

# MUFFLER IS NOT WATCHED CLOSE

### Cleaning Up Process Is Overlooked or Delayed Until Openings Become Clogged.

## INCREASES USE OF GASOLINE

Very Important Part of Automobile Is Located Under Car and Out of Sight, and Is Rarely Given Attention Needed.

One of the parts of an automobile most neglected by many owners and drivers is the muffler. As a boy with a dirty face puts off the cleaning up process just as long as possible, so the motorist with a muffler that needs attention procrastinates and thinks perhaps he will fix it up tomorrow. And tomorrow never comes. But today is always here with its greater use of gasoline and various other complications that a dirty muffler causes.

The muffler is located under the car, and being out of sight is usually out of mind. It is therefore often neglected or misused. And yet it ought not to be. The muffler is placed on the end of the exhaust pipe of the engine so that the driver of an automobile while taking pleasure himself does not wholly deprive others of it.

Let us consider the use of the muffler. The exhaust valve opens while the burned gas is still under a pressure of from 25 to 30 pounds per square inch. If this were exhausted directly into the air the resulting noise would stifle conversation in the car, annoy everybody along the street and quickly get the driver into trouble with the police. The muffler prevents all this. It provides a chamber in which these exhaust gases may expand and cool somewhat and at the same time breaks up the pressure by allowing it to leak out slowly through a number of very small holes, instead of letting it loose in one "big noise."

### The "Cut-Out" Valve.

In the early history of the automobile mufflers were not used and everybody for blocks around knew when an auto was coming. As the automobiles increased in number this became a nuisance and was stopped by law. Then they sought, indeed had been seeking, a means of stifling the sound. In the early muffler there was trouble because the gas would back up in the cylinder and decrease the power of the motor. It was thought there was no way to decrease the sound without decreasing the power; therefore the manufacturers devised a valve to "cut out" the muffler on the car whenever extra power was desired.

Sometimes the back pressure was so great as to interfere when driving through heavy roads or up hills. The "cut out" let the gas exhaust directly into the air instead of going through the muffler. At the present time nearly every city has a law prohibiting the use of "cut outs."

The average driver does not know that his muffler needs as careful attention as any other part of the mechanism, and so he neglects it. In these days of noiseless cars it requires a great number of very small holes inside muffler. These become clogged with soot or carbon from the exhaust. The deposit collects very rapidly especially when the grade of oil used is poor or too much oil is used. It also results when the carburetor is adjusted to give too rich a mixture.

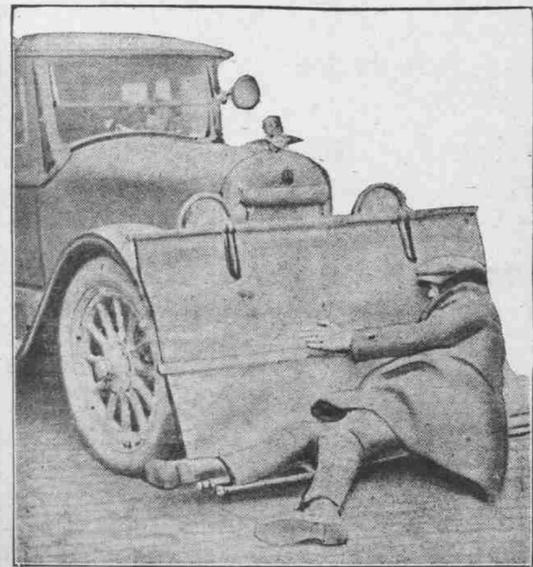
### Openings Become Clogged.

When these small openings become clogged the exhaust gases cannot escape readily, and naturally the cylinder of the engine is not cleaned at the exhaust stroke. Result: It is impossible to bring in a full cylinder of new gas on the next intake stroke. There is not a full charge to explode, and this means a loss of power to the engine.

Cases are known where the throttle was opened wide without any increase in power. Trying to find out what the matter was, the driver opened the "cut out" and this caused the machine to accelerate very rapidly.

No autoist has pushed the engine and train off the track yet.

## NEW LIFE SAVER FOR AUTOMOBILES



The latest thing in bumpers is the new life saver for automobiles. The inventors are Charles Beatty, 11001 Wentworth avenue, Chris Hansen, 11254 South Michigan avenue and William Hansen, 11343 Forest avenue, Chicago, and they are very confident of their invention. Here you see the "fender" in practical use.

## FORD CAR HAS MANY REFINEMENTS

Body and Mechanical Improvements Meet Public Approval

The Ford Motor Company, Detroit, has just made public a list of recent improvements in the mechanical features of Ford cars.

Asserting that Ford cars are better today than they ever have been before, the statement adds that fuel consumption is lower; the engine is even more efficient than formerly; improvements in the springs and steering apparatus insure easier riding and driving qualities; a new headlamp lens, which complies with all state laws, improves the road light; and that many other minor betterments have been made.

Ford pistons and connecting rods have been re-designed and are matched for weight before assembling into motors. This reduces vibration and gives the motor a quicker pick-up. The new pistons weigh three-quarters of a pound less than those formerly used. A highly polished crank shaft bearing surface also reduces wear and, added to the piston and connecting rod improvements, insures a smoother-running and better balanced motor. The material used in the Ford crankshaft and the care and precision in its manufacture make it second to none.

The new Ford carburetor gives increased acceleration. Though not radically different from the carburetor previously used, the new carburetor improves the all-around performance of the motor, giving it a quicker pickup and a greater flexibility of action.

The wiring system has been completely re-designed, and while it costs more to install than the old system, is most efficient, proof of which is evidenced by the fact that it affords a fire insurance rate as low as the higher priced cars on the market.

Many other changes have been made: A 16 inch steering wheel is now standard equipment; Timken roller bearings are used in the front wheels; one-piece pressed steel runningboard brackets insure body rigidity and eliminate vibration and body noises; a dash weatherproof prevents rain from reaching coil terminals or dash wiring; the steering mechanism has also been improved; and the tools supplied to purchasers of Ford cars have also been improved in quality. Another important improvement in the truck chassis is the adoption of cord tires as standard equipment on the rear wheels.

The change made some time ago in the seating arrangement of the Touring Car has met with widespread approval. By lowering the seats and altering the seat backs, greater comfort was added.

It is pointed out that retail sales of a million cars and trucks yearly, and the consumption of raw and finished products at a cost of approximately one million dollars a day makes it possible to sell Fords at their present low prices and at the same time to produce a car of exceptionally high quality.

## TO MAKE RAIN VISOR FOR ANY AUTOMOBILE

Tin Device Prevents Fogging of Driver's Vision.

Elements Kept From Striking Glass and Is Great Help in Stormy Weather—When Enamelled Suitably It Is Not Conspicuous.

When it rains against the windshield the view of the road is uncertain and chances of accident are increased. Windshield cleaners are good, but they keep one working.

This visor has been devised to prevent the elements from striking the



Attached to the top of your automobile, this tin visor prevents rain or snow from fogging your vision.

glass at all and is a great help to drivers in stormy weather. As most automobilists keep their tops up during winter, it can be fastened permanently in place, for that season at least.

Cut out a piece of sheet tin the desired length and so it can be bent about as shown in the perspective of the windshield edge of the visor, and should be punched with several holes so that it can be tacked to the inside of the front bow of the top.

Make it just low enough so that it will ward off the snow or rain, but not too low to prevent the driver from watching the road. Be sure the side shields come as close as possible to the glass without touching, as they will help to keep drafts from sucking in the snow or rain at the sides.

When enameled a suitable color to match the car, it will not be unbecoming or conspicuous in the least. —Popular Science Monthly.

## AUTOMOBILE GOSSIP

Under-inflation and over-loading account for most tire trouble.

A not infrequent cause of hard starting is over-richness of the mixture.

Clogging of the cooling system may be prevented by cleaning it at least twice a year with soda.

Rubber is very quickly disintegrated by oil, and at the same time it has a most unfortunate capillary affinity for the oil.

A new owner of an automobile, when searching for trouble, often creates more than he finds.

The metal surfaces of the wheel spindle should be greased when making a change of wire wheels.

Poor compression is the cause of an engine using an excessive amount of oil and gasoline.

## The County Court

(Continued from page eight)

Industrial Accident Commission, \$215.00; Feenaugh Machinery Co., \$77.00; Oregon City Foundry, \$2.00; The Estacada Sales Co., \$475.40; J. D. Caldwell Co., \$100.80; Howard-Cooper Corporation, \$86.97; W. Waldorf, \$23.75; A. O. Meinig, \$300.00; Harvey Gibson, \$3.00; Roy Ridings, \$3.00; Standard Oil Company, \$398.84; Red-daway Truck Line, \$2.50; Wilsonville Ferry, \$100.00; Carlton & Rosenkrans, Co., \$13.55; Pacific Highway Garage, \$20.18; The Daily Record-Abstract, \$5.10; Portland Ry. Light & Power Co., \$155.28; Clackamas County Auto & Tractor Co., \$160.00; Mrs. G. H. Cattle, \$125.00; Willamette River Lbs. Co., \$32.90; H. E. Cross, \$10.00; Pacific Telephone and Telegraph Company, \$7.85.

DISTRICT NO. 11—Myron E. Dunn and wife, \$400.00; Anna M. Simpson, \$500.00; Robert F. Ryan, Trustee, \$1.00; Robert Patton, \$20.00; J. N. Pearson, \$1.00; The Oregon Iron & Steel Co., \$1.00.

GENERAL ROADS—Edward Rose Klighall, \$50.00; Erickson & Co., \$1.20; Portland Railway, Light and Power Company, \$25.20; Hogg Bros., \$124.19; Abe Gilbert, \$207.59; A. C. Scheer, \$65.76; Walter Harvey, \$65.38; S. A. Mead, \$22.99; S. Nash, \$17.45; Albert Scheer, \$68.90; L. W. Davies, \$86.27; T. C. Thomas, \$89.26; Eldon Swick, \$76.32; Walter J. Henrice, \$43.89; C. A. Wallace, \$38.16; H. Ellingson, \$13.96; H. Fisher, \$13.47; C. A. Wallace, \$20.20; Roy Dent, \$13.96; Alvin Heft, \$20.94; John Heft, \$20.97; Claude Henerich, \$6.98; L. F. Rambo, \$13.96; H. Ellingson, \$10.47; Bert Wallace, \$17.45; John Heft, \$6.99; Alvin Heft, \$3.49; H. Ellingson, \$3.49; L. T. Rambo, \$3.49; Bert Wallace, \$3.49; Roy Dent, \$3.49; O. Striker, \$33.92; Dick Striker, \$33.92; Herman Fisher, \$26.94; J. Margeson, \$35.92; H. Henrich, \$94.81; C. Henrich, \$58.44; Parkplace Garage, \$7.28; Frank Busch & Sons, \$4.75; Standard Oil Company, \$26.22; Howard-Cooper Corporation, \$3.70; East Side Mill & Lumber Company, \$473.95; A. H. Averill Machinery Company, \$46.00; J. S. Fisher, \$5.38; John Heft, \$2.22; Charley Stenstrom, \$21.00; Stewart Mitchell, \$20.13; Dix Brothers, \$10.45; Willamette Harris, \$53.10; Larkins & Son, \$80.22; August Martin, \$10.00; C. L. Garinger, \$40.00; Charley Biggins, \$6.00; Edd Douglass & Co., \$20.00; Hogg Brothers, \$177.50; John Heft, \$76.89; Roy Dent, \$34.90; H. Ellingson, \$20.94; Alvin Heft, \$38.39; L. F. Rambo, \$27.92; Herbert Ives, \$10.47; Roy Dent, \$6.98; Alvin Heft, \$6.98; John Heft, \$6.99; Claude Henerich, \$6.98; L. F. Rambo, \$3.49; John Heft, \$76.89; Alvin Heft, \$20.94; R. Dent, \$20.94; Claude Henerich, \$13.96; L. F. Rambo, \$17.45; H. Ellingson, \$3.49; Bert Wallace, \$20.94; F. Bluhm, \$26.94; J. H. Margeson, \$6.98; Wm. Braatz, \$9.73; A. E. Johnson, \$4.98; Emiel Larson, \$8.74; Howard George, \$9.98; Linn Hulet, \$4.98; R. W. Zimmerman, \$8.47; F. E. Mills, \$3.00.

MARKET ROAD NO. 1—D. T. Meldrum, \$10.05; D. R. Dimick, \$12.47; J. W. Garrett, \$28.82; W. S. Gorbitt, \$34.90; R. Clark, \$7.49; Delbert Fisher, \$14.93; P. E. Boney \$11.20; George Anderson, \$14.94; George Williams \$4.99; John Anderson, \$1.24; H. Comer, \$3.73; D. Countraman, \$2.49.

MARKET ROAD NO. 2—Willamette Equipment Co., \$65.00; Paul R. Meinig, \$195.12; Road Builders' Equipment Co., \$110.25; John A. Roebing's Sons Co., \$16.16; Hogg Bros., \$30.50; D. T. Meldrum, \$11.25; The Daily Record-Abstract, \$5.70; H. H. Udell, \$83.33; H. R. Devlin, \$21.16; A. W. Anderson, \$27.39; Herbert Udell, \$31.12; J. M. Parks, \$26.14; Harold Parks, \$24.90; John Aftoller, \$14.97; Ray Hanson, \$42.41; William Hanson, \$21.16; Frank Miller, \$21.16; Geo. Allgeier, \$21.16; M. L. Berdigan, \$7.47.

MARKET ROAD NO. 3—Estacada Telephone & Telegraph Company, \$2.25; Paul R. Meinig, \$134.43; D. T. Meldrum, \$11.05; Geo. Pennell, \$45.71; W. H. Douglas, \$10.48; Fred Hoffmeister, \$2.49; Wm. Ingwood, \$1.24; P. C. Murphy, \$1.24; W. H. Dauglass, \$6.00.

MARKET ROAD NO. 4—Frank Busch & Sons, \$2.80; Willamette Truck Service, \$2.00; Buffalo Roller, Sales Co., \$29.80; Larsen & Company, \$2.10; V. C. Jackson, \$41.25; D. T. Meldrum, \$6.25; A. W. Borland, \$17.46; A. H. Borland, \$15.93; Henry Koch, \$54.89; H. M. Borland, \$19.96; John Raicy, \$53.88; R. C. Paine, \$13.47; Loid Borland, \$9.98; P. Whitten, \$48.65.

MARKET ROAD NO. 5—Hogg Bros. \$27.00; D. T. Meldrum, \$9.85; E. L. Palfrey, \$19.95; J. Streitmatter, \$10.57; Gus Simmons, \$10.57; D. H. Ramsby, \$14.95; Pringle Shaw, \$11.21.

MARKET ROAD NO. 6—Road Builders' Equipment Co., \$36.50; D. T. Meldrum, \$6.25; A. A. Wood, \$16.22.

MARKET ROAD NO. 7—D. T. Meldrum, \$13.75; J. W. Miles, \$17.10; Geo. Pennell, \$26.12; The Daily Record-Abstract, \$4.50; Geo. Forman, \$53.59; Frank Tiffney, \$24.27; M. Johnson, \$17.72; W. Toie, \$2.49; L. L. Lake, \$2.49; J. W. Miles, \$39.18; Cecil Wells, \$9.98; G. D. Hammond, \$9.98; Wm. H. Rambo \$24.95; Lawrence Hull, \$16.96; Chas. Simmons, \$3.84.

MARKET ROAD NO. 8—A. Mather, \$62.20; D. T. Meldrum, \$6.25; E. Hinkle, \$5.00; Geo. Pennell, \$32.65; Wm. Braatz, \$13.96; Allison Allen, \$2.49.

ELECTION—Beattie & Hofman, Inc., \$7.00; Fred A. Miller, \$15.00. SHERIFF—C. G. Miller Co., \$50. The Western Union Telegraph Company, \$1.57; T. M. Hurlburt, \$50; C. H. Elston, \$4.00; L. A. Rall, \$5.00; Wm. J. Wilson, \$4.00; Banner-Courier, \$118.00; Oregon City Enterprise, \$1.50; J. C. Loundree, \$7.50.

CLERK—Frank Busch & Sons, \$1.00; Banner-Courier, \$182.00; Jones Drug Company, \$1.95; Huntley-Draper Drug Co., \$140.00; Oregon City Enterprise, \$143.10; Fred A. Miller, \$13.80; Banner-Courier, \$84.95.

RECORDER—County Recorder, \$12.00; Oregon City Enterprise, \$521. TREASURER—Banner-Courier, \$161.35; County Treasurer, \$10.00.

ASSESSOR—Huntley-Draper Drug Co., \$2.20; W. B. Cook, \$7.05; Banner-Courier, \$4.75; Oregon City Enterprise, \$1140.90.

COUNTY COURT—Huntley-Draper Drug Co., \$1.50; H. E. Cross, \$10.00; W. A. Proctor, \$65.00; W. F. Harris, \$90.00.

COURT HOUSE—Board of Water Commissioners, \$16.00; Pacific Telephone and Telegraph Company, \$70.75; Estate Geo. C. Borwnell, \$40.00; J. W. Jones, \$9.00.

CIRCUIT COURT—Geo. Alexander, \$8.00; Sarah Bell Pratt, \$5.00; Rosey Pratt, \$5.00.

JUSTICE OF PEACE—J. Dean Butler, \$2.50; O. W. Barnett, \$2.40; C. A. Lewis, \$5.00; David Nelson, \$4.00; Banner-Courier, \$2.50; E. W. Fowler, \$3.00; John H. Comer, \$3.00; Walter A. Beck, \$3.00; W. A. Beck, \$3.00; J. P. Woodie, \$8.85; Oregon City Enterprise, \$10.60; E. J. Noble, \$112.60; N. J. Holgate, \$6.00; Ed Fortune, \$55.10.

CORONER—E. A. Brady, \$43.00; Dr. H. L. Babb, \$5.00; O. A. Pace, \$41.00; O. A. Welsh, \$10.00; Dr. Ross Eaton, \$5.00; Dr. W. E. Hempstead, \$5.00; Dr. Chas. Carey, \$10.00; Holman & Pace, \$72.00.

SURVEYOR—Hogg Bros., \$3.00; W. C. Cowgill, Jr., \$45.20; Geo. Pennell, \$78.36; J. W. Miles, \$15.00; Paul Dunn, \$7.00; A. M. Kirchem, \$5.60; A. W. Cooke, \$10.00; F. M. Townsend, \$10.00; Louie Funk, \$5.20; A. C. Thomas, \$7.00; D. T. Meldrum, \$31.60; G. D. Hammond, \$5.00; W. C. Cowgill, Jr., \$137.13; J. W. Miles, \$59.83; G. D. Hammond, \$84.84; Cecil Wells, \$29.94.

INSANE—C. H. Meissner, \$5.00; Dr. M. C. Strickland, \$10.00; Austin H. Huycke, \$5.00; Dr. W. Ross Eaton, \$5.00; H. Hempstead, \$5.00.

SUPERINTENDENT—Brenton Vedder, \$52.82; Huntley-Draper Drug Co., \$32.37; Park-Shepherd Motor Co., \$29.95.

BOARD OF HEALTH—Otis M. Rich, \$37.50; Dr. O. A. Welsh, \$11.70; Guy Elliott, \$7.00.

CATTLE INDEMNITY—H. Paulson, \$68.95; Johanson Bros., \$50.00; Oscar Sporri, \$11.66.

INDIGENT SOLDIER—Mead Post No. 2, \$60.00.

JAIL—C. G. Miller Co., \$1.20; Hogg Bros., \$24.30; Hogg Bros., \$4.50; W. J. Wilson, \$142.17.

JUVENILE COURT—Park Shepherd Motor Co., \$23.21; Minda E. Church, \$63.27; E. C. Lakin, \$3.00; Walter E. Hempstead, \$10.00; Jesse Keck, \$3.40; Clara C. Patterson, \$5.50.

TAX REBATE—J. H. Dunn, \$38.52; Margaret L. Roberts, \$10.10.

PRINTING & ADVERTISING—Banner-Courier, \$29.10; Oregon City Enterprise, \$30.25.

SEALER—J. F. Jones, \$29.08.

TAX DEPARTMENT—Jessie Paddock, \$22.10; Alice McKinnon, \$52.07; Veda Andrus, \$36.29; Gordon Wilson, \$53.30; I. D. Taylor, \$70.20; Urcil Warren, \$123.95; Mattie Burkholder, \$138.96; M. Dion, \$104.27; Carlotta Pace, \$23.87; Helen Jones, \$10.00; W. J. Wilson, \$45.00.

PROHIBITION—L. Shipp, \$28.75. CLACKAMAS COUNTY FAIR ASSOCIATION—\$500.00. OREGON AGRICULTURAL COLLEGE—\$1150.00.

CIRCUIT COURT—Mrs. Bertha Wells, \$112.50; Vevyle Mumpower, \$5.00; John F. Dicken, \$9.20; John J. Jones, \$10.80; James R. Carr, \$7.60; Harvey Douglas, \$7.80; Frank Beers, \$10.40; Joseph Brunner, \$6.80; John C. Bradley, \$6.20; Baptist Campbell, \$7.40.

DAMAGES—Earle C. Latourette, \$170.75. COUNTY AGENT—E. A. Hugh, \$3.75.

POOR—Wm. Danforth, \$10.00; Boys' & Girls' Aid Society, \$10.00; Anna Wetterlin, \$10.00; Mrs. Sarah Solomon, \$15.00; Mrs. Elizabeth Saunders, \$5.00; Ella Tracy (Eunice Horner) \$10.00; Mrs. Lillian M. Johnson, \$15.00; Geo. H. Newsome, \$15.00; Ada La Baw, \$8.00; Katie Pluard, \$10.00; Wallace R. Telford (Michael Boyles) \$12.00; John & Wm. Beers, \$20.00; Mary Lock, \$25.00; J. G. Wake, \$15.00; W. Hitchman (Ole Joesdall, John Marris & August Johnson), \$75.00; Mrs. S. Beckman (Ben Munson), \$25.00; Ben Landis, \$20.00; Fred Wyder, \$12.00; Karl Buse (Albert Velsen), \$10.00; Mand Williams, \$20.00; Thos. I. Fredenburg, \$12.00; John Nieland, (James Seeborn), \$25.00; George Bolin, \$15.00; H. Sturdevant, \$30.00; Charles Krebs (Tony Miller), \$30.00; Mrs. J. E. Mumpower, (Matheson and Dick Myers), \$60.00; Hilda Granquist, \$25.00; Paul Schuman, \$25.00; Mrs.

Jennie Paddock, (Co. charge), \$30.00; W. E. O'Donnell (W. L. Reynolds), \$16.00; A. B. Buckles (Mrs. Berwick Reynolds), \$10.00 (Mada Olsen), \$12.00, (Shoeman) \$4.97. (Mrs. Reynolds), \$15.00; (Mrs. Clara Cramer), \$10.00; (Mrs. Roberts) \$10.00; Bannan & Co. (Feeble Minded Children), \$134.98; H. E. Cross (Mrs. Almison), \$25.80; (Mrs. Jones) \$15.92; (Doc Mosier), \$5.00; D. W. Griffin (Beers Bros.), \$6.00; C. E. Walstrom, (Mrs. Roberts) \$10.00; Vina Lents (Oscar Smith), \$50.00; C. C. Store (Tony Miller), \$5.00; C. C. Store (Rosie Pratt), \$20.67; C. C. Store (Mrs. Granquist), \$2.84; Robbins Bros., (Mrs. Howard), \$10.00; Mrs. W. L. Goheen, (Nelson boys) \$27.50; Dr. Charles K. Cary, (Mrs. Matt Waldkirch), \$27.80; J. C. Penny Co., (Doc Mosier), \$15.00; (Johnson), \$18.08; (Mrs. Ben Eby), \$7.70 (for Verney Neff and Rose Pratt); Jones Drug Company, \$13.60; Oregon City Hospital, (Ben Landis), \$2.00; (Jim Wilkins), \$12.00; (Andrew Nelson), \$40.00, (Sam E. Wright) \$47.00; Mrs. Mary F. Carothers (Mrs. Pennington), \$45.00; F. Madden & Co., (Mrs. Waldkirch), \$20.00; R. M. Cranor, (Clarance Cranor and family), \$5.00; W. H. Curtis, (O. W. Smith), \$1.00; E. A. Hugh, (Mrs. Reynolds), \$7.00; W. G. Masterton & Co., (Car Hire), \$8.00

Be Sure You Know About Your Battery

No matter what kind of a car you drive or what kind of a battery there is on it you have to keep posted on certain battery facts.

You have to know whether your battery is charged to the proper point—whether it has enough water in it—whether each of the cells works properly.

Our most important job as a Battery Station is to tell you these things. It doesn't make a bit of difference what make your battery is. Here at Battery Headquarters we give every make exactly the same attention.

Con. Hilgers

Battery Rebuilding and Repairing

Twelfth and Main Oregon City, Ore.

Representing Willard Storage Batteries

DO YOU WANT TO MAKE MONEY?

Here is a new and safe del building standard Automobile Tires in Your Own Plant with a very moderate investment. We can demonstrate that you can do this with the New I. X. L. System. No joint stock companies or partnership but a business of your own at a good profit.

Come and see us and we will show you.

LAMBERT & THOMPSON,

441 Hawthorne Ave., Portland, Ore.

## SPRING IS HERE AT LAST!

Now is the time for garden work. Good garden tools purchased of us will add to the pleasure of gardening.

LAWN MOWERS, SHOVELS, LAWN SPRINKLERS, RAKES, GARDEN HOSE, HOES SPADES, ETC.

Pacific Highway GARAGE

At Elevator Phone 390

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Pacific Highway GARAGE

At Elevator Phone 390

## AUTOMOBILE PAINTING

A shabby looking car advertises neglect. Let us do your Re-Finishing.

WITH O. C. AUTO PAINT SHOP MILLER-PARKER CO.

## At the foot of Singer Hill

SAFETY FIRST

For if safety is not first it is not safety.

In choosing your repair mechanic as in driving it is well to look ahead, for after the work is done it's too late to regret that you didn't entrust your car to competent mechanics.

## CAPITAL GARAGE

Less Crawford, Prop. 10th and Railroad Oregon City