

EXPERT TELLS WHY PNEUMATIC IS BEST

Goodyear Branch Manager Discusses Types of Tires.

MORE SPEED, LESS COST

Many Truck Owners Changing Over From Solid to Pneumatic Tire Equipment.

The development of tires for all classes of transportation service has been one of the wonderful accomplishments of the decade. In both solid and pneumatic types, tires have been developed capable of delivering tens, twenties and thirties of thousands of miles, and even more, instead of the one and two thousands of early days. There are separate fields for all kinds of tires. Some use demand a pneumatic tire, and others a solid tire. The field for pneumatics, however, is rapidly expanding and many trucks are now changing over to this type of tire.

What type of tire shall I put on my truck? is a question often asked these days, according to John A. Leatherman, local branch manager for the Goodyear Tire & Rubber company. "This, of course, all depends upon what use you make of your truck," he says. "As between solids and pneumatics, each affords well-defined advantages in certain kinds of service."

"For short hauls, through congested traffic where slow speeds are obligatory and pavements reasonably good, solid tires serve economically and well. But in long distance transport, inter-urban freighting and general trucking, where cushioning and traction are essential, pneumatic tires are far more efficient and saving."

"Pneumatic tires permit increased speed, which means that a truck in general trucking service may make more trips in a day than formerly. Then the reduction of repair expense is a considerable item, for the big pneumatic tires take up the road shocks and prevent them from affecting the mechanism of the truck."

"Many truck owners who have changed over from solids to pneumatics have been greatly surprised at the advantage they have gained in increased speed, greater range of operations, larger returns from gasoline and oil, and the reduction of depreciation, not to mention the satisfaction of making deliveries of merchandise in good condition."

"These pneumatic tires for trucks come in sizes 36x6, 38x7, 40x8, 42x9 and 44x10, accommodating trucks up to five-ton load capacity. They are of cord construction, made in the same manner as cord tires for passenger cars, except that there are more plies of cords, the side walls are sturdier and the tread much thicker."

"The possibility of puncture in these tires is very remote for the thick tread is exceedingly tough and practically proof against puncture. So that the old bugbear of punctures is well-nigh eliminated."

"These tires are now in use in more than 400 cities in this country as well as on our own Akron-Canton highway transport line."

WIND DEFLECTOR IS HERE

USEFUL DEVICE FOR CAR PROTECTS FROM WIND AND DUST.

G. G. Gerber, Radiator Man, to Handle County Agency, P. W. Jones for the Rest of the State.

The distribution in Oregon of Pritchard wind deflectors will be divided between G. G. Gerber, the radiator man, and the American Auto Accessories, of which P. W. Jones is manager, at 44 North Broadway.

Mr. Gerber obtained the agency for the Pritchard wind deflector, which is having a remarkable sales run all over the country, direct from the manufacturers in Los Angeles.

These deflectors not only protect the occupants of the car from dust and annoying winds, but add a note of distinction to the car. They are adjustable to the sides of the windshield and do not obstruct the view.

Mr. Gerber will handle the sales of Pritchard deflectors exclusively in Multnomah county and the state distribution outside the county will be cared for by American Auto Accessories.

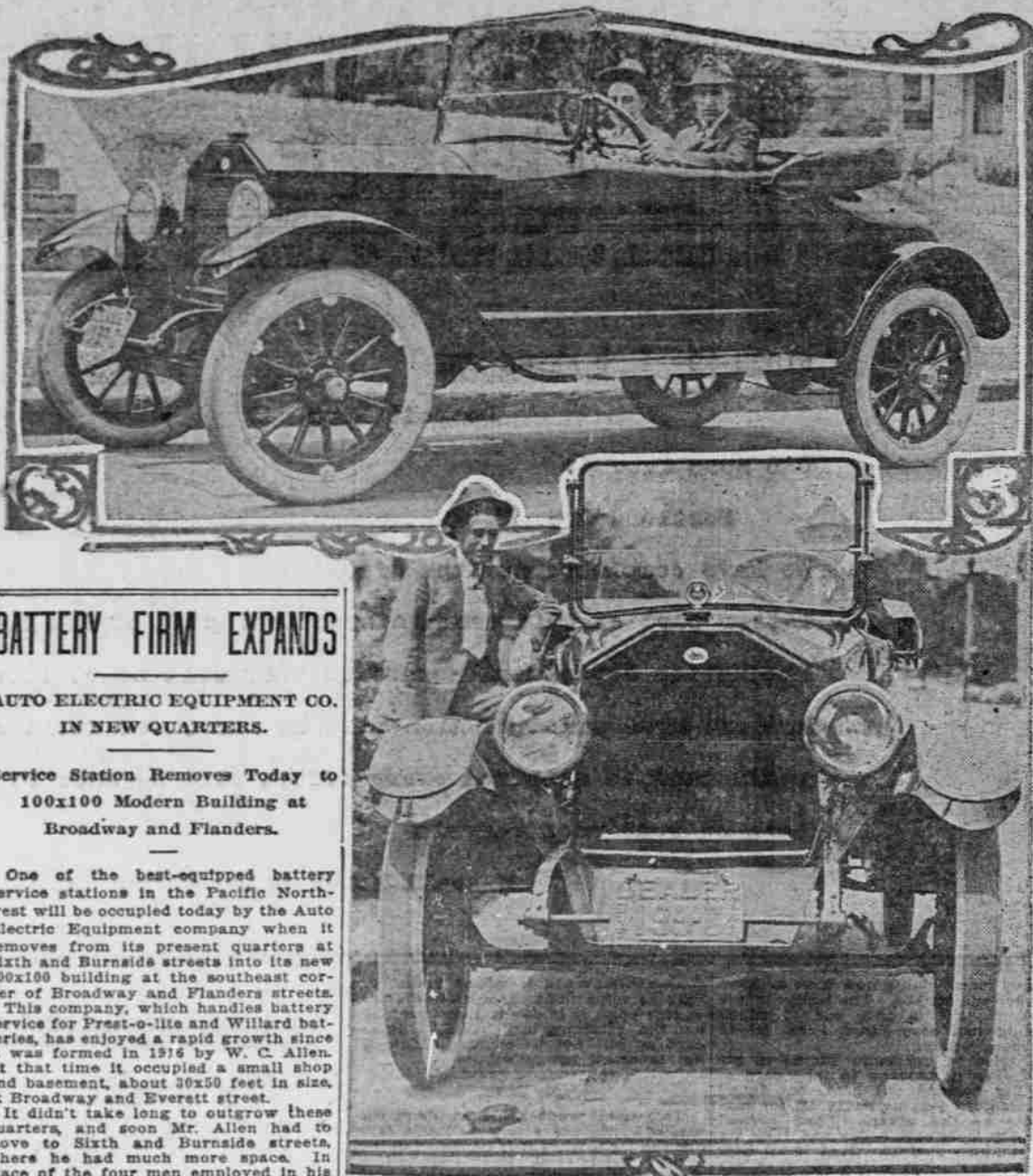
Stop when there is an accident, whether it is your fault or not, and render all the assistance possible.

OH, WHAT A SAD, SAD PARTING!



Rollie Peterson, Willits-Overland sales manager (right), is supposed to be crying at Harry Hays' departure, but pipe the smile! Harry Hays, Willits-Overland Pacific territory man, left Portland last week for Toledo, where he will attend a school for Overland territory men at the Willits-Overland plant and incidentally take in the Willard-Dempsey fight. Rollie U. Peterson, sales manager, was supposed to go, but at the last moment events transpired to keep him at home. So, with heavy heart, as the novelists would say, he bade Harry farewell.

LOOK WELL AT THESE PICTURES—TWO VIEWS OF THE NEW DIXIE FLYER.



BATTERY FIRM EXPANDS

AUTO ELECTRIC EQUIPMENT CO. IN NEW QUARTERS.

Service Station Removes Today to 100x100 Modern Building at Broadway and Flanders.

One of the best-equipped battery service stations in the Pacific Northwest will be occupied today by the Auto Electric Equipment company when it removes from its present quarters at Sixth and Burnside streets into its new 100x100 building at the southeast corner of Broadway and Flanders streets.

This company, which handles battery service for Prest-o-lite and Willard batteries, has enjoyed a rapid growth since it was formed in 1916 by W. C. Allen. At that time it occupied a small shop and basement, about 30x50 feet in size, at Broadway and Everett street.

It didn't take long to outgrow these quarters, and soon Mr. Allen had to move to Sixth and Burnside streets, where he had much more space. In place of the four men employed in his first station, he soon had 10 men busy for him.

But now this place, too, has become too small for the service demands on the company. Mr. Allen on a recent trip east looked over the most modern battery service stations there, and on his return embodied the ideas obtained in plans for the building now completed. He has leased the 100x100 corner on which it is situated for a long period, the lease being made through the Stanley S. Thompson company.

The service room alone in the new building will be 40x60 feet, which is larger than Mr. Allen's whole first shop three years ago. Offices and battery rooms take up the remaining space, except for two small stores on the Broadway side, and drive in on the Flanders street.

U. S. HAS LARGE OIL OUTPUT

1,295,115 Barrels Refined in America Every Day.

A total of 289 refineries are producing 7,235,115 barrels of crude oil a day in the United States, according to an announcement made by the bureau of mines. Following is the list of the petroleum refineries in the United States, with the daily capacity.

Refinery	Capacity
Arkansas	1
California	2
Colorado	2
Illinois	2
Indiana	2
Kansas	2
Kentucky	2
Louisiana	2
Maryland	2
Minnesota	2
Missouri	2
New Jersey	2
New York	2
Ohio	2
Oklahoma	2
Pennsylvania	2
Texas	2
Utah	2
West Virginia	2
Wyoming	2
Total	1,295,115

Shifter Lever Troubles.

Excessive play in the middle shaft of the gear-set may cause the gear shifter lever to be forced out of position. Usually the front bearing on the main shaft is shimmed, so that the condition is easily remedied. End play in this shaft also may be the cause of chattering in the clutch and a backing when the car is on a grade or otherwise pulling hard under load. If this is not corrected in time the shaft play may cause permanent injury to the gears.

STUDEBAKER FAST RUNNER

AUTOMOBILE MEN TRAVEL 1406 MILES OVER STATE.

Big Six Takes W. C. Garbe and E. A. Leeston-Smith Over All Kinds of Roads in Eight Days.

Fourteen hundred miles in eight days—1406 to be very exact—through eastern Oregon, central Oregon, southern Oregon and western Oregon, in fact, over most of the state, and northern California to boot, in the rapid-fire touring mark just set by W. C. Garbe, president, and E. A. Leeston-Smith, truck department manager of the Oregon Motor Car company.

They traveled in a Studebaker big six, and the trip was made to place dealer agencies for Winther and Master trucks, in which they were very successful.

Mr. Garbe and Mr. Leeston-Smith got home Thursday with their faces red and peeled as if they had been tied out in the sun for a week. From Portland their itinerary took them first to Hood River and The Dalles, thence to Wasco, Pendleton, Walla Walla, Wash., then back to Pendleton and to Heppner and Condon, the Pendleton-Condon run being made in half a day; then they drove to Wasco, from there to Madras and Bend, the Condon-Bend run being made in one day.

From Bend they drove to Klamath Falls over what they both say is 165 miles of the worst road in Oregon just now. From Klamath Falls they went to Hornbrook, Cal., then back to Medford, Grants Pass and Roseburg, and from there to Portland in seven hours. They say the Pacific highway, despite detours, is now in fine condition.

HOW TO HELP YOUR HORSE

SOME ADVICE FROM PACKARD MOTOR CAR COMPANY.

When Weather Is Hot, Sponge Him Off, Keep Him in Shade, Watch His Feed.

The following suggestion for the care of horses in hot weather are offered by the freight transportation department of the Packard Motor Car company:

First—Lead lightly and drive slowly. Second—Stop in the shade if possible. Third—Water your horse as often as possible. So long as a horse is working water in small quantities will not hurt him. But let him drink only a few swallows if he is going to stand in one day.

AUTOELECTRIC EQUIPMENT CO.

PREST-O-LITE & WILLARD STORAGE BATTERIES

Moved from Sixth and Burnside

to

BROADWAY AND FLANDERS

WAR DEPARTMENT DISTRIBUTES SURPLUS FOR ROADS.

No Cost to States Except Freight on Vehicles, and Operation and Upkeep Expenses.

States taking advantage of the federal road aid act are receiving substantial additional assistance from the government through the distribution of 20,000 trucks by the war department for good roads work.

Allotments of the first 5336 army trucks have been made. Most of them will be distributed to states east of the Mississippi. Later western states will receive shipments from western points, thereby balancing up the quotas and equalizing as near as possible the freight charges, which is the only item of expense to be borne by the state, except, of course, operation and upkeep expenses.

The trucks turned over to the bureau of public roads, department of agriculture, explains C. B. Caldwell, local manager of the R. F. Goodrich Rubber company, are part of the \$1,000 recently declared surplus by the war department. They must be used for good roads work and will be apportioned to states only upon request of the state highway department on the basis of financial aid under the federal road act.

The five states receiving the largest allotment of the trucks already signed are: Texas 321, New York 278, Pennsylvania 250, Illinois 240 and South Dakota 190.

In keeping with the war department

plan to turn over to good roads building all available material not needed for its own work, several hundred tractors, formerly used for hauling heavy guns, will be transferred to the department of agriculture as soon as an inventory has been completed.

CANADIAN PLANT IS STARTED

New Branch of Republic Motor Truck Co. Organized for \$1,500,000.

ALMA, Mich., June 28.—The new

Canadian branch of the Republic Motor Truck company, incorporated, has been organized at London, Ont., with a capital of \$1,500,000. Work starts at once on the factory buildings. Canadian financiers have subscribed for \$500,000 worth of the stock. The Canadian plant will be a separate organization run entirely under its own management, with the controlling interest in the hands of the Republic Motor Truck company, incorporated. In the last few months 85 agencies have been placed in Canada. This trade will be handled through the Canadian factory.

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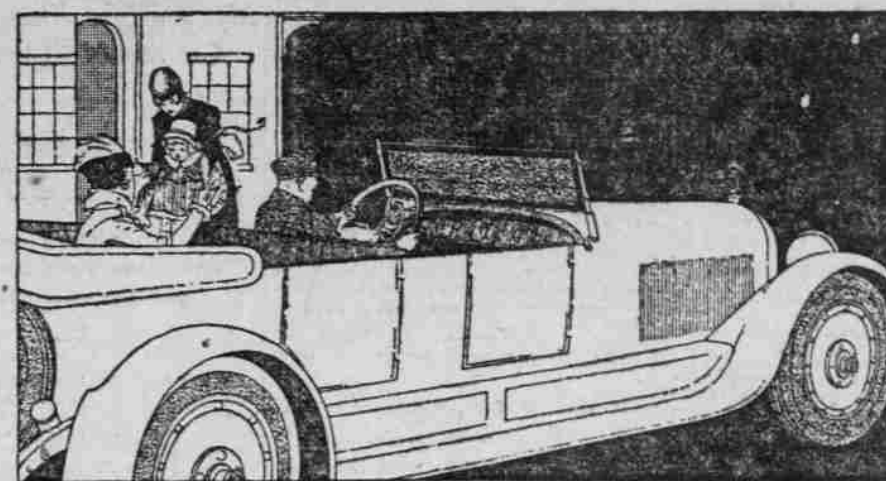
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JORDAN



People Demand Light Weight

Thousands of owners now know that Jordan cars possess that peculiar quality of balance which cannot be attained in cars weighing from twelve to fifteen hundred pounds more—nor in extremely light cars of short wheel base.

People demand light weight—but not too light. There must be no ruinous side sway—no jerky up and down vibration.

The new Jordan Silhouette is the lightest car on the road for its wheel base—but perfectly balanced—accurately suspended. Its whole tendency is toward forward movement without side sway.

Many a man who felt it necessary to pay a high price and get a heavy car in order to attain reliability has chosen the Jordan because it combined quality with light weight and perfect balance.

The body is all-aluminum. Smart French angle at dash. Perfectly flat top-edge—without a trace of bevel. Gun metal instrument board. Artistic hardware. Innovation in tonneau equipment. Tailored top. Character in every detail.

The Silhouette finished in Brewster Green or Burgundy Old Wine is built in both four and seven passenger capacities.



Mitchell, Lewis & Staver Co.

Broadway at Oak St.

JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO



STATES GETTING TRUCKS

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Demonstrating

"THE DETECTANOK"



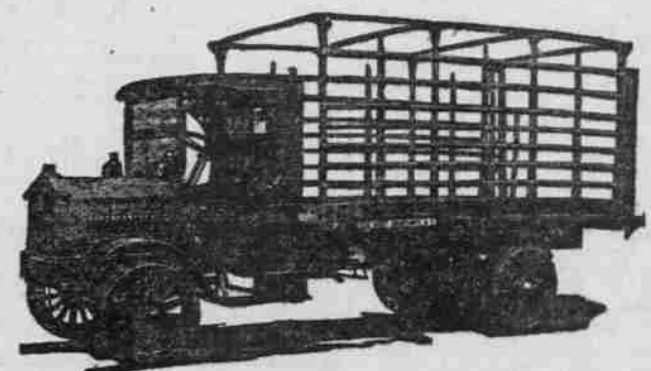
An essential for autoists, truck drivers and wherever machinery is used—locates the knock in time and saves further trouble.

Invented and Manufactured by G. M. Gorden 227-229 STARK STREET.

Sole Owners and Sales Agents

Protecto Manufacturing Co.

215 CHAM. of COM.



Ship by Truck

It is imperative to use motive power if you desire to keep up with the progress of business. Why not use the best?

Standard Trucks meet all requirements.

Palace Garage Co.

Twelfth and Stark Sts. Broadway 1572, A 2442