

WAR SERVICE DONE BY AUTOMOBILE IS OF BROAD SCOPE

Uses to Which Cars and Trucks Are Put in War Emergency Are Enumerated.

RAIL CONGESTION RELIEVED

Motor Manufacturers Cooperate With Government in Serving Transportation Demands.

Following the offer of automobile manufacturers to serve the government in any way, a survey of the industry has been made by Alfred Reeves, general manager of the National Automobile Chamber of Commerce...

Trucks Meet Necessities

Armies at the front and in the training camps are supplied with food, clothing, ammunition and all other necessities by motor trucks...

Paris was saved from invasion by rushing an army of 100,000 French troops in motor cars, omnibuses and taxicabs from behind Paris for the battle of the Marne...

British "tanks" made the break in the German line that resulted in the victory at Cambrai...

Motor tractors are used for hauling heavy guns.

Armored motor cars have been used with success against rifle and machine gun fire.

Many types of special motor cars are used in army work. They include cars and trucks equipped with wireless apparatus, motor searchlights, motor kitchens, motors mounting anti-aircraft guns, motor driven emergency hospitals, motor trucks for erecting telephone and telegraph lines...

Motorcycles Carry Dispatches

Motorcycles are employed almost altogether in the war for dispatch carrying.

American automobile engineers and factories developed the Liberty airplane motor, which will be built by tens of thousands in American automobile factories next year...

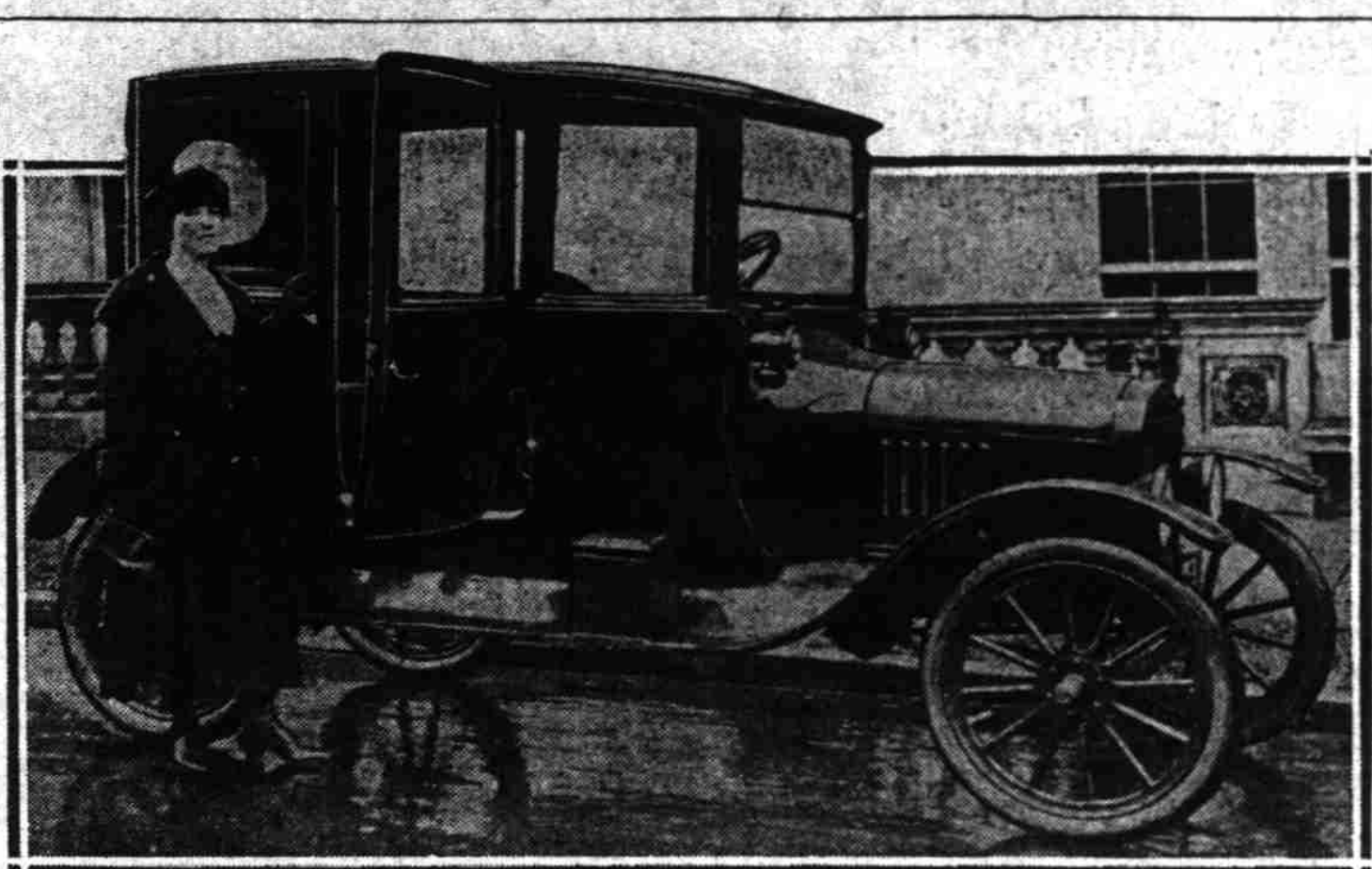
It was the automobile business that made the airplane possible. The automobile manufacturers encouraged the steel manufacturers to evolve special alloy steels that were extraordinarily strong and light and high speed tool steel for working these hard, tough metals.

The automobile industry also developed the high speed gasoline engine that has been adapted to airplane and motorboat work.

The use of motor trucks made it possible to construct the 18 national army cantonments in record time. They hauled most of the material used in erecting the buildings at these cantonments.

Manufacturing facilities of the motor car industry are sufficiently extensive to produce most of the materials required by the army with the exception of foodstuffs. Leading motor car com-

FAIR MOTORIST DRIVES ALL YEAR



The closed car is becoming more and more popular on the streets of Portland. The above illustration shows Mrs. A. W. Jones, a prominent motor enthusiast, in her Ford Sedan which she uses in all sorts of weather.

WEEK'S MOTOR AND TRUCK RECORD

The following temporary police permits were obtained in Portland during the week by new car owners, pending the arrival of state licenses, according to M. O. Wilkins, publisher of the Automobile Record: R. W. Veit, 77 E. Sixty-fifth street, Ford. Beaver Electric company, 114 Grand avenue, Ford. Howard Auto company, Fourteenth and Davis, Buick. V. Veolotto, 37 W. Skidmore street, Ford. Joe Steiner, 255 Columbia boulevard, Ford. Carl Dahlstrom, 851 Williams avenue, Ford. H. F. Plough, 1501 Minnesota street, Chevrolet. H. Cohen, 212 Caruthers street, Studebaker delivery. Glen Douglas, 213 Stanton street, Maxwell. D. B. Howell, 84 Fourth street, Dodge. L. W. Hatch, Hillsdale, Or. Overland. L. B. Loughton, 854 East Seventeenth north, Ford. George W. Frazer, 204 Market street, Oldsmobile. F. Randall, Lindell hotel, Overland. Hugh E. Smith, 1100 Northwestern bank building, Ford. J. F. Quinn, 315 E. Washington, Oakland. W. D. Grigsby, 1057 E. Twenty-sixth street north, Ford. W. G. Dow, 857 East Eighth north, Studebaker. George Carlin, 843 Mississippi, Liberty. W. T. Thompson, 435 East Everett, Maxwell. William A. Volght, Hillsdale, Or. Ford. Crane company, Fourteenth and Irving, Rec. W. G. Seiderstadt, 332 Washington. Charles W. Crumel, Cody apartments, Seventh and Taylor, Overland. State Laundry company, 335 East Broadway, Ford delivery. E. S. May, R. F. D. 2, Portland, Deaky truck.

Supplies Hauled to Front

Army trucks are going to be delivered from the factories where they are built to the seaboard for shipment abroad over the public roads under their own power. They will make the trip loaded with spare parts and supplies and will be manned by the army motor truck crews that will handle them on the other side. Thus they will avoid the use of many thousands of freight cars and hundreds of locomotives.

Officers, automobiles, ambulances and motorcycles for courier service and machine gun batteries can also be delivered by road if desired.

Troop Movements Could Be Handled

"Should any emergency arise, such as the blockade of a railroad, to make it necessary, the thousands of soldiers at any of our camps or cantonments could be moved rapidly by a concentration of thousands of privately owned touring cars of our citizens, and their equipment could follow in private motor trucks.

The 4,000,000 automobiles and 400,000 motor trucks and delivery wagons in use in America are a tremendous resource.

These are the thousands of soldiers at any of our camps or cantonments could be moved rapidly by a concentration of thousands of privately owned touring cars of our citizens, and their equipment could follow in private motor trucks.

Man power is scarce and high priced, and horses and mules have been shipped abroad for army use at the rate of half a million yearly since the war began. Motor cars are a necessity to the farmer and motor trucks are equally necessary to manufacturers and merchants who have found it imperative to bring materials long distances by truck and make long distance deliveries to avoid railroad freight embargoes and other rail delays.

Don't Hide License Number

Motorists should be careful that the spare tire on the rear of the car does not hide a part or all of the number or license plate, was the comment of W. D. Albright, northwest manager of the B. F. Goodrich Rubber company this week, and the owners of automobiles should see that the plate is properly lighted at night.

APPLICANTS CARELESS IN RECORDING MOTOR AND FACTORY NUMBERS

To Facilitate Location of Stolen Automobiles, Details Are of Value.

As the problem of tracing stolen motor vehicles is a far reaching one it is highly important that motor car owners, in submitting their applications for licenses, check up the factory and motor numbers of their cars so that the records required to be kept in the motor vehicle department of the state may be accurate. Secretary of State Olcott not only has in mind the record of his office in returning license applications which do not correspond with the previous year's record, but also the interests of the motor car owners, so that in the event of loss a correct description of the car may be available from an authentic source.

1894 Applications Returned

Out of 15,533 applications thus far received for 1918 licenses about 1800 of that number were returned for the reason that errors appeared in the description of the cars, or the information in the application was not as full and complete as the law requires. In every case the motor car owner's attention has been directed to the same so that for his own protection appropriate steps could be taken by him to check up the numbers of his car and correct his application. Hardly a day passes, says Secretary of State Olcott, that notices of stolen cars are not received in his office, or some inquiry made concerning cars which have been stolen sometime prior thereto. The need, therefore, for a correct record of every motor vehicle is obvious.

Registration Continues

The police of the different cities and towns of Oregon and sheriffs of the counties are engaged more or less all the time in assisting in running down motor cars which have been stolen from some section of the state. These officers say it is almost impossible to get a line on a stolen car just from a description of the make or model, as there are a great number of the same makes and models of different cars driven in all sections of the country.

The number of applications for 1918 motor vehicle licenses received up to Saturday, December 22, is approximately 15,500, while for the same period a year ago the number was 11,600. There are approximately 48,700 cars registered during 1917, while for the year 1916 the total was approximately 34,000.

Three Auto Lenses Are Recommended

Recommendation of three auto lenses, examined at the last meeting of the headlight committee a week ago Friday, with certain provisions which put the whole thing up to the owner of the machine and the seller of the lenses, were adopted at a meeting of the committee in Chief of Police Johnson's office this morning. The Macbeth, Sues and Warner lenses were recommended as suitable for 24 candlepower lamps, provided they

HAS BEEN APPOINTED FACTORY SALESMANAGER



Charles H. Perry, one of the most well known truck attachment men, until lately connected with the Smith company, has been appointed factory salesman for the Western Truck attachment company in Seattle.

Charles H. Perry, one of the most well known truck attachment men, until lately connected with the Smith company, has been appointed factory salesman for the Western Truck attachment company in Seattle. He is distributed in this city by A. J. Lormor. On his initial trip into this territory, Mr. Perry is very well pleased with the work being done by the Oregon distributor and gives Lormor credit for having made the greatest gains of any of their distributors on the coast. The headquarters of the Western Truck Attachment company is in Seattle.

War Makes Bicycle Popular in France

According to information, the war is doing much to popularize the bicycle in France. The automobile is out of the reach of everybody except the rich, for two reasons, one being that the government needs most of the autos and the other that gasoline is selling for about \$12.25 per gallon. The people have, therefore, turned to the economical bicycle. Statistics furnished by the French government state that Paris had 200,052 bicycles registered in 1916, a big increase over that of the year previous. The reports for 1917 will show that many more people have taken to the bicycle. A good bicycle can be secured in France for about \$40 or \$50, and the factories are filled with orders. Thousands of bicycles are also being used by the French army.

come within the requirements of the traffic ordinance as not glaring and could light an object 100 feet ahead. Harry P. Coffin stated that the committee is not putting itself on record as recommending any of the numerous lenses examined except as suitable for certain candlepower, putting it up to the purchaser or seller to see that the ordinance was complied with.

'OLD OREGON TRAIL' NAME BESTOWED ON BLUE MOUNTAIN ROAD

Highway Commission Perpetuates Route Followed by Early Settlers in Name and in Fact.

In designating the different roads in the state highway system the highway commission has taken steps to preserve the name "Old Oregon Trail" by bestowing it upon the road which connects with the Columbia river highway at Umatilla, coming from Baker, La Grande and Pendleton. The road follows the general route of the Oregon pioneers and is the principal trunk road across the Northwestern part of the state, serving locally the larger centers of population. Henceforth in the annals of the state the road is to be known as state road number 3, "Old Oregon Trail." A question yet to be determined is whether the road between Echo and Pendleton shall go over the hill or along the Umatilla river. According to a preliminary survey made by the state highway department it will cost \$116,000 to grade a road along the river and \$30,000 over the hills.

The estimate on the river route includes the cost of three grade crossings and one bridge across the river. On behalf of the river route it is argued that both sides of the valley will be served. It is understood there is a strong sentiment for the route but that the additional cost is difficult for the county to meet unless a road district is formed. Some property owners are said to be favorable to such a plan. It is claimed that the expense of grading or paving the river route would be lower than that of the hill route and that the cost of maintenance would also be less.

Route Rich in Resources

The "Old Oregon Trail" traverses a country rich in natural resources and one which has climatic conditions decidedly favorable to agriculture and stock raising. On the lower Umatilla river is found an alfalfa and fruit section.

For this district Hermiston, Echo and Stanfield are centers of population. Only a few years ago a large portion of the area was under the Dalles and Cascade reclamation and transformed by the aid of the federal government into its present state of fertility and productivity. Farther towards the Blue mountains surrounded by the checker board of Umatilla county wheat fields is the city of Pendleton, one of the principal wheat centers of the west.

Then comes La Grande in the Grande Ronde valley and the center of a well developed stock raising and diversified farming district. Not far to the south of La Grande is the city of Canyon City and Bend. On account of the natural condition of the roads they hold up much better than the average roads in the western part of the state.

Don't forget to look at the battery at least once a week in hot weather, when the car is being driven daily. The more you drive, the more distilled water is required in the plates covered. Also this water evaporates more rapidly in summer than in winter.

and Baker. The latter place is the center for both the upper and lower Powder river settlements. Like the Grande Ronde valley this is a great stock country, and in addition is a well established mining district. A large lumber trade is carried on here and as a producer of hay and grain this valley is one of the leaders of Eastern Oregon. Baker is also the trade center for the valleys tributary to Burnt river. It is here the Sumpter narrow gauge railroad leaves the main line for Frairite City in Grant county.

Coastline Promote Cooperation

The "Old Oregon Trail" is not without scenic attractions. Both the Grande Ronde and Powder river valleys are surrounded at close range by abrupt and rugged mountains fringed with snow clad peaks the greater part of the season. The pass over the Blue mountains from Pendleton to La Grande affords some wonderful vistas. As a part of the state system the Old Oregon Trail ranks high in importance. During the summer season it carries a heavy traffic which will be greatly increased when the road is improved. While through the valleys along this route there are at present good natural roads the Blue mountain section and a portion in Malheur county are very bad and impassable several months in the year. Umatilla and Union counties have promised the state highway commission to construct the new grade over the bad parts between Pendleton and La Grande. Federal and state funds will be expended on the grading between Union and Talo-casset and the state and county together are now grading from La Grande to Hot Lake. Umatilla county plans to grade portions of the road from Pendleton west to Umatilla during the coming winter.

Returns From Tour Of Eastern Oregon

The main travel highways in Eastern and Central Oregon are in fairly good condition for this time of the year, according to F. H. Nash, Valle district representative for the Oregon Automobile Club. Nash, who has just recently returned from an extensive trip throughout these parts, while noting the depth of 15 inches of snow in the Blue mountains, the pass between Pendleton and La Grande is open to travel.

On Mr. Nash's last trip he drove a Valle six from The Dalles to Pendleton via Pilot Rock and Heppner. This route is reported to be in better shape than the other and according to Mr. Nash can be made easily in 10 hours.

From Pendleton to La Grande, conditions are necessary in going over the Blue mountain pass, but the roads were good to Baker, Weiser and Payette, as well as to the Canyon City and Bend. On account of the natural condition of the roads they hold up much better than the average roads in the western part of the state.

Don't forget to look at the battery at least once a week in hot weather, when the car is being driven daily. The more you drive, the more distilled water is required in the plates covered. Also this water evaporates more rapidly in summer than in winter.

JOURNAL'S AUTO DIRECTORY

AUTO ELECTRICAL REPAIRS SATISFACTORY MOTOR CAR REPAIRING. SOME OF OUR SPECIALTIES: Starting, Lighting, Ignition and Battery Troubles Satisfactorily and Economically Treated. Cook & Gill Co., Phone Broadway 26—409 Davis St.

HANDLER 4-pass. Roadster, \$1745—7-pass. Touring. All Chandelers are equipped with Bosch magnetos. TWIN STATES AUTOMOBILE CO. 64-66 Broadway. Phone Broadway 512

DR. SPARK SPECIALIST in the treatment of "crossed" wires, "sparkless" batteries, etc. Offices with Gibson Electric Garage & Storage Battery Co., Alder at 12th, Marshall 1752.

Edwards' Tire Shop 331 ANKENY—Broadway 1034, A-1133. Goodyear Service Station, Ajax Distributors offers more of "what you actually need and want in an automobile." BRALY AUTO CO. Main 4880, A-3881. 19th and Washington Sts.

Franklin HAWTHORNE VULCANIZING WORKS. Guaranteed tire repairing of every description. All standard brands of new tires and tubes sold. Also second-hand and double-tread tires. GOODYEAR SERVICE STATION, East 800, 600 Hawthorne avenue.

LIBERTY SIX The car which sells best in direct comparison with others. MITCHEL & WALLINGFORD, 522 ALDER

MOTOR CAR SUPPLY CO. 84-86 NORTH BROADWAY. Kelly-Springfield Tires and Tubes. Accessories and Parts for Ford Cars—Monogram Oil and Greases.

MACK TRUCKS Capacities, 1, 1 1/2, 2, 3 1/2, 5, 5 1/2, 6 1/2, 7 1/2 Tons. Complete Stock Repair Parts. F. C. ATWELL, Sales Agent. Washington at 21st. Tel. Mar. 440

Mitchell SIXES Mitchell, Lewis & Staver Co. FIRST AND EAST MORRISON

OAKLAND Oakland Motor Co. of Oregon. 344-50 Burnside, off Broadway. Phone Broadway 80

Oldsmobile Distinctive High Grade. Light Weight. OLDSMOBILE CO. OF OREGON. Broadway and Couch. Phone Broadway 1640

PREMIER The car with an aluminum motor. High-grade construction throughout. A car for particular people. MITCHEL & WALLINGFORD, 522 ALDER ST.

Republic CAPACITY IN TONS \$1020 \$1325 \$1600 \$2035 \$2050. Prices Delivered at Portland. ROBERTS MOTOR CAR CO., Park and Flanders Sts.

Smith Form-a-Truck BALLOU & WRIGHT. BROADWAY AT JAK. Distributors for Oregon. Some unoccupied territory; open; write for proposition.

Trucks Moreland Distillate, 1/2 ton to 5 ton. Vim Delivery 1/2 ton capacity. MCCRACKEN MOTOR COMPANY. Main 83. 490 Burnside St.

Willard The Bitwell Series represents the latest and best in Motor Cars—New value at medium prices. D. C. WARREN MOTOR CAR CO. 55-60 N. Twenty-third St. Phone Main 780

U. S. L. AND DIAMOND GRID BATTERIES. VAN MATR Storage Battery Co. as North Broadway. Sales and Service. Expert advice about your battery freely given. AUTO ELECTRIC EQUIPMENT CO., Sixth and Burnside Streets.

ANNOUNCEMENT The American Tire & Rubber Co.

HAVE BEEN APPOINTED DISTRIBUTORS FOR THE STATE OF OREGON

The GENERAL Tire

You can look on each of your General Tires as a gigantic tape measure of mileage which will reel off mile after mile of unbroken and satisfactory road service to the full length of its guarantee—and then some. That's because we've built the miles into The General Tire. Starting with the best stuff that can be put into a tire—selected by test for quality and proof of ability to stand up. Then—by use of the very last word in modern, scientific appliances, machinery and methods, the best tire brains in Akron (the hub of the tire Universe) build that material into a tire that's bound to deliver to the limit.

The General Cord Tire

THE GENERAL CORD Tire is a two cure, wrapped, expanded on air—cured while the cords are stretched to the point they will be in service. Therefore, when inflated on a wheel, the rubber is not stretched or put under tension—doesn't cut, split or separate from the cords.

The man who developed this type of cord construction, which has proven the only successful method, is one of us. In GENERAL CORDS the finer points—proven principals of cord construction—are carried to their practical stage of perfection.

Size for size, GENERALS are the giant cords. Also, the non-skid tread is an achievement in scientific designing which enhances all the comfort and safety features.

Put on GENERAL CORD Tires and coast easy, go easy on gasoline and—rest easy as you ride. The GENERAL CORD Tires are the economy tires.

The General Fabric Tire

THE General Fabric Tire is one tire free from Experiment. This company has standardized the best tire practice of Experienced Akron. We have avoided the mistakes of other makes. In the General we have combined the best features of the finest tires—the result is extra service. The General offers exceptional value to the motorists. It is not made for the automobile manufacturer who buys tires cheaply and gets cheap tires. It is made for the car owner who naturally expects great wearing qualities. The General has more wear resistance because it is not skimped in the making—and yet the General is not expensive.

Put a General on your car—it will outwear your other tires—it will give better value. Time and time again Generals have proven superior.

Motor Car Owners Who Do Not Use THE GENERAL TIRE Are Unconsciously Depriving Themselves of a Great Source of Satisfaction.

A DOUBLY PROTECTIVE GUARANTEE—The service must be 5000 miles or more—never less. The actual mileage is greater than the guarantee. The General distributors and dealers, as well as users, are protected by our liberal guarantee.

THE GENERAL TIRE & RUBBER COMPANY Akron, Ohio

American Tire & Rubber Company Broadway and Oak Streets—Portland, Oregon

1921 WILL YOUR CAR HAVE A HOME FOUR YEARS HENCE?

The day you buy your car is not the only visit you will pay your dealer. Some day you may meet with an accident or some part will become worn and need replacing.

Will your question be met with the answer: "We don't sell that car any more" OR "We don't carry parts"?

The time to find out is BEFORE YOU BUY—for in no other line is it so important that you buy for a permanent, stable source.

Our \$40,000 stock of repair parts for



plus our business record in the Northwest is your guarantee of pleasant and satisfactory ownership of a Mitchell Car.

Mitchell, Lewis & Staver Co. Broadway at Oak Portland, Or. East Morrison and East First