

GIVES ADVICE ON HOW TO KEEP UP AUTOMOBILE TIRE

Tube Should Be Well Powdered With Talc Before Being Put Inside Envelope to Prevent Pinching.

Manager E. O. Johnson of the Hughson & Merton company believes that if motorists would take better care of their tires they would suffer less expense in their tire upkeep. He has accordingly prepared some interesting pointers for the motorist:

"When fitting a tire, if the tube is pinched between the bead of the envelope and the rim, the inevitable result is the explosion of the tube," he says. "Such explosion usually forces the bead out of the clinch of the rim at the point where the rupture occurs. The inference is then drawn immediately, that the envelope did not fit properly in the first place, but this is probably not true.

"It is more than likely that two thicknesses of inner tube have become pinched under the toe of the bead, and that this trouble prevents the bead from fitting properly at that point. The inevitable rupture of the tube will naturally occur at the sharp fold in its surface just below the toe of the bead.

Air May Escape.
"This rupture will permit the air to escape with explosive force between the sides of the bead and the inner surface of the clinch, and this explosion will drive the bead out of the rim at that point. The trouble was not that the envelope was off size, which is seldom the case, but with the careless way in which the tube was fitted. Explosions will sometimes occur when the car is standing in the garage.

"In order to avoid pinching of the inner tube between the rim and the bead, the tube should be powdered well with talc before placing it inside the envelope, and it should be pushed inside the envelope carefully, after mounting the first bead, but before fitting the second bead.

Turn Wheel Slowly.
"After the second bead is fitted turn wheel slowly. If any projection or unevenness of the envelope is noted, take hold of the envelope with the left hand, the palm near the bead, pushing the outer side of the envelope towards the car. Then with the thin edge of a spur lever lift the outer bead and push it slightly toward the center of the rim. If any of the inner tube is visible, it is not in proper position. In this event push the thin part of the lever under the bead and force the free end of the lever downward to release the bead at that point. Then let the bead settle back in position, being sure that the pinched tube has released itself. If the tube cannot be released at that point, continue the examination all around the wheel. Be particularly careful in examining that portion of the bead fitted last."



Mercedes Alvin and her vaudeville partner, Harry Knox, in a 50 horse power Elmore loaned to them during their stay in Portland a week ago. Miss Alvin and Mr. Knox are ardent motorists and when they reached the Grand theatre in Portland Miss Alvin prevailed upon her uncle, W. S. Dulmage of Dulmage & Smith, to loan her the big Elmore. She is a fine driver and saw many of the beauty spots of the country during her leisure hours. When in her home in Detroit Miss Alvin spends much time in an Elmore car, the exact duplicate of the one in which she is shown in this picture. She has it elegantly fitted for touring and averages many thousand miles a season.

Out of Town Automobile Notes

Eugene, with its several miles of wide paved streets is to be one of the best regulated on the coast so far as traffic is concerned. Chief of Police Farrington of that city has issued a warning to all motorists as well as to the draymen of the city. The salient features of the new law now in effect are as follows:

"Automobiles and motorcycles must have city license fees." "Speed limit, Willamette street, eight miles per hour, turning corners six miles per hour. Speed on other streets than Willamette 12 miles per hour. Must keep to right hand side of street and shall not turn to another street until the vehicle has approached the right hand side of the street to be turned on.

"Sound horn of alarm at approach to street crossings. Must be equipped with brakes to stop within 10 feet; two lighted lamps from dusk till daylight; machinery not to run while unattended. "No person under 18 years of age to drive automobile in city. Unlawful for any person to meddle with automobile, motorcycle or other vehicle or puncture, mutilate or throw missiles at same.

"No vehicle shall stand on Willamette street longer than actually necessary and in no case to exceed 30 minutes."

Thomas Gorman of Baker was a recent visitor in this city. He is thinking of handling a motorcycle agency in Baker.

Mr. and Mrs. C. E. Kingman of Spokane, Wash., are to attempt a trip across the continent in an E. M. F. touring car. The trip will be made by way of Walla Walla, Boise, and over the northern route to Omaha. From the Nebraska metropolis east they will seek out the most famous spots. They will put up at hotels all along the way, but will carry enough baggage to make them reasonably safe should darkness overtake them on the desert or some other disagreeable place. The trip will occupy the entire summer and fall. Returning from Omaha over the southern route, they will spend next winter touring through California and Mexico should conditions be more settled there.

Eugene motorists, acting through the Eugene Commercial club, will cover all the roads south and north of their city and up to the county line on either side with signs telling the distance and direction to Eugene. This aid to the touring public will be appreciated by every motorist who makes the southern trip. With this incentive it is believed that many of the other larger towns in the valley will do the same thing. The work was brought about by the criticism of a Spokane capitalist. After getting lost several times he took occasion to roast Lane county especially and all of southern Oregon as well. Aroused at this criticism the Commercial club got together sufficient funds to handle the work. Fred Moulton will plant most of the signs.

Automobiles are almost as plentiful in Burns as horse vehicles. The regular Journal Want Ads bring results.

Henry Rabbes and W. C. Hawley, of Klamath, have secured the brush agency for that territory. They have a large garage in the center of the city and are equipping it with several modern labor saving machines.

The first of a number of weekly trips from Grants Pass to Crescent City was run last week. The start was made at 7 o'clock and Crescent City was reached at 4:30 that afternoon. Night and a half hours was required on the return trip.

Salem is to have an automobile club. An active campaign is being made for members, the temporary officers wishing to secure the cooperation of every automobile owner in the city in their efforts to have a successful club. Membership are \$5, \$3 initiation fee and \$2 dues. The following are the officers of the club: R. F. Boise, president; E. T. Barnes, secretary; A. Bush, Jr., treasurer; board of directors, Homer Smith, W. H. Eldridge, Ed Weller, George F. Rogers, James Linn, F. W. Steusloff.

Hood River is all bustle over the coming of a good road between Hood River and Portland. A meeting of automobile owners and others interested in the highway was held in the Commercial club at Hood River Monday night, at which great enthusiasm prevailed. An organization was effected which it is believed will aid materially in securing the completion of the work.

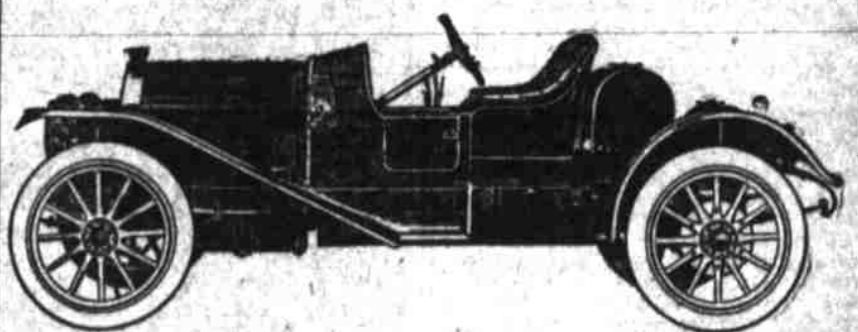
After a discussion of the work, during which all the speakers pledged their hearty support to the project, it was decided to work along with the other Hood River organizations, the Commercial club, Board of Realty operators and the county court. Leslie Butler, president; P. S. Davidson, vice president; W. F. Sheldon, secretary, and J. Adrian Epping, C. K. Marshall, W. L. Clark, J. H. Hedbrunner and Albert Sutton, board of managers, were the men selected to carry on the work.

"MONARCH OF THE ROAD" "KING OF THE SPEEDWAY"

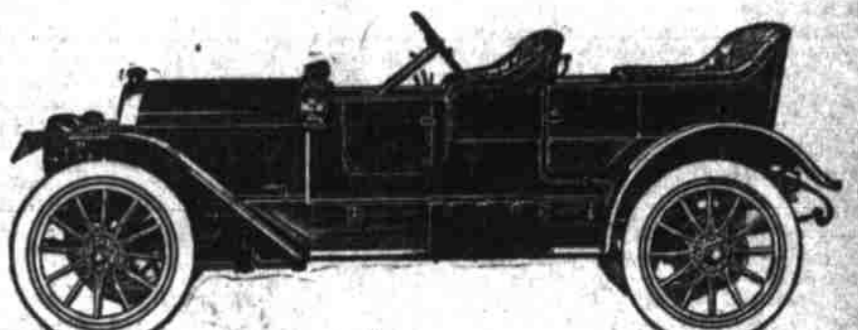
National

Automobiles need no introduction Their reputation speaks for them

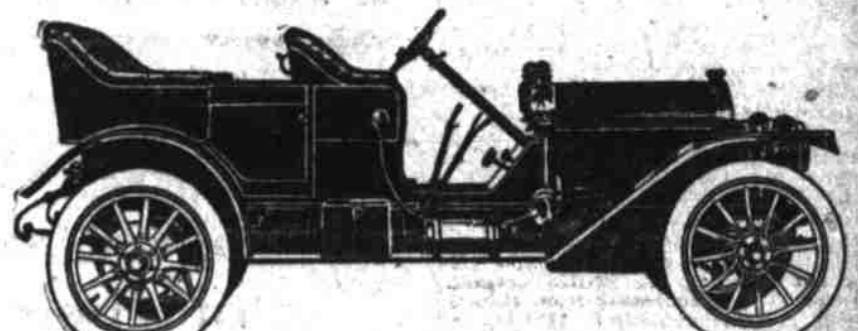
CARS IN STOCK



National "Forty" Fore-Door Roadster. Completely equipped with Top, Front and Speedometer. \$2900 f. o. b. Portland.



National "Forty" Fore-Door Toy Tonneau. Completely equipped. \$3000 f. o. b. Portland.



National "Forty" Fore-Door Five-Passenger Touring Car. \$3000 f. o. b. Portland.

Howard Automobile Co.

NIEL G. JOHNSON, Manager
Phones Main 4555, A-2550. Seventh and Couch Sts.

Cadillac car upholds reputation for low cost of upkeep

Users drive cars at cost of less than one and a quarter cents per hundred miles of travel for mechanical repairs

Some very interesting figures on the subject of motor car maintenance have recently been made public by the Cadillac dealers of Dayton, Ohio.

For the purpose of enabling them to present some definite information to motor car buyers, Cadillac users in Dayton, Ohio, territory were interrogated and responses were received from fifty-two of them, stating the sums they had been expended for mechanical repairs.

The users' statements disclosed the fact that the aggregate number of miles traveled by the fifty-two cars was \$44,345, or an average of 4,734 miles per car.

The total sum expended for mechanical repairs on the entire number of cars was only \$30.05, or an average of the insignificant sum of about 58 cents per car.

The highest expenditure by any one user, a gentleman whose car had been driven 8,000 miles, was \$4.03. Ten users expended less than \$1.00 each, while there were eight users who had expended a single penny. Among those who had expended absolutely nothing was the user who reported the greatest mileage, viz., 11,800.

Figured on the basis of cost per mile, it shows that the 44,345 miles at a total repair cost of \$30.05 averaged about one and a quarter cents for each hundred miles of travel.

This Dayton record is by no means exceptional or unusual. The same dealer made a similar investigation about a year previous. At that time reports were received from fifty Cadillac users which showed that they had driven their cars a total of 168,580 miles at a total expense for mechanical repairs of only \$571, or an average of less than 12 cents per car for the season on the basis of mileage. This expense figured less than three and one-half cents for each thousand miles of travel.

About the same time New York and Indianapolis Cadillac users also furnished some very significant data. In New York the seventy-five users who responded to the request for information reported having driven their cars an aggregate of 288,884 miles at a total repair cost for the entire seventy-five cars of \$12.21, an average of less than 71 cents per car or less than one and a half cents for each hundred miles of travel.

Still another record which, while not showing quite so low an expense, tends in a measure to corroborate the others, is such corroboration were needed. In the case of the New York owners the sixty-six Cadillac users who replied to the inquiry reported an aggregate mileage of 353,593 miles at a total repair expense of \$71.20, an average of \$1.08 per car. The Indianapolis records not being quite so low as the others is accounted for to some extent by the fact that it includes the highest individual expense of the lot which in the case of one user who had driven his car 900 miles had a repair expense of \$20.00.

In addition to the repair outlays, the matter of gasoline and oil consumption was also taken into consideration. The Cadillac dealers in the cities mentioned, advise that these records included the reports of every user who responded to the request for information and that they are not simply a compilation of figures obtained from a selected list.

With this array of evidence, coming as it does from several different portions of the country and particularly in view of the fact that prior to being asked for figures the users had no intimation that their experiences were going to be made matters of record, it is quite reasonable to assume that the figures of Cadillac users generally would show very little variation in the matter of upkeep cost.

Covey Motor Car Co.

CADILLAC DISTRIBUTOR
Twenty-first and Washington Sts. Phone Main 6470

YOUNG MEN ARE ASKED TO SAVE COMPANY E

(Special Dispatch to The Journal.)
Cottage Grove, Or., May 20.—Captain E. K. Lawson, commander of Company E, Fourth Infantry, O. N. G., is fearful of losing his company because of its inability to muster the required number of recruits to keep the full quota, and has appealed to the young men of the city to enlist in order to save an order for disbandment. The same condition obtained one year ago, but a call for recruits was readily responded to, Company E is one of the banner companies of the state, and now holds the cup for marksmanship, having twice won the trophy.

Fruit Evaporator Going in.

(Special Dispatch to The Journal.)
Cottage Grove, Or., May 20.—Perclval I. Rust of Eugene has commenced erection of a fruit evaporator in that town, the dimensions of which are 54x20 feet, with a capacity for 2000 trays. He will have the plant ready for operation with the opening of the fruit season. The dryer will cost upwards of \$5000, and is built to replace the dryer destroyed by fire last fall.

West of Coast Fork Improves.

(Special Dispatch to The Journal.)
Cottage Grove, Or., May 20.—The West Side Improvement club, composed of those residents west of the Coast Fork river, which divides Cottage Grove, have applied to the city council for the improvement of all streets in that section of town. All the principal thoroughfares will have uniform curbing, parking, and will be macadamized 35 feet in the center. In order to carry out this most important improvement, a plan for this year the municipal rock crusher will be operated to its fullest capacity both day and night for several months.

BAKER SEES LIVELY BUSINESS PROSPECT

(Special Dispatch to The Journal.)
Baker, Or., May 20.—An excellent season seems ahead of Baker. The mining industry, which has always been a mainstay, appears on an substantial basis as the mercury shows an enjoyable good trade. There is no big volume of cash coming in at present but enough to meet current expenses is being collected from business done. The various banks are extending credits generously. City improvements this year will be very extensive, so will private improvements. Stockmen, while not satisfied with present prices, are pleased with the results of the lambing season. The rain this week was tremendously valuable to crops and the city, with its big tributary territory, will feel the effects of the lambing period in the fall. The new commission form of government is mapping out much work.

Two Pierce-Arrow touring cars, both six cylinder, 45 horsepower cars, were delivered in one day in Astoria last week. Frank Pettin secured a five-passenger car, while George C. Flavel bought a seven-passenger car. There are getting to be more and more high class machines in Astoria every day.

The day YOU buy it it will

pick your farm right up and drop it two-thirds nearer the religious, social and market centers that all help to give your land its increased worth,—and what is better still, an increase in NET PROFITS.

The convertible automobile delivery-pleasure car justifies its existence because of the rapidity with which it can market produce, bring in supplies, run on errands to the repair man, the doctor, the veterinary, carry sick folks to the hospital, catch trains for people and a thousand services wherein the value depends upon the speed with which they are performed. Wives, and boys and girls are not finding the farm such a dull place on a Sunday afternoon for the automobile lifts the horizon line, and opens up the earth's space of the next county.

Hot days may kill your horse; wet and icy days may break its leg; bad weather of kind will delay your horse-wagon deliveries.

But hot days, mud and ice make no difference to steel and wood; all days are alike to an automobile. In the best weather one automobile delivery wagon will do the work of three horses. That means three less horses and two less men. And man's labor is the biggest expense nowadays.

An automobile never knows the difference between day and night. And when you are through there are no chores to be attended to; no horse to put out; no feeding; no bother; just run your delivery wagon under cover and lock the door.

Sunday morning, no tired horses that

must rest all day, but a convertible automobile delivery wagon, the sides of which take off in two seconds, and an extra rear seat is put on in three seconds, and you and your family can go from sunrise to sunset at no expense, (save the little gasoline you use, because the extra service and saving the automobile gives you in your business has taken care of all the initial expense.

On your farm it brings you more business; outside of your business it brings

"Stoddard-20" Commercial 30 Wagon H.P.

you and your family nothing but pleasure.

The automobile is brightening the whole rural horizon. New life in a multitude of forms is stirring the country districts. Old lands are made more valuable by the increase of population and by a changed form of agriculture that the automobile makes possible, and remote areas are brought within the realm of usefulness and progressive methods.

The farmer has adopted the automobile because he needs it in his business, because he has all the enjoyment it can give, because his family needs it, be-

cause it broadens his outlook and activities and is a stimulating force in the development of the young people of his household.

With the increase in wages, the value of the farmer's time has gone ahead in bounds; but there has been no perceptible increase in the speed of horse transportation. There has got to be a saving of time in the road end of the farmer's business to meet the increase in the value of time. The automobile lops off two-thirds.

A Kansas farmer has figured out that his driving team cost him \$160 a year to keep it. His automobile has done the work infinitely better and the cost—\$144.50.

A doctor in Michigan has found that an automobile does for him more work than the three horses he formerly owned and the expense of the automobile is only one-third what it cost him to keep the three horses.

We will be glad to show you this "Stoddard-20 Commercial Wagon" whenever you can come in and see us, or we will drive it out and show you what it can do in the way of cutting HORSE-MILES right out of the distance BETWEEN YOUR OWN FARM and YOUR NEAREST TOWN. Send for a catalog, anyway.

STODDARD-DAYTON AUTO COMPANY

86 Tenth Street
Phone Main 1915, A-1917