

USED CARS GO FAST

Prices Soar Way Up and Will Be Higher Yet.

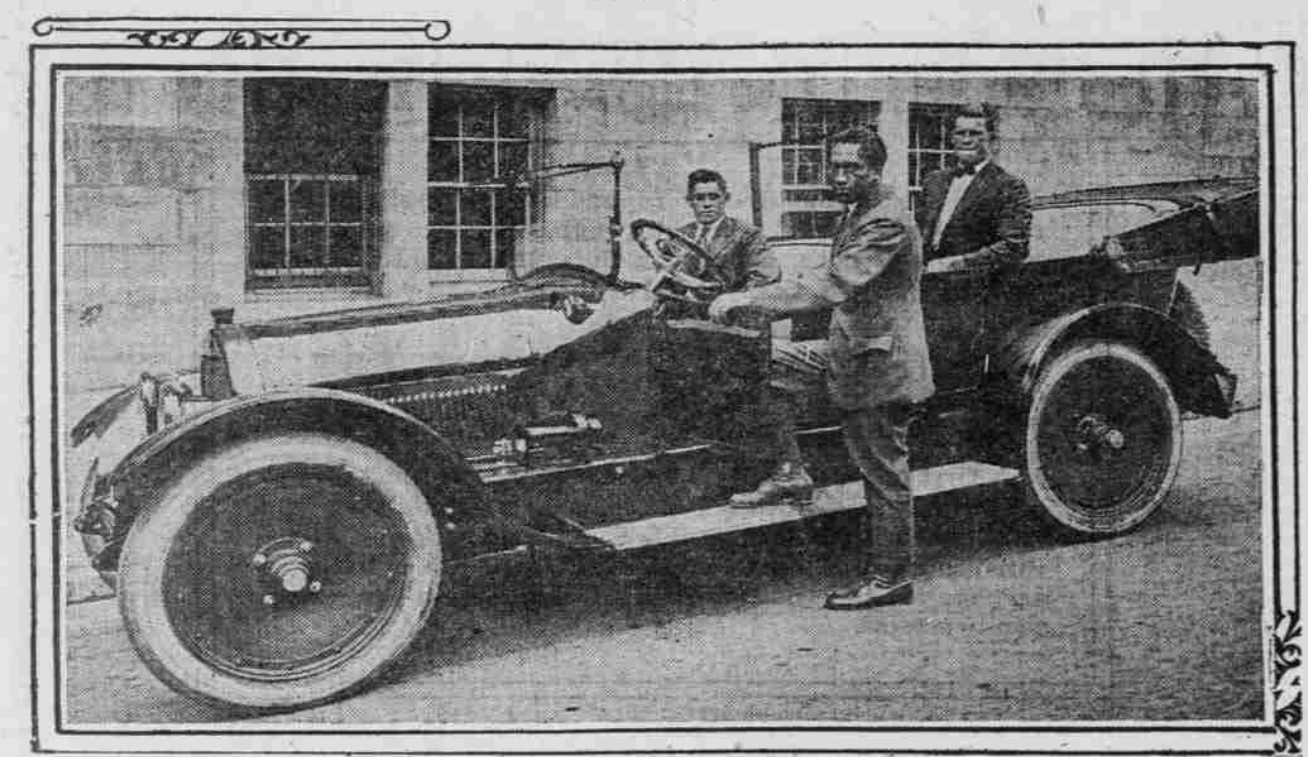
MANY AUTOS ARE REBUILT

Portland Garages Convert Numbers of Passenger Cars Into Light Trucks by Means of Special Truck Attachments.

Traffic in used cars has now reached such proportions that dealers are having difficulty in procuring used cars fast enough to take care of the increasing demand. The price of used cars has also advanced to unheard-of sale prices.

The number of used cars available has also been much reduced, owing to the fact that new cars are so hard to

HAWAIIAN SWIMMING STARS HAVE USE OF CADILLAC EIGHT WHILE HERE AS GUESTS OF HOWARD M. COVEY.



Just Stepping Into the Car Is Duke Kahanamoku, Who Is an Accomplished Driver. In the Front Seat Is Clarence Lane, and in the Tonneau Is Harold (Stubby) Kruger.

get this year. In previous years when new cars were sold owners turned in their old cars which placed them on the market. This year this supply has been greatly increased.

Dealers report that used cars this year bring nearly the price of new cars in former years, but owing to the general advance in price of most of this year's cars it is doubtful if the price is out of proportion to that paid in the past.

The Government is also adding to the shortage by buying up large numbers of the best used cars for its own purposes. Many people, too, who would like to sell their cars hesitate to do so fearing that they will be unable to secure another car at a price that would make such a trade unprofitable for them.

The dealers are using especial care this year, too, in overhauling the used cars and putting them into condition and they claim that if properly overhauled, old cars can still give many years of use. The increased use of trucks has also made an additional demand and many a passenger car like the "old road hound" has been made over with a truck body and is now doing hauling where previously it glided along the road, a pleasure to the eye, and the pride of the owner. The car owner now realizes that for some time the "before the war" price of cars will be just a memory of the past and have taken the situation philosophically and are making the best bargains they can under the circumstances.

New Car Owners in County.

Temporary police licenses were issued in Portland last week to the following buyers of latest model motor cars, pending arrival of the official state licenses from Salem. The list is compiled by M. G. Wilkins, publisher of the Automobile Record:

Cyrus West, 801 East Eleventh, Buick.
O. Huntig, 600 Nehalem avenue, Chevrolet.
H. H. Elzpatrick, 121 Grand avenue, Chevrolet.
Mary L. Carter, R. A. Box 262, Chevrolet.
J. H. Kelly, 1043 Williams avenue, Ford.
H. C. Downall, 834 East Fortieth North, Ford.

Wayne H. Powerman, 1190 Vancouver avenue, Hudson.
Clarence C. Stout, 1025 Tibbetta, Hupmobile.
H. N. Rowley, 805 E. Twentyfourth, Maxwell.

J. E. Barkins, 85 East Ninety-second North, Maxwell.
Dr. B. E. Wright, 308 Raleigh building, Oldsmobile.
Walter Pottler, 648 E. Kilkenny, Overland.
John Nasse, Hildebrand, Overland.
Mrs. M. J. Bailey, 307 Syracuse, Overland.
Fred D. Gram, 329 East Thirty-ninth North, Overland.

W. J. Roops, 24 North Fifth, Chandler.
Edna A. Valak, 824 East Thirty-third, Dodge.
Miss M. Collins, 500 East Twenty-second, Dodge.
Charles F. Carner, 232 East Morrison, Dodge.
Marguerite Shepherd, 260 Stout, Dodge.
Raeoee N. Hutchins, 305 West Russell, Ford.

Hal Dervais, 272 South Broadway, Ford.
W. M. McKeown, Gresham, Ford.
F. W. Smith, 30 West Jarrett street, Grant.
Mrs. R. B. Durney, 107 North Twenty-first, Hupmobile.
M. M. Fisher, 505 East Forty-third North, Maxwell.

L. Ogile, 544 Third, Mitchell.
S. Weiss, Carrollton, Oakland.
E. Engen, 3419 Fifty-sixth street South-east, Oakland.
J. M. Atterbury, city, Oakland.
J. P. Hansen, 704 Loveloy, Overland.
Truxton Strain, 1005 Franklin, Overland.
D. A. Fehrmann, 1333 Alhina, Overland.
P. E. Blucker, 777 Sandy boulevard, Overland.

C. M. Hoopes, 545 East Sixteenth North, Overland.
P. G. Hoogerhyde, 1045 East Washington, Overland.
Dr. J. N. Coghlan, 185 North Twenty-fifth, Premier.
Kilham Stationery & Printing Company, Fifth and Oak, Reg.
Fred Beyer, 232 East Fifty-seventh, Scripps-Borth.
F. E. Grizby, 504 Wilcox building, Studebaker.

S. J. Claridge, 905 Northwestern Bank building, Velle.
A. J. Zurlin, 145 Meyer, Buick.
Mrs. E. M. McClure, 2334 Second, Buick.
H. A. Nelson, 175 North Twenty-fourth, Buick.
Oregon Bag & Suit Case Manufacturing Co., Phoenix block, Buick.
August West, 1403 Rodney, Chevrolet.
J. M. Acheson, 302 Alder, Cole.
Dr. M. G. McCorkle, 804 Selling building, Daniels.
Fort Chapter, American Red Cross, Dodge.

C. Schneider Kamp, East Seventy-second and Sandy, Maxwell.
F. A. Dorety, 603 Kelly, Nordyke.
S. F. McCall, 505 1/2 East Morrison, Oakland.
F. J. Ikeda, 271 Russell, Oakland.
Dr. William House, 794 Quimby, Oldsmobile.
Mrs. L. Schuman, 852 Williams boulevard, Oldsmobile.
L. Ulrich, 567 East Sixty-second North, Oldsmobile.
Carl D. Shoemaker, 1178 Hassalo, Overland.
Roy Ward, Sheriff's office, Overland.
D. Chambers, 187 Broadway, Paige.
A. E. McMurphy, 2439 Sixty-seventh South-east, Saxon.
K. Orlichida, Gresham, Studebaker.
Mrs. Alice Leamed, 308 South Syracuse, St. Johns, Studebaker.
Nina M. White, 526 East Fifty-seventh North, Buick.
Carl Trachsel, 1804 Porter, Buick.
H. P. McIntosh, Yeon building, Cadillac.
W. C. Smith, 777 East Gilman, Case.
B. Lewis, 925 East Alder, Chevrolet.
E. R. Pasch, 3842 East First, Chevrolet.
M. E. McCue, 103 Morrison, Columbia.
James Fraser, 116 West Humboldt street, Grant.
Samuel Rosenblatt, 777 Park avenue, Haynes.
George C. W. Low, Arlington Club, Liberty.
C. D. McReynolds, 586 East Washington, Maxwell.
Carle R. Beaumont, 393 Glenn avenue, Maxwell.
George Goorbaugh, West Timber, Maxwell.
C. H. Becker, 206 Morrison, Maxwell.
P. R. Pert, 1175 Rodney avenue, Maxwell.
S. Dinnoff, 283 Eugene street, Nash.
Chester Q. Wagner, 195 Second, Oakland.
C. L. Seranus, 617 Spokane avenue, Oldsmobile.
Shell Company of California, 448 Pittock block, Overland.

FREE BUS TO RACES

But Seattle Chevrolet Dealer Got His Cars.

50 DRIVEN FROM SPOKANE

Longest and Roughest Driveway in the West Is Put Over by W. S. Dulmage to Solve Need for More Cars.

SEATTLE, Wash., July 6.—Drive-aways among automobile dealers have been in force almost since the advent of the motor car industry, but it has remained for W. S. Dulmage, the leading machine dispenser in Seattle, to combine deliveries to his distributing station with a maximum of pleasure for all concerned.

Dulmage needed 50 cars in a hurry.

There was only one way for Dulmage to get cars, and that was through the Spokane warehouse of the Chevrolet Motor Company of California. "Give me 50 cars for immediate delivery," said his wire to Manager W. C. Hendricks, of the Chevrolet Company at Spokane. "Sure we will, but we must be getting to get freight equipment to move them in," was the answer.

Dulmage jumped over from Seattle to Spokane, and there he hit on a novel scheme. Half the population of the Inland Empire metropolis was talking about the races in Tacoma July 4, where Cliff Durant, Earl Cooper, Eddie Pullen and other speed stars were to battle in a big race on the National holiday. So what was easier than to offer free transportation to the race fans, and at the same time have a driveway of the needed cars.

A little "want ad" asking for men to drive cars from Spokane to Seattle brought 72 responses within two hours. Before night Hendricks and Dulmage had signed up enough real drivers to move the entire caravan, and by the afternoon of July 5 every Chevrolet which started was in the Dulmage garage, ready for delivery.

The Spokane-Seattle driveway is probably the hardest ever made, but in spite of this the Chevrolets arrived in perfect shape. The distance between the two Washington cities is about 325 miles, and with two steep mountain ranges between Little of the road is paved, yet at the end of the run the 50 drivers thanked Dulmage for a great outing, as well as the saving of quite a sum of money which otherwise would have been expended for railroad fares.

Fifty insistent patrons were clamoring for their Chevrolets, particularly since the biggest holiday of the year—July Fourth—was coming. So it was up to the Seattle man to get busy.

He has made it so with the Gates Half-Sole Tire, which he invented. He has put 5,000 to 15,000 additional miles of service into the same tire you have been throwing away merely because the tread was worn.

These are the facts:

The fabric carcass of a tire is built strong. It has to be built strong to hold an air pressure of 60 to 100 lbs. to every square inch. It is built so strong that it should last for 20,000 to 50,000 miles.

But here is what happens:

The rubber tread of the tire wears thin; and when it does, the fabric carcass is liable to blow up any time. It blows out because it is no longer protected from stone-bruises and the shocks of the road; or it blows out because moisture reaches the fabric through cuts and nail-holes, and rots it.

There are Gates Authorized Service Stations in over 700 cities. The following will serve you in this territory:

ALBANY
ASTORIA
BAKER CITY
CORVALLIS
THE DALLES
ENTERPRISE
EUGENE
HILLSBORO
HOOD RIVER
LA GRANDE

Rainston Elec. Sup. Co.
Folkers Tire Works
Independent Tire Co.
A. G. Held
Gates & Co.
Fred S. Ashley
Jas. Wilkinson
Cherry & Cherry
J. P. Volstead
Chas. W. Fuller

MARSHFIELD
MCMINNVILLE
MEDFORD
NEHALEM
NEWBERG
DREGON CITY
PENDLETON
PORTLAND
SALEM
WOODBURN

Morris-Barber Co.
McMinville Vulc. Co.
F. R. Roberts
Walter J. Meade
C. F. Held
Geo. Buchholz
C. W. Bradley
International Rubber Sales Co.
S. S. Montgomery
N. Becker & Son

BOISE
CALDWELL
COEUR D'ALENE
IDAHO FALLS
MOSCOW
SALMON
TWIN FALLS

T. H. Woods
Serv. Tire & Vulc. Co.
W. H. Kruse
Frank Voorhees
Moscow Tire Shop
L. C. Bradley
Twin Falls Vulc. Co.

STERLING TRUCKS QUIET

A. L. DENNEY POINTS OUT IMPORTANT CONSTRUCTION FEATURE.

All Its Wearing Parts Are Bronze Bushed, Thus Insuring Excellent Service.

"As soon as a motor truck is put into service wear begins, rattle commences," observed A. L. Denney, manager of the Koehring Machine Company, Northwest distributor of Sterling motor trucks, in commenting upon the noise that was being made by a motor truck standing at the curb with the engine running.

"The rattling noise you hear is caused by bearings or bushings that have become worn."

"In many motor trucks," he continued, "no bushings are used. This is done to keep down construction cost and invariably means short life to the truck and big repair bills for the owner."

"Where no bushings are used in the spring bearings excess wear is bound to occur and the truck will soon rattle itself to pieces."

"In order that the Sterling may successfully fight the wear and tear, all the spring bearings are bushed with bronze—in fact, each and every wearing part throughout a Sterling motor truck is bronze bushed—this is one of the reasons for the comparative quiet running of the Sterling and why Sterling motor trucks will render good service for a much longer period than many other trucks on the market."

Noise Means Trouble.

The modern car, when properly adjusted, is a remarkably quiet running piece of mechanism. Unusual noise is a certain indication of trouble, embryonic, perhaps, but nevertheless trouble. The wise owner will not disregard this certain indication of something wrong, but will at once trace the noise and remedy the basic cause of which is merely a symptom. There is no need of giving this advice to a veteran driver, because he has learned it by experience, but at this time of the year, when there are many new hands at new steering wheels, we may be permitted to call attention to the fact that noise means trouble in the car's mechanism.

—we thought the rubber tread determined the life of a tire—now we know that the fabric carcass does.

Protect the carcass—relieve the tread from the stress of inflation; and you get double mileage.



Charles C. Gates, the man who thought into tires, 5,000 additional miles of service.

The National demand for conservation has developed no more remarkable economy than this.

300,000 Motorists know:—

Charles C. Gates, consulting engineer, founder and president of the Gates Rubber Company, was the first man to realize that the sturdy quality of the fabric carcass, instead of the limited wearing quality of the rubber tread, ought to determine the life of a tire.

He has made it so with the Gates Half-Sole Tire, which he invented. He has put 5,000 to 15,000 additional miles of service into the same tire you have been throwing away merely because the tread was worn.

These are the facts:

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OREGON		IDAHO	
ALBANY	Rainston Elec. Sup. Co.	MARSHFIELD	Morris-Barber Co.
ASTORIA	Folkers Tire Works	MCMINNVILLE	McMinville Vulc. Co.
BAKER CITY	Independent Tire Co.	MEDFORD	F. R. Roberts
	(2108 Main St.)		(132 S. Riverside)
CORVALLIS	A. G. Held	NEHALEM	Walter J. Meade
THE DALLES	Gates & Co.	NEWBERG	C. F. Held
	(312 Washington St.)		
ENTERPRISE	Fred S. Ashley	DREGON CITY	Geo. Buchholz
EUGENE	Jas. Wilkinson	PENDLETON	(809 Seventh St.)
HILLSBORO	Cherry & Cherry	PORTLAND	C. W. Bradley
HOOD RIVER	J. P. Volstead		(639 Cottonwood st.)
	(1218 C St.)		International Rubber Sales Co.
LA GRANDE	Chas. W. Fuller	SALEM	(708 Sixth St.)
	(1105 Foley Bldg.)	WOODBURN	S. S. Montgomery
			(177 S. Commercial)
			N. Becker & Son

Look For This Sign:

GATES HALF-SOLE TIRES

"Half-Sole" is the registered trade mark of The Gates Rubber Co., and no one else has the right to use it in connection with the advertising or sale of tires

PNEUMATICS WIN RACE

BICYCLISTS SURPRISE POPULACE BACK IN 1888.

United States Tire Company Official Describes Epoch-Making Contest Which He Attended.

One of the spectators at the first pneumatic-tired bicycle race was W. B. Harding, head of the Indianapolis plant of the United States Tire Company.

The race took place at a track meet in Ireland in the late Summer of 1888. Bicycle racing was popular in Great Britain at the time, and at this particular meet the best wheelmen of the prominent clubs participated.

"Much interest and surprise was evidenced," says Mr. Harding, in a little booklet giving the history of the pneumatic tire, "when, for one of the events of the day, Mr. Du Cros and his two sons appeared on the track with bicycles equipped with what seemed to everybody at the time to be 'balloon' tires. A good deal of comment of a rather sarcastic nature was made regarding them."

"The tires justified their introduction right from the start, however, as the Du Cros were placed first, second and third in every race in which they took part. They followed up their success on this track by further astonishing demonstrations in different parts of the country, so quickly convincing the riding public of Great Britain of the merits of the pneumatic tire that before the end of 1890 every bicycle made was equipped with them."

"Although Robert W. Thompson was

the first inventor of the pneumatic tire, so little use was made of his patent that all credit for the introduction of the pneumatic tire in connection with modern vehicles should be given to Dr. Dunlop, the Irish veterinary surgeon, who revived and revised the pneumatic tire, and who was granted a patent for his invention, which was later held invalid because of the priority of Thompson's claims. To this day the Dunlop tire is practically the only one manufactured in England, and Messrs. Du Cros control its destinies."

With these tires as the first step, the tire industry took a quick leap forward, and soon this country led the world in quality and quantity of production. The three American companies which quickly gained prominence were Morgan & Wright, the G. & J. Tire Company and the Hartford Rubber Works Company, which today are three of the great automobile tire-producing factories in the United States Tire Company's system.

Peerless Gives Service

One Car Runs 20,000 Miles Without Repairs, and Is Still Going.

Peerless officials say that the hundreds of letters received from owners are a constant source of satisfaction to them. These letters testify to the superior construction of Peerless cars from the owners' point of view.

"Being thoroughly pleased with the Peerless car purchased in July, 1916, I feel obligated to recite a few facts concerning my experience with this car," writes one Peerless car owner.

"The first surprise was the mileage the tire equipment gave me. It is impossible to state definitely the number of miles secured from the rear tires. I am, however, still driving the front

tires, which have covered over 20,000 miles.

"The entire machine is in as good condition today after having traveled 20,000 miles as when originally purchased and giving excellent satisfaction. I have spent practically no money for repairs."

"I had thought of buying a new car this year, but believe I will be content with a new storage battery, as that is the only portion of the car which seems to need replacement at this time. It is hard to understand how bearings can be so well designed and remain in perfect condition so long a time with so much wear. It has not been necessary to even adjust any of the bearings and at the present time there is no apparent wear requiring adjustment."

Trout Lake Goes "Over the Top."

GULER, Wash., July 6.—(Special.)—Trout Lake again has gone "over the top." This time it is the war savings stamp drive. The campaign for tak-

ing of pledges was in the hands of the board of directors of school district No. 44 and on June 28 were able to report pledges to the amount of \$10,430. The quota for district No. 44 was \$5940.

Grease transmission case and gears, putting in fresh greases.

Diamond SQUEEGEE TREAD TIRES

Sold at Fair List Prices

We Suggest you buy tires now for your 1918 requirements

Archer and Wiggins

Distributors Sixth St. at Oak

HAVE YOUR CAR WASHED and POLISHED

We sell Oil, Grease, Gasoline and Tires.

We Do Simionizing

City Auto Laundry

100 Eleventh St. Between Washington and Stark Under New Management.