. 242.
CRANE—IRVING'S SERVICE REPAIR. Tel. Crane Exchange.
CRESCENT—RED FRONT GARAGE. Tel. Crescent Exchange.
CRESCENT (8 mi. North) Ore.—LOG CABIN SERVICE STATION. Tel. Laine Exchange.
CRESWELL—CRESWELL GARAGE. Tel. 165; nite, 163.
CULVER—BECK WITH GARAGE SER. STN. Tel. Culver Exch.
DAIRY—BREWERS SERV. STN.
DALLAS—CITY GAR. Tel. 1503.
DAYVILLE—DAYVILLE GARAGE.
DRAIN—MOTOR INN GARAGE. Tel. 222.
DUFUR—DUFUR GARAGE.
EAST MULTNOMAH COUNTY—B. & B. GARAGE. Tel. Tabor 4568 or Tabor 6402.
EDDYVILLE—MIDWAY GARAGE. Tel. 9-F-12.
ELGIN—HUGS GARAGE. Tel. 492—306.
ELKTON—ELKTON GAR. Tel. 16.
ENTERPRISE—RODGERS GARAGE. Tel. 14.
ESTACADA—COOKE MOTOR CO. Tel. Estacada Exchange.
EUGENE—A. A. A. EMERGENCY TOWING SERVICE, 136 East 7th Ave. Tel. 507.
FALLS CITY—BROWN'S GARAGE. Tel. 291.

FLORENCE—J. C. PONSLEER MOTOR Co. Tel. 252 or 253.
FOREST GROVE—TUCKER'S GARAGE. Tel. 7; nite, 303-R.
FT. KLAMATH—RAINBOW GARAGE. Tel. 172.
FOSSIL—MISENER BRO. GARAGE.
FREEWATER—COLLIER MOTOR Co. Tel. 761.
GARDINER—GARDINER SERVICE STATION. Tel. 7-R-22.
GARIBALDI—SHELDONS GARAGE. Tel. 54-J.
GASTON—HIGHWAY SERV. STN.
GLEN CULLEN—R. C. A. GARAGE. Tel. Portland BE. 2324.
GLENDALE—CENTRAL GARAGE & MACHINE SHOP. Tel. 18-4.
GOLD BEACH—BLACK CAT GARAGE. Tel. Gold Beach Exch.
GOLD HILL—GOLD HILL GARAGE. Tel. 16.
GRANDE RONDE—PIONEER AUTO Co. Tel. G. R. Exch.
GRANTS PASS—CAMPBELL AND GRISHAM. Tel. 170-453.
GRESHAM—GRESHAM GARAGE. Tel. 232; nite, 706 or 52-X, Gresham Exchange.
HAINES—HOWDEN GAR. Ph. 54.
HALFWAY—HALFWAY GARAGE. Tel. Exchange.
HALSEY—ARROW GARAGE. Tel. 216. Night or Day.
HAPPY HOLLOW (8 mi. E. of Hebo)—HAPPY HOLLOW GARAGE. Tel. Cloverdale Exch.
HARRISBURG—HIGHWAY GARAGE. Tel. 263.
HEBO—OTTS SERVICE STATION. Tel. Cloverdale Exchange.
HEPPNER—FERGUSON CHEVROLET Co. Tel. Heppner Exch.
HERFORD—WARREN'S GARAGE. Tel. Herford Store.
HERMISTON—BLACK & WHITE GARAGE. Tel. Hermiston Exch.
HILLSBORO—HARMS & BROCK, 1050 2nd. Tel. 2382; nite, 2224—2354.
HOOD RIVER—JOHN CONNELL. Tel. 2211; nite, 3322.
HUBBARD—ZOO AUTO PARK GARAGE. Tel. 2712.
HUNTINGTON—LE FORT'S GARAGE. Tel. Day or Night, 201.
IRREGON—CALDWELL GARAGE.
INDEPENDENCE—INDEPENDENCE GARAGE. Tel. 12.
JEFFERSON—HIGHWAY GARAGE, 2nd & Church. Tel. 293.
JEWELL—POPHAM & MEYERS.
JOHN DAY—JOHN DAY MOTOR COMPANY. Tel. 351.
JUNCTION CITY—J. D. MILLS GARAGE. Tel. 822; nite, 1013.
KEEN CREEK—(17 Mi. S.E. of Ashland)—KEEN CREEK SERVICE STATION.
KENO—CHET'S BRAKE & MOTOR SHOP. Keno Exchange.
KERBY—KERBY GARAGE & SERVICE STA. Tel. Kerby Exch.
KLAMATH FALLS—ASHLAND HY., (1 Mi. E. Green Sprgs. Summit). UNCLE TOMS SERV. STATION. Tel. Medford Ex.
KLAMATH FALLS—MOTOR INN GARAGE. (Howard S. Abbey.) 515 Klamath St. Tel. 294-J.
KLAMATH JUNCTION—JUNCTION GAR. Tel. Ashland 1-F-5.
KNAPPA—NELSON'S GARAGE. Tel. 2-F-12.
LA GRANDE—AUTO ELECTRIC SERVICE Co., 1515 Adams Ave. Tel. 212-W; nite, 347-M.
PERKINS MOTOR Co., 4th and Adams. Tel. 500.
LAKEVIEW—MAMMOTH GARAGE. Tel. 861.
LANGLOIS—LANGLOIS GARAGE. Tel. Langlois Exchange.
LEABURG—LEABURG GARAGE. Tel. Springfield 32-F-4.
LEBANON—KIRKPATRICK MOTOR COMPANY. Tel. 751.

MADRAS—CHESTNUT MOTOR Co. Tel. 322.
MALIN—TULE LAKE GARAGE, Main Street. Tel. 2-3.
MAPLETON—MAPLETON GARAGE.
MARCOLA—MARCOLA GARAGE.
MARSHFIELD—KOONTZ GARAGE. Tel. 180; nite, 586-J.
MAUPIN—MAUPIN GARAGE. Tel. Main 222.
MC MINN VILLE—PROSER REPAIR SHOP. Tel. 286-J.
MEACHAM—MEACHAM GARAGE. Tel. Exch.
MEDFORD—COLONIAL GARAGE, 6th and Ivy Sts. Tel. 219.
MERRILL—MERRILL AUTO SUPPLY & SERVICE Co. Tel. 1702.
MILL CITY—SANTIAM GARAGE. Tel. Mill City Exchange.
MILTON—ZERKES GARAGE. Tel. 1183.
MILWAUKIE—MILWAUKIE GARAGE. Tel. 169.
MIST—MIST GARAGE.
MITCHELL—MIZENE & WILSON.
MOLALLA—W. D. SCHUTT GARAGE. Tel. 41-F-4.
MONMOUTH—HALLIDAY'S GARAGE. Tel. Main 5903.
MONROE—MONROE SERVICE STATION. Tel. 4204.
MORO—FREN PICKETT MOTOR Co. Tel. Main 532.
MOSIER—MOSIER GARAGE. Tel. 23-X.
MT. HOOD—MT. HOOD GARAGE on Loop Hy. Ph. Parkdale 282.
MT. SEXTON—MT. SEXTON GARAGE. Ph. Grants Pass 611-F-3.
MT. VERNON—MT. VERNON GAR.
MYRTLE CREEK—MYRTLE CRK. GAR. Ph. 2405; nite, 202.
MYRTLE POINT—L. R. PEARCE GARAGE, 4th & Spruce. Tel. 9.
NEHALEM—BOSCH MOTOR Co.
NEKOWIN—NEKOWIN GARAGE. Tel. Cloverdale Exch.
NEWBERG—MOORE MOTOR Co. Tel. Red 7.
NEW PINE CREEK—L. C. VINYARD'S GARAGE.
NEWPORT—BEACH GARAGE. Tel. 115.
NORTH BEND—GORST & KING GARAGE.
NORTH POWDER—MOTOR SERVICE GARAGE. Tel. 25.
NYSSA—POWELL SERVICE STATION. Tel. 16; nite, 99.
OAKLAND—OAKLEY'S GARAGE. Tel. 362.
OAKRIDGE—NELSON MOTOR Co.
ONTARIO—GLOBE SER. STATION.
OREGON CITY—ED. MAY GARAGE. Tel. 276.
OSWEGO—DICK'S GARAGE. Tel. 2040.
PAISLEY—GRAHAM & MCCALL GARAGE.
PARKDALE (Mt. Hood Loop)—MOUNTAIN VIEW GARAGE. Tel. Parkdale 162.
PEDEE—FRED M. JOHNSON GARAGE. Pedee Exchange.
PENDLETON—OLSEN-KING INC. 201 West Court St. Tel. 963.
PORTLAND AND VICINITY—Call Atwater 5257, day or nite.
PORT ORFORD—BATTLE ROCK GARAGE. Tel. 181.
POWERS—SMITH'S GARAGE.
PRAIRIE CITY—CLARK'S GAR.
PRINEVILLE—INLAND AUTO Co. Tel. Prineville Exchange.
PROSPECT—PROSPECT GARAGE. Tel. Prospect Branch.
RAINIER—LOWE'S GARAGE. Tel. 92; nite, 161 or 1181.
REDMOND—REDMOND MOTOR Co., Main St. Tel. Red 52.

REEDSPORT—REEDSPORT GARAGE. Tel. 601, day or nite.
RHODODENDRON—RHODODENDRON SERVICE GARAGE, On Loop Hiwy. Tel. Zig-Zag Ex.
RICKREALL—RICKREALL GARAGE. Tel. 6-F-3.
ROSEBURG—STEPHENS AUTO Co. Tel. 582, day or nite.
RUFUS—RUFUS GARAGE. Tel. Wasco 28-F-14.
SALEM—MARION AUTO Co., 235 S. Commercial. Tel. 362.
SAND CREEK MOUNTAIN—SAND CREEK SER. STATION.
SANDY—SMITH'S GARAGE. Tel. 41; nite, 46.
SCAPPOOSE—CITY GARAGE. Tel. 4-F-4.
SCIO—SCIO GARAGE. Tel. 334.
SCOTT'SBURG—SCOTT'SBURG GARAGE. Tel. Scottsburg Exch.
SEASIDE—CHESTER A. GROAT, 318 S. 7th St. Tel. 335.
SHANIKO—SHANIKO GARAGE. Tel. 121.
SHERIDAN—CLYDE E. NILES GARAGE. Tel. 4051.
SHERWOOD—SIX CORNERS GARAGE. Tel. Sherwood 4252.
SILVERTON—ALLEN BRO. GARAGE, 513 North Water St. Tel. Main 19; nite, Green 2471.
SISTERS—SISTERS GARAGE. Tel. Sisters Exchange.
SPRAGUE RIVER—SPRAGUE RIVER GARAGE.
SPRAY—F. C. COOKS GARAGE. Tel. Spray Exchange.
SPRINGFIELD—SPRINGFIELD GARAGE. Tel. 11-J; nite, 11-M.
STANFIELD—STANFIELD GARAGE. Tel. 271.
STAYTON—CHAMPS GARAGE. Tel. 3-X-5; Nite, 1-X-4.
ST. HELENS—ERICKSON MOTOR Co. Tel. 214.
SAINT PAUL—P. A. BERNARD MOTOR Co. Tel. St. Paul Ex.
SUTHERLIN—SUTHERLIN GARAGE, Main St. Tel. Sutherlin 4.
SWEET HOME—WINKLERS GAR.
TAFT—TAFT GARAGE. Tel. 8X7.
THE DALLES—TIPTON & MANCHESTER. Tel. 119; nite, 866.
TILLAMOOK—MOTOR INN GARAGE, 1st Ave. & 1st St. Ph. 95.
TIMBER—TIMBER GARAGE. Tel. Timber Exchange.
TOLEDO—PETERSON MOTOR Co. Tel. 36 or 155.
TUALATIN—TUALATIN GARAGE.
UMATILLA—UMATILLA GARAGE. Tel. 47-W-3.
UNION—OREGON TRAIL GARAGE, Main St. Tel. 242; nite, 243.
UNION CREEK—EN'S GARAGE. Tel. Union Creek Ranger Sta.
UNITY—LOG CARIN GARAGE.
VALE—L. K. BULLOCK GARAGE. Tel. 95; nite, 203.
VENETA—BUCK'S GARAGE.
VERNONIA—KERR MOTOR Co. Tel. Vernonia Exchange 612.
WALDPORT—WALDPORT GARAGE. Tel. 15.
WALLOWA—ALLEN GREER CHEV. Co. Tel. Wallowa Ex.
WARRENTON—SERVICE GAR.
WASCO—AUTO ELECTRIC Co. Tel. 682.
WAUNA—HEGSTAD SERV. STA.
WHEELER—AUTO REST SERVICE STATION.
WILLAMETTE—JOHNS WILLAMETTE GARAGE. Tel. 665-J.
WILLAMINA—WILLAMINA GARAGE. Tel. 106.
WOLF CREEK—WOLF CK. GAR.
WONDER—SLATE CREEK SERV. STATION. Tel. Wonder Exch.
WOODBURN—MAPLE PARK GARAGE. Tel. Woodburn Exch.
YAMHILL—YAMHILL GARAGE. Tel. Yamhill Exchange.
YONCALLA—COWAN'S GARAGE. S. Front St. Tel. Yoncalla Ex.

MEMBERS ARE REQUESTED

TO FAMILIARIZE THEMSELVES WITH THE RULES AND REGULATIONS GOVERNING THIS SERVICE AS SHOWN ON THE REVERSE SIDE OF THIS LIST.

For Service In Portland Zone, Call Atwater 5257.

For Free Emergency Road Service, Consult Separate List of Official Mechanical Service Stations.

Official Stations of the Oregon Motor Association

Patronize the OFFICIAL STATIONS listed below as they are under contract to extend prompt, courteous and efficient service at reasonable rates.

- | | | | |
|--|--|--|--|
| Albany, Oregon
Hotel Albany
Bon Ton Cafe
Imperial Cafe
Parkway Motor Service | Chiloquin, Oregon
Chiloquin Garage and
Machine Shop | Fort Klamath, Oregon
Fort Klamath Hotel | Kerby, Oregon
Kumfy Kamp |
| Anlauf, Oregon
Anlauf Elkhorn Camp | Clatskanie, Oregon
Larsen's Super Service Station | Gearhart, Oregon
Gearhart Service Station | Klamath Falls, Oregon
Hotel New Willard
Valley Hotel
Hotel Hall
Claremont Hotel
Klamath Falls Auto Camp
Link River Auto Camp
Klamath View Auto Park
Imperial Garage
Monarch Service Station
Central Super Service Station
Pelican Grille |
| Arlington, Oregon
Hotel Vendome
Arlington-Roosevelt Ferry
Snell & Lemon Garage | Condon, Oregon
Hotel Condon
Clark's Service Station
Mercer Brockman Garage
Shelley's Garage | Gold Beach, Oregon
Sunset Inn
Rogue River Cafe | Klamath Junction, Oregon
Klamath Junction Camp and
Service Station, Eats |
| Ashland, Oregon
Lithia Springs Hotel
Hotel Ashland
Automotive Shop Garage
Lithia Springs Auto Camp
Porters Service Station | Coquille, Oregon
Coquille Service Station
Hotel Coquille
Hookers Garage
Myrtle Lodge Camp and Ser-
vice Station (7 miles north) | Government Camp, Oregon
Battle Axe Inn | LaGrande, Oregon
La Grande Hotel
Sacajawea Hotel
Pine Cove Auto Camp
and Cottages
Playle Oil Co.
Plain View Auto Camp
Collins Super Service Station
The Tiffin Restaurant and
Confectionery |
| Astoria, Oregon
Hotel Astoria
Hotel Elliott
Astoria-North Beach Ferry
Imperial Grill | Corvallis, Oregon
Hotel Benton
Hotel Corvallis
Jeffs Super Service Station
G. B. Coon Service Station
Russells Garage
Groves Motor Service
Wagners Cafe, Inc.
Golden Pheasant Restaurant
Wa Wauna Court Cottage
Camp | Grants Pass, Oregon
Redwoods Hotel
Hotel Del Rogue
Red Arrow Auto Camp
Sexton Mountain Auto Camp
Rommel's Service Station
Oldings Garage
Grants Pass Motor Co.,
Weasku Inn and Camp
Cave Shop Grille | |
| Baker, Oregon
Hotel Baker
Geiser Grande Hotel
Bowns Garage | Cottage Grove, Oregon
Hotel Bartell
Golden Rule Auto Camp | Gresham, Oregon
Coffee Shop | |
| Bandon, Oregon
Hotel Westlund
Perrott Cottages
Capps Motor Co.
Jerry's Sweets and Eats | Crater Lake, Oregon
Crater Lake Lodge | Harrisburg, Oregon
Harrisburg Garage | Latourell, Oregon
Latourell Falls Garage
Maffet's Villa |
| Beaverton, Oregon
Valley View Super Service
Station | Creswell, Oregon
Harpole Service Station | Hermiston, Oregon
Hermiston Service Station
Stewart Cabin Camp | Lakeview, Oregon
Hotel Lakeview
Hunters Hot Springs Hotel |
| Bend, Oregon
Pilot Butte Inn
Ferguson & Bennett Super
Ser. Station & Repair Shop
Pine Tree Auto Camp
and Service Station
O. I. C. Cafeteria
Polly's Cafe | Drain, Oregon
Motor Inn Garage
Totem Inn Cafe
Junction Service Station | Hilgard, Oregon
Mt. Springs Service Station
and Camp | Madras, Oregon
Bellamy House
Turks Texaco Service |
| Blue River, Oregon
Spark's Ranch Hotel | Echo, Oregon
Highway Ser. Station & Camp | Hillsboro, Oregon
R. J. Higdon Motor Co. | Malin, Oregon
Jim's Service Station
Malin Hotel |
| Boardman, Oregon
Toms Auto Camp | Empire, Oregon
Empire Fuel & Serv. Station | Hillsdale, Oregon
Simmons Hillvilla | Marshfield, Oregon
Chandler Hotel
College Inn Cafe
Coos Bay Battery and Service
Station |
| Brookings, Oregon
Chetco Inn | Enterprise, Oregon
Hotel Gotter | Holton, Oregon
Bowen's Auto Supplies and
Coffee Shop | McKenzie Bridge, Oregon
Cedar Wood Tavern |
| Burns, Oregon
Hotel Welcome | Eugene, Oregon
Eugene Hotel
Hotel Osburn
Hoffman Hotel
Bartle Court Apts.
Howard Apt. Camp
Cabin City Auto Camp
Seavers Eugene Auto Camp
Packard Garage
Eugene Motor Ramp Garage
Gold Star Auto Park,
(2 miles South)
Homer E. Ash Service Station
Holmes' Service Station
1 mile south
Petersen Bros. Service Station
Smith & Watkins
Olsens Super Service Station
Eugene Auto Sheet Metal Wks
Eugene Storage Battery Co.
The Anchorage
Imperial Cafe
Seymour's Cafe
Mammy's Cabin Cafe | Hood River, Oregon
Columbia Gorge Hotel
Mt. Hood Hotel
Roberts Service Station
The Guide Cafe | McMinnville, Oregon
Hotel Yamhill
Palm Restaurant
Tourist Cafe |
| Canby, Oregon
Canby Auto Park
(1 Mile South) | | Hot Lake, Oregon
Hot Lake Sanatorium Hotel | Medford, Oregon
Hotel Holland
Hotel Jackson
Merricks Known Nation-Wide
Camp
Colonial Garage
Lewis Super Service Station
Sixth St. Super Ser. Station
Crater Lake Service Station
Franklin Cafe
Crowsons Restaurant
and Fountain
Sunrise Super Service Station
and Camp
Smith & Watkins Super
Service Station
Young's Service Shop |
| Cannon Beach, Oregon
Ecola Hotel
Capt. Johnson's Cottages | | Hubbard, Ore., (1 Mile North)
Zoo Auto Park | |
| Canyonville, Oregon
Deer Park Inn | | Irregon, Oregon
Patterson Ferry
Caldwell Garage | |
| Cascade Locks, Oregon
Craigmount Hotel | | Jefferson, Oregon
Terminal Modern Stucco
Cabins | |
| Chemult, Oregon
Chemult Hotel
Palmer Service Station | | Keno, Oregon
Pine Tree Auto Camp | |

For Free Emergency Road Service, Consult Separate List of Official Mechanical Service Stations.

Official Stations of the Oregon Motor Association

Patronize the OFFICIAL STATIONS listed below as they are under contract to extend prompt, courteous and efficient service at reasonable rates.

Monmouth, Oregon Hallidays Garage	Garages Bates Motor Ramp Garage, West Park and Salmon St. Bybee Avenue Garage, Milwaukie Ave & Bybee St. Berg Bros. Garage, 84 Tenth Bungalow Garage, 505 Willamette Blvd. City Garage, 132 12th St. East Side Welders & Garage, 485 Union Avenue North Franklin Garage, 50th and Division 57th Street Garage, 57th and Sandy Blvd. Irvington Auto Service, East 15th and Broadway Kearney Garage, 700 Kearney Lents Garage, 89th and Foster Road Lewis & Clark Garage, Union Ave. & Weidler St. Library Garage, 11th and Yamhill St. Mayer Building Garage, 12th and Morrison Street Pacific Coast Garage, 69 Fourth at Oak Sunset Garage, East 14th and Broadway 33rd and Broadway Auto Service, E. 33rd and Bdwy. Wheelocks Service Garage 780 East 82nd Street North	Repairing Gill Automotive Service Co., 5th at Davis St. Larson Motor Shop, 433 Alder at 12th St. Sam Huston, 54 N. 13th St. at Davis St. Godfrey Seberg, 142 17th St. Braley & Graham, Buick 13th and Burnside	Sandy, Oregon Wisteria Farm
Mt. Hood Loop Wisteria Farm Inn (5 miles East of Sandy) Rhododendron Inn		Auto Camps All States Auto Camp Columbia River Highway Interstate Auto Camp Union Ave. & Columbia Blv.	Seaside, Oregon New Beacon Hotel Smith Restaurant and Cottages
Multnomah Falls, Oregon Simmons by the Falls		Brakes Bankhead & Walters, 11th and Everett St. L. H. Curtis Brake Service, 345 Union Avenue North Thompson & Duby, Inc. 12th and Couch St.	Silverton, Oregon M. J. Kreutz Service Station
Newberg, Oregon Moore's Cafe		Washing 15th St. Auto Laundry, 15th and Davis Sts.	Springfield, Oregon Eagle Cafe
Newport, Oregon Jump Off Joe Auto Camp Hotel Gilmore	Service Stations Conwell & Mullen, 551 Union Ave., North Gustin Service Station, Union N. & Columbia Blvd. Halsey Street Super Service Station, E. 60th and Halsey Imperial Service Station, East 20th and Sandy Blvd.		Tangent, Oregon Mothers Inn
North Bend, Oregon Hotel North Bend N. B. Fuel & Trans Co.	Electrical Ed's Auto Electrical Service, 25 Grand Avenue Sanders Magneto Service, 424 Belmont St. Stevens & Rathkey, 10th and Flanders Sunset Electric Co., 121 North 9th St.		The Dalles, Oregon Double Chance Service Station American Restaurant
Ontario, Oregon Hotel Moore Globe Service Station		Port Orford, Oregon Port Orford Service Station	Tillamook Oregon Tillamook Hotel
Oregon City, Oregon Hotel Electric Kirchems Garage and Service Station		Prospect, Oregon Prospect Park Hotel	Toledo, Oregon Lincoln Cafe
Park Rose, Oregon Highway Auto Service Park Rose Restaurant		Rainier, Oregon Interstate Restaurant	Trail, Oregon Rogue Elk Hotel
Pendleton, Oregon Hotel Pendleton Oregon Motor Garage Western Auto Garage Quelle Cafe Lassen Auto Camp Jack Lee Service Station Rhodes Cafe Johnson Tire Shop		Redmond, Oregon New Redmond Hotel	Umatilla, Oregon Hotel Umatilla Lou's Service Station Umatilla Ferry
Pinehurst, Oregon Pinehurst Inn		Rhododendron, Oregon Rhododendron Inn	Union, Oregon Davis Super Service Station
Portland, Oregon—Hotels Hotel Arthur, 170 11th St. Hotel Benson, Bdw. and Oak Hotel Broadway, Broadway and Burnside St. Campbell Court Hotel, 11th and Main St. Hotel Carlton, 14th & Wash. Hotel Clifford, East 6th and Morrison St. Hotel Clyde, 10th & Stark St. Cornelius Hotel, Park & Alder Hotel Congress, 6th and Main Hotel Heathman, Broadway and Salmon St. Hotel Imperial, Broadway and Stark St. Hotel Multnomah, 4th & Pine Hotel Nortonia, 11th & Stark Camlin Hotel, 12th and Wash. Hotel Ritz, Park & Morrison Hotel Roosevelt, West Park and Main St. Hotel Roseland, 12th and Yamhill St. Hotel St. Andrews, Broadway and Columbia St. Hotel St. Francis, 11th and Main St. Union Ave. Hotel Apts., 927 Union North Washington Hotel, 12th and Washington	Fenders M. B. Fisch, 105 N. 15th St. G. G. Gerber, 11th & Glisan St.	Rickreall, Oregon Fullers Service Station	Union Creek Ranger St. Union Creek Lodge
	Paint Vana's Quality Auto Paint Co. 14th and East Davis St.	Roseburg, Oregon Hotel Umpqua Hotel Rose Grand Hotel Rose Garage Ned Dixon's Super Service Station Bells Tavern Brands Coffee House Stephens Auto Co. Garage	Vida, Oregon Thompsons Resort
	Tires Edwards Tire Shop, Broadway and Everett St. Fletcher Tire Co., 391 Burnside St. Jack & Van, Inc., 460 Morrison, Cor. 13th St.	Rufus, Oregon Fleck Orchards Blue Grass Camp (1 mi. West of Rufus)	Wedderburn, Oregon Wedderburn Hotel and Cafe
	Greasing Irvington Greasing Station, 21st and East Broadway St. Speedway Lubricators, East 12th and Clay St.		Wheeler, Oregon Auto Rest Garage
	Cafe Hob & Nob Cafeteria, 10th and Morrison St. Oyster Loaf, Bdw. & Oak St. Quality Cafe, 133 Fourth Street	Salem, Oregon Marion Hotel New Hotel Salem Argo Hotel Hotel Senator Marion Auto Co. Garage Dougherty Bros. Garage Gray Belle Restaurant and Fountain Lunch Spa Confectionery and Restaurant White House Restaurant Ramseyer Bros. Garage F. B. Ireland Service Station North Salem Auto Court	Willowdale, Oregon Black & White Service Station
	Towing Arrow Towing Co., 471 Alder		Wolf Creek, Oregon Wolf Creek Tavern Laurel Camp
			Woodburn, Oregon Woodburn Arch Store and Lunch

DON'T GAMBLE WITH WEATHER... USE EVEREADY PRESTONE



THAT car of yours cost you a lot of money. Why gamble this winter with unsafe, unreliable "anti-freeze" mixtures — when you can have complete Eveready Prestone protection for so little?

There's no winter-worry with Eveready Prestone. No wondering whether your "anti-freeze" has boiled away. No danger of your car freezing some blizzardy night when you are many miles from home. Eveready Prestone safeguards you throughout the winter.

Last year Eveready Prestone safeguarded more than a million and a half automobiles. Now it is still further improved. New substances have been added which form a film of protection over the rough metals of the cooling-system. They retard

the formation of rust, and keep the whole system unclogged and free-flowing.

Makeshift products are never cheaper. Cost-per-gallon doesn't mean anything, when your "anti-freeze" boils away and needs constant refilling. Or when nearly half of what you buy is water, as it is with some other products. Eveready Prestone is concentrated, so that only a relatively small quantity is needed.

Play safe this winter. Have your cooling-system cleaned, tightened and filled with the proper amount of Eveready Prestone. Then you can smile when

cold weather comes and other cars start freezing—and gamblers pay their bills!

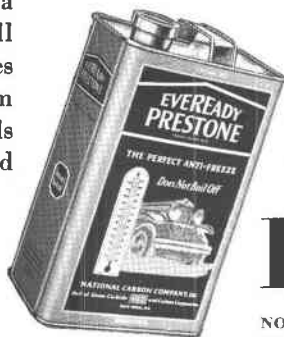
NATIONAL CARBON COMPANY, Inc.
General Offices: New York, N. Y.

Unit of  and Carbon Corporation

9 POINTS OF SUPERIORITY

1. Gives complete protection.
2. Does not boil off.
3. Positively will not damage cooling-system.
4. Will not heat-up a motor.
5. Circulates freely at the lowest operating temperatures.
6. Will not affect paint, varnish or lacquer finishes.
7. Non-inflammable and odorless.
8. Prevents formation of rust in cooling-system.
9. Economical—one filling lasts all winter.

EVEREADY



PRESTONE

NOTE: When you drain your cooling-system of Eveready Prestone in the spring, put in Eveready RUSTONE, for all-summer protection against rust, clogging and overheating. Then your car will always be free of rust.

Broad, smooth, paved
highways lead direct to

21ST ANNUAL
PACIFIC INTERNATIONAL
LIVESTOCK EXPOSITION
PORTLAND, OCT. 24-31



*“The
Livestock Epic
of the West”*

Combines thirteen complete shows in one: Pure-bred Livestock Show; Fat Stock Show; Dairy, Land and Manufacturers' Products Shows; Wool and Mohair Show; Poultry and Rabbit Show; Pacific International Dog Show; Industrial Exhibits; Boys' and Girls' Club Work Exhibits; Wild Life Exhibits by Oregon Fish and Game Commission (including complete miniature fish hatchery in full operation); "Truth-in-Meats" Exhibit; and Spectacular Horse Show featuring fourteen programs.

**\$100,000
PRIZE MONEY**

Exhibits of thousands of America's finest and best pure-bred Beef and Dairy Cattle, Horses, Sheep, Hogs, Goats, Poultry, Rabbits and Dogs valued at millions of dollars. Eleven acres of exhibits under one roof.

**20 ACRES
PARKING SPACE**

Every convenience and comfort afforded to insure a full day's enjoyment. Well-managed parking space (accommodating 5000 autos) provided FREE. Delicious meals at reasonable prices served all day in Pacific International's own restaurant under the direction of a famous western chef. Entertainment includes Horse Show matinees and evening performances daily.

THE PACIFIC INTERNATIONAL LIVESTOCK EXPOSITION
PORTLAND, OREGON. Oct. 24 - Oct. 31