

BAN ON USE OF AUTOS NOT LIKELY; MOTORS ARE NOW NECESSITY

False Impression They Are for Pleasure Only Has Taken Long to Eradicate.

By W. D. Albright

Figures show that there are more than 5,000,000 automobiles in the United States. This number of privately owned machines represents an investment of approximately \$5,000,000,000 and at the same time forms one of the biggest and most important industries.

While we are at present undergoing the first step of a period of retrenchment and conservation it is natural that rumors should arise that the use of the automobile will be prohibited or restricted during the period of the present war. Most of this agitation is the result of an unconscious impression that the automobile is solely a purchase of pleasure and should be classified as a luxury.

War Increases Use of Cars
This is a false impression that the industry should have taken steps to eradicate many years ago. A careful analysis of the conditions existing in this country and a realization of the position the automobile really enjoys will readily convince any fair minded person that the war will increase the use of the automobile, but on the other hand will increase materially its use.

The position the passenger automobile has developed in this country is an essential rather than a luxury. The indispensability of the motor car to hundreds of thousands of Americans has been established in the minds of government officials responsible for the conduct of the present war. By far the most important commodity to save in these strenuous days is time, the time of every working man, and the automobile ranks first as a time saver. Of all the thousands of automobiles daily lined up on a busy street each one undoubtedly represents somebody on a busy business mission.

Cars Used for Business
It would be folly to assume that the many cars parked in the downtown streets of Portland or any other city of the Northwest are there for pleasure purposes alone, and if time is the most important thing to save, its value will automatically increase as the cost of production or the cost of operating an automobile increases. Our automobiles will always help to alleviate the present transportation problem which at the present time is a real vital problem.

Every passenger carried by an automobile from one city to another or from one point to another point whether it is on business or on a personal visit, means just one less car to be carried by the railroads and if statistics were compiled showing the number of people traveling by machine on strictly business trips the figures would be astonishing.

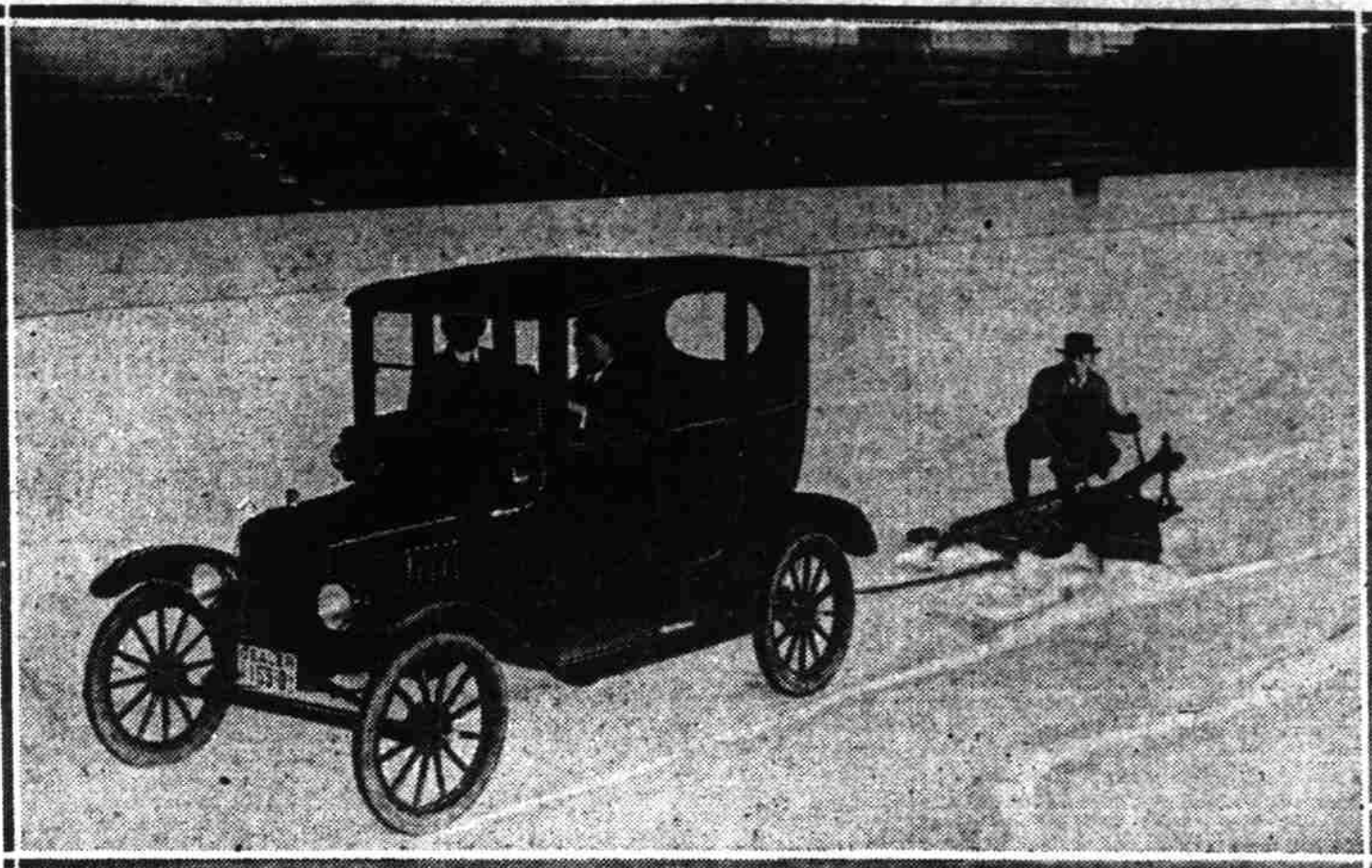
From my personal observations I know that over 55 per cent of the motoring public who call at our touring bureau during the touring season make strictly business trips while an additional 35 per cent are making a combination business and pleasure trip. Something like 2,000,000 automobiles are owned by farmers and undoubtedly 80 per cent of the travel of these machines is for business purposes. Regardless of what experts may say, the automobile has been one of the biggest factors in the present day successful farming. Its use has enlarged buying and selling markets, increased efficiency throughout the time it saves the monotony of every day farm life and the farmer and his wife look upon the automobile as a necessary part of their farm equipment.

Auto Essential to Farming
Iowa, the most productive state in the Union, has the largest car registration per capita of any state—Iowa farm land has shown a far greater increase in value for the past 10 years than any other state's. The automobile is an essential to the Iowa farmer as a plow or a binder is to these farmers in Iowa. Because the use of automobiles has been prohibited in Europe, it should not be imagined that such should be the case in the United States because entirely different conditions exist here. Europe is not dealing with 27 cent gasoline as the motorists of our Eastern cities are and no immense oil fields such as we possess. It has been pointed out that over 12,000,000 barrels of this fuel oil is wasted annually through evaporation. Neither does Europe, with the exception of Germany, produce a large amount of steel, while on the other hand in the United States production of raw steel is more than one half of that of the entire world. The automobile industry, which is the third largest manufacturing industry in the country, uses only 5 per cent of the nation's steel output.

A well known steel manufacturer recently told the war industries board, at its hearing, that his corporation, if necessary, could increase the steel production of America 10 per cent in less than three months' time, if not restricted by the government price regulations. All the manufacturing facilities of Europe were commandeered for making war materials, which also helped to eliminate the automobile. These industrial conditions and the fact that very little travel of any kind can be allowed for military reasons in countries engaged in war, has caused the discontinuance of the automobile in Europe during the war time.

Conditions Here Different
But conditions in the United States are entirely different. More than 80 per cent of the automobiles in this country are owned by farmers, doctors, small merchants, salesmen, lawyers and others who, though they might take the wife and children out for a short drive in

MOTOR CAR PUTS SURFACE ON ICE RINK



Milton C. Frohman and Pete Muldoon towing the ice scraper at the Ice Hippodrome last week.

The problem of preparing smooth ice for all hockey games at the Ice Hippodrome was one that confronted Manager Bryan. The usual method consisted of having a man push a hand scraper around the rink and level off the rough places. Oftentimes this failed to do the work successfully and took too much time. While discussing the matter with

C. W. Pilchard, manager of the Palace garage, Pilchard thought of a plan whereby this work could be done economically and without much effort. The sale of a Ford loomed up in Pilchard's mind, but Bryan was from Missouri. Thereupon the day before the Seattle-Portland hockey game last week Milton

C. Frohman was sent to the rink with a Ford sedan and it was hitched up to a scraper. Pete Muldoon of the Portland hockey team occupied a seat in the car and it proceeded to do the work. As it is essential that the ice floor be scraped every so often to insure smoothness, this plan appealed to Manager Bryan and a sale resulted.

GOODYEAR COMPANY EXTENDS FACILITIES FOR COOPERATION

Military Course in Drill Established That Draft Men May Learn Rudiments.

Ever since the United States went on a war basis the factory school of the Goodyear Tire & Rubber company, Akron, Ohio, has greatly strengthened its facilities for extending cooperation to the men likely to be called for military service.

First a course in military drill was established, that all drafted men subject to call might in the meantime learn the rudiments of military drill, to help them escape some of the military knocks that raw recruits must get through at the training camps. Many letters have been received from men in the different camps stating that their advancement was due in a large measure to their knowledge of military drill obtained in the Goodyear classes.

It is quite certain that when the soldiers arrive at the trenches in France, they will find a knowledge of the French language a great asset. So accordingly a class in French has been organized for men who expect to see service in France.

A letter from the United States signal corps states that telegraph students will be enlisted in the signal service as soon as they can qualify as 20 word receivers and senders. So a course in telegraphy has been established, including both wire and wireless. Previous to the war the Goodyear company had its own wireless plant, now dismantled, and through its operators is able to give its telegraph students a practical course in telegraphy.

While more than 1600 men have gone out from this company to enter the different branches of the service and the training camps, many more remain who are subject to call at any time. It is with the idea of helping these men to fit themselves for possible promotion that the Goodyear company is conducting these factory classes.

the evening, use the machine on the other hand during the day for strictly business purposes. If the use of the automobile in this country was absolutely prohibited it would certainly handicap business as seriously as the discontinuance of the telephone service and it is hardly possible that any action will be taken by the government to curtail the use of the automobile. The quickest way to develop our resources, increase our production and reduce the high cost of living is to build thousands of miles of good substantial highways and you can rest assured that the automobile will do the rest.

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CONSERVING TIRES IS GROWING IMPORTANT AS WAR PROGRESSES

Demand of Government So Great Capacities of Manufacturers Will Be Taxed to Limit.

It becomes increasingly urgent with the government demanding the bulk of the solid tire output for motor transports that owners of commercial vehicles must concentrate immediately all attention on conserving their tires. Truck tire authorities assert that only by the finest co-operation from truck owners will manufacturers be able to supply the government with the 500,000 solid tires they will need to enter actual hostilities on a lavish scale.

Therefore, possessors of commercial vehicles, on whom the government must rely to relieve the freight congestion and speed produce from the farm to the consumer, should commence at once a policy of conservation. Increased use of the motor truck means increased tire wear and gasoline consumption. To better acquaint the truck owner with his problem and show him the way whereby he can keep his truck afloat and of value to his country, the tire industry, the B. F. Goodrich Rubber company has listed a sequence of the more common solid tire abuses.

Overloading Disasters
In the desire to get the most out of the motor truck the owner is apt to overload his hand and overload his truck. The consequence is more disastrous on the tires than on any other element of the vehicle.

There is positively no remedy for a tire broken down from overloading. The reason is that the rubber has been compressed beyond the safe limit of elasticity. Little cracks occur and the deterioration commences. The overloading of a truck once suffices to begin the destruction of the tire.

Heat Is Bad
Because a tire is solid many people believe it escapes one of the destroyers of the pneumatic tire, namely heat. Yet it is a fact that heat is as disastrous to solid tires as it is to inflated tires.

Must Be Used
Heat makes its appearance in over-speeding. When a pilot sends his truck, loaded or unloaded, pell-mell over a smooth or rough road, the heat that is generated within the tire, due to rapid displacement and road friction, is serious enough to cause a permanent injury. It does not take long for disintegration to take place.

The Effect of Skidding
Drivers should be brought to realize that their trucks will stop quicker if the brakes are applied gradually rather than quickly. Also they should be admonished against rapid turning of corners. Repeated skidding will wear the tire to pieces. Another thing: If one brake takes hold before the other the tire is bound to skid. This develops a flat spot on the tread and the next time the same emergency arises this same spot is the sufferer as the wheel will not skid until this one place on the tread has been reached.

Must Heal Cuts
The front wheel of a truck whose wheels were out of alignment will produce an effect upon the tire that is a continual friction. The wheel out of kilter partly rolls and partly slides and the tread disappears quickly. If a driver notes a scaly appearance on his tread he should remedy his alignment immediately. Hard jolts cause this trouble. Neglect of cuts is another instance. If the driver drives over broken glass, etc., and ignores the cuts, they will widen as the truck progresses. Tire cuts should be healed with cement or trimmed to lessen resistance.

In large cities the fault of driving the truck in car tracks is noticeable. One half the tire carries the load while the other half has been cut to pieces in tracks.

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Devices Injurious

All anti-skid devices have been found injurious to solid tires, but the least injurious is the loose chain. The anti-skid contrivance of the permanent type eats into the surface of the tire. Anti-skid devices should be used when only vitally necessary.

While bad roads cannot be avoided, the pilot who uses the bad roads simply because it will cut off distance risks permanent injury to his cushions. The tire is the exhibit of a concern whose driver specialized in driving over crushed stone, loose brick and other similar obstructions.

Lane County Plans on More Road Work

With its equipment of new road machinery, Lane county expects to do twice as much road work this year as was done last year. In planning for handling work under the law which abolishes the road supervisor system, some consideration has been given to a patrol system for keeping up the principal roads.

"We are trying to work out a plan whereby we can best do the road work without the supervisors," said Commissioner Spencer. "In place of the supervisors we will probably appoint men to take charge of the work in certain districts, some perhaps to do the work which the supervisors have done before and others to act as patrolmen—to go over the roads and make repairs and fill in ruts and bad places as soon as they appear. The big construction jobs will be done under the direct supervision of the county road superintendent."

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PAINTED POSTS DON'T MAKE HIGHWAYS, SAYS KANSAS CITY STAR

Paper Expresses Alarm That Posts May Give Out, Thus Defeating Project.

The methods employed in the building of some of our transcontinental highways is thus satirized by the Kansas City Star:

"Here's more heart rending road news. Here's the George Washington national highway—could there be a better name for a road? But wait, that is not all. Take a good look at its mark—a white W on a blue ground, the whole enclosed in a red circle. Not many road marks will lay over that, we venture. The George Washington national highway is going to run from Savannah to Seattle. A goodish stretch, but the projectors hope to make it if the paint and telegraph poles hold out. Already it is completed from Kansas City to Deadwood—that is to say, the white W on a blue ground enclosed in a red circle is up wherever there was a post big enough to paint it on—and the work is now proceeding from here to St. Louis. Its rapidity of construction has rarely been equaled by road builders. It fairly leaps from pole to pole.

Other road builders who are out painting marks on posts will have to paint like fury if they hope to keep ahead of the George Washington people.

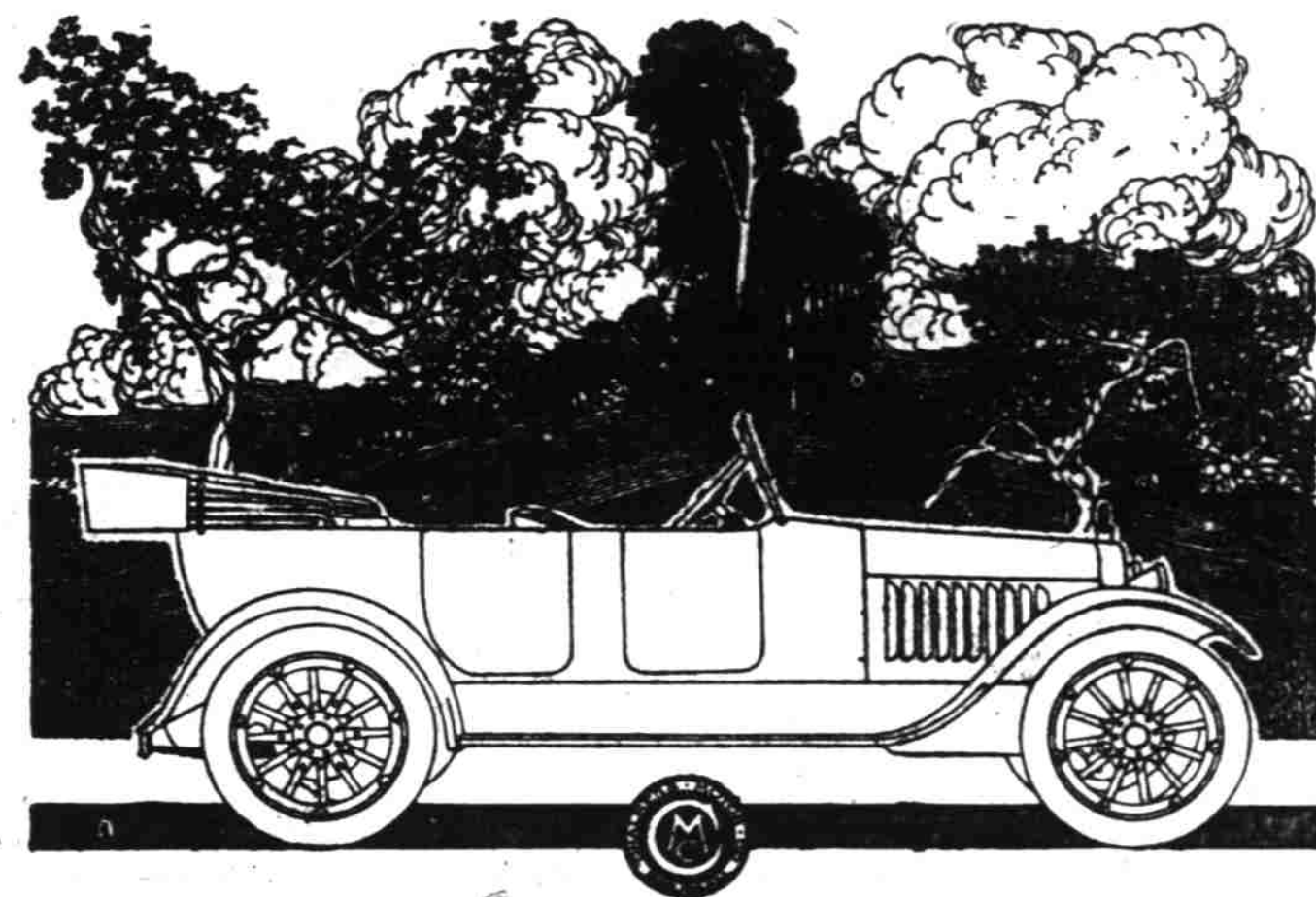
ple. They have done some very artistic work through this country, but they cannot afford to rest. The paint on some of their roads is badly faded, which makes the going pretty difficult in places. We believe the farmers have had to turn out in some places and actually construct sections of road on the ground in order to make the haul from mark to mark. This, too, on some of our pettiest yellow band and white arrow roads. It shows the poor economy of using inferior paint in road construction.

Harrisburg Ferry Awaiting Repairs

The Harrisburg ferry, characterized by the Harrisburg Bulletin as "that relic of pioneer Oregon and souvenir of mosebackism, perpetuated, fostered and maintained by the county courts of Linn and Lane counties," is in trouble again. After being tied up continuously during the busy holiday season on account of high water, the ancient craft in attempting a New Year's morning trip ran upon some hidden piling.

A hole was torn in her bottom, and she was speedily beached to avoid sinking.

"No," comes another season of repairs," says the Bulletin, "and by the time they are completed there will be another freshet. In the meantime the traveling public will assemble at either landing and swear."



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