

HERE'S REAL CAUSE OF AUTO ACCIDENTS

Driver or Victim to Blame?
No—Then Unavoidable.

NO ONE HAS ANY MALICE

Thief, Drunkard and Criminal,
However, Are Left Out of Con-
sideration by Dopesters.

Until the powers that are can see that it is neither malice nor intention, nor carelessness of human life, nor desire to run amuck which causes motorists to drive like idiots all the new legislation, rules, traffic cops and senatorial diatribes which can be imagined will not alter the present state of affairs, says Motor Life Magazine, in an article which it respectfully submits to the same motorists and the intelligent representative of sovereign states as a substitute for arming the populace to shoot down the reckless driver.

Leaving out the thief, the drunkard and the criminal, no driver wants to run into anything or over anyone. If he does so it is either (1) his fault, (2) the fault of the thing or the person run into or over, or (3) unavoidable.

If, lacking desire, it was still the driver's fault, it must have been through failure to do the right thing or because he did the wrong thing. Lacking desire and intent to do damage to person or thing, when a motorist does it and it's his fault, it is because he is ignorant.

Ignorance Greatest Fault.
Nobody wants to be run into or over—you don't even have to except the criminal and the thief, the joy-riding and the idiot here. Nobody wants to be run over. Consequently when anyone is run into or run over and it is their own fault, the reason must be found in a failure to do the right thing to avoid accident or in having done the wrong thing, which causes it. In other words, the cause is ignorance.

So-called "unavoidable" accidents are frequently so called because of relieving one party or the other of any suspicion of having any sense at all as when a small child runs directly in front of a car. Ethically, such an accident may be the child's fault. Legally it may be considered unavoidable. But if the former case is held true, when the answer, once more, is ignorance.

Ignorance is the root of the so-called "reckless driving" evil, and the remedy is not more laws, but better laws. It is not more punishment, but more education. It is not in arming the general public with pistols to shoot the murderous high school girl driving dad's flivver, nor is it a statute designed to take away a coal truck from a coal company because a drunken driver happens to run into a lamp post. It is in seeing to it that no unfit person is allowed to drive a car. When a fit person does drive a car, he does not need police supervision to prevent him from breaking a reasonable law.

Examinations Now Are Joke.
This gets right to the practice of examinations. An examination as now conducted, is a joke. Everyone knows it, everyone, even the officials concerned in it admit it. If any should have curiosity enough to ask "why are these laws joked?" the answer would be found in the fact that they are made by lawmakers who know nothing of their subject—people of the same stripe of mind as the reverend much-to-be-admired senatorial gentlemen who advocate shooting up motorists by the general public to stop accidents.

The practice of licensing anyone and everyone who wants to drive a motor car is a holdover from the early days when motorists were few, their potentialities for damage slight and popular knowledge of them nil. Today we have a condition which is no more to be compared with that of ten years ago than chalk is to be compared with cheese.

Had anyone ten years ago dumped all the cars of 1920 on the streets at once there would have arisen such a howl of indignation at the insanity of turning loose so many ignorant drivers all with death-dealing machines in their charge, as would have swept the motor vehicle into the limbo of forgotten things. Because the growth has been gradual, we have tolerated the evils of ignorant driving.

Two Courses Open.
Every real motorist is competent to pass the required examination. Those who are not competent can get competent. Those who can't get competent have no business in charge of mechanisms which have so much potential harm, destruction and sudden death locked up in them as has the motor car.

One of two things is surely going to happen. Either motorists are going to demand, for their own protection, an adequate, reasonable, proper and yet strict system of finding out whether or not a driver is competent or legislators are going to enact repressive laws which will fall with equal severity upon the ignorant who should be repressed and the skillful who do not need to be repressed.

The root of the present danger from the motor car is ignorance. The remedy, of course, is education. To make sure the remedy has been applied, supervision must be established. Present ideas of supervision, being holdovers from the dark ages, must go. Real examinations, adequate tests, genuine supervision are the evident remedies.

CHEVROLET TO LEAD TEAM
Veteran Driver to Captain Monroe

Pilots in Indianapolis Race.
INDIANAPOLIS, Ind., March 20.—Louis Chevrolet, dean of the American racing fraternity and patriarch of the speed sport since the retirement from active competition of Barney Oldfield, has been appointed captain of the Monroe team in the English international 500-mile race on the Indianapolis speedway Monday, May 31.

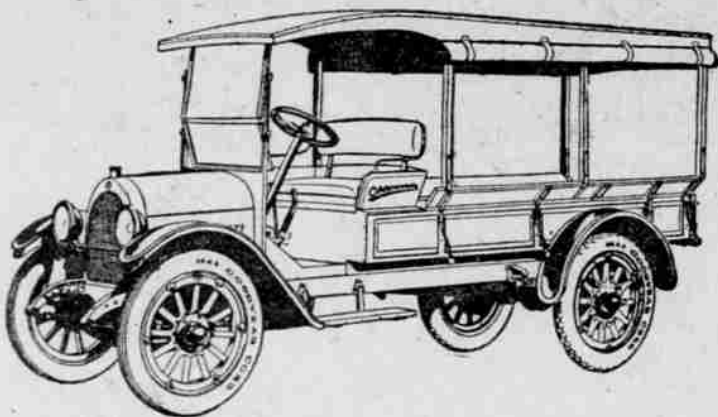
Chevrolet promises to be the backbone of America's defense against the Europeans in the Indianapolis classic. No less than six American speed creations entered for the contest, three Monroes and three Frontenacs, owe their construction to his inventive genius.

Barley, if ever, has the world witnessed a combination of mechanical genius and driving skill like that possessed by the great Franco-Swiss. His only possible rival in this respect was the late Georges Boillot, who, in addition to being the champion driver of Europe, was also credited in a large measure with the design of the Peugeot cars.

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PICTURE SHOW CONTINUES

EXCITING FILMS ON AT C. L. BOSS AUTOMOBILE COMPANY.

"Trail of the S-X Arrow" and Industrial Picture Continued a Week by Special Request.

So many persons last week attended the free motion picture show given by the C. L. Boss Automobile company in its show rooms at 617 Washington street, near Nineteenth, that Mr. Boss announced that by special request the picture show will be continued every night this week.

The pictures shown include four reels of thrilling automobile feats. The feature is a two-part film entitled "The Trail of the S-X Arrow," which depicts the amazing performance of an Essex car driven by the plucky girls through some of the roughest parts of the southern California desert.

What that car goes through and survives, being still up and coming at the finish, almost passes imagination. The picture is in no sense a "stunt" picture. The girls in the car were not attempting any fancy driving feats. Their problem was to drive through the desert at all, and the amazing manner in which the Essex solved their problem for them by making its way over country that a sure-footed mule would sniff at is intensely interesting.

The drive to the goal in "The Devil's Punch Bowl" was made by the girls on a wager that they couldn't take their car to this almost inaccessible spot. But they did it, and therefrom results the picture.

Two other films are on the program. One depicts the adventures of the Maxwell "Wank" in driving over some very rough country. The other, an industrial film, shows how the Maxwell-Chalmers Motor company kept its Detroit factories going during the recent coal strike by hitching Maxwell trucks and tractors to the machinery and operating with gasoline fuel.

The pictures start at 7:30 to 8 P. M. and the performance continues to 10 o'clock. The show rooms were crowded at every performance last week.

SAVE TIRES, HE URGES

CONSERVATION NEED GREAT, SAYS GEORGE K. CASSIDY.

Poorly Aligned Wheels and Tread Cuts Neglected Cause Any Tire to Wear Out.

"Never in history has there been such need of conservation in all lines as at present. During the war Americans learned how to reduce waste. Thousands of things that were heretofore thrown to the scrap heap were utilized for other purposes, to the amazement of everyone," says George K. Cassidy of the American Tire & Rubber company, distributor here for General tires.

"But the war lessons were forgotten when peace came. The country started on an orgy of extravagance that is at present unchecked. Many things that could be utilized are cast into the discard without a thought and untold sums wasted by this means.

"In Europe, where spending is not so free as in the United States, conservation has reached a fine point. This was noticed by every doughboy who went overseas. 'Very little is wasted—everything has a second use. In contrast, America is the most wasteful country in the world.

"Poorly aligned wheels, due to side pressure against curbs, cause tread wear after 100 to 200 miles of running. One of the commonest abuses is under-inflation, which causes fabric breaks. Every motorist should provide himself with an air gauge to test the pressure frequently.

"Tread cuts are experienced by every motorist. It is impossible to avoid sharp stones or rutty roads, which pierce the tread and sometimes the fabric. For small cuts the best treatment is tire putty, while for the larger ones it should be a tire plug. 'When an under-inflated tire strikes a sharp stone the rubber gives, but

the fabric does not. Perhaps several or all of the piles are punctured. The tire may not blow out at the time, but may later. To avoid along-the-road troubles and delay, outside protection and rim-cut patches should be part of every car's equipment.

"As important as the casing, the tube should be given attention. When a new tube is placed in position, enough talk should be used so fast it will not chafe and stick to the casing when heat is generated. Too much talk will harm the tube.

"Chains that are adjusted too tight will tear the casing—they should be loose enough to creep. Storing a car where the tires will come into contact with oil should be avoided, for it has a deteriorating effect on rubber. Driving on street-car tracks is warned against, as the burden of weight on a small portion of the tire will tend to pull the tread loose.

"Tire manufacturers, and especially the General company, are conducting expensive educational campaigns for conservation."

GARFORD ENLARGES PLANT
ADDITIONAL BUILDING UNDER

WAX IS 100x120 FEET.
New Factory Will Be Devoted Exclusively to Progressive Assembly of Trucks.

Due to the rapidly increasing demand for its product, the Garford Motor Truck company, Lima, O., has broken ground for a large addition to its present plant. The new building is to be 100 feet wide by 120 feet long, and will be devoted entirely to progressive assembly of Garford trucks.

The building will be of concrete, steel and glass construction, with two full floors. There will be three chassis assembly conveyors in operation, and at the far end of the chassis will roll out under their own power, complete and ready for test.

Material will move from the receiving dock by trolley, conveyor or electric hoist, through hatchways and tunnels at proper intervals to meet the assembly as the chassis conveyor progresses from operation to operation.

A notable feature of the new building will be the glass roof of saw-tooth type with windows running the length of the building instead of crosswise as is the usual custom.

The building is expected to be ready for occupancy by June 1, with complete equipment, and will be one of the finest examples of progressive assembly methods in the country.

No labor-saving device has been overlooked in the equipment of this new addition. These increased facilities will enable the Garford company to double its output in 1920.

This Manager on the Job.
Few people would think of the telephone as a means of selling tubes for automobiles, although Bell's invention is widely used by housewives for ordering everything from groceries to furniture. However, H. H. Hoff, manager of the Duluth branch of the Goodyear Tire & Rubber company, employed this unique scheme. When ever he sees a pneumatic equipped truck with tires under-inflated so by the branch, he calls the owner on the telephone and warns him of the consequences. The owner is always pleased to get the information and the good will brought about by the phone call usually leads to future purchases. Be careful in applying tubes.

At Every Filling Station the

PLAIN VIEW FILLING TANKS

can be sold. A long-felt necessity; the public will demand it. From your auto seat you see the exact number of gallons you receive, at the same time it gives you the specific gravity of the gas.

AGENCY PROPOSITIONS will be entertained from high-class salesmen only. Address AL 874, Oregonian.

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EIGHTH AND DAVIS

Wm. Cornfor, President. T. M. George, Gen. Mgr.
E. N. Wheeler, Vice-Pres. and Gen. Mgr.
Secretary-Treasurer. J. A. Haley, Sales Mgr.

OUR BEST ASSET IS THE SATISFIED CUSTOMER

"SAVAGE" TIRES & TUBES



MADE BY
THE HOUSE OF SPRECKELS

SAVAGE POLICIES

The unlimited resources of the House of Spreckels are back of The Spreckels "Savage" Tire Company, in its purpose to make for the motoring public reliable and dependable goods of proven merit. Not subject to the whims of stockholders, The Spreckels "Savage" Tire Company is able to adhere to the chosen policy of manufacturing products that are made to a

standard and not to a price. The result in the final analysis is that the consumer pays less per mile for the performance given by these products.

An undertaking of this nature requires constant research for improvement—necessitating large expenditures of money, effort and time. Few companies are able to give these unsparingly. The Spreckels

"Savage" Tire Company is not only able but does it with a result quite apparent in "Savage" Tire products. The methods employed, the selection of raw materials, the skill of the workmen, the constant search for flaws, all reflect the purpose behind the making and are important factors in the manufacture of products bearing the Spreckels "Savage" name.

SAVAGE PRODUCTS

A thorough study of the requirements of the present day motorist resulted in the making of a new departure in tire construction. That new departure is expressed in our D Type Tire. A big, sturdy, flexible, oversize, hand-built casing, made by improved methods, of the best grades of raw materials, and according to our own specifications as found necessary to meet the needs of the motorist of today; the "Savage" D Type Tire, because of its wonderful performance on the road, has been judged by many motorists the best fabric tire on the American market.

Regular "Savage" Tires are made to ordinary standards as far as size is concerned, though in quality they are second only to the "Savage" D Type. "Savage" Plain and Grip Tread types are made in all ordinary and many odd and unusual sizes. "Savage" Ribbed Treads are made in small popular sizes and the oversize 3 1/2 inch (375). The same careful attention is given to details affecting the building of these tires that is given to the "D" Type. Each "Savage" in its class is Built to Excel. "Savage" Grey or Grafite tires make splendid road companions for any tire.

The Spreckels "Savage" Tire Company
San Diego, California

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No Truck Can or Does Satisfy Its Owners Unless Backed by Service.

Up-to-the-Minute Service is the Watchword of Our Organization—"Users Know."

Healy Bros., Thirteenth and Hoyt, have purchased a new Garford.

"USERS KNOW"

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