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AUTOMOBILE NEWS

BEE MANAGEMENT VERY IMPORTANT.

Oregon bees will successfully pass the winter, says the experiment station bee specialist, if they have ample stores, sufficient protection and a large force. Fifty pounds of honey are not too much for the average hive, and 3 pounds of young bees are about right. The latter factor is very important. Three pounds of bees are about

15,000 individuals. These numbers refer only to the young bees since the old bees soon die and it is the young bees and the queen which live over until spring. To provide this force of young bees, it is necessary to have the colony headed by a choice young queen, preferably of Italian stock.

Winter moisture conservation is unimportant in Oregon, reports the experiment station. Roots go to

moisture more than moisture to roots, and a soil mulch is of little value for trapping showers recent investigations show. The fine seed bed tends to run together, puddle, bake, and make a less favorable foothold for clover seed on winter grain next February. Consequently soil for fall grain is not worked to a fineness equal to that of the ideal seed bed.

"Kill the overwintering hessian fall-sown and spring-sown wheat,

fly in Oregon by plowing under infested wheat fields," says the experiment station in Station Circular 77. This wheatpest causes heavy damage to late fall-sown and spring-sown wheat in the Willamette valley, where the stubble was not deeply by fall plowing. The stubble contains in the "flaxseed" on the straw or in the volunteer wheat all the hessian flies that will deliver a spring attack on late

BUICK COMPANY SETS RECORD

According to George C. Conn, director of traffic of the Buick Motor company, a new traffic record was made by his company in the months of August and September. During this period, the first two months after the introduction of the 1927 Buick models, Buick shipped 16,362 cars and received 9,064 cars, making a total of 25,426 cars of freight to move through the plant in sixty days. The record for the same period last year was 17,188 cars.

"The wide distribution of Buick output is shown by the fact that in September the outbound business moved over 163 different railroads," Mr. Conn said. "This does not include the increased export business. These figures, however, do not tell the whole story. Not only has the number of cars increased but the handling by the railroads has shown very marked efficiency."

"For example, it would have been impossible to handle this volume out of Flint a few years ago. Today, our 375 to 400 daily carloads of outgoing automobiles are cleared out of Flint by midnight every night. Similar high operating efficiency on the part of the railroads, with resultant increased business, is being reported from all over the country. This is of course very gratifying to Buick in view of our steadily increasing transportation requirements."

TIMELY ADVICE FOR THE MOTORIST

If you have not installed a new set of spark plugs within the past year or if your present set has gone 10,000 miles, you will make certain of quicker starting and better engine performance during the coming winter if you install a complete new set now. This is the advice of R. A. Hartley, local manager of the Western Auto Supply company.

Hundreds of thousands of motorists who installed new Champion spark plugs during Champion national change week last spring, have enjoyed better service since that time, and every motorist will be better satisfied with the performance of his car if he makes it a regular practice to put in new plugs once a year.

According to Hartley, many do not understand how new spark plugs improve the running of the motor. The reasons are perfectly simple and easily understood. Power is developed by the rapid combustion and expansion of the burning gas ignited by the spark at the plug points. Increased power and economy result from an intense spark that gives instantaneous ignition, more rapid expansion and complete burning of the gas.

The spark plugs must furnish from 600 to 1500 full intense, perfectly timed sparks a minute while constantly subjected to terrific heat and hammerlike blows of the compression. Deposits of soot and carbon are gradually buried into the surface of the insulating core, causing surface leakage of current; corrosion gradually sets up an electrical resistance in the electrodes and slowly but surely, a less intense spark occurs at the point of the plug.

Loss of power and waste gas and oil result from a less intensive spark that causes a lag in both ignition and flame propagation. Only a part of the gas is actually converted into power and much of it passes out the exhaust, merely wasted.

Deterioration takes place even in Champion spark plugs although they give exceptionally satisfactory service, says Mr. Hartley and new plugs will soon pay for themselves in savings of gas and oil.

NUMEROUS SIGNS ALONG HIGHWAYS BECOME A MENACE

In their endeavor to attract the attention of motorists to their wares, along the highways, the operators of various hog dog and sandwich kitchens, fruit stands and service stations have overstepped the bounds of safety and harmony in the use of warnings that have

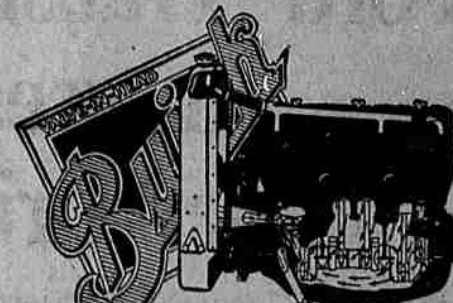
been more or less standardized by highway commissions as standard caution notices to motorists, according to the Oregon State Motor association in combating such corruptions of the highway markers.

"These misleading signs become confusing to the motorist to the point of being a real hazard as he becomes inclined to disregard such hoaxes after he has been 'wounded' repeatedly by signs carrying such absurdities as: 'Caution! you are about to pass up the best hog dogs on the highway', or some such wording carrying a warning notice to attract the attention of motorists who have been schooled to watching for caution notices. These caution signs should be confined only to the real warning of motorists where an actual hazard exists, as they are the only mediums through which the tourist may be warned of the sudden changing of the contour of the highway over which he is traveling. Another use of such wordings becomes a corruption which in this instance is a real hazard."

"In addition to being a hazard, these signs are cluttering up the roadsides to such an extent as to add an element of incongruity that is the height of unsightliness to highways that are otherwise scenic and orderly. In all sorts of colors and sizes these roadside posters and signboards are made as conspicuous as possible, each vendor following his own individual ideas, and often times doing the work in a most amateurish style that constitutes an obnoxious series of blemishes along the highway."

"The Oregon State Motor association, the motor club holding the franchise for Oregon in the A. A. A., is heartily in accord with the campaign being conducted by the A. A. A. throughout America, and is doing its utmost in eradicating Oregon of the hazardous and obnoxious hot dog and small sign menaces along the highways of the state."

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