

EX-SERVICE MEN WILL BE FAVORED

Garage Men Favor Dismissal of Employees Who Are Not Citizens of the United States.

The Portland Garage and Repairmen's association, at its meeting last Wednesday night in the Tyrolean room of the Benson hotel, put itself on record as being unanimously in favor of the speedy dismissal of all men in the employ of the garage owners of this city who were not citizens of the United States, and to fill their places with ex-service men. The fact that numbers of ex-service men in the city who are capable of holding the jobs now held by aliens are out of work led to the movement.

During the course of the meeting, a report was heard from the committee having in charge the campaign for the bettering of the streets of the city by keeping the glass picked up off the streets where automobiles are driven. The committee has secured the cooperation of the city in the movement, and is also seeing that the average motorist is educated in his duties in the matter.

The organization also went on record as being in favor of the city's campaign in the prevention of accidents. Every garage man was asked to assist in every way he could in teaching the motorist his duty at street intersections, and in regard to the speed laws and ordinances. This movement was taken in spite of the fact that, as a critic of the motion phrased it, the men pocketing the money found in their pockets on the occasion of every accident.

Will J. Lester, president of the organization, made a short address in which he warned the garage and repairmen that upon them to a great extent depended the public's attitude toward the automotive industry. That for one garage man to profiteer or give unsatisfactory work meant that the public would have a distorted opinion of the aims of all garage men. The duty of the garage, Mr. Lester declared, was to serve as a place where the motorist might come for advice as well as paid repair work.

It behooved the man in the repair business, he declared, to give the customer such service that each garage would have its roster of patrons, and would not be looked upon solely as a place where cars should be taken when they are no longer able to be driven. If prices were too high, Mr. Lester declared, they should be reduced.

"Education," said Mr. Lester, "is almost as important a thing as the problem of actual repair. Most people are not familiar with their cars, do not know what is really the matter with them. There should be more cooperation between owner and repairman."

It developed in the course of the meeting that such service as giving a dustpan and broom for the purpose of picking up stray bits of glass and other trash.

Distributing Rights For Wire Wheel Have Been Secured

Announcement is made by C. E. Gunderson of the Wire Wheel Distributing company, 438 Stark street, that the firm had secured the distributing rights for the Hayes wire wheel for Oregon and the river counties of Washington.

The wheel manufactured by the Hayes Wheel company of Jackson, Mich., the largest builders of wheels in the world. Several shipments of the wheels are already en route to the distributors, who are finding the demand for wheels of wire construction very great.

"Wire wheels are coming more and more into demand," said Mr. Gunderson, "and I look forward to the time when they will be almost universally used. Wooden wheels cause the car to rest on the spokes, and the thrust of the weight of the body is absorbed through a downward push. In the case of wire wheels, the weight is carried by the body of the car being literally hung from the rims. The material of which the spokes are built gives this form of construction a certain shock-absorbing power that is a decided advantage to drivers. The wheels have the advantage of being readily changed, are resilient in rim construction, and, in the opinion of a number of people, add a great deal of the appearance of an automobile."

A Californian has designed a lawn mower that can be substituted for the front wheel of a motorcycle and thus be run by power.

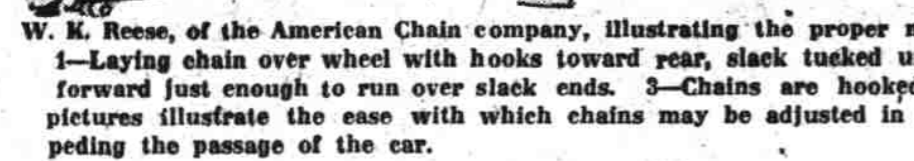
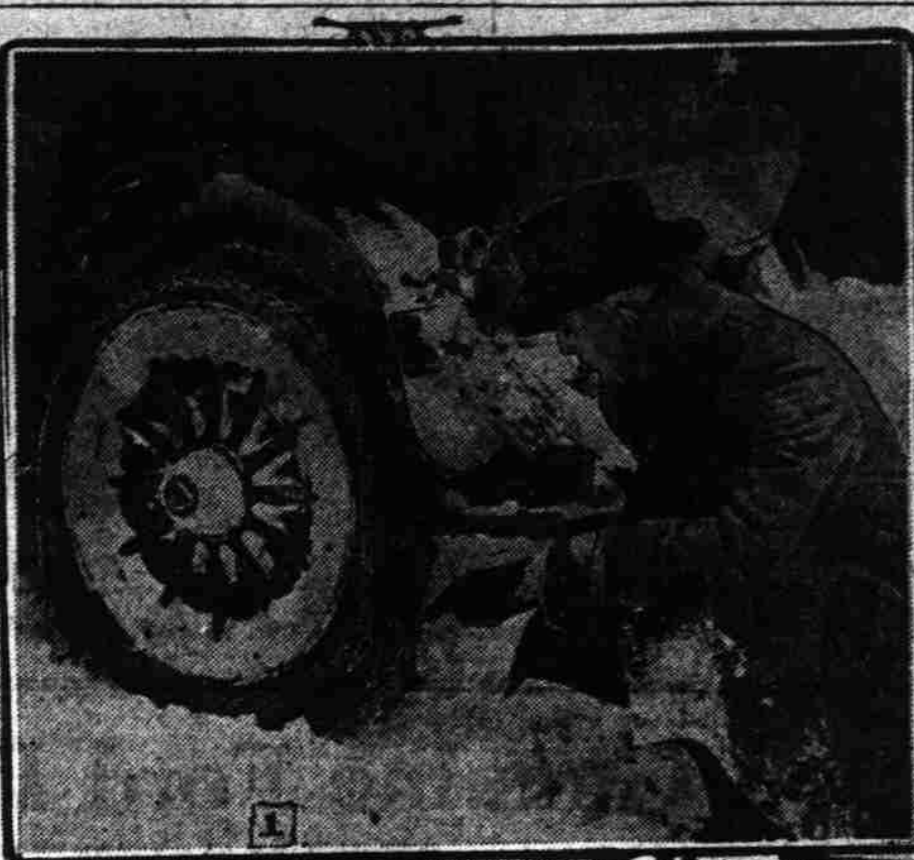


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Portland, Or.

IT IS EASY TO PUT CHAINS



W. K. Reese, of the American Chain company, illustrating the proper manner in which to adjust tire chains.

THE TOW LINE HINTS FROM THE SERVICE CAR

The time to wash a car is when it comes in, before the mud has had a chance to harden and dry. The heat in the car dries the mud quickly, and bakes it onto the paint.

If it can't be washed immediately, rinse it off thoroughly anyway.

When washing, never rub a sponge or chamolite or cloth over the surface until all the mud has been removed.

First soak all the mud down by going over the car with a hose. A nozzle should not be used. The stream should be large with low pressure.

Start at the top, and work down. Then you have only to remove the same mud once.

The first going over loosens the dirt, so that a second going over will usually remove it all. In case it does not, a soft sponge constantly saturated with water may be used, just touching the surface, not rubbing it.

After the removal of the mud, several greasy places may be found. Using an old chamolite, and a good automobile soap, wash off the grease. Ivory soap is excellent for this purpose. No trace of soap should be left on the body of the car.

Rinse the car thoroughly.

Wet a good clean chamolite, wring it dry, and go over the car body, wiping it dry. Never wipe the body with the same chamolite that has been used on the running gear.

Keep the car out of the sun until it is dry. Placing a wet car in the sun is liable to check the paint.

"'Twas a Good Battery, but She's Gone Now!—After The Zero Weather."

If it was not fully charged when the cold came the chances are that it is ruined if you did not protect it. Frost is sure death to a storage battery which is not fully charged.

Protect yours now or, if something has happened to it, bring it in. Bring it down for a test, anyway.

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Automobile Electricians
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Factory Parts and Service for Any Make Electric System

Tourists Will Be Invited to Visit Cascade Forest

Eugene, Dec. 20.—The tourist is to be invited to make himself at home in the Cascade national forest next summer, and to make things more pleasant. N. F. Macduff, supervisor of the Cascade national forest, announces a folder is in preparation, including a map, which will guide the hiker and camper.

Forest rangers in conference here this week with Supervisor Macduff were instructed to make sign boards for the marking of trails in the forest, especially along the McKenzie river and in parts of the Willamette river mountain country. It is planned to mark every trail so that even the city hiker can travel without fear of becoming lost.

In addition to marking trails, the forest service will prepare for the summer tourist by providing camps, tables, benches and fireplaces. An effort will be made hereafter to make the public feel at home in the national forests.

Thousands Visit Yosemite.
Yosemite valley was visited this year by 42,900 motorists, the California State Automobile association has announced. This is almost double the number of 1918. Over 35,000 automobiles visited Sequoia National park in 1918, more than twice the number of last year.

BOSS OPENS BRANCH HOUSE AT SHERWOOD



Jack Smith

Sherwood, Or., is the location for a new branch of the C. L. Egan Automobile company, with Jack Smith, former star salesman for that company in this city, in supreme charge of the business of the branch. The new firm will handle the Hudson, Essex and the Maxwell cars, with all the trimmings of a first class distributing point. The business of getting the new branch under way has occupied the greater part of the past week, and Mr. Smith has announced that at last things appear in first class condition for building up trade. Mr. Smith was in the service,

Fuel Shortage Is Big Handicap to Motor Production

Charles C. Fagan, manager of the Charles C. Fagan company, local distributors of Pierce-Arrow cars and trucks, who recently returned from an extended trip to the Pierce-Arrow factory at Buffalo, N. Y., comes back with the opinion that the automobile industry is simply tied down from enormous production and distribution because of fuel and supply problems and lack of carrying facilities for the finished cars.

The Pierce-Arrow factory has laid plans for an enormous production for the coming year, and the handicaps officials are experiencing are almost disheartening," said Mr. Fagan. "The shortage of fuel is meaning more to the manufacturers than they at first anticipated. Numbers of factories had fuel in quantities on hand, but their stores were depleted by demands from the fuel administration.

Truck manufacture will be increased at the factory, and fully 80 per cent more heavy carriers will be turned out and put on the market. It is interesting to note that the sales department has traced the first 50 trucks made and has found all of them to be in use at the present time, having been running since date of purchase. The factory has issued a booklet illustrating them all with actual photographs of the trucks at work.

Mr. Fagan departed with the intention of making a number of other visits to various eastern manufacturing cities, but was called back owing to the illness of his wife. He reports that he just managed to escape the cold spell and the accompanying storm, and considers himself very fortunate in having done so. He is forced, he says, to admit that the local climate, when not on bad behavior, is about the best there is.

Mr. Fagan is serving in the motor transport corps. He has been connected with the motor car business for some time, both as salesman and in other capacities.

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Another FEDERAL
1 to 5 Tons

Record For Economy

A model UD 2-ton Federal bought last April by the Effenberger Lumber company, Mohawk, Oregon, has been in continuous use since that time, hauling 2000 feet of lumber each trip a distance of 2½ miles from the company's mill to the railway. The road is so soft in places that the differential housing drags the ground, yet the truck has never been delayed and the total cost of repairs has been \$7.50 for parts broken when the truck was carelessly driven into an embankment.

Federals with similar records are operating everywhere, some of them for nearly 10 years.

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are tires of the better sort.

Cord—Fabric—Solid

A good many people use tires, and many good people make them. There are all sorts of claims and arguments pro and con; and it comes finally to this: that about the only real way you can know tires of the better sort is by the way they are made and the way they wear.

Swinehart Tires are made in cord, fabric and solid—all give more guaranteed miles for your money than you would ever expect or even have a right to expect.

Let your next tire be Swinehart—or see that your new car or truck is equipped with them.

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