

SURPLUS WAR AUTOS WILL BE AUCTIONED

War Department to Dispose of Them This Month.

NOT MANY LEFT, HOWEVER

Machines by Thousands Already Transferred to Other Branches of the Government.

WASHINGTON, June 7.—This month has been set for the disposal of all surplus automobiles of the war department at auction to the general public. In answer to the many inquiries concerning the disposition to be made by

held to the highways in a sense, but in our endeavor to modernize things we have neglected highway transportation to our detriment, and almost, we might say, to our peril. In a way, this neglect has not been intentional for the reason that in these days of rapid progress we have not had a proper medium to use over them until the advent of the motor truck.

Country, state and nation had not considered it necessary to build permanent highways, as no great demands had been made for their use as lanes of commerce.

We have witnessed the opening up of the west by the prairie schooners. We have seen how the waterways have served in building up a mighty nation, and how the railroad has transformed distance and has made us a homogeneous nation.

It is all in the march of events and now, after centuries of neglect, we again turn to the highways for the proper solution of our transportation problems of today. Rome could never have attained her pristine greatness without the aid of her highways. She could not have aspired to imperial domination of the world had it not been for the great military highways she had constructed, which brought remote parts within easy reach of the seat of empire, and which made the old saying "All roads lead to Rome" a true one. Her highways were so well built that they have weathered the lapse of time

FINE RECORD OF INDIANS

MOTORCYCLES MORE THAN MAKE GOOD WITH A. E. F.

Of 33 Indian Cycles Taken Over on First Expedition, 32 Are Still in Operation.

In a letter to Motorcycling and Bicycling, Captain John Y. Constant, mechanical transport corps, tells of the work done by Indian motorcycles in the war. His letter follows:

"Just a line to bring to your attention a company of motorcycle men who 'did their bit' and to whom a great deal of credit is due. I refer to the motorcycle section of the headquarters troops at General Pershing's headquarters, Chaumont, Haute-Marne, France.

"These men went over through England with the commander-in-chief in the early part of 1917, taking with them 33 Indian outfits, being a section of the advance party of the American expeditionary forces.

"The first general headquarters, A. E. F., was established in Paris and during August was moved to Chaumont.

"During this entire time and in fact until I left headquarters, March 1, 1919,



CHARLES C. GATES, E. M.

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And All Tire Worry

It takes very little tire trouble to spoil a day's outing.

Why take chances?

By adopting an improved principle in tire construction—the Gates principle—500,000 automobile owners have taken the tire worries out of their motoring. They are getting 5,000 to 10,000 more miles than they ever had before from their casings, and are cutting their tire bills in half.

Fleets of delivery cars in every big city in the United States are being equipped with these tires because business men know it pays.

You can share in this motoring economy, made possible by Gates Half-Sole Tires.

Every Gates Half-Sole Tire is sold with a mileage guarantee, and, more, is guaranteed puncture proof.

You can't buy that kind of insurance with any other standard tire—and it adds to the pleasure of motoring.

Let your nearest Gates dealer show you these Gates Half-Sole Tires—guaranteed puncture proof—yet cost only 1/2 as much.

You will be interested—and it will pay you to investigate.

These Experts Will Serve You

PORTLAND—Cowan Tire Service Co., 430 Alder St.

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| <p>OREGON
ASTORIA—Fish's Tire Shop.
BEND—Best & Harris Valve Co.
BURNS—Buras Garage.
CANTON—Shelley Garage.
CORVALLIS—A. G. Held.
COTTAGE GROVE—V. S. Goff.
DALLAS—Shreeve's Garage, Geo. C. Ellison, Prop.
EUGENE—Jay Moore.
GRANTS PASS—W. H. Condit Tire Shop.</p> | <p>HARRISBURG—Hill & Company, Inc.
HEPPNER—Stephen M. Irwin.
HILLSBORO—Hillsboro Garage.
HOOD RIVER—Heights Garage.
JUNCTION CITY—S. M. Fries, Owner.
LA GRANDE—C. R. Leighton & F. E. Omer.
LEBANON—Frank Doolittle.
MEXIAVILLE—B Street Garage.
MEDFORD—F. R. Roberts.
NEWBERG—W. S. Stull.</p> | <p>PENDLETON—Bradley Tire Shop.
SILVERTON—P. W. Nofsaker.
THE DALLES—Cates & Company.
WOODBURN—N. Becker & Son.</p> <p>WASHINGTON
CENTRALIA—Centralia Tire Company.
CHEHALIS—Twin City Auto Co.
YANCOUVER—Cherry & Cherry.
WALLA WALLA—Goodman's Tire Shop.</p> |
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Look for this sign



The Half-Sole Tire has been developed and perfected by The Gates Rubber Company, at Denver. The name "Half-Sole Tire" is registered in the U. S. Patent Office and no other firm or individual has the right to use it in connection with the advertising and sale of tires or tire accessories.



THIS PICTURE WAS TAKEN IN TACOMA, BUT CHEER UP! THEY'LL BE IN PORTLAND THIS WEEK. Former glimpsing this photograph maybe some kind Portland gentlemen will let 'em ride in his Cadillac. These pretty girls are three of the Ruth St. Denis dancers, who will be a Rose Festival attraction at the Fantasia. Left to right, they are: Claire Niles, on the radiator; Grace McCrea, at the wheel, and Charlotte Brendell.

the war department of its surplus motor vehicles, it is announced that the major portion of all present surplus is now being transferred to government departments. A comparatively small supply of used passenger and commercial cars of miscellaneous makes, not adapted for governmental use, will be sold at public auctions to be held at various military posts and camps beginning on the above date.

More than 10,000 motor trucks, passenger cars, ambulances and motorcycles have already been transferred by the war department to other government bureaus. Deliveries have been made to the postoffice department and the public health service.

Five thousand five hundred and sixty-five of these trucks have been turned over to the department of agriculture and shipments of this equipment have been made by the motor transport corps to road commissioners of the states to which allotments have been made by the bureau of public roads of the department of agriculture.

As fast as the several states place the present consignments in operation the director of sales will transfer additional trucks and road-building machinery. The further needs of the department of agriculture, the postoffice department and the other government departments are expected to absorb practically the entire surplus of motor vehicles acquired for military purposes.

The motor equipment which is to be disposed of at public auction will be announced through advertisements in the press local to the communities in which the auctions will be held.

ROADS BEAR HEAVY BURDEN

HIGHWAYS NATURAL ARTERIES FOR TRANSPORTATION.

Modern Nations Look Back to Days of Roman Empire for Example of Efficiency.

It has been said that when things have grown so old that they are almost forgotten they again become new and are adopted to meet our present-day needs. Transportation over the highways is one of them. It comes to us from the misty past. We have always

and today stand as a monument to her everlasting credit.

We should build as Rome built, a system of highways that will bear the burden of war when need be, and carry the commerce of the world without a break.

Now that our efforts have been crowned with victory, we shall be called upon to supply the needs of the entire world, and we must not fall down on our duty. We entered the war because we knew it was our war as well as France's, England's or Belgium's war, and now that we have seen it safely to a finish we must go on and do our part in the rebuilding and take the place we have earned in the commerce of the world.

Rails will carry just so much and no more, but the highways with the motor transport and an efficient system of rural motor express can and will bear any burden thrust upon them. For the highways are the natural arteries while the motor truck is the transportation medium that will bind us all together as a nation.

LET'S DO THIS RIGHT HERE!

We Have to Dodge 'Em Too, We Seem to Remember.

The members of the Greater America Association of Mail Truck Dodgers probably will be interested in the modest history of one simple little police court case in Brooklyn.

"I didn't think there was any speed limit for mail trucks," explained Gabriel Kornblith of Brooklyn to the magistrate.

"It's perfectly evident that there are several of you who 'don't think,'" said the court. "Twenty-five dollars or two days in jail."

Illinois Road Bonds Valid.

The supreme court decision that Illinois' bond issue is valid has cleared the way for an enormous road-building programme there. The state has available approximately \$5,000,000. It is hoped that the entire system of 4800 miles of road will be paved within five years.

A strong movement has been inaugurated in Rhode Island to obtain funds for the improvement of 225 miles of main state highways. It is estimated that \$1,000,000 will be necessary to bring these roads back to heavy-duty standards.

CHAINS PREVENT SKIDDING

THEY ALONE CAN PREVENT 90 PER CENT OF ACCIDENTS.

Wheels Properly Equipped Lay Own Traction Surface and Strike Ground Squarely.

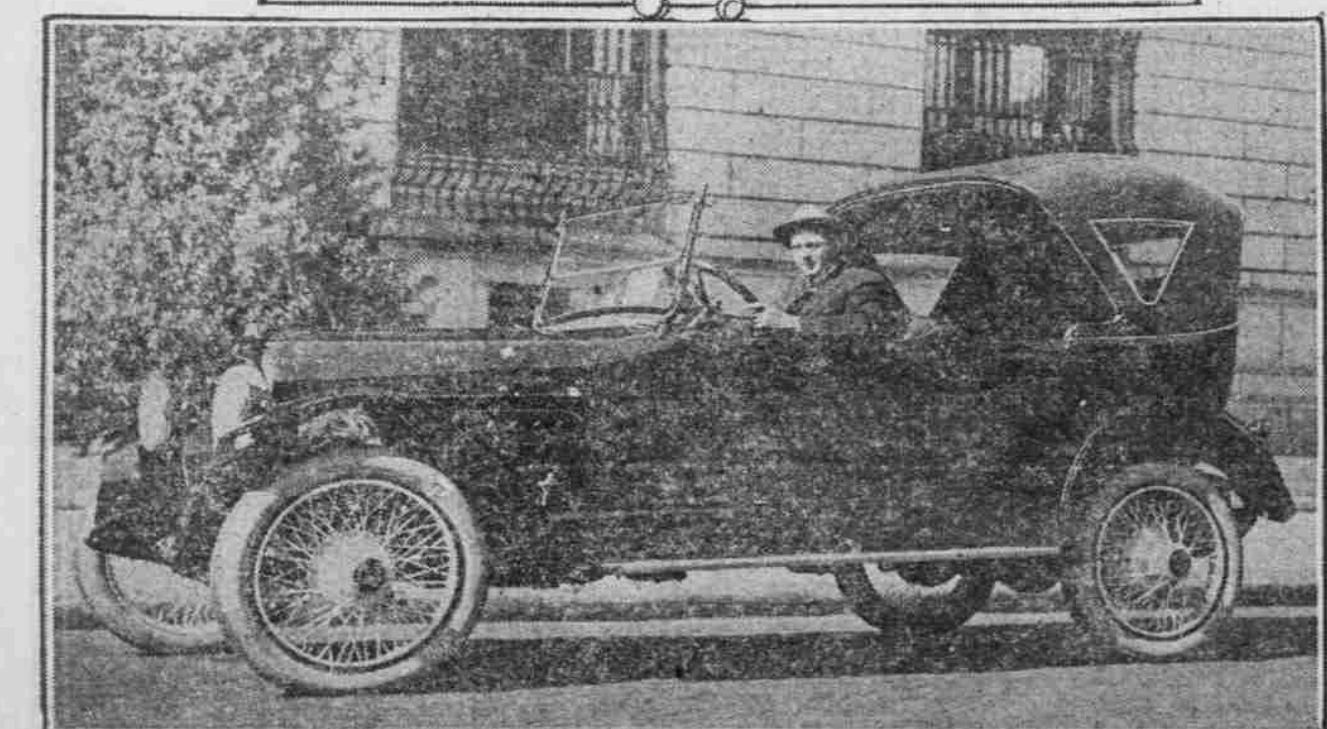
Skidding is the greatest danger that besets the motorist. It comes without warning, turns pleasure into peril and takes enormous toll in human lives and wrecked cars.

Statistics prove that fully 90 per cent of motorcar accidents and fatalities are due, directly or indirectly, to skidding. When a car starts to go it's usually a "goner." There is no time to wait to cogitate. There is no chance to adjust differences between the car and the slippery street. The only thing to do is to surrender to the inevitable.

Life can be lost but once—frightful injuries may happen frequently. You cannot afford to deny yourself, your family or others the luxury of physical existence. You cannot afford to coax calamity. Then why drive a car un-equipped to conquer the hazards of slippery streets and roads?

You would consider it foolhardy to drive a car with faulty brakes. Yet

HOW'D YOU LIKE TO OWN THIS ATTRACTIVE CAR?



It's a Willys Six, and the Victoria top was made by the Sidwa Top company of Portland. Beside the car is R. U. Peterson, sales manager for the Willys-Overland Pacific branch here.

the best brakes cannot prevent skidding. There must be even and secure traction action—not merely brake action. Brakes can only control the rotary motion of the wheels. They cannot stop the side glide of rubber tires. Rubber slips. Rubber will agree to anything the road has to offer. It is the weaker element. It slides on wet pavements like a cake of soap rubber on the moistened bands. Rubber lacks the bite and hang-on ability to prevent skidding.

Nothing has ever been invented in the way of anti-skid devices to equal tire chains, and it doesn't require the gift of a second sight to see why this is true.

Wheels equipped with chains automatically lay their own traction surface. Friction is effected without affecting the tires. They strike the ground squarely—hold and release instantly. They fight for firm contact, always gain their ground, prevent side skid and drive slip.

Suppose two rows of pebbles were strewn directly in front of the wheels of your car. They would furnish a gripping surface, yet the traction efficiency could not be better than that afforded by tire chains. They are the only anti-skid device that has proved that it cannot be improved.

Anti-skid chains make the best of bad going wherever you go. You may be lulled into a false sense of security by the good behavior of your car on dry, paved streets. But what about the country runs? The motor on icy or muddy roads without tire chains is like rocking a rowboat in midchannel.

MACK TRUCK SALES INCREASE
Performance of Heavy Duty Vehicles Meets Appreciation.

Sales of Mack trucks in April showed a gain of 22 per cent over March, the international motor company announced. Forty five per cent of these sales were of heavy duty Macks.

There is marked growth in the popularity of the Mack with drivers and owners who appreciate the economy and efficiency of high quality trucks. The steady increase in sales is the result of such service as that of a Mack truck in Platteville, Wis., which traveled 30,000 miles with an

expense of only \$65 for repairs, and they were needed only because the driver let the motor freeze last winter. Another Mack truck at Utica, N. Y., has made over 25,000 miles and has had no repair work other than having the valves ground twice.

Pump Leakage.
When the water pump begins leaking do not assume that necessarily it is because the nut is too loose. Frequently the nut is not to blame at all, but poor packing is the real cause of the trouble. Packing for this part consists of candle wick soaked in tallow, heavy twine similarly treated, or special packing material. After the nut has been turned to press the packing down do not turn it further, as excessive squeezing is apt to damage some part of the body of the pump.

Don't forget to remove and reverse your inner tubes every three months. They appreciate a change and will pay for it.

Prevent blowouts by avoiding severe jolts and by maintaining full air pressure.

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Adjustable Accelerator

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A reliable safety device to prevent UNINTENTIONAL rapid acceleration when driving over uneven crossings or rough roads. Relieves the foot and leg muscles from constant tension. Permits delicate advancement or retarding of accelerator.

Important Note
The graduated indentations make our foot rest easily adjustable to various heights and positions. This feature makes it fit your usual driving position.

BE SURE to try the various adjustments and tighten the nuts at the position best fitted to your particular need. Once properly adjusted you will find it a real comfort in driving. Adaptable to all makes of Motor Cars.

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