

RAIL LINES AIDED

Lincoln Highway Now Fulfilling Great Need.

\$2,250,000 IS SPENT IN 1917

Vast Improvements Have Been Made on Highway Since Its Establishment in 1915, and Future Betterments Are Assured.

Meritorious credit is now being given to the Lincoln Highway Association, and the men who originated the plan and definitely established the great continental route which looms up today as a saving measure to relieve the railroads of their overburden of traffic are instrumentally advancing the war plans of the United States.

For the remainder of 1918 and for an indefinite time in the future the steam roads, electric roads, waterways and highways of the country are to be called upon to bear a maximum of traffic. At the time of the establishment of the Lincoln Highway in 1915, it would have been preposterous to have considered the country's roads and highways as a dependable auxiliary in this connection.

The Lincoln Highway idea of a through connected route leading from one definite point to another equally definite point has served a great purpose in this connection as an example in road promotion, and in consequence National road authorities are confident that the highways will be able to aid materially in the needed plan of transportation.

Progress in the actual improvement of the Lincoln Highway itself has been entirely satisfactory. Great advances have been made in the Lincoln Highway Association as well as defined plans for future efforts of greatly broadened scope. During 1917 local improvements of varying character were made upon the Lincoln Highway from New York to San Francisco by practically every state, county, township and municipality traversed by the route.

Figures compiled by the association indicate that a sum in excess of \$2,250,000 was expended in this work.

In bettering the Lincoln Highway every conceivable method of road-working was employed, ranging from the simple dragging of the earth's surface in some localities to the laying of brick and concrete in others.

Too If You Must, but Be as Polite as You Can.

George W. Chambers, of Automobile Club, Gives a Few Pointers to Motorists on How to Be Courteous When Sounding Auto Horn.

Do you know how to sound the horn or klaxon in your automobile?

Listen like the 'seventh edition of football questions, but wait a minute. Think it over.

Were you ever in the act of crossing a street, taking precautions, when suddenly from close beside you came a terrible screech of horn that made your heart demand more room and startled everyone in your vicinity?

Well, it's even money you have, and the things you said, or wanted to say, were in the same spirit as the motorist's demand: "Get the — out of here!"

Now, granting that this is one cause for the feeling between pedestrians and motorists, George M. Chambers, secretary of the Oregon State Motor Association, believes the rudeness is usually due to the fact that the driver does not know how to sound his warning, or at least has never given it any thought. In any event, two sets of warning signals would help, says Chambers.

Here are some of the rules laid down by Chambers regarding the use of the horn or klaxon:

Don't try to "drive" with the automobile horn.

"Look out, I'm coming," isn't a law of the road.

Harsh warning signals often cause pedestrians to jump in front of your car.

Every automobile signal should have a "soft pedal."

Sometimes a touch of the finger will create an ear-racking sound not intended to be more than a notice of "You here."

Many drivers "set sail" at more than 20 miles an hour and think they are playing fair with humanity by loud honking.

Three principal times when the limit of noise is proper are:

1. To warn the man on the wrong side of the road.

2. To stop the car backing into you.

3. At bad curves.

In going around a car traveling in the same direction, the klaxon should be sounded as to say: "Excuse me, I want to travel a little faster." The signal should not be a challenge to "Get off the road and let someone ramble that knows how."

Quiet, well-bred business men, always courteous, will make an automobile horn proclaim them roistering boozers.

Charles M. Steele, advertising manager of the Saxon Motor Car Corporation, expects to leave for France next week in the interest of Y. M. C. A. work in the French army.

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Any automobile owner who resides in Portland or vicinity, who will register name and address at Perfection Asbestos Tire Booth, Sec. 26, during the Automobile Show will be given a cash discount of \$5.00 on any tire purchased within sixty days from date of registration.

GUARANTEED 7500 MILES OF SERVICE

Perfection Tires have everything that any other tire has, and in addition thereto, have a complete outer ply of selected long-fiber ASBESTOS and an open weave ASBESTOS breaker strip. ASBESTOS protects the cotton fabric against road friction, moisture, acids, grease and rim corrosion.

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WHOLESALE and RETAIL DISTRIBUTORS

PRIVATE CARS BARRED

FRENCH AUTHORITIES SHUT OFF ALL GASOLINE SUPPLIES.

Drastic Action Taken to Conserve Whole Present Supply for Use of the Army.

French motorists were put on a complete war basis last month by the withdrawal of all permits to purchase gasoline for touring or private cars. For a considerable time the owners have been furnished with gasoline cards which allowed them first to purchase 66 gallons and later 22 gallons a month. Cards were renewed as usual in November, but later a notice was issued to the effect that these cards could not be honored. It was intimated at first that the measure would be only of a temporary nature and had been adopted to allow the authorities to get the military reserve above the minimum figure considered necessary in the interests of the forces.

Later, owners have been made to understand that the present restrictions may continue for a considerable time, for it is essential that the army should have a plentiful supply for the present and the immediate future.

TRUCKS RUN ON PNEUMATICS

Possibilities of Quick Dispatch Forcefully Illustrated in Fast Run.

It is a matter of common knowledge that motor vehicles are capable of making greater speed on pneumatic tires than on solid tires. This advantage is being seized upon by manufacturers of motor trucks, who state that the proportion of pneumatic tires to solid tires on trucks is rapidly increasing. The possibilities of the motor truck for quick long-distance delivery were emphasized recently by the dispatch with which a rush order received at the Goodyear Tire & Rubber Company, of Akron, Ohio, was delivered at Newark, N. J. On a Tuesday morning this

company received an order, certain parts of which were in Cleveland. An emergency truck brought these parts from Cleveland while the big fire-truck was being loaded. This truck left Akron at 6 o'clock Tuesday evening, arriving at Newark at 9 o'clock Friday morning, having traveled 473 miles.

Watch Rust on Rims.

Rust on tire rims can always be detected by the appearance of the beads of the shoes. When the beads show a marked yellowish stain, it is evident that it has not been properly cared for. This stain is nothing else than rust, which forms on the rims and is deposited on the beads of the tire. If it is allowed to remain, it will destroy the tire, as it slowly but surely eats away the fabric.

Auto Tax Handicap.

The province of Manitoba food control committee has recommended to the

Government the removal of customs duties on agricultural implements, farm machinery and low priced motorcars. The recommendation is based on the serious food shortage throughout the world and the fact that the Government has urged the Western farmer to produce the largest possible crop of wheat in 1918. It is believed that the removal of duties on these articles which retail at \$1000 or less will greatly aid in increasing production.

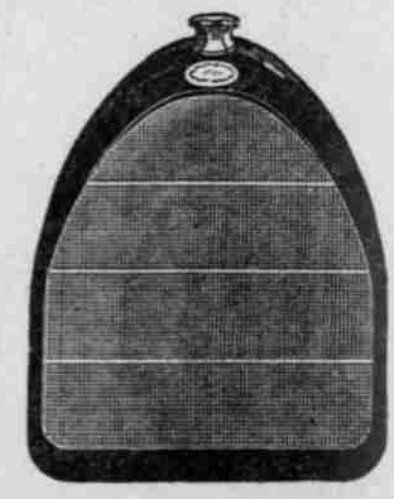
Motorists Advertise Columbus.

The Columbus, Ga. Chamber of Commerce has purchased embossed metal signs, with Columbus, Ga., upon them, which are to be sold at a price just about cost to motorists. The signs are to be placed in a conspicuous place on the machine to advertise the city.

Do not drive at excessive speed. Power consumption increases at a faster rate than speed. Every car has a definite speed at which it operates.

DON'T FAIL TO SEE OUR EXHIBIT IN THE AUTO SHOW

RADIATOR SPECIALISTS



Since 1906 we have had thousands of leaky radiators brought into our shop each year. Every one has gone out tight. The various weaknesses of every type of radiator core has been studied by us and the result is we know how to meet every problem and where to make reinforcements. Furthermore we have in our 12 years' business always made it our policy to stand behind our work. Our customers must be satisfied.

Fenders, Hoods, Bodies, Etc. Made and Repaired

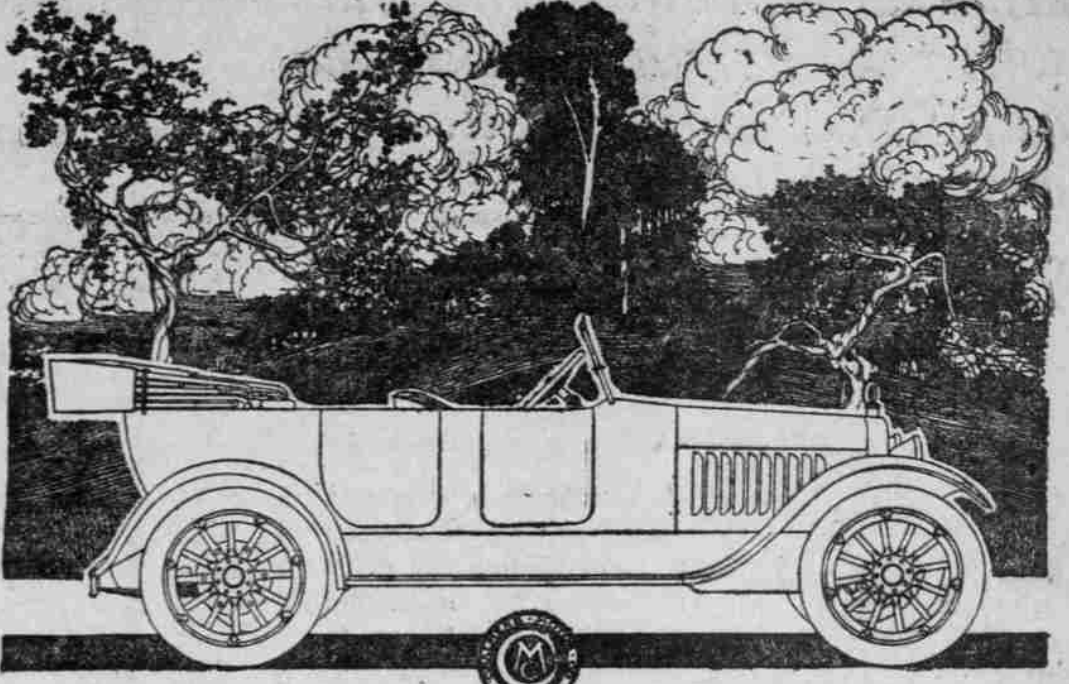


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"You will be satisfied if Burness & Martin build it."

BURNESS & MARTIN
Largest Radiator and Fender Repair Plant in Oregon.
FIFTEENTH AND ALDER STS. PORTLAND, OR.

See the Chalmers at the Auto Show



STEADILY DOWNWARD IS THE TREND OF POWER IN GAS, AND STEADILY UPWARD GO THE RESULTS FROM THIS GREAT CHALMERS ENGINE.

That gas is dropping steadily in power is no longer a matter of news. But while the decline is on (and many think we will never see again a high grade gas) here comes the master of the situation.

It is the great Chalmers engine and its chief function is making poor gas deliver high power.

It breaks up to an unprecedented degree the raw gas coming from the carburetor, "cracks it up" as the engineers say, and then heats it to a high point before the spark plugs set it off.

One device that does most of this important work is the now famous Chalmers "hot spot." The second is the ingenious "ram's-horn" manifold.

So thoroughly does the great Chalmers engine Fletcherize and Hooverize the gas that there's scarcely a particle of wasted power.

Tests of the exhaust have proved that. And so fluid or liquid is this power that it fairly charms the driver. You can get violent action in an instant or you can "tame it to almost nothing." And whether calling on it for much or little it has a peculiar note of softness about it that always denotes a superior piece of mechanism.

TOURING CAR, 7-PASSENGER \$1835	TOURING SEDAN - - - \$1950	TOWN CAR LANDAULET - \$1825
TOURING CAR, 5-PASSENGER \$1485	CABRIOLET, 3-PASSENGER - \$1775	LIMOUSINE, 7-PASSENGER - \$2725
STANDARD ROADSTER - - \$1485	TOWN CAR, 7-PASSENGER - \$2725	LIMOUSINE, LANDAULET - \$3425

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