

AUTOMOBILE GOSSIP

Tire Fillers.
Punctures used to mean a lot of trouble for tire users, but the refinements in rims now make quick changes possible and this bugaboo no longer worries the average driver.
Resiliency being a prime requirement of pneumatic tires, it is hard to conceive of an improvement on air for cushion and elasticity. If fillers be too soft, the hinging action of tires will be localized and not permit of strain distribution to suit the construction. No advantage over solid tires can be claimed for fillers unless the fillers are resilient. To secure the desired flexibility, fillers are invariably made of pliable materials—and being of this nature they will flatten under weight.
Objectionable developments are circumferential friction from lack of uniform filling out of case and from displacement at road contact, weight and effect of centrifugal force, heat and separation. Rims are caused to sag and become out of round, also the clinches may be spread and twisted as a result of weight, pinched tubes, and other annoyances can frequently be traced to these irregularities. Tire manufacturers waive the guarantee and responsibility for tires when a substitute for air is used. Car manufacturers discourage excess weight to wheels, especially on the driving wheels—this is particularly true with small cars, the power and rear axle system not being suitable for moving an unusual drag.

The Oregon City Auto company has been seriously handicapped for some time by the paving operations on Sixth street which completely closed the entrance to their garage but Manager Swock states that he expects to resume business in about a week, as the pavement will soon be ready for traffic.

The Columbia River highway is now open to traffic from Portland to the sea. The workmen employed by the county to clear the road of its load of ice have succeeded in opening a passage through the banks, although in some places it is only ten feet wide. While there may be congestion at a few of the forst points, until the cuts are widened, the highway is ready for its normal train of pleasure seeking motorists. As soon as possible the ice will be cleared off too the full width.
From Portland to Mood River the highway is also ready for one-way traffic and will be cleared for two-way traffic as soon as the force of 100 men now working can accomplish it.

OREGON INDUSTRIES

Weekly Record of Industrial Conditions Gleaned From Reliable Sources Over The State

Prairie Center—Development work progressing satisfactorily at Ophir mine with possibility that this property will develop into one of the largest gold producers in west.
Warrenton—Work begins on buildings for Prouty Lumber & Box Co. Oregon City—S. P. depot to be rebuilt.
Wallowa to have new high school building.
Thurston has new cheese factory.
North Bend—New hotel here nearing completion.
Portland—Contract awarded for \$27,000 Women's club building.
Salem—Plans complete for erection of old folks' home to cost \$55,000.
Newberg—High school building to be remodeled.
Newberg—Plans for \$20,000 American Legion building here.
Oregon City to have extensive street improvement program for 1922.
St. Helens—Island Lumber Co. will resume operations.
Lebanon cannery to run full capacity during coming season.
Medford—Work begins on new building for M. F. & H. Co.
Lacey to have new school house.
Warrenton to have auditorium and hall.
Pendleton—Shell Co. plans \$15,000 building here.
La Pine to have new hotel building.
Marshfield—Main mill of Pacific States Lumber Co. resumes operations.
Eugene—\$5000 cement products factory to be erected.
Bank—Contract let for erection of post office building.
Cottage Grove—\$75,000 flume completed at Woodard sawmill.
Kenton to have \$75,000 extension of lumber plant here.
Creswell public schools to have a gymnasium.
Sheridan to have furniture factory.
Wheeler sawmill plant idle a year, starts up with 200 hands.
Eugene fruit growers to erect two-story warehouse.
Astoria—Japanese steamer unloading cargo of coal.
Salem to have federal industrial school.
Oregon Growers' association to build new plant at Newberg.
State has \$1,024,557 funds ready for county market roads.
Gervais to have \$15,000 hospital.
Reedsport—100 men employed on Scottsburg road.
Heppner wool on the back of sheep selling at thirty cents.
Portland bookstore to erect \$300,000 home.

Tread Attachments, Reliners and Inside Protectors.
An engineer does not depend upon the strength of materials alone, to make a safe railroad bridge or building—it is necessary that the structure also be designed along the right principles.
A successful tire must be properly designed, i. e., the shape suitable for the size of the section and a correct balance is an essential thing; the tire must be strong enough to render good service but not too thick, heavy or stiff to prevent distribution of strains and stand the flexing action in side walls.
Extra thickness and weights added to tires will cause additional heat and interfere with the radiation. Tread attachments or covers creep, chafe, heat and stiffen the tread to such an extent that fabric breaks are caused by a localized hinging action in side walls.
It is not advisable to use reliners in new tires because they tend to flatten the tires similar to under-inflation and, in many ways, interfere with the design and intended action. If made of flexible material and well constructed, reliners are a good thing in old tires having separation and breakers in the fabric, and which would not, without reinforcement, be serviceable. Under such circumstances, reliners strengthen the tires, protect inner tubes from being pinched by the fabric and often make it possible to secure a greater mileage.
The New York automobile show for 1922 is now a matter of history. In the show and out of it there are something like 130 different makes of automobiles on the American market, or about to be placed thereon. In addition to the four or five new cars that occupied feature places at the show, there are some 15 or 20 more that were not on the list at this time last year.—Scientific American.
A car bumper has been made which also acts as a car lock. It has the appearance of the ordinary bumper except that it has a horn like projector hanging down from each end which can be turned back and locked, preventing the wheels from being turned either way and allowing the car to be driven only in a straight line.

TO TAKE PLACE OF GASOLINE

Prizes Offered for Invention of Fuel That Shall Be Less Costly and as Useful.
The rapid increase in the use of automobiles, motortrucks and motor-propelled agricultural machinery, together with the high cost of gasoline in France, has brought about much study of the possible use of other motive fuels which might be manufactured from native materials at lower cost to the consumer than gasoline.
At the annual meeting of the Agricultural Society at Beaters, a committee was authorized to organize a competition with a view to discovering a practical and economical motor fuel with alcohol as the basis of its composition. Prizes totaling 200,000 francs have been placed at the disposition of the committee, of which amount 100,000 francs will be awarded to the competitor whose product gives the best results. The competition will be open from January to March, 1922.
While the motor fuel sought for is intended for consumption in the existing type of motor engines, a product which could be employed in a modified type of engine will be considered.

mination and the City Council of said Oregon City has appointed Friday evening, March 17th, 1922, at 7:30 o'clock P. M., in the Council Chamber of Oregon City, as the time and place for hearing objections to said assessment and you are hereby notified that any objections, which may be made in writing and filed with said Recorder on or before the 17th day of March 1922, will be heard and considered by the said City Council at the time and place hereinbefore specified before any ordinance is passed assessing the cost of said sewer.
Dated March 2d, 1922.
C. W. KELLY, Recorder.

ORDINANCE NO.

An Ordinance establishing the grade of Molalla Avenue, from a point at the intersection of Duane Avenue with the East side of Molalla Avenue; thence 30 feet Westery and at right angles to the East side of Molalla Avenue to a point in the center line of Molalla Avenue, Southerly along the center line thereof to the city limits of Oregon City.

Oregon City does ordain as follows: Section 1. The grade of Molalla Avenue from a point at the intersection of Duane Avenue with the East side of Molalla Avenue; thence 30 feet Westery and at right angles to the East side of Molalla Avenue to a point in the center line of Molalla Avenue, Southerly along the center line thereof to the city limits of Oregon City, is hereby established as follows:

- Beginning at the intersection of the South side of Duane Avenue with the East side of Molalla Avenue; thence 30 feet Westery and at right angles to the East side of Molalla Avenue, to a point in the center line of Molalla Avenue at an elevation of 513.7 feet; thence Southerly along the center line of Molalla Avenue, distances and to elevations as follows:
- 100 feet to an elevation of 514.7 feet
- 140 feet to an elevation of 513.8 feet
- 160 feet to an elevation of 511.6 feet
- 300 feet to an elevation of 510.4 feet
- 245 feet to an elevation of 510.2 feet
- 165 feet to an elevation of 506.8 feet
- 100 feet to an elevation of 506.1 feet
- 200 feet to an elevation of 505.7 feet
- 100 feet to an elevation of 506.3 feet
- 100 feet to an elevation of 507.6 feet
- 100 feet to an elevation of 508.2 feet
- 200 feet to an elevation of 404.1 feet
- 200 feet to an elevation of 500.6 feet
- 200 feet to an elevation of 500.1 feet
- 200 feet to an elevation of 497.2 feet at city limits.

Read first time at a regular meeting of the city council held on March 1st, 1922, at 7:00 o'clock P. M., and ordered published to come up for second reading and passage at a special meeting of the city council to be held on the 17th day of March 1922 at 7:30 o'clock P. M.

C. W. KELLY, Recorder.

ORDINANCE NO.

An ordinance authorizing the issuance of improvement bonds in pursuance of an act of the legislature of the State of Oregon, known as "The Bonding Act", as the same has been amended.
Oregon City does ordain as follows: Section 1. That in pursuance of application of owners of property to pay

Brightening Up a Corner.
The Woman, one chill, stormy day was forced by the importance of an errand through a squalid, swarming section of the city. The street was narrow and dirty, the people looked ill fed and ill clothed. Their helplessness impressed itself upon her morbidly. Everything was drab and dreary, the weather, the gray, littered pavement, the sad-colored buildings, the dull, grimy faces of the crowd that loitered and bartered on the thoroughfare. Her spirit struggled against depression.
And then she warmed to one little ray of sunshine in that gloomy chasm. It was a brass doorknob upon the sagging door of a dingy entrance. But it shone with splendid and cheerful courage. A shining bit of brass is such a cheerful thing anywhere. It suggests warm hearthsides and thrifty homekeepers, comfort and cleanliness. Among those surroundings it suggested something more—a brave soul who carried through this valley of poverty a dauntless heart, an unflinching belief that cleanliness is godliness.—New York Tribune.

Chemistry Gains in Waste Salvage.
The annual report of the bureau of chemistry of the Department of Agriculture tells of the work that has been done in studying processes used in industries related to agriculture. Some of the problems reported upon are: Making adhesives, cellulose, furfural, etc. from corn cobs; manufacturing starch from potatoes; manufacturing a palatable sirup from the sweet potato; utilizing waste oranges and lemons; improving methods of tanning and testing leather; manufacture of rosin and turpentine, and study of the laws that govern the chemical reactions employed in dye industry.—From the Journal of Industrial and Engineering Chemistry.

Tires on Jirikishas.
While automobiles are still rare in China, owing to the lack of proper motor roads, it is interesting to note that improvements have been made to the popular vehicle of the country, the jirikisha, and that in the larger towns and villages it is now equipped with rubber tires. The common rikisha is a two-wheeled vehicle drawn by Chinese coolies and suitable for seating one person. In Tientsin it is estimated that there are between 10,000 and 12,000 public and 1,000 private rikishas in use and in Peking 23,000 public and 3,000 private rikishas.

NOTICE

Notice is hereby given that the City Engineer of Oregon City has filed with the undersigned a written certificate to the effect that the paving of Sixth Street thereof from the Westerly line of Main Street to the Easterly line of Water Street has been fully completed by W. D. Andrews Construction Co., and the City Council has set March 17th day of March, 1922, at 7:30 o'clock P. M., where the acceptance of said street will be considered by the council. All persons affected by the said improvement are hereby notified to file any objection to such acceptance in writing with the undersigned on or before said time.
C. W. KELLY, Recorder.

NOTICE OF HEARING OF SEWER DISTRICT NO. 13 ASSESSMENT

Notice is hereby given that the committee appointed to ascertain the benefits to each lot, or parts thereof or parcel of real estate lying in Sewer District No. 13, Oregon City, Oregon, described as follows:
Beginning at the Northwest corner of Lot 6, Block 5 of Oregon City, Oregon, according to the duly recorded map and plat thereof; thence Easterly to the Northwest corner of Lot 4, Block 25 of Oregon City; thence Northerly along the Easterly line of Main Street to the Northwest corner of Lot 5 said Block 25; thence Easterly on Westerly line of Lots 5 and 2 said block 25 and on a projection of said line to the center of the main line of the Southern Pacific Railroad as now located and constructed; thence Southerly along the center line of said Railroad's main line to a point of intersection of the North line of the alley in block 26 of Oregon City extended Easterly; thence Westerly along the North line of said alley and of the alley in Block 4 of Oregon City to the Southwest corner of Lot 7 of said Block 4; thence Northerly along the Easterly line of Water Street to the place of beginning, and the cost of laying and constructing said sewer to each lot or part thereof, or parcel of said real estate in said Sewer District according to such benefits, has made its report and the assessment based thereon is now on file in the office of the Recorder of said Oregon City and subject to ex-

certain assessments for the improvement of streets in Oregon City, Oregon, as provided by an act of the legislative assembly of the State of Oregon, entitled "An Act to provide for the issuance of bonds for the improvement of street and the construction of sewers in incorporated cities and for the paying of the costs of such improvement and the construction of sewers by installments" as amended by an act of the legislature of the State of Oregon, approved February 28th, 1901, entitled "An Act to amend sections 1, 2, 3, 4, 5, 6, and 7 of an act entitled "An Act to provide for the issuance of bonds for the improvement of streets and the laying of sewers in incorporated cities and the paying by installments filed in the office of the secretary of state, February 22, 1893, approved February 28, 1901, and subsequently amendatory act heretofore passed by the legislative assembly of the state of Oregon; the mayor and recorder are hereby authorized and directed to execute improvement bonds of Oregon City, Oregon, and deliver the same to the treasurer of Oregon City, Oregon, who shall retain such bonds until ordered by the financial committee of the city council of Oregon City to deliver said bonds to the successful bidder thereof, who shall pay to the treasurer the amount bid for the said bonds.
Said bonds are issued in payment of a portion of the cost of the streets hereinafter named and shall not exceed the sum of \$6145.95 and for the respective street named shall be as follows:
12th Street, seven bonds of the denomination of \$500.00 each and one bond for \$109.18, all dated November 1st, 1921.
8th Street, four bonds of the denomination of \$500.00 each and one bond for \$398.66, all dated December 1st, 1921.

The Alley in Block 24, one bond of \$138.11 dated November 1st, 1921.
Said bonds shall mature in ten years from the date thereof, and be payable in gold coin of the United States of America and bear interest at the rate of six per cent per annum, interest payable semi-annually, said interest to be evidenced by coupons attached to said bonds, provided, however, the right, to take up or cancel said bonds upon the payment of the face thereof with all accrued interest to the date of payment on any semi-annual interest paying period, at or after one year from the date of said bonds, is hereby reserved to Oregon City.
Section 2. The treasurer of Oregon City is hereby directed to credit, upon receiving the purchase price of said bonds, the face value thereof and accrued interest to the said improvement fund and all premiums to the general fund of Oregon City.
Section 3. Whereas the City Council of Oregon City has heretofore found that the condition of these

streets is and was dangerous to the health and safety of Oregon City, and have let contracts for the immediate improvement of the streets, and whereas the said streets are in such condition as to be dangerous to the health and safety of the public and that it is necessary to provide funds for the continuance of the improvements thereof, and the said continuance is necessary for the immediate preservation of the health and safety of the public, in the judgment of the city council of Oregon City an emergency exists, therefore this ordinance shall take effect and be in force immediately upon its approval by the mayor.

Read first time at a regular meeting of the city council held on March 1st, 1922 at 7:00 o'clock P. M. and ordered published to come up for second reading and passage at a special meeting of the city council to be held on the 17th day of March, 1922, at 7:30 o'clock P. M.

C. W. KELLY, Recorder.

ADAM KILMER SAYS:

Our new Stock of Diamond Cords and Fabrics is now in.

These tire were all made since January 1st, no old stock. They combine all the lessons learned in 25 years of tire making with the finest materials, a mighty tough black tread and a real Non-Skid design which can not be beat.

We also carry Hyvis Oil—the very best grade made.

Tell your tire troubles to Kilmer and Kinzel.

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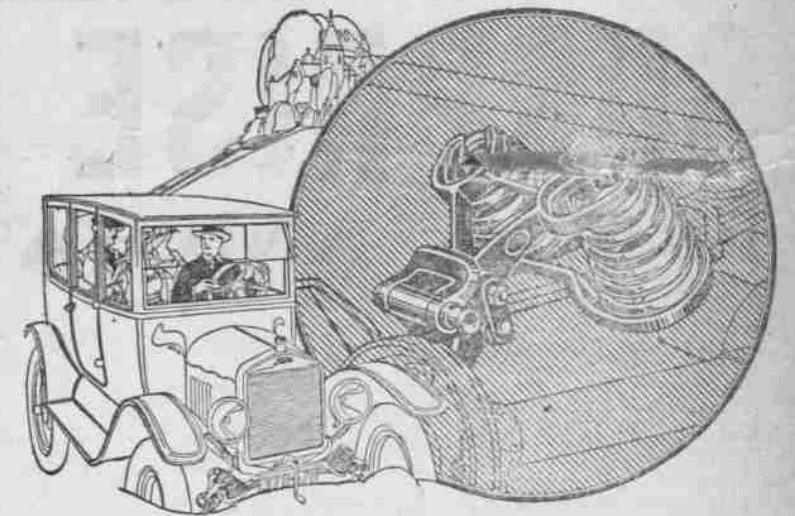


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30x3 1/2	9.55	1.69
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Mason 30x3 1/2	10.95	
CORDS		
30x3 1/2	12.95	1.69
32x4	22.00	2.40
33x4	23.65	2.44
34x4	23.90	2.63

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Some drivers of cars not equipped with Willard Batteries think they ought to go to the service station that sold the battery. Not at all!

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