

BIG ORDER PLACED

Eugene Man's Valve Grinder Is Success.

\$50,000 CONTRACT CLOSED

R. E. Veltum, Proprietor of Garage in Eugene, Perfects Machine That Grinds Valves in Tenth of Time Required by Hand.

EUGENE, Or., March 3.—(Special.)—Six months from the day Veltum & Clow, proprietors of a small garage in Eugene, placed their first valve grinder on the market, the Veltum & Clow Manufacturing Company closed a contract for the delivery of \$50,000 worth of the machines in 1918. The valve grinder is the invention of R. E. Veltum, who made the first one for his own use and used it for several years before the commercial possibility of the tool in connection with the automobile business was suggested.

E. R. Wiggins, of the Archer & Wiggins Company, of Portland, and George Johnson, manager of the Portland branch of Chandler & Lyon, called the inventor's attention to the fact that he had made a tool for which there was a great need. That was about one year ago.

Grinding Machine Light.
The little machine weighs 24 pounds. The average set of valves (slight from a four-cylinder engine) takes five hours of a workman's time if ground and polished by hand. The machine does this work in 30 minutes. It will operate perfectly on 20 pounds of air and can be regulated at any speed up to 1000 strokes a minute. Valves of any size, from the small needle-valve to the 4-inch valve, may be ground by it, the size of the valve making little difference in time required for the work. Any power-driven automobile pump will furnish sufficient air to grind valves perfectly.

Valves on the 15-horsepower Holt Caterpillar engine owned by Lane County were ground easily, the grinder weighing only 1/2 pound more than the valves.

Mr. Veltum came to Oregon in 1895 from Iowa Falls, Iowa, where he learned the machinist trade. He was employed in Portland for about two years by John B. Kelley, pioneer automobile dealer and agent for White Steamer cars.

"I ground valves by hand so long that I decided there must be a mechanical way and that power and machinery would do it," said Mr. Veltum, telling how he came to develop his invention. "I am not a draftsman, but I outlined the first machine on paper. I figured it out and when I made the first one it worked perfectly."

"The original draft was exactly like the machines we are making today. My first machine was of cast iron, but we have substituted aluminum die castings. That has been the only change. The first machine I made has been in use in the shop three years and is in perfect running order. It has never been taken down since the first test."

Vibrations Is Overcome.
In grinding a valve by hand, any grinder has a slight vibration. This was the inventor's most difficult problem. It was necessary to avoid vibration that would be in any other direction than the actual grinding process. It was essential to center all motion in the direction of the actual cutting or grinding operation of the machine. An oscillating motion was developed and the grinder so constructed that in operation it sets exactly over the work, all motion being so collected as to touch all points in the valve to be ground evenly. In other words the vibration of the power mechanism of the grinder virtually becomes a part of the grinding operation.

When Mr. Veltum and his business



R. E. Veltum, Eugene Garage Man, and Valve-Grinder He Has Invented That Is Proving Big Success.

partner decided to try out the commercial possibilities of the tool, they corresponded with a number of Eastern manufacturers. Prices asked were prohibitive. It was then decided to manufacture the valve grinders in Eugene. The grinders, including the aluminum castings, are now to be made here in their entirety, except for a few small screws.

The \$50,000 contract received is from the Warnock & Worth Sales Company, of Sioux City, Iowa.

IDAHO DISTRICTS AID ROADS

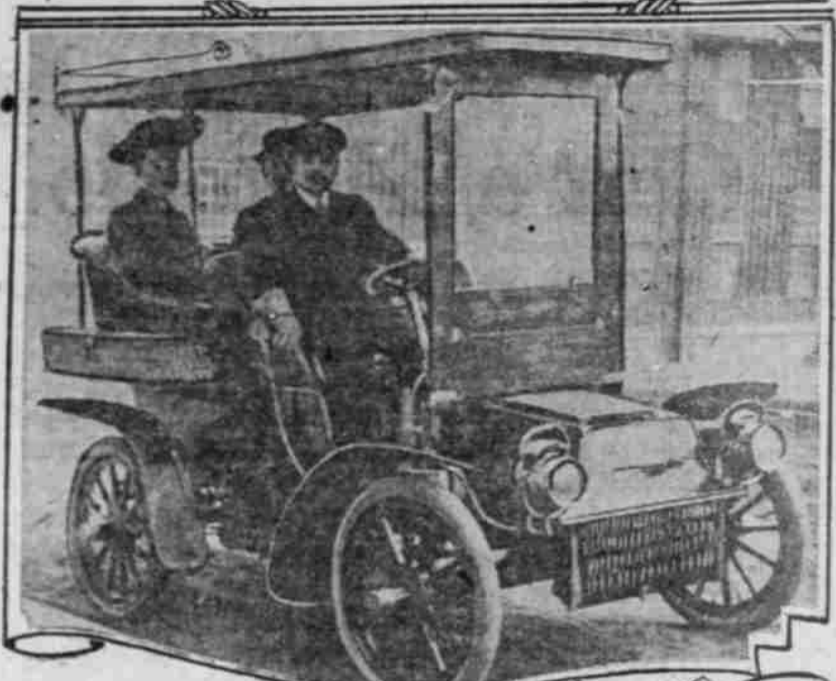
Bonds Being Voted to Insure Construction of State Highway.

LEWISTON, Idaho, March 3.—(Special.)—Idaho County highway districts are voting supplemental bond issues, in quite substantial amounts, to insure the north-and-south Idaho highway running through their several districts. The Whitebird Highway district has voted \$2500 to supplement the \$10,000 voted some time ago. The Grangeville district voted bonds in the sum of \$25,000 several months ago and is now asked to provide an additional sum of \$15,000. A bond election to provide this amount will be held at an early date, at which time it is expected the district will express its sentiment for permanent highway improvements by indorsing the enlarged bond issue. The lake district expects to vote a bond issue of \$2500 for the building of three miles of the main highway. The three districts will provide a total of \$65,000 for the construction work between Grangeville and Whitebird. The state will provide an equal sum and the Government will appropriate an amount equal to that furnished by the state, making a total of \$195,000 available for this construction.

Buy a car within your means.

AUTO SCARED FOLKS BACK IN THE GOOD OLD DAYS OF 1902

Horses Ran, Cows Skeddaddled and Even People Hid From One-Cylinder Cadillac, Second Car in Portland, Owned and Driven by Eugene Hoch.



Eugene Hoch in a Six-Cylinder Cadillac, in 1902.



First Delivery Automobile of Blumauer and Hoch, in 1902.

SIXTEEN years isn't so very long as things go, but it's a long, long time in terms of the modern automobile. Today there are nearly 50,000 autos in Oregon and some 25,000 in Portland alone. Yet in 1902, just a little less than 14 years ago, Eugene Hoch, of the firm of Blumauer & Hoch, brought to Portland the second automobile this town ever saw.

The late E. Henry Wemme was Portland's pioneer motorist, but Mr. Hoch wasn't far behind him. Mr. Hoch's car was a one-cylinder Cadillac.

A mighty different automobile from the Cadillac of today was that car with its one-hung motor. It made a racket like a battery of machine guns as it advanced and it was no speed marvel at that. Horses ran from it and frequently folks did the same. Cows went wild. But even then the Cadillac was noted for the same sturdy dependability that characterizes it today.

When Mr. Hoch first went motoring up the Willamette Valley—or down it, as some prefer to say—he left a trail of shattered nerves and mixed emotions. In some places the natives crowded around in curious throngs, but in others the whole population scattered. All this seems funny enough in this day when automobiles are so common, but some folks at that time really regarded an automobile as a visitation of the devil.

Mr. Hoch relates with relish how on one occasion as he was chugging his way through one small country village a girl was so startled at sight of his strange contraption that she leaped a

barbed-wire fence and took refuge in the nearest house.

Mr. Hoch did much motoring in his old Cadillac. Later he owned the second Pierce-Arrow in Portland and kept it for several years. He is still an enthusiastic motorist. Nowadays he prefers a lighter car and drives a Hupmobile, which gives him fine service. He says the passenger automobile is an absolute necessity these days.

Blumauer & Hoch also had the distinction of being the first wholesale house in Portland to use a motor vehicle for delivery purposes. Their delivery car was an Oldsmobile, the first automobile of that make in Portland.

LAW WORKS HARDSHIP

CLARKE COUNTY AUTO-MEN WANT REGULATIONS CHANGED.

Portland Business Houses Operating Trucks in Vancouver Must Have Two Licenses.

VANCOUVER, Wash., March 3.—(Special.)—One of the Washington laws regarding automobile trucks is stringent and in many cases works hardship, and there is a clamor to have it changed. As it now is, if a man owning a small delivery truck in the business in Portland or any place in

Oregon decides to take his wife and family for a spin to Clarke County to visit friends, on Sunday or any other day, he can be arrested for operating a truck in the state of Washington without a license. Any time a truck from Oregon comes into Washington without a Washington license, the owner is liable to arrest and fine.

The business houses in Portland and Oregon, which operate trucks in Vancouver or Clarke County, are required to get Washington licenses, in addition to the Oregon licenses. A stage or

jitney operating between Vancouver and Portland is compelled to have two licenses. A Ford stage or jitney is paid for according to horsepower, \$23, and \$2 additional for four seats, making \$21 for a license in this state, plus 25 cents for the application. A higher powered car would have to pay as much more in proportion, and if operated between Vancouver and Portland, the Oregon license tag to be obtained as well.

Automobile licenses in Washington this year are higher than ever before

and will bring several hundred thousand dollars into the State Treasury. A truck operating here must also have a mirror attached so that the driver may see in the rear. A person operating his "pleasure" car for delivering anything must take out a truck license and attach the mirror, too. Stages are also provided with mirrors.

Lubricating Pump Spindle. In repacking the gland of a water-circulating pump use plenty of graphite

with the packing. The spindle is seldom adequately lubricated and the graphite will go a long way toward making up for this. Incidentally the use of glycerine in the cooling water as an anti-freeze precaution seems to assist in the lubrication of the pump spindle.

Over 68,000 automobile tags were issued from the office of Secretary of State Phil Cook during 1917, and it is predicted that the number will be greatly increased in 1918.

National

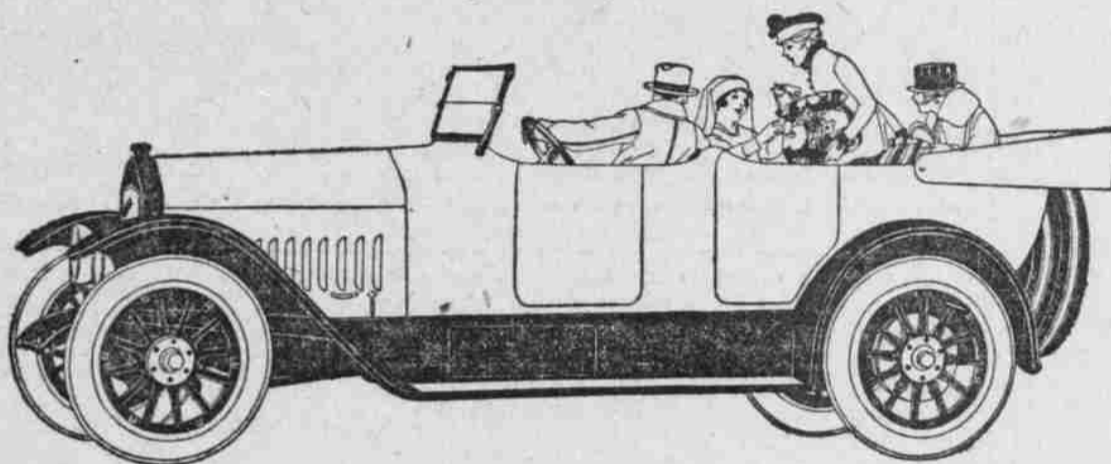
—with airplane type motor

THE character of service delivered by a motor car, and the cost of maintaining that car over a protracted period, are in the final analysis the real factors of its economy or extravagance. A really good car, which serves capably and without waste through many seasons, may very well be a more thrifty possession than a car which cost less to buy but more to keep. Many men are recognizing this truth today, and are buying Nationals in preference to a cheaper car, of less merit. Their selection is made not on the fallacious ground of initial purchase price, but on the more intelligent basis of final cost in its relation to service rendered.

Six and Twelve Cylinder Models

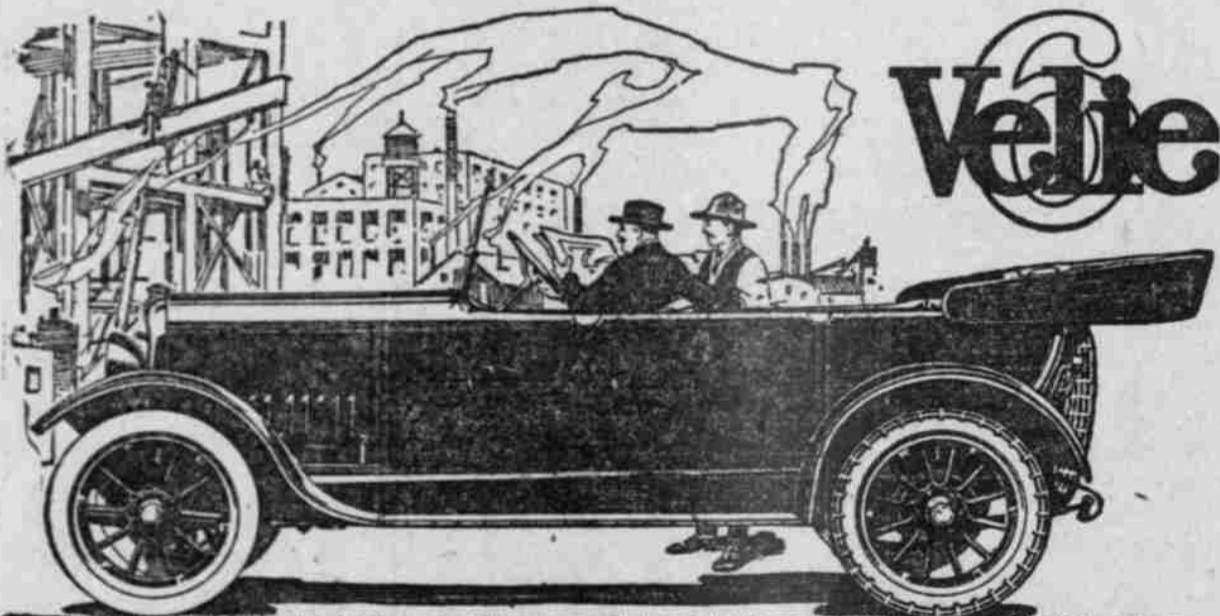
7-Pass. Touring Car, 4-Pass. Phaeton, 4-Pass. Roadster, 7-Pass. Convertible Sedan
Open Car Prices—The Six, \$2150; The Twelve, \$2750
The Six Sedan, \$2820; The Twelve Sedan, \$3490
Government's War Revenue Tax Extra Charge

NATIONAL MOTOR CAR & VEHICLE CORP., INDIANAPOLIS
Eighteenth Successful Year



MANLEY AUTO CO.

Eleventh and Oak, at Burnside Street



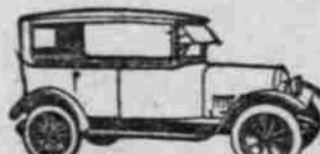
For The Big Day's Work

THE stupendous activities of today demand the most efficient personal transportation. The Velie, as the most economical car in both time and expense, fulfills every man's need.

It has remarkable value at the purchase price, costs little for upkeep and operation and is business-like in its practicability.

To everyone who must move about—in the city or country—the Velie is a necessity that pays for itself in increased value to home and country, better health and full relaxation in spare moments.

There are nine superb body styles. See them today. YOUR car is among them.



Sedan and Spasenger Touring Illustrated—two of nine superb models.

D. C. Warren Motor Car Co.

Distributor Oregon and Southern Washington,
58-60 North 23d Street.

VELIE MOTORS CORPORATION, MOLINE, ILLINOIS
Builders of Automobiles, Motor Trucks and Tractors

Ford

THE UNIVERSAL CAR

Chassis	\$400
Runabout	\$435
Touring	\$450
Coupelet	\$560
Town Car	\$645
Sedan	\$695

F. O. B. Detroit

The above prices, which became effective Feb. 22d, 1918, involved an increase on the Chassis, Runabout and Touring car, while prices of the other models remained unchanged.

The increase in price on the first three mentioned models was absolutely necessary, not only on account of the steady advance in cost of material entering into the manufacture of our cars, but also due to the curtailment of our factory and assembly plant production.

In past years it has been our policy to permit the buying public to benefit by our increased production through our corresponding reductions in the list prices of our cars, so it is only reasonable to expect a proportionate increase now in prices when our production must be cut down.

Today you can buy one with reasonable assurance of delivery, but no promise can be given as to delivery later on. BUY NOW.

Any one of the authorized Ford Dealers listed below will show you the full line of Ford cars and give you order immediate attention, and likewise pledge you the assurance of an efficient after-service, if such becomes necessary. BUY NOW.

Rushlight & Penney, Inc.
East 3d at Broadway. Phone East 303.

Francis Motor Car Company
East 13th at Hawthorne. Phone East 3770.

Talbot & Casey, Inc.
East Ankeny at Grand. Phone East 8118.

Palace Garage Company
12th at Stark. Phone Broadway 1572.

Robinson-Smith Company
6th and Madison. Phone Main 1100.

Pacific KieselKar Branch
Broadway at Davis. Phone Broadway 321.