

DRIVERS LICENSED UNDER A TEST LAW

Each Motorist Must Step Up and Get His Card.

FEE 25 CENTS PER YEAR

Law Supposed to Help Prevent Accidents, but Provides No Examination for Drivers.

There is a wide diversity of opinion as to the true merits of the bill passed at the special session requiring the licensing of all persons who drive automobiles. While many assert that the newly enacted law play a big part in curbing the ever-increasing number of automobile accidents, others are just as strong in the belief that the main benefit to be derived from the law is the additional revenue of about \$25,000 which will accrue to the state highway fund.

The bill was framed in Portland and born of a desire to prevent careless and reckless driving, and to outward intents and purposes will give peace officers a closer check on all persons who drive machines.

As a matter of fact, close examination of the bill shows that it can be of real benefit to the secretary of state, who is delegated to administer the law, hews closely to the line, but that if the least leniency is shown, there is no hope of reducing the number of accidents.

No Examination is Required.
Briefly, the law provides that every person who operates a motor vehicle in Oregon must be registered and licensed. The bill requires no qualification to show that such a driver is competent, other than that he or she must have had at least five days' experience and must be physically and mentally sound. No examination is required. Moreover, the secretary of state is empowered to grant special licenses to those who are blind in one eye, or who might be otherwise maimed, if in his opinion such person is capable of driving a motor car. Under no condition, can a license be given to a person under 16 years of age.

The law further provides that the secretary of state may, in his judgment, revoke the license of any such operator. This is to be done only when he has many times an operator must be arrested or convicted, or of how reckless or careless he is in driving, or if he is proved to be. This part of the law is left entirely to the discretion of the secretary of state, and is the only kind of signal is not specified. This is the sole provision of the bill which attempts to reduce accidents.

Fee, 25 Cents a Year.
As originally drafted and presented to the legislature the bill provided that a license fee of \$1 should be paid by all persons operating a motor car. This license fee later was reduced to 25 cents and the bill was passed and signed on Jan. 14.

San A. Koser, deputy secretary of state, is now in the form of a license which he will have printed and ready for distribution in ample time before the law goes into effect. The license card will be of about the same size as the draft registration card and can be easily carried in a pocket. The names of each licensed operator, together with age, place of residence and general physical condition must be fixed to the card.

Under the present law, the state may revoke the automobile license of any driver who is convicted of an habitual violation of state or city traffic laws, while it likewise provides sufficient fines and jail sentences for such violators, if the courts would stand firm in imposing the penalties now provided.

The new law to license operators does not provide any form of punishment except for failure to procure a license, although those favoring the measure say it will give peace officers an opportunity to keep a much closer check on all persons who operate motor cars.

Still Chance for the Sorensens.
It is possible that the new law may assist in keeping down accidents, and if it does none will say that the small license fee of 25 cents is excessive. But there have been other laws on the statute books for years which provide heavy jail sentences for reckless drivers, yet the number of accidents has increased, not decreased, in the past year or two.

If the legislature had provided for an examination of all operators to insure they are capable of handling a motor car before being granted a license, the law might do that for which it is intended. But the requirement of five days' experience means little or nothing at all.

In this connection a "learner's" temporary license is also provided for as a part of the measure. If an experienced operator desires to drive a machine he takes out a temporary "learner's" license which he carries for five days before applying for the regular license.

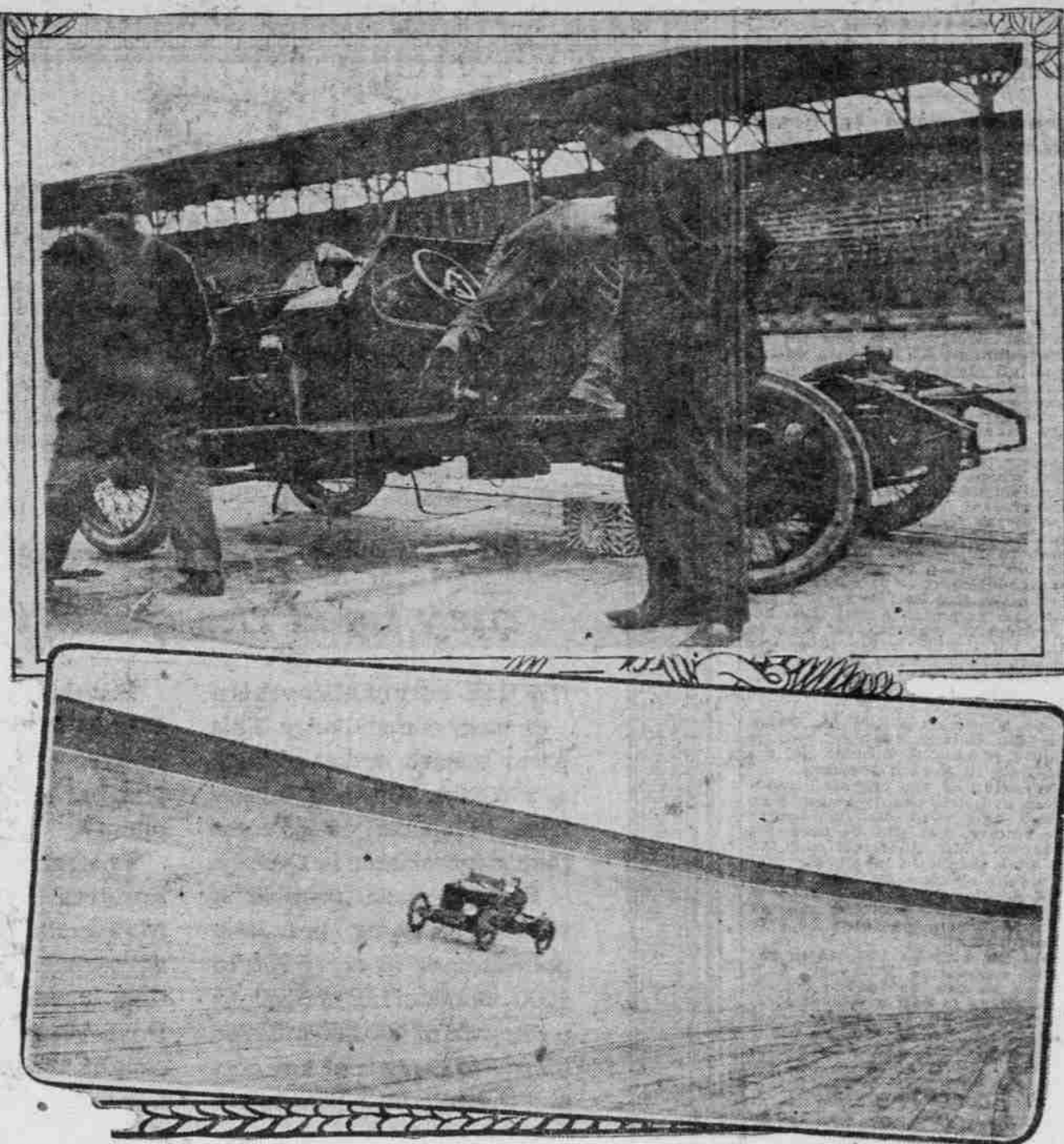
Oregon in the present year will license something over 100,000 motor vehicles, and will add approximately \$25,000 to the highway fund through these operators' licenses. But of this amount, approximately \$10,000 must be spent annually in administrative costs. The secretary of state is authorized to employ three field agents at a monthly salary of \$150 to assist in enforcing the act, while the cost of the licenses, together with additional administrative costs in the secretary of state's office will add to the total.

Senate for costly fine.
The law may possibly do some good. It was this possibility which inspired some of the more skeptical lawmakers to vote for its passage.

The legislature, however, slipped up when it killed the bill providing for a repeal of the act, which required a specific gravity test on all gasoline shipped into or sold in the state of Oregon. As a result, Oregon motorists must pay 1 1/2 cents a gallon more for gasoline not a bit better than that sold in other states. The fault for this costly faux pas is the senate's, for the house passed the measure killing the antiquated old law, only to have some senate conservatives come to bat for the extra 1 1/2 cents charge.

Spring Shackles.
Do not neglect the lubrication of the spring shackles. Rust often clogs up the small vents and keeps out the oil. By using common kerosene occasionally these holes will be kept open.

ESSEX ESTABLISHING WORLD'S LONG DISTANCE ENDURANCE MARK.



FIRST PICTURE OF CAR THAT MADE REMARKABLE RUN OF 3037 MILES IN 50 HOURS UNDER A. A. A. SUPERVISION, ON CINCINNATI SPEEDWAY.

In the first official test ever made of a car driven at top speed for 50 hours, an Essex stock chassis recently set a new world's mark at the Cincinnati speedway of 3037 miles in 50 hours, with the temperature most of the time below freezing. The same Essex actually traveled 1870 miles in 34 hours 23 minutes driving time. The reason for this was that on the first attempt a blinding snow storm forced the car to stop at the end of 27 hours 58 minutes in the 1700th mile. A second start was made three days later, but this time a pouring rain caused the A. A. A. officials in charge to stop the car again after it had run 16 hours 25 minutes, and covered 1943 miles. The next day the weather cleared, another start was made, and this time the car ran the desired 50 hours without hindrance from the weather. The car in this 50-hour run covered at a speed of more than 60 miles per hour a distance greater than that traveled by the average automobile in a year's time. The speed maintained throughout the run is equaled only by the fastest express trains, and then only for short stretches. The Essex used was a stock chassis under the constant observation of the American Automobile association. The upper picture shows the car just before the start. The lower picture is a snapshot of it on the Cincinnati speedway.

OLD RAIL GRADE IS USED

LINCOLN HIGHWAY ROUTE IN WYOMING READY-MADE.

Advantage Taken of Early Location of Union Pacific Railroad, Since Abandoned.

CHEYENNE, Wyo., Jan. 24.—At the close of the present year construction totaling close to \$50,000 will have been planned and largely accomplished on the Lincoln highway since March 1 last, upon which date the state highway department as now operating was created by the legislature. This record is considered remarkably by those who have carefully considered conditions along the route and especially in the western counties of the state, where for many miles the highway traverses practically a desert. At least another half million will be expended upon the Lincoln highway in 1920 as tentative plans are now in preparation for additional extensive improvements on all sections.

In Laramie county arrangements are being made with officials of the Union Pacific railroad for the location of two under-crossings at dangerous points where the highway crosses the right of way.

Completion of the telephone canyon road in Albany county from the east of Laramie city limits has just been accomplished. The section just completed and the one now under construction will provide one of the finest stretches of road along the entire highway between Chicago and Salt Lake City, as this section is on the old Union Pacific railroad grade and is entirely gravel.

In Sweetwater county extensive improvements are planned for next year, not only the entire desert section between Tipton and Point of Rocks, but the section west of Green River, now in bad condition, also will be rebuilt. The new road will proceed north from Green River for a distance of about four miles and then turn west crossing the Union Pacific railroad near Bryan, which will be the last crossing of the Union Pacific for west-bound traffic in Wyoming.

The new relocation provides for an



Simon's Dept. Store
have added another
GMC Truck
to their fleet.
Another Truck Owner is
Convinced of GMC Quality.
Wentworth-Irwin, Inc.
Second St., Cor. Taylor, Portland, Oregon

TRUCK SAVED ENGLAND

RAILROAD STRIKE FAILED TO STARVE OUT NATION.

Reason Was Good Roads and Substitution of Motor Trucks for Railroad Trains.

ACASON FLEET IS SELECTED Contractor on Big Job Picks One Truck With Good Head.

What is said to be the largest individual truck fleet order ever placed in the south has been accepted by the Acason Motor Truck company of Detroit, which has the contract for furnishing a fleet of trucks to the Atlantic Salvage company, a concern engaged in purchasing and salvaging southern army camps and equipment from the war department.

J. C. Bonner of the Bonner-Acason company, Newport News, Va., negotiated the contract. The fleet will be composed of a large number of Acason trucks of 2 1/2 tons capacity. The performance of Acason trucks in government service and at the Hog Island shipyard was a big factor in the selection of trucks to be used by the Atlantic Salvage company.

GOODYEAR PROSPERS NORTH
Canadian Company Increases Its Capital Stock.

The statement that the rubber tire industry is still in its infancy, despite the numerous large factories now turning out millions of tires each year, gets added weight from the announcement that the Goodyear Tire & Rubber company, Ltd., of Canada, will increase its capital stock from \$3,000,000 to \$20,000,000, the present preferred stock to be retired. Earnings have grown from \$91,070 to \$1,976,349 yearly. Plans for big extensions are being made at the Akron and Los Angeles plants of the company.

After seven months of continuous selling BARNEY OLDFIELD TIRES in Northern Oregon and Southern Washington, we are now announcing to the tire-buying public that these tires are unexcelled.

WE KNOW TIRES—Selling tires has been our business for a long time. We didn't rush into print telling you the qualities of this tire until we had fully convinced ourselves that there was not a finer tire on the market.

Moderate in Price, Splendid in Appearance, Superior in Quality

Ask your dealer for a BARNEY OLDFIELD—If he cannot supply you, see

FLETCHER & JAMES

Dealers Solicited in Unoccupied Territory



Essex Sets World 24-Hour Road Mark of 1061 Miles

Unmatched Endurance Proof Made by Stock Essex Over Snow-Swept Iowa Dirt Roads

Already driven more than 12,000 miles, an Essex stock touring car has established a new world 24-hour mark of 1061 road miles, over frozen, snow-bound, dirt roads of Eastern Iowa.

Not a stop was made for repairs or adjustments. Running day and night, Essex completed the grueling test without a halt except for fuel and oil. Not even a tire change was made. The average speed was 47.3 miles per hour.

Essex Also Holds the World's 50-Hour Mark

An Essex stock chassis also holds the world's 50-hour endurance mark of 3037 miles, made under A. A. A. supervision, on the Cincinnati speedway.

In three starts, the same Essex ran a total of 5870 miles in 94 hours, 22 minutes, actual driving time, averaging more than a mile a minute.

C. L. Boss Automobile Co.

615-617 Washington St., Portland

problem of transportation is not concerned with such huge distances as those of America. The distance over which products must be hauled is seldom more than 200 miles in England.

"However, it is for hauls up to 200 miles that truck adherents have championed American motor trucks as competitors of railroad transportation. America had an illustration of the value of motor trucks as an auxiliary to the railroads when war supplies had right of way to the exclusion of everything except the most necessary freight.

"Secretary of War Baker had a tabulation made recently of available trucks that might be pressed into service if the coal strike became sufficiently acute to tie up rail service completely. This shows what the government thinks of motor transportation. Too few persons realize the actual value of the truck. Lord Northcliffe says: 'Labor was defeated in the strike because most of the men directing it were just average men. They did not realize the power and potentialities of motor trucks, nor did they consider the finely rounded country within the confines of Great Britain.'

"When the people of this country begin to realize that motor trucks are no longer in the experimental stage, that they not only are the equals of the railways for short haul freight and express, but their superior, then we may expect a much more rapid expansion of motor truck express and freight lines. Moreover, when our roads are compared to those of England, we may expect this

pick up the hat you lost while driving and returns it to you, don't thank him. He will not be expecting it, and it might jar his faith in mankind.

MACK PERFORMANCE COUNTS

Transportation Is Essential to Business

The demand upon transportation will be greater during the New Year than ever before in history—not even excepting 1918.

Are you equipped to meet this demand? If you are not properly prepared, there is no question but that you will handicap your industry.

Your competitors are awake. They have learned the advantage of highway transport as represented by the motor truck.

Mack Trucks the Solution

By equipping with MACK trucks you can safeguard your interests against possible stagnation. You will be independent of railroads.

Your trucks should be MACKS, because MACKS are of proven quality. The MACK of 1920 will be the same as the MACK of 1919, as the MACK of 1918 and previous years. You run no chance of the truck becoming antiquated. This will protect you in building up a standardized truck fleet. It insures your investment.

Macks Are in Six Sizes

Mack-International Motor Truck Corporation

Tenth and Davis Streets
Broadway 691