

ORDINANCE WILL ENABLE CATCHING OF AUTO THIEVES

All Dealers Must Keep Record of Second-Hand Cars or Parts and Accessories.

WRECKERS ARE INCLUDED

Storage Concerns Are Also Among Those Who Are Embraced in Provisions of Law.

Its primary purpose being to assist the officers in the recovery of stolen automobiles and accessories, the Portland city council has passed a new ordinance, with an emergency rider, which includes the main features of former ordinances, faults in which made it almost impossible to enforce the provisions intended. The new measure, it is believed, will prove much more satisfactory and officials are now looking to its enforcement. The new ordinance, of interest to motor and accessory dealers and owners, is as follows:

Section 1. Definitions—Within the meaning of this article the term "motor vehicle dealer" shall mean and include every person engaged in the business in the city of Portland of buying, selling, storing, repairing, dealing in or exchanging motor propelled vehicles and bicycles, or any part or parts thereof, attachments, accessories and appliances used on motor vehicles.

The word "person" when used in this article shall be taken to mean and include natural persons of either sex or any combination of either or both, and the singular number shall include the plural.

Sec. 2.—Classification. For the purpose of regulation motor vehicles dealers shall be divided into classes A, B, C and D.

ALL DEALERS INCLUDED

Class A dealers shall include persons dealing in new vehicles and accessories only and who, in making sales of new vehicles, allow an exchange value for used vehicles to apply on such sale. All such dealers shall keep a record of all used vehicles so received, which record shall contain the name and address of the person from whom received, the model, motor number, factory number and serial number of each and every accessory. Such record shall be open to the inspection of the bureau of police.

Class B dealers shall include persons who wreck, deal in or exchange used motor vehicles or accessories. **Class C** dealers shall keep a record written plainly in ink in the English language giving the name and address of the person from whom any vehicle or part thereof is purchased, exchanged or received for sale or exchange, the state license number, motor number, serial number of part when detached from vehicle, and shall make a written report thereof to the bureau of police. It shall be unlawful to misstate the year or model of a vehicle when advertising or selling the same.

Class D dealers shall include persons who take motor vehicles for storage. A duplicate registration of all motor vehicles accepted for storage shall be kept on forms to be provided by the bureau of police, it being understood that motor vehicles regularly and continuously stored shall only be registered when first accepted for storage. It is hereby made the duty of persons making motor vehicles for storage to cause the person leaving such vehicle to sign the above registration blank, which blank shall be in substantially the following form:

Form as prescribed:
Name of person—address—hour of day—make of auto—state license number—motor number.
Such registration shall be open for the inspection of the bureau of police and the duplicate shall be the property of the said bureau.
Class D dealers shall include persons who engage in the business of dealing in, buying, selling, or exchanging used tires. No dealer shall remove or cause to be removed any serial number for the purpose of interfering with identification. Any tire coming to a dealer in possession with the serial number intentionally removed shall hold the same three days and report it to the bureau of police at once giving the size and make thereof. A report of all used tires purchased shall be made to the bureau of police showing the make, size and serial number, except where the dealer knows that the party selling or exchanging the same is the rightful owner.

MUST BE COMPLIED WITH

Section 3. It shall be unlawful to engage in business as a motor vehicle dealer without complying with this article.

Section 4. The chief of police shall cause to be furnished to each dealer the necessary blanks to make such an as provided for by this article. Any dealer coming under more than one classification of this article shall be required to pay only one license fee, provided that dealers in other kinds of second-hand goods, wares or merchandise who come under the provisions of this article shall pay only the license fee required for second-hand dealers.

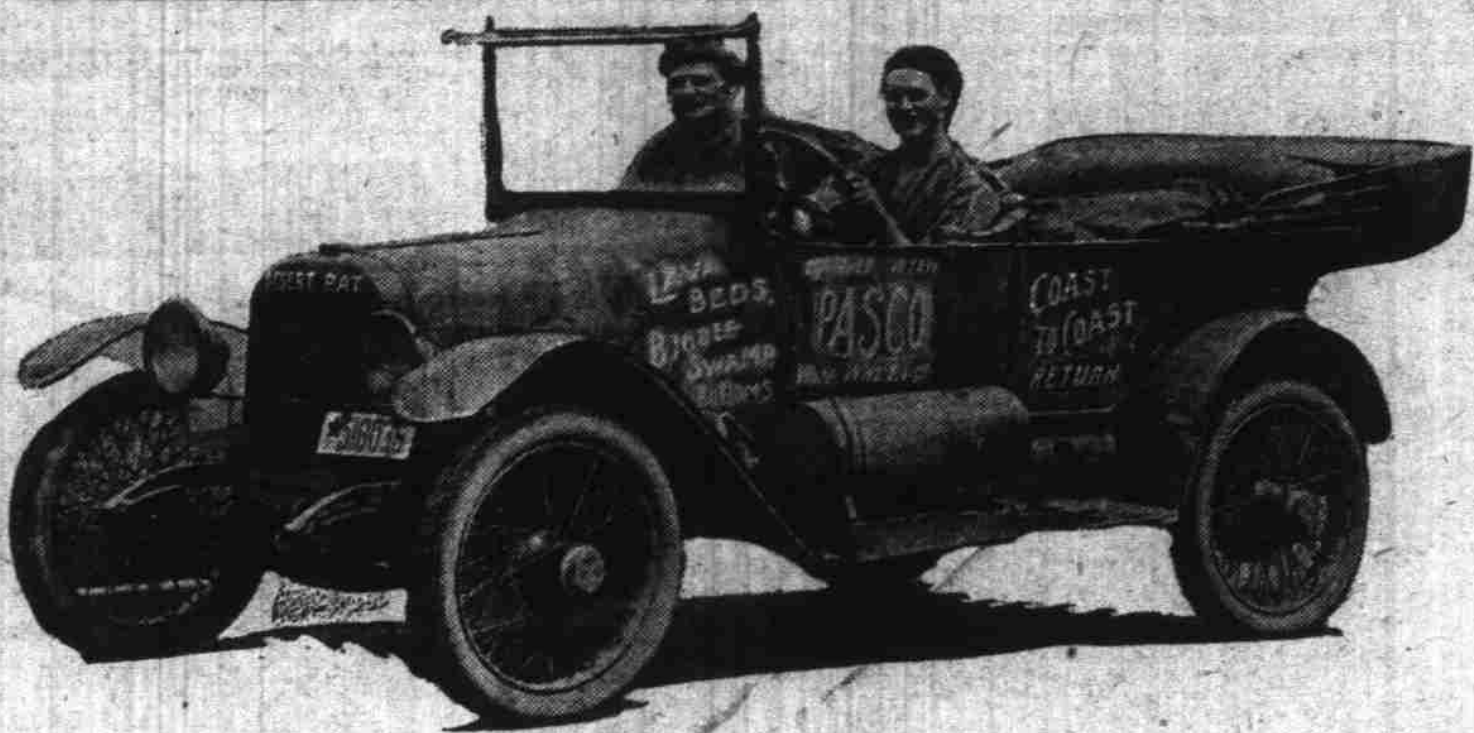
Dealers coming under the provisions of the ordinance are required to pay but one license fee, \$5, the fee being the same for each class of dealer.

Means to Get Car Out of Mud Given

When the car gets stuck in the mud do not try to pull out by running the rear wheels. As a matter of fact, the slower the wheels run the better chance they have of getting a grip. If the car can be rocked by alternate engaging and disengaging the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of a bad spot.

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CROSSES CONTINENT AND BACK ON WAGER



Maxwell "Desert Rat" on trip for \$5000 wager

This mud-coated car had already gone 27,000 miles before King Stanley started out from Los Angeles on his \$5000 wager. By way of the Arizona desert and the swamps of Louisiana and Florida he has already paid his respects to New York

city. At last reports he was in Wisconsin traveling west. "Desert Rat" started east with \$10 in each driver's pocket. The only source of income is palming along on route and if Stanley draws a check or wire home for money he loses the wager.

Stanley in a picturesque character. Although 55 years old he looks about 40. He chased Indians with Buffalo Bill and has already crossed the continent on a bicycle, on horseback and via Maxwell. Next year he says he's going to fly from coast to coast.

Twelve Millions Invested In Lincoln Highway in 1919

Detroit, Mich., July 12. — (U. P.) — To travel by auto across the continent via the Lincoln highway is now a pleasurable trip.

The condition of this 3224 mile stretch of roadwork connecting the eastern and western shores is such that only in a few places will the tourist meet with any difficulties, and at this time of the year it is very probable he could make the entire trip with scarcely any trouble. This great system of highways, running through 11 states, and connecting 12, is to be the backbone of the federal system of roads.

Twelve millions of dollars will be spent this summer in completing this coast-to-coast boulevard. Work already is under way on the construction and rebuilding of more than 400 miles of roadway in the 11 states.

Aid in making this great network of highways complete this year will come from three sources—state, government and private appropriations. Every state in which this highway passes has appropriated funds to help carry out this work and federal assistance was forthcoming.

Congress is considering a bill introduced by Senator Townsend of Michigan appropriating \$425,000,000 to construct a federal highway system to connect all the main line arteries of interstate highways. The Lincoln highway will be the "backbone" of this system

and will be maintained by the government. The government will provide any funds lacking to build the remaining gaps in the transcontinental road.

Private donations have amounted to a quarter of a million dollars, while the Lincoln Highway association, has raised another quarter million.

The work is now progressing as follows: New Jersey, 17 miles being reconstructed with highest type of road material; Pennsylvania, 22 miles of reconstruction; Ohio, 49 miles under construction; Indiana, 4 miles; Illinois, 89 miles; Iowa, 40 miles; Nebraska, 27 miles; Wyoming, 63 miles; Utah, 44 miles; Nevada, 60 miles; California, 9 miles.

Indiana presents the best strip of the Lincoln highway and the six miles of dirt road will be filled in this summer. California runs a mighty close second with only nine miles to reconstruct, and New Jersey and Pennsylvania have reconstruction work only to place their roads in good shape. Heavy truck traffic running into New York city has broken these roads down, and they must be rebuilt in places.

Ohio, Illinois, Iowa and Wyoming have broad gaps to fill in, but the first three mentioned are causing the most worry. The black soil of these states makes travel hard in the rainy season, but the end of this summer should see these black spaces fading.

Imports of Rubber Show Falling Off

Imports of crude rubber into the United States in May were only 60 tons ahead of the amount imported in the same month last year, a drop of 11,600 tons from last month's figures. Comparative figures for the past four years, as compiled by the Rubber Association of America, follow:

	1917	1918	1919
January	14,079	13,108	10,182
February	25,228	17,161	18,824
March	18,442	15,426	10,014
April	19,848	16,238	18,411
May			11,153

Wheel Bearings
Every time a wheel is removed the bearing cup is removed with it, and consequently the bearing must be adjusted properly when the wheel is replaced. The best method of doing this is to turn the bearing up tight and then revolve the wheel a few times by hand, which overcomes any tendency to backlash.

Work on Highway Progressing Fast

Cottage Grove, July 12.—Work on the Pacific highway in this vicinity is progressing favorably. At Divide, where an overhead railroad crossing of reinforced concrete is being erected, they are beginning to pour the concrete. Another concrete viaduct is to be put in near Comstock. The contract has been already let. The estimated cost is approximately \$20,000. The cost of the Divide crossing will be quite a distance north of the present dangerous one. This involves a new grade on the east side of the railroad. By September it is expected to have the new crossing completed. The building of the new grade near Saginaw is coming on slowly. The rock work is very heavy.

Worn Tappet Makes Noise

A noisy valve tappet, the cause of the trouble being wear, when no adjustment is provided, can generally be remedied by placing a fibre washer under or over the valve ends.

OPPORTUNITIES FOR

Motor Truck Owners

If merchants of the high-rent downtown district could double their floor space at an additional rent of only 10 per cent there are none who wouldn't consider it the greatest opportunity of their career—but the chance never comes. Motor truck owners who, by adding LEE-LINE units to their equipment, double the hauling capacity, money-making power of their machines at an additional operating expense of only 10 per cent, have this opportunity.

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NO DISHONEST INTENT SEEN

Carelessness and Poor Equipment Assigned as One Cause and Inspectors Not Careful.

The result of the investigation of the state highway commission of the pavement being laid near Gervais, the Salem-Aurora road, by Blake, Compton & Co., is that the pavement is thin in many places, and falls below the specified five inches. In other places it runs in excess of five inches, showing it was not uniformly spread, although sufficient material was deposited. The general average was slightly in excess of five inches required thickness. It was found that there was no dishonest intent on the part of the contractor, only carelessness and a poor equipment. It was also found that the state highway department had been careless in its inspection.

Instructions have been given by the commission that the one mile and a half of pavement in question shall be gone over and the pavement be brought up to its standard width.

ENGINEERS INVESTIGATE
The findings of the commission were based on the reports of E. W. Lasell, consulting engineer, who made the chemical tests, and C. H. Whitmore, division engineer of the state highway department. As to the chemical phase, Dr. Lasell said:

"It is my opinion that the mixture used meets requirements and is a thoroughly good mixture. In all cases the compression has been good, and the mineral voidage of the aggregate has been low. Therefore the pavement is dense and compact. It is further my opinion, after having gone over the job and carefully calculated the thickness that the average thickness of the pavement will be found slightly in excess of five inches. Of the four samples measured by Dr. Lasell the thickest was 5 1/2 inches and the thinnest 4 1/2 inches. The average thickness of the four was 4 7/8 inches.

Engineers Whitmore in his report details the method of his examination made in company with Dr. Lasell, the contractor and a representative of the United States office of public roads. A measurement of 34 cuts taken from different sections of pavement showed, he said, a general average of 5.3 inches thickness. The samples ran from 4.78 inches to 5.34 inches. "As a result of the measurements taken," he continued, "I am convinced that the finding of thin places on the edges and in the cut samples is because of negligence on the part of the contractor and the inspection of the work, and that there has been no collusion between the contractor and any employee of the state. The results show that there has been enough material put on the road to build a pavement five inches thick. It is impossible to get an absolutely perfect grade, but there is no reason except negligence on the part of the contractor and the inspector for its being only four inches in thickness, as was found in several places.

"In rolling the pavement the roller rides the header and evidently pushes it down and out a little and causes the thickness on the edges. Also all loose material has a tendency to roll to the edge and has not been properly cleaned away."

EQUIPMENT IS FAULTY
"Where it was necessary to cut entirely through the old gravel on the road in order to eliminate bumps in the grade the subgrade has been taken out and backfilled with crushed rock without using a binder course, the result being that some of the base when rolled filled the voids between the loose stone and some rock extending up to the base. In order to get a full five inches of pavement with no rock extending into it, it will be necessary to use a binder course on this rock base."

In the matter of the contractor's equipment, Mr. Whitmore reported that there was no way of drying the materials before putting them over the screens. As a result he did not get a satisfactory result, the smaller screens being stopped up with the wet material found in several places.

On May 24 Engineer Whitmore, together with L. J. Hewes and C. M. Purcell of the federal bureau of public roads, inspected the plant and gave orders to the contractor to put screens and scales in operation and not to use red sand in the top mix. On May 24 there was a hard rain and some water got under the pavement before the shoulder dirt was opened and caused some failures.

"On June 27," continued Mr. Whitmore, "I called at the office of public roads and with Mr. Purcell, Dr. Hewes and Mr. Muskowitz discussed the matter. Dr. Lasell was called in and it was decided to close the Brooks plant until the contractor put in the necessary equipment to dry and screen all material before it went into the mixture."

The contractor was ordered the following day to close the plant until he could conform with the above requirements.

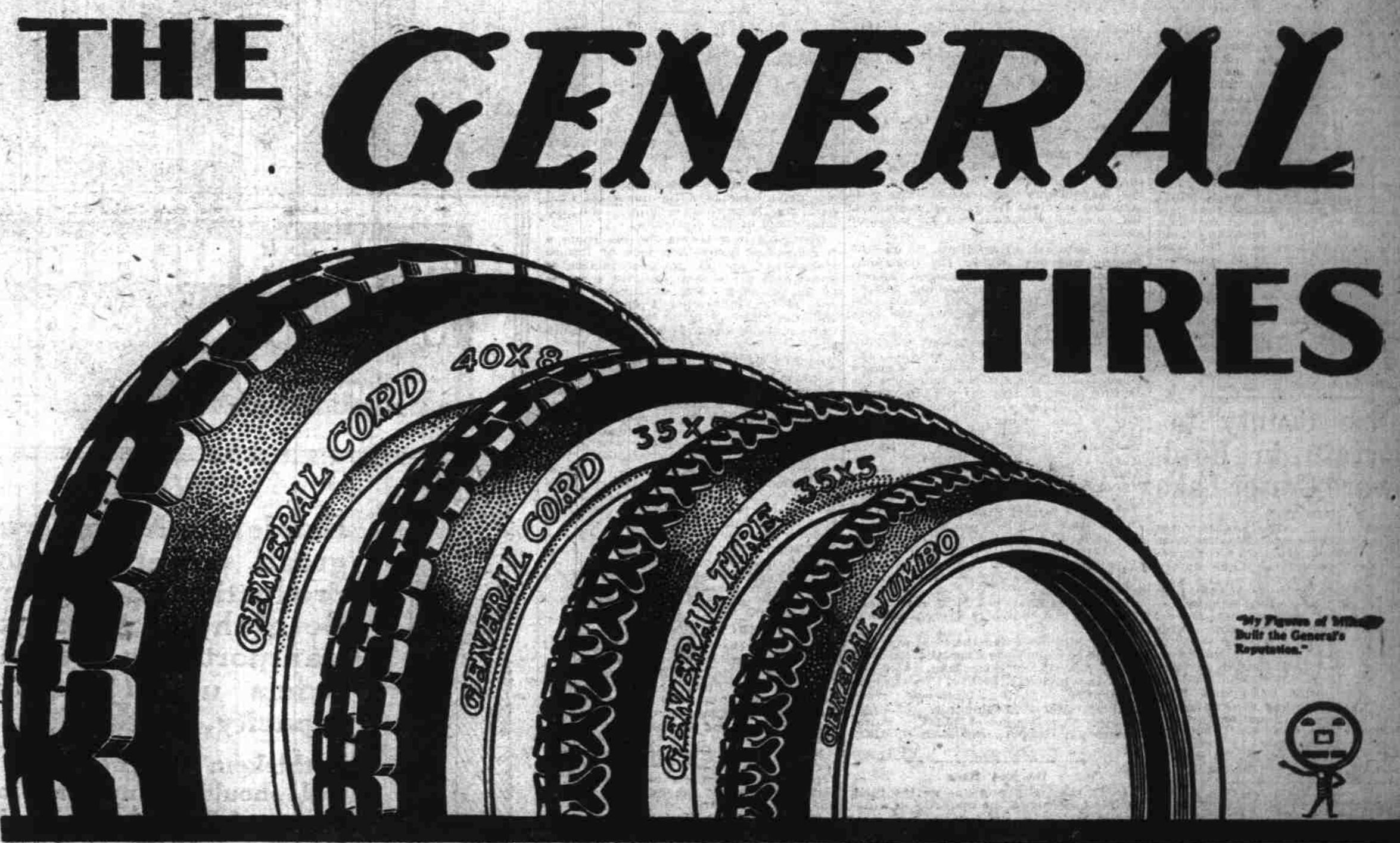
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