THE SUNDAY OREGONIAN, PORTLAND, DECEMBER 16, 1917.



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Dimers Not Satisfactory. Dimers Not Satisfactory. Methods of ameliorating the stars evil fall working under two heads: First, cutting down the unit intensity of the source of light leaving the head ismp; and, second, proper direction of the rays emanating from the source of light. The use of dimmers, trans-ueon screens and partial shading are sug-sested to overcome this difficulty. Hastily, we find the practice of dimming headlights by the introduction of external resistance has almost universailly been found unsatis-factory; the light still remaining in the focal point of the mirror gives rise to a more or less pronounced glaring effect, de-pending upon how severely the filament fa-dimmed. The sudden change of limminion from bright to very duli when turning, out in country driving has the result of robbing the driver of all useful illumination for driv-ing purposes.

the driver of all useful mamination for driv-ing purposes. The use of screens cuts down the driving fillumination just when it is needed most. They do, however, generally furnish suf-ficient illumination for city driving and sometimes give a very pleasing light for such conditions. It is found by experience that users of screened lights install hulbs of higher and higher candle power until in some cases the intensity of even the partially obstructed light becomes giaring.

and the partners obstructed hand becomes haring. Now a satisfactory permanent installation omsists in focusing the light as well as pos-ble, and in this connection it should be ored that the use of the new nitrogen filled urbs, in which the filament is bunched in ne similiest possible area, very materially ide in approximating a true shaft of light flor proper focusing the headlights should a bent downward so that the light pro-ceted from the reflector shall not rise high-r than 42 inches above the level surface on hich the car stands to the center of the sump.

mp. These recommendations are simple, require o expensive alterations and additions. The laring rays are directed onto the road and ot into the eyes of the driver.

The final recommendation of these engineers, so eminentl fitted to judge

here and there, with little or no ac-tual increase in merit. Such is far from the truth. One may

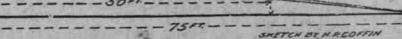
L. D. Hunter, 107 Second street, Chand-ler. E. W. Findley, 128 Grove street, Chevrolet. Sharff & Dubleren, 349 Morrison, Ford. M. D. Spencer, 54 First, Dodge. Charlie Wing, 909 Montana avenue, Ford. G. Guillokson, 706 Front street, Ford. L. Roy, 252 Seventeenth street, Ford. G. V. Hayes, Wilcox building, Nash. John N. Sharp, 514 Alder street, Metz. Herman Hansen, 727 East Seventy-eighth street North, Ford. W. H. Read, 1409 East Lincoln, Buick. Inman-Poulsen Lumber Company, Port-land, Or, Ford. Lois H. Sherman, 570 E. Main, Chevrolet. Rachel Morgan, 555 East Eighth North, Ford. uncover in the announcement of new models many details which show in themselves results of much thought

E. S. Wilkey, Fairview, Chevrolet, Mrs. Charles M. Goodman, 1214 East Fjan-

along lines of economy in operation, comfort, convenience and safety. The Velie company recently an-nounced nine 'new body styles, all mounted on the well-known Velie "Biltwel" six chassis, each perfectly appointed and finished as might be ex-nected A simple availability to the Mrs. Charles I. . ders, Ford. E. C. Hayden, 1701; Becond, Ford. Shell Oil Company of California, 446 Pit-tock block, Ford. Opera-House Laundry, 243 Everett, Ford. D. Keenow, 615 East Morrison, Ford. City Dairy, 553 Second street, Ford. pected. A simple explanation that there were incorporated certain minor mechanical improvements inspired curi-osity as to what might be the result

obtained.





By tilting the headlights (A) so that the direct or center rays of light strike the ground on an even surface 75 feet in advance of the auto (B) throws the dazzling light down and away from the eyes of the driver of the oncoming vehicle.

"Second day—Antelope, Gateway, Ma-dras, Metollus, Culver, Opal City, Ter-rebone, Redmond, Laidlaw and Bend, 84.5 miles. Roads out of Shaniko very



H. H. Eling, manager of the Over-land-Pacific branch in Portland, went to San Francisco early in the week to attend a conference there of all Willysoverland branch managers on the Coast. The conference was called by Frank C. Riggs, Western Division Man-ager for Willys-Overland. One purpose of the meeting, which began Friday, is understood to have been to outline policies for the coming wear. Mr. Eling may he sheat

Mr. Eling may be absent several days longer.



30x3 NON-SKID, \$12.70 30x31/2 NON-SKID, \$16.45 32x31/2 NON-SKID, \$19.25 31x4 NON-SKID, \$25.20 33x4 NON-SKID, \$26.85 34x4 NON-SKID, \$27.60 35x5 NON-SKID, \$44.35

Other Sizes in Proportion. Guaranteed 3500 Miles. Large Assortment, All Sizes.

Standard Makes Cases and Tubes.

Goods Shipped to All Points C. O. D., Etc. Prices Subject to Change With-

out Notice. Malcom Tire Co.

Distributors for AUTOMOBILE TIRE CO., INC. 82 N. Broadway, Portland, Or. The Oldest and Largest Auto Tire Jobbing House in the U.S. Call or Write.

Smith

Forma Truck

You Can't Buy **Favorable** Opinion

Read this letter from

C. M. Olsen Transfer & Storage Co., one of the many satisfied Smith Form-a-Truck users here in Portland.

Get the same economy of time and money in your own hauling and delivery.

BALLOU & WRIGHT Distributers Broadway at Oak

Tuesday, Dec. 11, 1917. Ballou & Wright. Portland, Oregon.

Gentlemen:

About last April we purchased a Smith Form-a-Truck from you which has been in daily operation from the day that we first began using it.

We have found it to be very economical in operation, and by using such a truck we find that we are able to handle much light work profitably, which we could not have done with our heavier equipment.

We know that we cannot get along without it, and do not know how we did get along without it as long as we did.

Very truly yours, C. M. OLSEN TRANSFER & STORAGE CO. By Charles W. Olsen.

