

Oregon Journal

AUTOMOTIVE SECTION
JERSON H. BROMBERG, EDITOR

What We Could Do

A contemporary with a faculty for getting at the figures involved in any case, has the following:

"Admitting that there are 5,000,000 automobiles in the United States, and estimating the cost of operating a 1900 car at \$2 a day, the people of this country are spending in this way \$10,000,000 a day, or \$3,650,000,000 a year.

"Such a sum would buy the entire yearly potato crop of the United States more than seven times over. It would pay for the entire wheat crop of the United States every year with \$1,000,000,000 over. It would build a new battleship every day. It would build and equip a railroad 200 miles long every day, and it would wipe out our entire war debt for the world war, Liberty bonds and all, in less than seven years."

The automobile and the truck have found their place, and the people of the country realize that they have long since been scratched off the list of luxuries, and have become things for which there is absolute need.

The increasing population of the United States demands that there be speed in transportation. The ever increasing radius of business of all kinds makes it imperative that men carrying on business move from one place to another with speed, and that they have the leeway not afforded by trains. The man with a motor car is subject to no limitations from railroad schedules, and may go when and where he pleases. The rapid increase in the mileage of good roads makes this means of travel all the more permissible.

There is no getting away from the fact that the people of this country are in an era of reckless spending, even though the dollar does not go as far as it used to. Many people buy cars who have no actual need for them, and spend money in their upkeep that might be put to better advantage—in a certain sense.

But what is the need? Would those people, if they did not buy automobiles use the money in such a way that it would make for the greater common good and less for their own pleasure, or profit? They would not, because they have never done so.

And as long as the country can still purchase automobiles, and at the same time do its duty toward the national debt, buy the potatoes and consume the wheat, all the better.

Enforcing the Dyer Law

During the last special session congress enacted Representative L. C. Dyer's bill providing for a fine of not more than \$5000, or imprisonment up to five years in a federal prison, or both, for stealing an automobile in one state and driving it into another.

Before there had been no provision made for protecting automobile owners against this sort of theft. California is trying the posting system of guarding all highways leaving the state and requiring all persons to identify themselves and the vehicle they are driving. The abstract of title idea has been suggested. But once the car was beyond the reach of the authorities in the state where the car was stolen, there was little chance for recovery.

Last year, in 21 cities of the United States, 27,000 automobiles were stolen, totaling \$28,000,000 in value; 5000 were never recovered, a total loss of about \$5,000,000. It is the opinion of the authorities in the places affected that 90 per cent of the machines were within 100 miles of their owners, but out of the jurisdiction of state attorneys.

Under the new law the United States courts are given jurisdiction over the matter, and the warrant or subpoena issued from such a federal court may be served in any state.

Congress has taken the first step and has provided the means for bringing the offenders to justice, provided the courts have sufficient cooperation from the people, be they motor car owners or not. The theft of automobiles has long been the chief thorn in the side of the industry. Some states where it is a hanging offense to steal a horse valued at \$25 have no law providing for the offender who appropriates an expensive automobile. Horse thieves, or the types of men from whom horse thieves were made, have long since discovered that their former equine loot is of little value. A horse is too conspicuous in these modern times. They have turned their hand to stealing automobiles, and from all appearances are making quite a good thing out of the practice.

A large percentage of automobiles that are stolen are, of course, appropriated by joy riders for an evening's entertainment, and in most cases are left in some remote place with the tank empty, but otherwise in as good condition as when the owner last saw it. But such frivolous habits on the part of people seeking entertainment are scarcely in good standing, and in addition cause great inconvenience and mental strain to the owners.

Whether the stringent measures of the Dyer bill will include such offenders should they be found over in another state is for the courts to decide; but the danger brought to bear by the law will make many a temporary thief pause before taking a machine that is not his own. The value of the law in stopping the commercial thief is immeasurable, but it requires active help from the average man to make the kick felt.

The Eastern dealers, we understand, are near enough, some of them, to be able to drive their cars away from the factories, instead of waiting for them to be shipped by rail. Too bad we locally are not near enough to stage a drive on the Western front.

The great output in the motor factories in the East affects the local field in rather a reverse fashion. Dealers here say they were put out by lack of the product.

That game of "auto poker" mentioned recently might come into good favor here in Portland. Instead of betting on the numbers of the license, the gambling might be confined to taking a chance on whether the next license that comes along would be of the 1919 or 1920 vintage.

With that first flurry of snow last Sunday night many people had visions of another orgy of frozen radiators and damaged automobiles. A lesson once learned, however, is not easily forgotten.

The kid who said that the most dangerous thing about an automobile is the driver was not unusually bright. He was merely observant.

The purchase of automobiles sometimes, and nearly always, serves as a barometer to show the rise and fall in the prosperity of a section. The huge shipments of motor cars into the Southern states is merely one way of showing the increasing industrial importance of that section.

The branch house for the Portland firm is an excellent way of handling Seattle business. There is no reason why concerns in Portland should not handle the automobile and its accessories throughout the territory of both states.

We hope that a number of drivers of automobiles are keeping their new resolutions against nipping even a fender this season.

Four Steam Rollers Are Sold to County

The Road Builders Equipment company Friday sold four Buffalo-Pitts steam rollers to the board of county

commissioners of Marion county for use in the extensive paving work they have undertaken for the coming years. According to J. L. Lattouze, president of the company, this is the largest single order of steam rollers ever placed in Oregon. Delivery of the rollers will be made within the next 30 days.



It is to be expected that Acason would use Timken worm-drive rear, Timken front axle and bearings

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GEORGE ROYER HERE WITH CAR COMPANY



George Royer

George Royer, who has just joined the firm of C. L. Boss Automobile company, being associated with C. L. Boss and R. J. McNeil at the head of the pioneer concern, has long been known in automobile and implement circles in Portland.

For 15 years he was treasurer of the Mitchell, Lewis & Staver company, leaving that post to go into business for himself in 1908. From 1908 to 1918 he carried on an implement business at 208 Front street. He discontinued this line of work when he was offered the post of vice president of the Coast Culvert & Plume company, with headquarters here in Portland.

He brings a wealth of experience to aid in the building up of a greater business with the local distributors of Hudson, Essex, Chalmers and Maxwell cars, and a wide acquaintance with local conditions, men and affairs.



LAZY

"ABOUT the meanest and laziest man I know of," said Silas Backfire, angrily. "Is one who won't even set the choke button in such a way that his wife won't break her back cranking the car."

CHECK!

"Well," said Mr. Gaabook, proudly. "I had the old bus doing 50 today. 'Anybody with you to prove it?' asked the envious friend. 'Certainly,' answered the daredevil driver, 'or I could have had the thing hitting around 65.'"

WONDERFUL

"Automobiles are wonderful things," commented the Old Fogey. "Correct," said the Grouch. "One is always wondering where the money is coming from for their upkeep."

UNCONVINCED

Salesman (after what he considered a snappy demonstration)—"That car is really older than you would think it is, don't you think?" Prospective Purchaser—Oh, I dunno.

SOME

The garage man had just presented his bill. The owner was irate. "The bill's a holdup from start to finish," stormed the man with the car. "Not at all," said the G. M. "There are several items on there that are correct."

NATURALLY

They were discussing the great man. "He is very blunt and careless of other people's feelings, isn't he?" said one. "He has good reason to be," answered the other. "he drove a light delivery automobile before he started making money."

DEPENDS

Brake—Is that a last year's model? Rod—It all depends upon what basis you do your figuring. If you refer to the time it was ordered, it is. If you have in mind the time it will be fully paid for, it is next year's model.

EASY

"What makes you think he has never changed a tire before?" "Easy," answered Racing Pete. "Didn't you hear him offer to make the change while the other fellow went for water for the radiator?"

CATTY

"When you figure a girl's attitude," said Judge Cam, "these young fellows are finding that last year's cars are pretty much like last year's calendars—the dates that were good in their last year don't seem to fit so well since the new season opened."

A DISTINCTION

"And what is his claim to distinction?" "He claims to have the oldest car in the city."

PROTECTION

"Why does Talkington drive with the cutout open and race his engine so much when his wife rides with him?" "Have you ever had the pleasure of conversing with Mrs. Talkington?"

DIFFERENT

"One thing the modern automobile livery has over the old horse and buggy variety," said Hiram Long, "is that there is no difference in speed in going away from or toward the stable."

INGRATITUDE

Men We Don't Want to Meet—The chap who borrows your car and drives it all night with the brake on.

BROMIDE

"Now, officer, I couldn't have been going more than 20."

Electric Lines Are Forced Out by Auto

Automobiles and motor trucks carrying passenger and freight for hire have caused abandonment this year of 114 miles of track by electric railway companies in New York state, according to the New York Electric Railways association, which seeks regulation of motor bus lines.

Two New Auto Firms Have Opened Their Doors at Roseburg

Roseburg.—Two new business houses were added to Roseburg the first of the new year. P. A. Sipes heads a firm that has leased the Warnock brick and will handle auto accessories. O. D. Welsh, formerly of Portland and a recently returned soldier, has established an agency for the Liberty Six, the King Eight and the Briscoe, Welsh is having a building remodeled for a salesroom early in January. Welsh drove a Liberty Six through from Portland in the latter part of the recent snow storm. In some of the valley districts water ran in on the floor of the car. Otherwise he experienced little trouble.

Albany Automobile Dealers to Display Cars in the Armory

Automobile dealers of Albany will stage a motor show in the armory on February 13 and 14, according to plans which were adopted at a meeting held Tuesday night. A permanent automobile dealers association was organized at the meeting, of which Lloyd Templeton was elected president and E. L. McKern, secretary treasurer. Earl B. Day was chosen as manager of the exhibition. Kenneth Carter, Floyd Shortridge and Rolla Ralston will have charge of the entertainment features. G. T. Hockensmith, Clarence Ceiling and Rolla Ralston will attend to the publicity work, and C. Lewelling, W. H. Bacon, E. F. Anderson and Olan Anderson will see that the armory is decorated.



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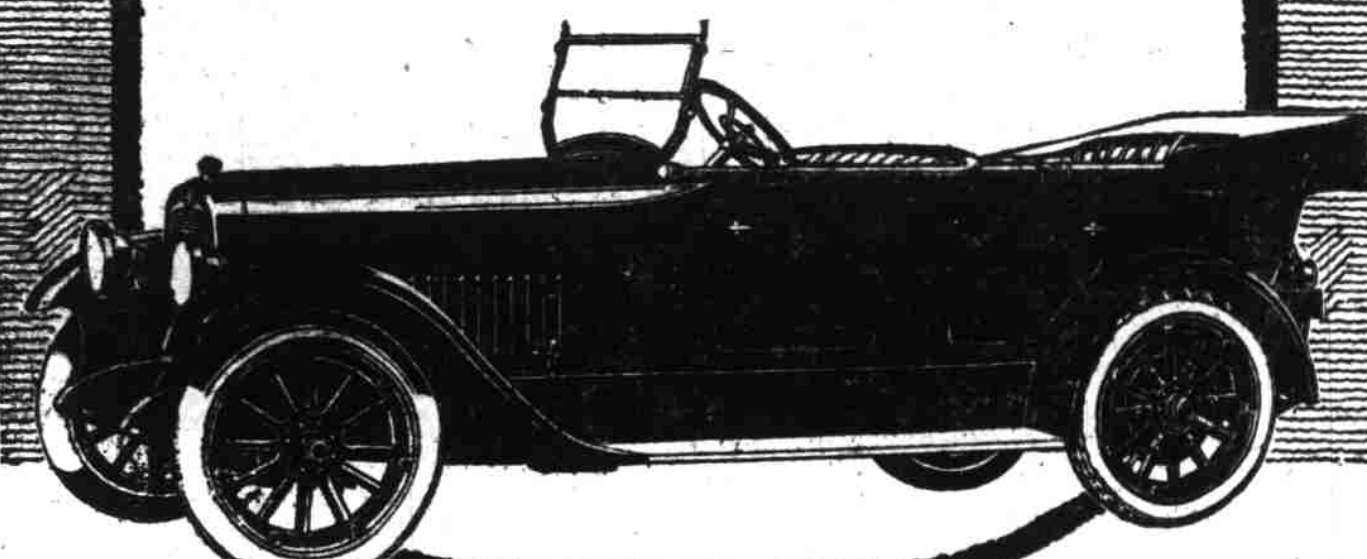
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