

AUTO BOARD IS CREATED

Realizing the necessity of attaining the highest degree of efficiency in the board of auto mechanics, Governor Olcott has hit upon a unique scheme for making appointments of that board to be based entirely upon merit.

Under the law of the last legislature which creates the board three members are to be chosen by the governor, to serve for a term of one, two and three years respectively, subsequent appointees to hold for terms of three years each.

Governor Olcott has asked Prof. M. L. Granning, in charge of the auto mechanics department at the Oregon Agricultural college, to confer with all applicants for membership on the new board, such conference to be relative to the qualifications of the applicants. Prof. Granning will then report to the executive as to the qualifications of the men and the executive will in turn make the appointments based upon such reports.

It is understood that the governor will make the selections so as to cover the state as nearly as possible from a geographical standpoint, with due regard to the qualifications of the appointees and their general fitness for serving on the board.

The new law is one of vast importance to automobile owners and gives wide scope of authority to members of the board. As a result every effort will be made to secure the services of men who will give the maximum of earnest attention to the details of the administration of the act. Leading motorists have called attention to the fact that possibilities for abuse might grow out of the administration of the law and that it might also develop that a too rigid application of its principles might work severe hardships on the smaller towns where tourists frequently find the need for the aid of an automobile mechanic the greatest.

The law provides that the board after its selection, shall organize by electing a president and a secretary-treasurer and provide for holding examinations at such places as are specified in the act and at the same time provide rules and regulations for such examinations, not in conflict with the provisions of the act itself.

Members of the board must be qualified auto mechanics and shall receive a compensation for their services \$10 per day for each day actually and necessarily employed in the performance of their duties and also traveling expenses. The expenses of the board are to be paid from the fees collected.

The law requires the board to meet at least bi-monthly for the purpose of holding examinations at Portland, La Grande, Astoria, Klamath Falls and Eugene.

Under the law an auto mechanic is defined to be any person who shall work for hire or hold himself out to work for hire upon any automobile or auto truck and no auto mechanic shall work for hire or hold himself out to work for hire upon automobile or automobile truck within the state of Oregon without first having complied with the terms of this act; provided that nothing herein shall be construed to apply to any garage whose employment requires the use of an automobile or auto truck and whose duties in part, consist in keeping such automobile or auto truck in repair and provided further, that each licensed auto mechanic may have one helper or apprentice, who need not be licensed under the provisions of this act, but no such helper or apprentice shall work for hire upon any automobile or truck except under the direction of a duly licensed auto mechanic.

Provision is made that every person desiring to secure a license as auto mechanic shall before the 20th day of each month notify the secretary of the board of auto mechanics examiners that he will appear at either of the meeting places mentioned at the next regular meeting day of such board and he shall accompany such notice with an application fee of \$5 which fee shall be in full for all financial demands of such applicant. In case such applicant passes a satisfactory examination the board shall issue him a license permitting him to work upon auto trucks or automobiles for hire for a period of one year. Such license may be renewed at the end of the year for which it was granted upon the payment of a sum of \$5 to the secretary-treasurer of the board. The board, however, may at any time revoke a license for incompetency on the part of the holder of such license or for any other good and sufficient cause. In case a license is revoked the secretary-treasurer is to notify the county clerk.

The license provided for in duplicate, the original to be filed by the holder with the county clerk of the county in which the applicant desires to work as an auto mechanic and the duplicate shall be posted by the holder of it in the office or shop where he conducts his business or where he is employed. In the event the holder of the license moves into another county he may, upon the payment of 50 cents to the county clerk of the county from which he wishes to remove, receive a certified copy of his license for filing with the county clerk of the county in which he contemplates taking up his employment.

Provision is made by the law that on and after six months after it takes effect any person violating any of its provisions shall be deemed

guilty of a misdemeanor and upon conviction thereof shall be punished by a fine not to exceed \$100. The law becomes effective May 29th.

CADILLAC CAR'S FINE RECORD IN A. E. F. SERVICE

The Cadillac Motor Car Co., Detroit, has recently issued an interesting leaflet on the record of a Cadillac automobile which was used in the A. E. F. service and made an excellent record. The record is printed as it was posted below the car in the Automobile Show of the 32d Division, A. E. F., Rengsdorf, Germany, March 16, 1919. The car was a seven passenger Cadillac, which with an extra gas tank on the running board and a coat of O. D. paint, served in the A. E. F. in France.

The record states that: "This car was first put into the service of the United States Army on September 20, 1915, when it was assigned to Frederick Funston, then commanding the Southern Department at San Antonio, Texas.

During the Mexican campaign, it was used by General Funston practically all the time.

After the death of General Funston, the car was assigned to General John J. Pershing, who used it until he was sent overseas.

The car was then turned over to the new Commandant of the Southern Department, General James Parker, in April, 1917.

When General Parker proceeded overseas, he turned the car over to General William G. Haan, who received him of the command of the 32d Division.

General Haan secured permission to take this car with him to France, March 6, 1918, it was unloaded from ship at Brest.

In May, 1918, the car was turned over to Lieut.-Col. John H. Howard, Assistant Chief of Staff G-1, the General having received a closed-body Cadillac for his use. Lieut.-Col. Howard took this car through the actions in the Alsace sector, through the attack and advance from Chateau Thierry to Flames, on the Vesle River; through the attack and advance in the Chemin des Dames, north of Soissons, and through the opening action in the Argonne Forests. On September 27, 1918, the car was turned over to Major Robert Connor, Assistant Chief of Staff G-1 succeeding Lieut.-Col. Howard.

During the advance through the Argonne, the attack and advance on the Meuse River north of Verdun, and for the advance of the Division into Germany after the Armistice was signed, as part of the Army of Occupation, this car was used by Major Connor. This car is still in use in the Division, being now one of the cars used by the Division Quartermaster. Following is the record of the car as determined from the records kept in the office of the motor transport officer of the 32d Division, and from questioning driv-

ers who have operated the car. The record is substantially correct.

Repairs—This car was first overhauled in August, 1915, at Fort Sam Houston, San Antonio, Texas. A new top was put on and the upholstery was replaced.


In December, 1917, this car was overhauled at Camp MacArthur, Waco, Texas. The car was repainted, and a new set of seat covers put on. In September, 1918, the car was overhauled in the Overhaul Park No. 2 at St. Quentin, Paris. A complete overhaul was given, all bearings, etc., being tested. There was practically no replacement of parts except piston rings and one front wheel inner bearing.

Mileage—The total mileage up to and including the twelfth day of March, 1919, was 58,552 miles.

Lexington Car Makes Appearances on the Union County Market

E. D. Eade and Ben Miller drove in from Portland Thursday in a new car which has been selected for this territory and will take its place among the light six cars of the medium price. It is the Lexington Minuto Man and is quite a car. The trip was made from Portland to La Grande in good time and both the boys think a great deal of the performance of the new Lexington model.

Butter Wrappers printed at the Observer office.



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