

PROBLEM OF STOLEN AUTOS IS HARD ONE

Amazing Total of Car Thefts in 18 Cities.

MANY NEVER RECOVERED

Portland Stands Twelfth in List With Total of 1088 Cars Stolen Last Year.

In 18 western and midwestern cities 22,272 cars were stolen in 1918, according to the business league of several motor car underwriting stock insurance companies. Detroit heads the list, with 3527 cars stolen; Chicago second, with 2611, and St. Louis third, with 2241.

Kansas City led in the list of total percentages of stolen cars unrecovered, 46 per cent. St. Louis was second, 40 per cent of its stolen cars being lost absolutely. The tabulation follows:

City	Stolen	Recovered
Chicago	3527	1054
St. Louis	2241	1354
Kansas City	2144	806
Denver	1801	827
Omaha	1629	499
Columbus, Ohio	1451	252
Cincinnati	144	1051
San Francisco	1122	1082
Los Angeles	1029	1490
Oakland	920	508
Seattle	1451	1276
Portland	1088	920
Salt Lake City	797	790
Houston	856	497
Detroit	3527	1054
Indianapolis	854	744
Oklahoma City	571	1819
Cleveland	2076	1819

As a result the National Automobile Dealers' association directors have appointed a committee to confer with manufacturers to arrange a plan for better identification of motor cars by a more complete numbering of the component parts of motor cars. Usually the engine number is all the owner knows by which to identify his car, and thieves chisel this off. The dealers believe that if several of the component parts of a car were numbered and records thereof kept by the manufacturers, by the dealers or by the owners, the work of identification would be greatly simplified.

Plans for the development of a nationwide bureau of registration, to facilitate recovery of stolen cars, are being considered by the association. The association also recommends that dealers pay greater attention to the prosecution of motor car thieves whenever arrests are made.

Five years is the "list" price in St. Louis for motor car thefts. Until several months ago it was almost impossible to obtain a conviction. But dealers have become interested in such prosecutions. One year was the term in the first conviction. This was followed by letters to the prosecuting attorney, commending his office for the diligence shown. The next sentence was two years. Then came more letters of commendation, and the next conviction was for five years, which is the rule.

OREGON NOW HAS 80,000 AUTOS
Law Requiring Licenses in State Enacted in 1905.

SALEM, Or., July 19.—(Special).—Although the state place the total registrations of automobiles in Oregon at 72,848, it is the belief of officials that there are now in the state approximately 80,000 cars. This is based on the assumption that several thousand autos have been registered since the last report of registrations was completed on June 30, 1919.

Motorcycles registered up until June 30 totaled 219, and 2348 motor vehicle dealers, 516, and fees received \$342,840. Chauffeurs were not required to register prior to 1911 and the first law making it incumbent upon dealers to register became effective in 1914. The law requiring the licensing of motor vehicles was enacted in 1905, nearly five years after automobiles had become a source of conveyance in the state.

The first five automobile licenses granted in Oregon, bearing date of May 19, 1905, were issued to H. V. Thompson of Eugene; Dr. W. B. Moore of Salem; George H. Graves of Salem, and two to J. D. Matlock of Eugene.

COOS RANCHERS WANT ROAD
Farmers Agitating Means of Travel Other Than River.

MARSHFIELD, Or., July 19.—(Special).—Ranchers of North and South Coos river are again agitating the construction of a highway to permit entrance to Coos Bay by land, as well as by water. There are no roads connecting the fine dairying district on the rivers with the outside world and all traffic is done by launches and steamboats.

The ranchers propose to petition the county court for a water level highway from Daniels creek, on South Coos river, to Eastside, and from the Condon place on North Coos river, to the forks, which are seven miles from Marshfield, there to join the roads by a bridge.

The entire distance over which the petition will ask for a highway is approximately 14 miles.

HUGHSON BRANCH TO PICNIC
Oswego Lake Destination for Outing This Sunday.

Employees of the Portland branch of the William L. Hughson company and their families will accompany Del Wright, manager of the branch, to Oswego lake today on their annual picnic and outing. They will have a picnic lunch there, ice cream, watermelon and the like, and will put on a programme of games and athletic contests. They will leave Portland at 8 o'clock this morning in cars and return late in the afternoon.

BRANCH TAKES MORE ROOM
Del Wright Has to Lease Additional Quarters.

Though the William L. Hughson branch in Portland covers a whole quarter block at Broadway and Davis street, with two floors, it hasn't room enough. Manager Del Wright has closed leases for 40 feet more on the next adjoining branch in Davis street. His parts department on August 1 will occupy the stores at 325-327 Davis, now occupied by the Phil Tracy company and the Ahlberg Bearings company.

REST STATIONS ARE URGED
Motor Association Concerned as to Motorists' Comfort.

A campaign is about to be launched by officers of the Oregon State Motor association for establishment of rest stations along the main highways of the state.

Directors of the association will urge the state highway commission to acquire small parcels of land adjoining the highways. They contend that now

is the proper time to buy sites for the proposed rest stations, inasmuch as the engineers who are busy laying out new roads have excellent opportunities to select suitable locations. They urge that the surveys could be made at the same time the new grades and cutoffs are staked out and data as to rights of way acquired.

Motorists will watch with interest the association's campaign in their behalf.

EUROPE CLAMORS FOR AUTOS

Demand There Can Hardly Be Filled in Next Five Years.

American automobile manufacturers are in the predicament of having a home demand that places them months behind in their orders at just the time when foreign business is insistently offering. The time was never so favorable for securing foreign markets as now and naturally they are all keenly interested and for the future success and reputation of American cars abroad much depends upon the way in which the present situation is met.

The South American and far eastern fields are developing and exports to those countries very rapidly increasing, but their peoples are less well educated to the advantages of motor transportation and their roads as yet far from adequate for extensive use of motor cars. Europe on the other hand appreciates more than ever since

BACK FROM THE NAVY TO HIS OLD JOB.



Robert S. Hughson. They called him "that west coast chief" in the navy when they couldn't think of his name. He is Robert S. Hughson, chief machinist's mate, who has just returned to his old job as manager of the service department for the Oregon Motor Car company after a year and a half in the navy. During his period of service he served as instructor in airplane motors at Columbia university and also at the Great Lakes station.

the war, the utility and even indispensability of automobiles and is abundantly prepared with suitable highways. Further, the European manufacturers, as pointed out by C. C. Hanch, secretary of the National Automobile Chamber of Commerce, in a recent report covering his trip of investigation to the allied countries, cannot supply the demand there existing for cars, for five years to come.

The people are clamoring for cars and paying exorbitant prices for used cars. The pressure they are bringing to bear on their governments to admit American cars is having its effect. France has recently removed its restrictions against the importation of cars and England promises a reconsideration of the question September 1, when it is hoped that the prohibitions there may also be removed.

President Clifton of the National Automobile Chamber of Commerce has appointed George M. Graham (Pierce-Arrow Motor Car company), a member of the highways committee, of which Roy D. Chapin is chairman.

"Buy now, but buy wisely," is the slogan urged by the United States department of labor to get business going as it was before we entered the war.

FERRY NOW FROM NACOTTA

Autos Can Cross Willapa Bay Now on Ocean Beach Highway Route.

SOUTH BEND, Wash., July 16.—(To the Automobile Editor).—It might be of interest to some of your readers to know that Pacific county, Washington, has established a ferry service during the summer months between Nacotta, on the Ocean Beach highway (formerly National Park highway), and Nacotta, so automobiles may run entirely through to the beach. This office will gladly furnish schedule cards and any other information desired to anyone who may be interested in this delightful trip. Very truly yours,

ORREN C. WILSON,
County Auditor.

Storage batteries should be examined every 15 days and distilled water added. This applies also to cars laid up for the winter and the battery should be charged at least once a month, otherwise the plates will buckle and an overhauling be made necessary.



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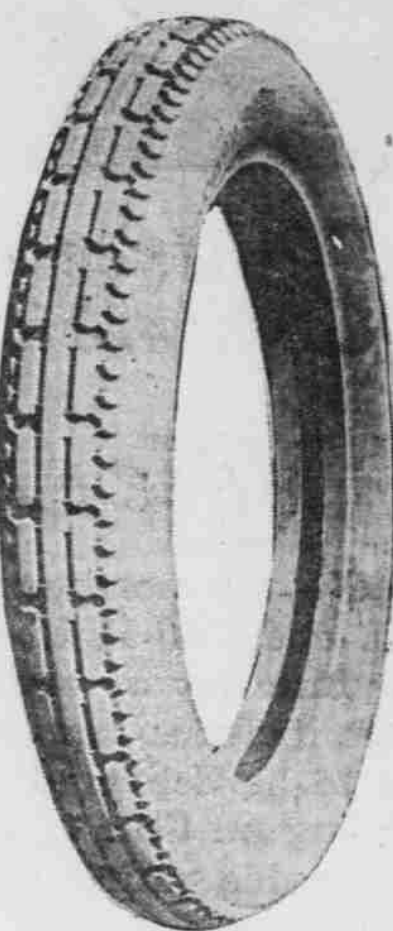
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ANNOUNCEMENT

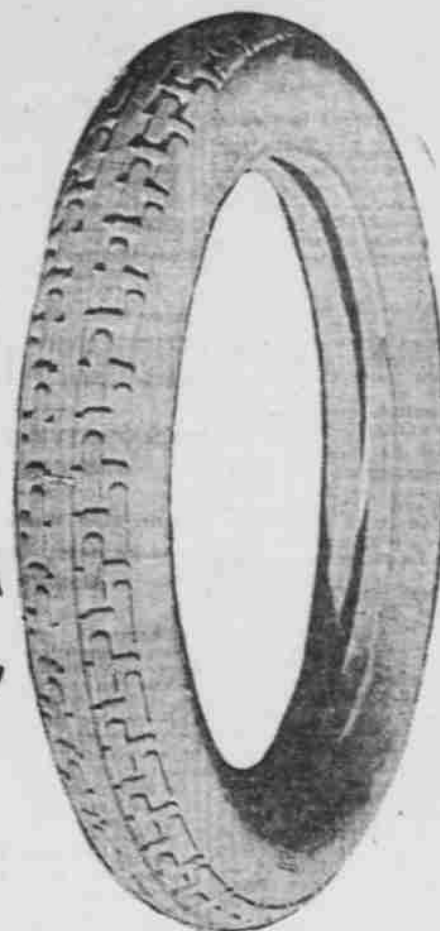
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