

GIVE YOUR AUTO GOOD ATTENTION

Winter Motoring Can Be Made More Pleasant by Giving Car Necessary Care.

WATCH ENGINE VERY CLOSELY

Hood and Radiator Should Be Kept Covered and Anti-Freeze Solution Poured Into Water System—Be Easy on Battery

With the closed car and all sorts of heating arrangements more popular than ever, few automobiles are put into storage during the winter.

But manufactured conveniences will not make winter motoring pleasant unless the car gets all the attention and care necessary for cold-weather driving.

Chief Source of Trouble. The motorist's greatest attention should be paid toward the engine, for that is his chief source of trouble in winter. He should keep the hood and radiator covered. The gasoline should be cleared of water and other impurities and an anti-freeze solution placed in the water system.

The best anti-freeze solution is about a gallon of denatured alcohol, or alcohol and glycerin in equal proportions, to three of water. This freezes at about 10 degrees above zero, Fahrenheit. For colder weather the alcohol mixture should be greater.

If the engine doesn't start immediately on depressing the starter button, the motorist should resort to the priming and crank method. The battery should not be overworked, for the long nights and short days during winter mean added current for the lights. Besides, the battery's efficiency is lowered with a drop in temperature.

Starting Cold Engine.

A cold engine will start best after being primed with high-test gasoline or ether. The crank should be used to limber up the engine. The choke should be used sparingly, for overuse causes the raw fuel to run through into the crank case.

There is least load on the engine in starting if the clutch is held out while turning over the engine with the starting motor.

Lighter lubricant should be placed in the differential and transmission, for cold weather congeals the oil and furnishes more work for the engine.

LOOSE SPOKES CAUSE NOISE

Squeaks Become More Distinct as Car Turns Corner and Can Be Remedied Quickly.

Wooden wheels with loose spokes emit a squeaking sound which is intensely annoying. The noise will be more distinct when the car is being driven around a corner. Sometimes this looseness may be obviated by replacing one or more spokes, or it may be cured by forcing small wooden wedges between the spokes and the hub. A wheelwright can do the job in a few minutes.

Clean Oil Holes.

Whenever it becomes necessary to examine the interior of the motor, for any cause whatever, the car owner should make it a point to clean the oil holes at the lower end of the connecting rods.

AUTOMOBILE GOSSIP

Keep a record of the distance traveled by each tire.

Tires puncture more easily when not properly inflated.

The average term of service for an automobile is six years.

A careful driver seldom gets into the hospital or police court.

Chains should be placed on tires with the hooks to the rear.

The greater number of the new automobiles carrying insurance are valued at more than their market price.

If they keep up the crusade to make everything cash it will soon be impossible to even get your battery charged.—Banks Herald.

The Toledo Blade says that a telephone pole never hits an automobile except in self defense.

How many pedestrians use the left side of the road when walking on a highway. The law says it should be done and there must be a reason for it. Fewer accidents would result.

STUDEBAKER HAS BIGGEST YEAR IN HISTORY IN 1921

On December 31 the Studebaker company closed the most successful year in its history, the factory informed J. K. Leander, factory branch manager, last week. Gross sales totaled approximately \$95,000,000. The company sold about 66,500 cars. Previous record in gross was \$90,652,000 in 1920, and in number of cars 65,885, in 1916, when the company turned out a large amount of war business.

Studebaker goes into 1922 in the strongest financial position in its history. It has between \$8,000,000 and \$9,000,000 cash and owes the banks nothing. A year ago cash amount stood a little over \$7,000,000 but against this the company owed the banks \$8,500,000. Instead of being a borrower Studebaker is today a large lender.

In the nine months of 1921 the company earned a net of \$9,644,000 after depreciation and taxes, on the equivalent of \$15.21 a share for the \$60,000,000 common after preferred dividends. With various charge-offs to be made at the end of the year the full 12 months should return better than \$18 a share for the junior issue.

During the last three years Studebaker has doubled its common share capital, the increase from \$30,000,000 to \$60,000,000 including \$15,000,000 stock dividend. Record earnings on the old capital for a full year were \$9,067,425, or \$27.66 a share, in 1915.

Studebaker is now operating its South Bend plant at capacity. Production schedule calls for 8000 cars this month, 700 in February, which contains two holidays and 8000 to 8500 in March. This means a minimum production in current quarter of 23,700 cars, a new three months' record. Previous record was in second quarter last year at 22,305 cars. The third quarter of last year ran slightly under 22,000. Production in the last quarter approximated 11,000.

At Studebaker turned out only 11,000 cars in the first quarter of 1921, a minimum production schedule of 23,700 this quarter means an increase of considerably more than 100 per cent.

FORD COMPANY SOLD MILLION CARS IN 1921

Retail sales of Ford cars, trucks and Fordson tractors have again exceeded the million mark for the year of 1921, according to a statement by the Ford Motor company.

The Ford factory and assembly plant production figures reached a total of 1,050,40 cars, trucks and tractors for the year with retail sales by dealers approximating 1,093,000, which in the United States surpassed the 1920 retail sales record by 104,213 Ford cars and trucks.

The Ford company says the outlook for 1922 is decidedly optimistic. In fact, concrete evidences already exist in that car and truck retail sales for December, 1921, exceeded December 1920, sales by almost 25 per cent and Fordson tractor retail sales for the same period show an increase over 100 per cent for December, 1921, as well as an increase over the total tractor sales for the month of November.

Another point brought out by a comparison of production figures for the past two years shows that Ford enclosed cars are gaining in popularity as 23 per cent of the 1921 production were sedans and coupes as against a total of 18 per cent for the year previous.

The recent price cut was the fourth in the last 16 months. During that time the price of the touring car has been cut 40 per cent. Reductions on some of the other types have been even greater.

Ford is giving employment at present to approximately 40,000 men in his main plant at Detroit, the importance of which is emphasized when consideration is given to the fact that nearly 20 per cent of the city's population is directly dependent upon the Ford Motor company.

Chevrolets Are Selling.

The Clackamas County Chevrolet agency, of which Bert Hall is the representative, with headquarters in Oregon City, reports a decided demand for the popular new light car, with eight sales last week. Mr. Hall predicts that the coming season will be one of the biggest yet for the lighter autos.

Ralph Parker Takes Portland Position

Ralph Parker, formerly of the firm of Miller Parker has accepted a position with the Covey Motor Co. of Portland and will leave Oregon City with his family in the near future.

Mr. Parker has been a resident of Oregon City for almost ten years and has been active in promoting the business interests of the county and city.

He has been a member of the Commercial club and the Live Wires and it was largely through his efforts that the Oregon City Auto Park was established.

Between You and Me

by Joe Jolly

The Elevator Pilot.

City jobs have their ups and downs the mayor's seat is not so soft—men have been known to refuse a chance to be chief of police. But it's a visible fact that nobody gets more ups and downs in the work of a day than Jack Straight, the city's faithful elevator pilot.

Jack has staid with the old ship through summers fizzle: he's the only pilot who doesn't get seasick and desert his post.

Jack fondly cares for that old lift with its groaning, sobbing cylinders and ugly tower. He grooms the cold oozy machinery that makes our home-going so much easier than it used to be and worries when some careless attendant throws a wrench into its vitals, compelling Jack to hang out his most unpopular signal, "Elevator Closed." He stokes the winter fire that heats the shaft and keeps the valves and pistons from freezing when Alaska atmosphere moves down into Oregon.

Moreover, Jack's human; that's what really counts. He is a friend to everybody, which proves it every time. He's always decent and friendly in the uplift business, but, being in the uplift business, he will tolerate no roughhouse in his cage. Just take time to appreciate his courtesy and cheer.

An Apology to the Pioneers.

In my last week's mention of fireproof construction, I chanced to refer with seeming irreverence to the crumbling ruins of antiquity left standing here in Oregon City. However unappreciative such a reference might seem, it should not be considered for a moment that the real intention was to discredit the achievements of the early Oregon settlers. We are the tardy builders who have not kept pace with the times.

Taking into consideration the hardships which those sturdy pioneers endured in establishing a few frame buildings and keeping them established till complete civilization arrived, the energy now required to erect a modern structure might appear childlike in comparison.

The real fact is that their work has made our results possible; we are building on the foundations which they laid. The epoch that's now in the making is far from complete, when completed, their part will surely appear greater than ours.

To really understand and appreciate how pale are the sacrifices that most of us make today, folks should absorb Eva Emery Dye's "McLoughlin and Old Oregon."

Dr. Welsh's Ayrshires.

It would seem strange that a strain of cattle originating in the Scottish highlands, then adopted into the mountainous regions of Canada, should be found grazing on the rough and brushy slopes near the Sunset school above West Linn. Dr. O. A. Welsh is a great admirer of the Ayrshire breed and has imported several head from British Columbia, which, with others—the increase of his original venture—make up a desirable herd of thoroughbreds. The Doctor especially prizes a couple of handsome yearling heifers—granddaughters of the famous "Grandview Rose," champion milk producer of Canada.

Ayrshires are scarce in Clackamas county, there being only one other sizeable herd, besides the Doctor's. There is pleasant diversion in stock raising, for a busy man of affairs, and satisfaction in propagating a race of thoroughbreds. Whether or not the venture is a financial success has absolutely no bearing on the essential benefit the importation of such stock will bring to the county. Meanwhile we wish the Doctor continued success and cannot help noting how a noble group of cattle never seem to clutter or mar a landscape. They are nature's picturesque accessories.

About Billboards.

There were times in the not so remote past when our citizens were laboring behind horses or oxen—when salmon were teeming in the western rivers and everybody produc-

ed or gathered what they needed to eat and wear. Folks were a lot healthier, huskier and happier in those days without knowing anything about "The national joy smoke," or Spear-mint gum. Reading was confined to small printed pages—of which people selected what best suited their tastes and pleasures.

Nature provided much material for reflection and thought and men were inspired and broadened by such undefiled environment. These staunch inhabitants put forth sufficient effort in cultivating their minds and their fields to create a type of manhood which is the foundation of our present age and race.

Today our brain food is selected, cut and dried, then diluted to terrible dimensions and spread over the landscape so that reading may be without effort—unconscious—painless, so to speak. They dose us with such as these: "You can have prosperity if you wanted it;" "Keep that schoolgirl complexion"—and others. It is marvelous how it is no longer necessary to select our own literature or think our own thoughts.

But there is one offensive practice in connection with this and that is when they plaster a glaring signboard right blank in the face of our famed northwestern scenery. There are occasions when we would prefer to feed on unembellished nature rather even than on bread, ice cream or tobacco advertisements.

The Temporary Span.

On Friday morning, the 20th of January, the suspended cables, prepared for our temporary structure across the Willamette, first felt the weight of man and material. In the raw, cold and dreary atmosphere of a severe winter day, men clung to those steel strands and tied on the suspending threads which support the floor of the cross beams which they pushed out over the river, fashioning their own floors of double twelve inch plank as they advanced. Tirelessly they worked, though numb and cold from the icy blasts, spanning the 500 foot gap in thirteen working hours.

Citizens, who observed the work, when partially completed, enjoyed a rare and spectacular sight. The figures suspended in mid air and the narrow walk which ended so abruptly far above the stream, while workmen carried material out over the swaying skeleton of the bridge, provided a thrill of daring and danger. The fabric which had previously been measured and fashioned, joined together smoothly and speedily.

Now the bridge stands completed, making a very fair appearance, considering the haste in which it was constructed and the transient use which it serves.

Our Navigation.

Supposing the river is at the 35-foot flood stage; a steamer, heavily loaded with paper, drops down through the locks headed down stream. If the pilot is a careful navigator he backs up the river a short distance for a start, then makes a run for it and slides under the top of the new bridge easily enough. The 261 feet clearance of the locks and the 73 feet pier and a vertical clearance of 73 feet. The Claire, tallest of the present boats, rises 70 feet above the water—which misses the bridge deck by three feet. And the time which we mention is during extremely high water. It would be painful to think what would happen should a boat push her nose out of the locks and then "let her drift." But the supposition is that good boats like snappy human beings, are not mere pieces of drift-wood.

Captain Reed, in charge of the U. S. engineering at the locks will tell you that only a very few short years ago steamers were not using the locks on a 25-foot stage or over. Navigators were tied up because the locks were useless right then and continually until the waters lowered. Such had been the custom for 25 years prior to the time when the U. S. engineers erected a four-foot wall at the upper lock entrance thus holding back the upper river from flooding the gates and giving lower river navigation the benefit of another 10 foot rise. Now, when we see a big steamer get a full speed start and hit the lower lock entrance, running the risk of crowding a pack of flood trash through her slats in that narrow and walled waterway, we haven't much fear for her safety down at the 190 foot bridge

clearance with flood waters at 35. It's a good old fleet that runs the Willamette and the boys in their tops will put them through or die. Clearance of 190 feet is not nearly so convenient as the comfortable breadth of a river but the public has found out that they are not squawkers when a good thing like a new bridge comes

along. Possibly they reflect how it's getting so that the automobiles take more room on the river than the steamers us. However, the boys all 'rive good autos so what's the use?

The ready response to the ferry proposition is a credit to progress and good business. It is encouraging to both city and county—a genuine service to both.

Here's the Truth About Battery Dope

There are a lot of places offering to give your battery a fresh start in life by putting "dope" in it.

As a matter of fact there isn't any kind of dope made that will take the place of recharging and proper care.

If your battery does really need acid it is far cheaper and safer to come to Battery Headquarters to have it put in. Whether your battery is a Willard or not, bring it to us—if it can be done at a saving to you, we'll set it on its feet in the quickest possible time.

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Phone 77 With Miller-Parker Co.

A report has been circulated to the effect that we are about to discontinue the sale of Ford parts and in order to correct this impression we announce.

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