

# PERFORMANCE IS GROUND ON WHICH TO JUDGE TIRES

Portland Dealer Says Old Methods Have Given Away Largely to Actual Results.

## PERFECTION GOAL SOUGHT

Guarantee That Equipment Free From Imperfections Held Best That Can Be Given.

"Improvements of the last few years in the construction of tires has made the old-time mileage guarantee, to all intents and purposes, a thing of the past," declares George H. Whaley, manager of the Portland Tire company.

"The tendency today is to judge a tire by its actual performance, considering the conditions under which it is run.

"In the old days, the days of the 'Merry Oldsmobile' and kindred cars, with their maximum speed of 20 miles per hour, the tire industry as applied to automobiles was of course newer than the automobile itself. It was quite in order then that the tire manufacturer should evidence his good faith in his product by guaranteeing it to go a certain distance. If he didn't have faith in his product who would?"

"With the automobile confined to its then very limited use and the roads in practically the same condition everywhere, the stress on tires was slight compared to the heavy use they are put to today. Under those conditions a manufacturer could readily guarantee a given mileage.

### CONDITIONS HAVE CHANGED

"Now, however, conditions have so changed," says Mr. Whaley, that it is unnecessary, as well as impossible, to state with any degree of accuracy the distance in miles a perfect tire will run. It is unnecessary because tires made by reputable manufacturers are so constructed today that with proper treatment they will withstand rough usage far exceeding the demands of the average driver. That it is impossible to guarantee a perfect tire will run a given number of miles is true, because the life of the tire is dependable not wholly on its own merits so much as on the conditions under which and how it is run.

"The utility of the present day automobile and the correspondingly greater demand on tires, has made it impossible to state how many miles a tire should run, just as it is impossible to predetermine how many walking miles your next pair of shoes will render. No mileage guarantee accompanies a new pair of shoes or any other article dependent on wearing conditions for its life. Under ordinary conditions a pair of shoes will last a reasonable length of time, but their use and appearance is greatly impaired under changed conditions, and the same is true of tires. Under adverse conditions three thousand miles might be a remarkable showing for a tire, whereas the same time would run 20,000 miles under more favorable conditions.

"The Savage Tire company guarantee their tires to be free from imperfections in material and workmanship. That guarantee is unconditional irrespective of the mileage obtained. If a tire is found defective in any way it is unconditionally replaced. For this purpose a fund of 4000 miles for regular tires and 6500 for D type has been established as a basis on which to work.

"Not content with making ordinary tires, the last two years have been devoted to producing a tire that will excel anything on the market. Reports from all sections of the country where their tires have been in use under every road condition on the cars of users everywhere, give evidence of their having attained that object. Such an ideal cannot be realized without giving time, effort and expense, and these were given unsparingly. The results prove that.

"They are working on a policy that requires not only last year, this year or next year be marked as particularly successful, but each succeeding year must bring with it consistent and persistent development as applied to the products of the Savage Tire company. 'Built to excel' means just what it is intended to imply.

"Much interest is manifested by motorists in the big super-size D type casing now being produced by the Savage people. Comparative tests under severe conditions have demonstrated this new departure in tire construction is in a class by itself. In rough usage on heavy machines and stages it has met with signal success."

## Bearings Require Proper Attention

Few owners pay the attention to the ball bearings that these latter deserve. They usually wait until the garage man calls attention to the injury done by breakage. At least once in six months the ball bearings should be inspected, the rough or worn balls replaced with perfect ones and the ball run filled with graphite grease.

## FRAMES and AXLES

Straightened and Repaired

**Burness & Martin**  
AUTO SHEET METAL WORKS  
Fifteenth and Alder Sts.

Modern Equipment Skilled Workmen

# Old Enemies Forget Grudge Heart to Heart Talk Is Heard

Chronic Pedestrian possessed a cynical streak a yard wide, particularly any time the wayward Habitual Motorist crossed his path. In his dealings with Habitual Motorist he was never without a decided lack of that cordiality that should mark the exchange of ideas between exponents of two great means of locomotion. Chronic Pedestrian admitted he did not always reserve the letter of the law himself, and in some cases ignored the spirit of it. Why should he? He knew Habitual Motorist was no better, in fact generally went him one better in breaches of omission or commission.

Habitual Motorist, on the other hand, was a man of a genial personality—when things went his way—and receptive to the suggestions of people observing his methods. It was fortunate that was one of such days when they chanced to meet one fine fall morning, and each paused to pass the time of day with the other.

"Former experience with you tells me that it is foolish to ask you to ride downtown with me this morning," said Pedestrian. So I won't do it. But what's on your chest?"

"Chronic Pedestrian saw the opportunity to get a quick and easy answer. He came to an intersection and had the chance to offer a few words of advice. "Since I expostulated with you for trying to murder me the other day, one thing in particular has come to my attention. You have criticized the walking public severely upon occasion, and have not realized some of your chief failings. Tell me this: why doesn't the average motorist look both ways when he comes to an intersection and has the intention of changing the direction of his course to right angles to his former course of travel? In turning he is careful to see if there is any other car in

his path, but seldom looks, say, to his right, if the turn he is making is to his left, in order to see if there is a machine approaching from that point. The passer at the right has the right of way, I believe, but that right seems to be ignored in the case I refer to.

"If a machine is coming up the street at a good rate of speed and another car turns into the street ahead, there is danger that there will be a smash of some kind unless one sees the other, and unless there is a mutual agreement that some fixed method will be followed in that case. There is some rule governing that, and it is the rule governing the duty one man owes to another in the effort to prevent injury or damage. In a few words, I might say that the man who drives a car should pay a little better attention to where he is going, and not be in such a hurry to get there.

"At times, my dear fellow," answered Habitual Motorist, "you show a brand of intelligence that would do credit to the owner of a car. You are quite right. "But you chanced to use a few phrases that do not apply solely to the drivers of cars. Look both ways. Look where you are going, and 'Don't be in such a hurry to get there' are points that it would be well for the man on the street to remember. There are two sides to every question."

"Sometimes there are three sides. The traffic policeman is qualified to play on the third side," retorted Chronic Pedestrian.

"I agree with you. Won't you ride down with me? I always obey the traffic rules."

"Some other time, perhaps. Here comes my street car."

But they parted upon better terms than had ever marked their farewells before.

## MUCH IS CLAIMED FOR TRUCK TIRE

Elimination of Grain in Rubber and Vulcanizing to Steel Said to Be Actuality.

By C. K. Whidden  
Manager Solid Truck Tire Department United States Tire Company.

After a long period of experimentation a new solid truck tire embodying two entirely new principles of construction is now being placed on the market.

The two new principles involved in the manufacture of this tire are so radically different from all other existing methods of manufacture that they are attracting close attention from tire engineers. Many improvements in solid tire manufacture have been made since the advent of the motor truck, but for none of them have the broad claims been made which are made for this new tire.

One of the claims made is that a method has been discovered of eliminating the "grain" in the rubber and thus greatly reducing splitting and cracking, one of the chief causes of trouble in solid tires. The other is that a long step forward has been made in solving the problem of preventing tires from separating from the tire bands.

With regard to this second claim, it is pointed out that it is the custom to fasten the rubber tire to the steel base by means of dovetailed grooves in the steel band. This union is mechanical and serves the purpose of holding the rubber on the band with a varying degree of success.

The new process is a chemical union between the steel, which vulcanizes the rubber to the steel. This feature will practically eliminate base separation, one of the most bothersome of all solid tire troubles.

The other important improvement embodied in the new tire relates to the rubber itself, and is the result of long study of rubber and rubber compounds. Everyone is familiar with the fact that many materials possess a marked grain. This has been noticed particularly in wood, and in some rock formations, but it has not been generally known that it is also a characteristic of rubber. Rubber has a grain of spiral formation which, while invisible, is nevertheless present. When the rubber tire with this grain is affected by overloading or rough usage, it will chip or crack in the sides by wearing surfaces. The cavities formed as a result of this condition are usually rounded in contour and follow the grain of the stock, just as wood will in some cases split along the grain and as rock formations split on the exposed surface along the various strata. The stratification in solid tires is almost universally of double spiral form, and is caused by the mechanical working to which the rubber stock is subjected in the process of manufacture.

## Merchants Given Wider Radius for Trade by Trucks

With this new industrial age comes a demand upon the merchants to increase their radius of service to their customers. To the alert merchant, increasing his radius of service is a decisive factor in the expansion of his business.

That some merchants are availing themselves of this new service is evident in a Brooklyn owner's statement regarding the performance of a Paige truck in his delivery service, and it also speaks well of the durability of the truck.

This statement tells of a Paige model 50-18, 2 1/2 ton truck traveling 8700 miles in less than five months in the overland delivery service of a wholesale butter and egg business, between Brooklyn, N. Y., and Philadelphia, Pa., a distance of over 100 miles. The owner also claims this truck has given day in and day out service every minute of the time, and also that it has never been necessary to have the slightest repairs made.

## Warning to Unwary Automobilist Given

Yakima, Wash., Sept. 26.—Since the town of Union Gap has taken on metropolitan airs and is luring auto tourists \$15 each for speeding along its one and only street, the Commercial club and the Auto club have decided it is only fair to tourists to know where the city limits of Union Gap are located. A committee from these club posted signs

# PACIFIC COAST HAS GONE AUTO MAD, ASSERTS VESPER

President of National Dealers' Association Returns East After Extended Tour of Entire West.

## MOTOR'S VALUE IS SHOWN

Railroad Strike in California Proved Conclusively Worth of Gas Machines, It Is Declared.

St. Louis, Mo., Sept. 18.—"Highways mean automobiles and more automobiles," according to F. W. A. Vesper, president of the National Automobile Dealers' association, who has just returned to St. Louis after a six weeks trip on the west coast. Vesper visited Washington, Oregon and California while gone. At Yakima he was the guest of the Washington Automobile Trade association and the speaker of honor at their state convention there. At Portland and Seattle he addressed both the chambers of commerce. At San Francisco and San Diego he addressed the dealers. The San Diego association joined the national association in a body. The other associations already were members of the national.

Three thousand miles of Vesper's trip was made by automobile. The National president drove from North Yakima to Seattle, and then from San Francisco to Los Angeles and San Diego. The return from San Diego to San Francisco was made by automobile also, as the railroad strike in southern California paralyzed railway traffic and forced Vesper's return to San Francisco after he already had his reservations eastward from Los Angeles.

"Never was the automobile's value as a carrier better demonstrated than in this California rail strike," Vesper declared. "There is a wonderful highway between Los Angeles and San Francisco. It takes two days to make the trip by automobile driving steadily all the time. When the trains from Los Angeles were annulled thousands of persons were forced to travel by auto, truck and jitney bus. There was a continual procession of cars from Los Angeles to San Francisco and another stream back of Los Angeles residents marooned in the north.

"The Pacific coast is positively mad over highways. No finer roads exist in the world. Highways in turn mean automobiles, as evidenced by the fact that in Los Angeles alone, a city of 300,000 people, there are 75,000 registered cars. One person out of every four owns a car. And, it might be remarked, the other three will be found in the back seat."

"The dealers are highly prosperous on the coast and while pinched on deliveries are taking advantage of the situation to interest themselves in association work. The Seattle and Portland dealers have live associations. "The greatest investment that any state could make, so far as I know, would be to send its highway commissions and its good roads opponents to the Pacific coast. No man could see those roads and return home unconvinced that highways are the greatest single factor now in the state's industrial and economic development."

The company did approximately \$16,000,000 business in 1918, and a \$23,000,000 figure was set for 1919. Judging from

present indications, the latter mark will be passed easily. The excellent showing made during the first half of the year is revealed in an announcement that has gone out to Miller stockholders advising them of an \$800,000 increase in Miller common capital stock. Stockholders are permitted to subscribe to the new stock at \$100 par on a basis of one fifth of their holdings. Miller common has been selling at better than \$200 for several months. "The company's business has expanded so rapidly this year that more capital is necessary, and it is for this purpose that the additional stock has been issued," said W. F. Pfeiffer, general manager of the company. Mr. Pfeiffer was asked if he thought

there was any particular factor that had more to do with Miller growth and success than the ordinary circumstances that surround a growing concern of this kind. "Yes," he answered instantly. "Uniform workmanship. From the beginning, it was the Miller policy to use only the best grade of materials for its products, and then make those products uniformly the same. This policy was especially noticeable in our tire building department, and it resulted in the widely known Miller Uniform Mileage Tires. Tires built alike wear alike. All are long distance runners, and give that satisfaction demanded by the tire user. That's the secret of Miller Uniform Workman-

ship.

Company Shatters Its Past Records By Large Per Cent

With an increase of approximately 56 per cent in sales volume for the first seven months in 1919, as compared with the same period in 1918, the Miller Rubber company of Akron, Ohio, shows every indication of shattering all of its previous records when the totals are checked up at the end of this year.

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# Outtlefish Paper Best for Contacts

It is sometimes difficult to find a really satisfactory agent for cleaning the contact points of ignition apparatus or the surface of a commutator on a starting motor or a lighting dynamo. There is something known as "cuttlefish paper" which is finer than the finest quality of sandpaper and which is very well adapted to this operation. Cuttlefish paper is not regularly carried by hardware stores, but it may be obtained from dental supply houses.

## REPUBLIC TRUCK PRESTIGE

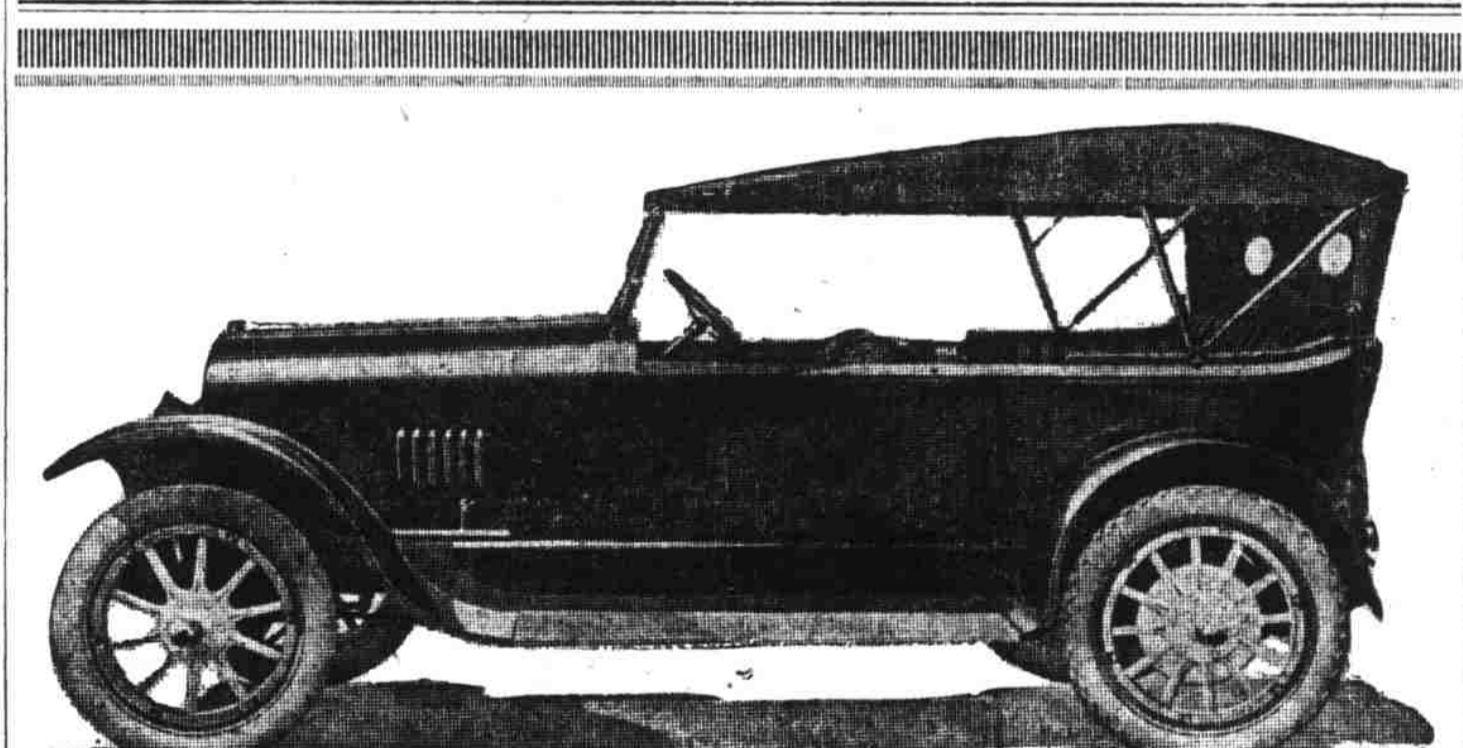
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