

SIMILARITY OF NAMES CAUSES CONFUSION IN MATTER OF AUTO CLUB

J. M. Flowers of Auto Club of America of Los Angeles Explains His Organization.

CLUB THREE YEARS OLD

Arrest at Spokane of W. M. Melvin, Representing Los Angeles Organization, Brings Matter to Head.

In connection with a recent effort to establish an automobile club in Portland and other cities of the Northwest by W. M. Melvin, who was subsequently arrested at Spokane on the charge of obtaining money under false pretenses, it has developed that Mr. Melvin was the duly authorized representative of the Auto club of America of Los Angeles.

The Los Angeles organization, according to a statement of J. M. Flowers, its general manager, is an independent organization and in no way affiliated with the New York organization, and the two are connected in any way are outside the realm of fact. While in Portland it appears that Mr. Melvin did not claim any relation to the New York organization, but in the absence of any specific distinction between the two, confusion arose.

The alleged misrepresentations made by Mr. Melvin in soliciting Portland membership were in substance that his club had taken over the Automobile club of Southern California and would absorb the Oregon Motor association.

Organization Three Years Old

In a letter to The Journal, Mr. Flowers says that the Auto club of America of Los Angeles is 3 years old and is represented by both private and official members in almost every state. It is, he adds, a secret organization made up of high class citizens enrolled as members.

"When the club was organized," continues Mr. Flowers, "we first took the name Automobile club of America but afterwards, fearing it would be misleading and be confused with the Automobile club of New York, (ours being designated Los Angeles) we changed this to read Auto Club of America, Los Angeles, Cal., and all of our advertising, application blanks and literature of every kind was so printed.

"Last year we signed more than 20,000 miles of roads in the United States and we are working for the upbuilding of good roads throughout the United States, and we give our members enough as it is without trying to resort to misrepresentations to gain members."

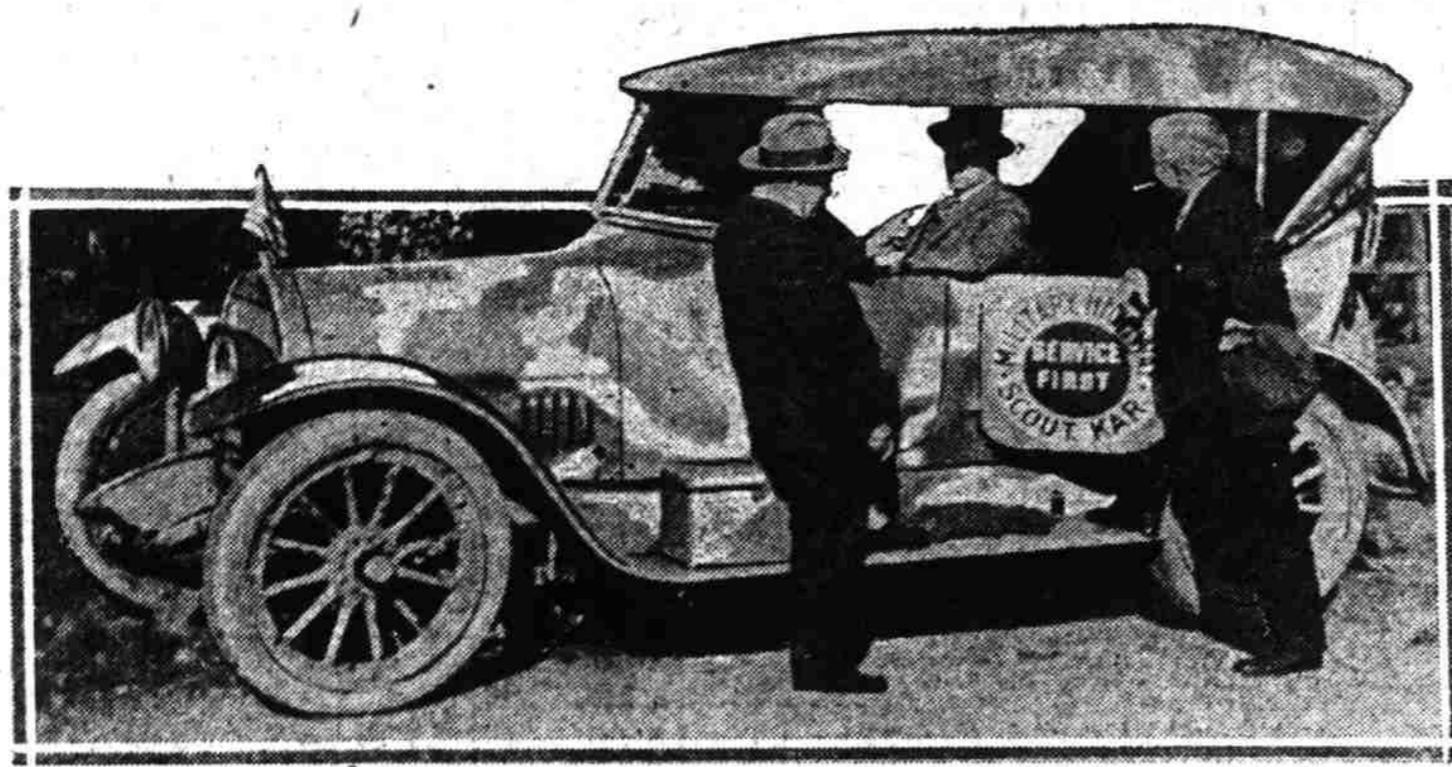
Club Going Concern

Mr. Flowers takes exception to statements that his club is an unknown one, or a so-called Auto club of America. He says: "I want to call your attention to the fact that the Auto club of America of Los Angeles is the largest club of its kind in the world and it is one of the best known and most popular clubs in the United States. We have 30 or 40 members in your city and about 100 in your state. We have one of the most beautiful club houses in the United States and in this new club house we have 50 guest rooms and a large amusement room. The property is valued at \$50,000.

"We never have claimed to be other than the Auto club of America, nor have we claimed to be a branch of any other club, and why should we when we are the largest of the kind in existence."

Regarding Mr. Melvin, Mr. Flowers says that he was instructed to go to Portland and establish a branch club. "If, after a thorough investigation," continues Mr. Flowers, "we find that he has made the misleading statements, or the misrepresentation with which he is credited, we will, of course, discharge him at once."

"CAMOUFLAGED" KISSELKAR ARRIVES



The disguised car, which was formerly the famous Kissel military scout car

If some traffic officer hears the honk honk of an auto horn down the street emanating apparently from nowhere, he will merely have to wave his hand or turn the semaphore in order to signal the camouflaged KisselKar, painted along the lines followed by war officials to render objects invisible to the enemy.

The "camouflaged" KisselKar arrived at the Portland branch of the Pacific KisselKar last Wednesday evening from Seattle in charge of James P. Gory of the KisselKar branch in San Francisco and C. M. Hiller, official photographer.

W. L. Hughson of KisselKar fame on the Pacific coast, well known for his patriotic measures, donated the famous Kissel military scout car re-

cently used to blaze the run from Canada to Mexico over the proposed new military highway in the record time of 90 hours.

Out of California, where Mr. Hughson makes his home, comes the word that "camouflaging" will soon be a national art among America's famous artists, classicists, cubists and impressionists.

To automobile owners, this is of special interest, for it is the motor car that is first being roped, tied and "camouflaged." Imagine your automobile being so decorated that standing still or moving at any speed, it will prove invisible to the eye at any distance. That is what is called "camouflaging" your car. In other words, paint it so that it looks like what it "isn't."

HUDSON EXECUTIVES ORGANIZE COMPANY TO BUILD NEW CAR

Essex Motor Car Co. to Produce "Little Super Six" to Sell for \$1250 or \$1400.

When the members of the firm of C. L. Boss Automobile company, Hudson and Maxwell distributors, received word of the formation of a new company to manufacture a "Little Super Six" they were highly pleased.

During the early part of this year, while Mr. Boss was making his semi-annual visit to the Hudson factory, every now and then "little whispering" reached his ear of a new product that would soon be announced, but every inquiry revealed nothing. There was some talk about a new corporation to serve the nation and branding as traitors and dishonest men who seek to profit financially or through strikes by the war.

Last week came the announcement from Detroit that members of the Hudson Motor Car company organization were forming a new company for the manufacture of automobiles, to be known as the Essex Motor Car company. The new company will have a paid-in capital of \$500,000 and will bring out a new model which members of the company think is demanded by new conditions of the automobile market.

The new car will not conflict with the Hudson models, and the new company will have no direct connection with the Hudson company. The officers of the new company are all executive officers in the Hudson company as are also the board of directors.

W. J. MacAnaney, factory superintendent of the growing company, will be the president of the Essex Motor Car company; R. B. Jackson, secretary and treasurer of the Hudson company, vice-president; A. Baril, purchasing agent of the Hudson company, treasurer; and J. L. Vette, secretary. In addition the board of directors will include Roy D. Chapin, O. H. McCord and F. O. Emsen, who are president, sales manager and vice president of the Hudson Motor Car company respectively.

"The specifications of the new car will be announced at a later date," says Mr. Boss, "and will sell at a price considerably lower than the Hudson, in all probabilities between \$1250 and \$1400. It will be a little Super Six with the engine will be manufactured in the Hudson factory. The cars will be manufactured in separate factories and the first of the new product will appear a short time before the first of the year."

To Cruise Highways Of Two Continents

George F. Keeney, of Gig Harbor, Wash., and Old High Coast of Irving are going to part company. For the next two years, a Ford roadster is going to be Mr. Keeney's home, and he's going to give hotels and fancy groceries the run. He has fitted up his car for a home on wheels and will spend the next year or two "cruising around," as he calls it, traveling over new territory, stopping wherever fancy dictates.

"I am going to head straight south," says Mr. Keeney, "and motor down through the Willamette valley, then clear through California and into Mexico. I have always wanted to see that country and to study the revolution and the natives and their political and economic conditions at first hand. If I like it, I may buy a little property and stay there."

The camping outfit is extremely simple, but complete with everything necessary for comfort and convenience.

Women Wanted to Drive Automobiles

Detroit, Oct. 6.—A significant indication of the growing shortage of chauffeurs is embodied in an advertisement of the Detroit Taxicab & Transfer company for women to operate their taxicabs. The "copy" indicates that feminine drivers would only be employed during the day between 7 a. m. and 6 p. m., and that they will receive exactly the same schedule of wages as the men.

KING COUNTY ROADS WEAR OUT; SCANDAL IS BROUGHT TO LIGHT

Concrete Base Not Laid According to Specifications and Blame Is Shifted.

MUCH CEMENT DISAPPEARS

Prosecuting Attorney Lundin Is Making Investigation Which May Involve Employees.

A road scandal is brewing in King county, Washington, based on the disclosure that some of the county's road surface, laid at a cost of approximately \$37,000 a mile two years ago, is going to pieces.

The cause of the collapse is said to be an inferior concrete base which was not laid according to specifications. One bad piece of road is on the Pacific highway between Auburn and the Pierce county line. Measurements of the concrete base taken in several places, show that it ranges in thickness from three and one half to four inches, although the specifications called for a thickness of five inches.

Barrels of Cement Missing

Two other inferior pieces of pavement are on the Bothell and Bryn Mawr roads. As in the case of the Auburn road, the concrete base does not comply with specifications. The failure of the roads is charged to lack of proper inspection.

An investigation which is being made by Prosecuting Attorney Lundin is said to involve several former county employees as well as men now employed by the county, whose duties were confined to the supervision of county road construction. Evidence obtained so far points toward alleged irregularities which may cause a loss of thousands of dollars to the county.

The scheme said to have been followed was for the county inspector to employ the contractor to deliver alleged irregularities which may cause a loss of thousands of dollars to the county. The inspector was to be paid for the delivery of substandard brick surfacing to a man recommended by the inspector, who would work in close collaboration with the county employee. In one case connected with the construction of the highway only recently completed an investigation by the county engineer showed that 600 barrels of cement supposed to have gone into the pavement were missing. The general contractor is said to have made a report to the county engineer's office, admitting the loss of 497 barrels of cement, but placing the blame for its disappearance upon the inspector, who was accused of disposing of part of it to a contractor on a job in another county.

Blame Shifted to Another

In a prior case the same inspector came under the suspicion of the county engineer, and another man whose integrity has never been questioned was sent down to the job to relieve for a few days the suspected employee. The substituted employee reported that the subcontractor had used only half as much cement as the specifications called for in the grout, or the interstices between the bricks. This subcontractor placed the blame for the shortage of cement, it is said, on the timekeeper and inspector employed by the general paving contractor, who, he declared, had given him the proportions he should use, supposed to have been taken from the specifications.

In a third case, involving a piece of paving construction that is already going to pieces, the conditions found by a new inspector sent to the job by the county engineer were so discouraging for any one determined to compel adherence to the specifications that he resigned after the first day. This road has since shown marked deterioration.

300,000 Motor Cars Figure in the War

Three hundred thousand motor cars to carry on the war! This includes those being used by both sides, but does not include motor transports which will be put in the field by the United States. The compilation has just been completed by the Japanese government, which has been investigating the number.

The principal entente belligerents have about 150,000 motor cars, and the central powers have 130,000. The cars

in use by the entente powers are distributed as follows: England, 30,000, including 15,000 for the conveyance of supplies; France, 80,000, including 25,000 for carrying supplies; Russia, 40,000, including 20,000 for carrying supplies; Italy, 10,000, including 5000 for carrying supplies; Belgium, 1300; Roumania, 1700 and Serbia, 125.

The central powers are using their cars in the war as follows: Germany, 100,000, including 25,000 for carrying supplies; Austria-Hungary, 30,000; Turkey, 750, including 50 for conveying food, and Bulgaria, 300.

When writing to or calling on advertisers, please mention The Journal.

Canadian Controller May Curb Auto Trips

Joy riding and long motor trips in Canada may be eliminated if the fuel controller carries out plans he has under consideration. This drastic course would be to conserve the gasoline supply for the needs of the armies in England and France and of necessary industries in Canada particularly western agriculture, which is beginning to absorb vast quantities of gasoline.

Advertisement for Federal Trucks. Text: 'Another FEDERAL PRESENT OWNERS FAVOR FEDERALS WHEN THEY NEED MORE TRUCKS'. Includes image of a truck and contact information for The Pacific KisselKar Branch.

Advertisement for Indiana Trucks. Text: 'THE ABILITY TO STICK ON THE JOB DAY AFTER DAY IS THE DETERMINING FACTOR OF THE FINAL COST OF YOUR TRUCK'. Includes text about cost and quality.

Advertisement for The Northwest Auto Co. Text: 'The truck for you to own. No matter what your business, you can not afford to have a truck that will cost you more in the end than will the various models of the Indiana.' Includes image of a truck and company name.

Advertisement for Oldsmobile. Text: 'Oldsmobile SETS the PACE 20th Year'. Includes text about car models and contact information for Oldsmobile Co., of Oregon.

Advertisement for Marmon 34. Text: 'MARMON 34 You Can Trust Your Life To Marmon Brakes'. Includes image of a car wheel and text about brake safety.