

DOGS LOVE SPEED AS MUCH OR MORE THAN HUMANS DO

Automobiles and Airplanes Seem to Have Fascination for Man's Four-footed Friends.

Dogs have always had a mania for speed. When carriages were the proper thing instead of automobiles, wherever one found the carriage, there was the dog also, the canine preferring to set his pace with that of the horses rather than amble along with someone on foot.

Possibly the phrase "A gay old dog" came from the fact that some men lead rather speedy lives. Be that as it may, the dog has always thirsted for speed. He wants to go fast, and every child knows that a dog will tear around the yard at top speed to show joy or extreme pleasure, and will chase sticks and stones by the hour.

With the passing out of the carriage the dog now makes the automobile and the equestrian his pace setter.

"For the first time in his life the dog found himself able to ride in something that satisfied his speed mania," says Albert Payson Terhune in Motor Life magazine.

LOVE AIRPLANE FIGHTS

"Not in a case of cars alone does this speed thirst manifest itself. There are a hundred authentic instances of dogs' love for airplanes. Let a dog ride a few times in an airplane and he becomes an aero crank for life. On more than one aviation field dogs have made pests of themselves by galloping over to a plane as it prepared to 'take off' and trying to leap aboard. Maynard's dog, you will recall, shared with his master the honors of the first transcontinental flight. And, by the way, since Maynard has been nicknamed 'The Sky Pilot,' is there any good reason why his flight-loving dog should not be dubbed 'The Sky Terrier'?"

"Dogs are draft on the subject of speed; because for countless centuries speed was the only thing that kept dogs alive. By speed alone could the wild dog and wolf overtake and pull down their prey. But for that speed they must have starved."

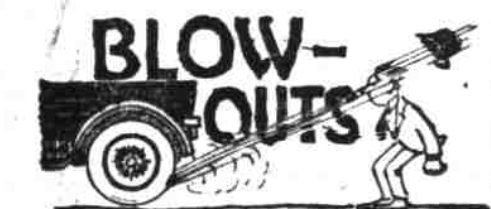
"Speed meant food. The greater the speed, the greater the chance for food. This knowledge, carried on through thousands of generations, is enough to account for the modern dog's speed craving."

"Speed also meant safety to the prehistoric dog—safety from the stronger and larger and fiercer beasts."

GOOD THEORY, ANYWAY

"The fast-running and timid animal—the deer or goat or sheep, for instance—was the wild dog's prey. When a deer or other frightened beast sprang from a thicket and set off at top speed, it was the wild dog's cue to give chase; and to do so at once unless he wanted to miss his dinner. Thus, the sight of any object running past him has always been irresistible to a dog. Nine times out of 10 he chases it—be it a running man, a cat or a car."

"Perhaps all or part of my theory is absurd. I do not advance it as a proven fact; but only as my personal belief, worked out by a good many years of close observation. Such as it is, I have outlined it for the benefit of other dog lovers who may have wondered at their pets' zeal for motoring."



STAGE
All the world's a stage, but some of us own our motor cars and don't have to ride in stages.

NUMBERED
"What is the list price of this car?"
"What do you care? Your list number is 58 if you want to buy one. Only 57 ahead of you."

INDEED!
No, Isabel, simply because the wife called her husband a worm and the fact that she is after him all the time, you couldn't call it a worm-driven household.

COLD
"Is your car insured against fire?"
"Seems to be," said Mr. Crankins, patting it. "I have the very deuce of a time getting the thing started in the morning."

RESEMBLANCE
"A person just learning to drive," said Judge Cam, glancing to where Mrs. Cam sat. "Is very much like a young man with a new wife. Sometimes they get

FRUIT COMPANY BUYS NEW ONE-TON TRUCK



One ton G. M. C. truck recently purchased by the Ryan Fruit company from Wentworth & Irvin, local G. M. C. distributors.

by until they get experience, and then again all sorts of foibles and jars are experienced because of bum steering. Yep, a car's mighty like a woman."

ADVICE
"Yes, I drive my own car."
"Would you accept a word of advice?" asked the man who had seen him drive. "Certainly."
"Get a chauffeur."

UNANSWERABLE
Car Owner (remonstrating with traffic cop)—But, officer, I try to drive carefully.

The Cop—You don't get on very well. C. O.—Yes, but think how rotten I'd be, don't you know, if I didn't try at all.

UPHOLSTERY
Wife (proudly)—I bought a new car today; (reminiscently) it's beautifully upholstered.

Mere Hubby—Away, woman, away; I must work and slave to upholster my bank account.

UNIVERSAL
Grouch—That woman drives all over the street, barely misses every vehicle she meets, turns corners on one wheel and when she shifts her gears it sounds like a whole army gritting its teeth.

Philosopher—You talk as if it were the first woman you had ever taken a ride with.

Garage Company Has Expanded by Putting Up Another Building

The Service Garage company, which recently announced the acquisition of the Rainier truck line, and which is one of the most progressive motor repair centers in the city under the leadership of E. B. Brown and Will Singletary, has expanded its establishment by the erection of another building to the west of and adjoining the old structure, and has arranged attractive showrooms for the accommodation of the trucks, an up-to-date shop, and a well-planned office.

Work on the building began late last year, and was held up for some time owing to bad weather. Business at the first street establishment was practically out of the question for about two weeks while new cement floors were laid, and the old building was dismantled a bit, in keeping with the slick new addition.

About a quarter block is given over to the garage, salesrooms and shop. The old garage will be used for car storage, about 50 cars being allotted space there. A complete tire repairing outfit has been installed and arrangements are being made to care for electrical equipment in a room adjoining the shop.

Another carload of Rainier trucks has been received, and Singletary reports that he expects regular shipments of the carriers. The territory covered by the Service Garage company has been allotted, and only delayed shipments are affecting the rapid distribution of the trucks.

"Things look pretty good for us," said Singletary, "and with the additional space and a few trucks we'll be sitting on the world."

More Capacity Needed
Arthur T. Murray, president of the Bethlehem Motors corporation, said at the New York show: "The Bethlehem plant at Allentown is already large but will soon be two and one half times its present size and almost, if not quite, the largest truck manufacturing plant in America. Our sales are exceeding every expectation and more manufacturing capacity is necessary immediately."

ASSOCIATION WILL PROTECT AUTOISTS

Idaho Car Owners Form Association With View to Preventing Exploitation.

Boise headquarters of the Motorists' Protective association of Idaho have been established at Sixteenth and Bannock streets, and local branches are to be established as quickly as various cities and towns in the state make application to join the state organization, according to Floyd C. White, state secretary of the organization.

Men backing the organization are W. P. Lyon of Caldwell, A. W. Hansen of Nampa, F. N. Tracy and W. H. Davidson of Boise, J. C. Bainbridge of Parma, Lou Felscher of Payette and E. W. Valke, E. A. Brooks, G. H. Handy and Floyd C. White of Boise.

It is the aim of the association to work out for the benefit of the community as well as car owners such problems as now confronts them in protecting themselves against theft and exploitation of motorists and to furnish accurate information concerning traffic regulations, roads and parking in cities and towns.

COMPANY IS DOMESTIC

"This is a purely Idaho company, organized to meet a need that every car owner has been appreciating more and more each year in that the automobile development of the state must

be standardized," says Mr. White. "Various organizations of like nature have been organized in other states and have proven, generally speaking, satisfactory, although some objection has been made to the fact that most of them have been stock companies organized for profit to stockholders."

"The local company is a domestic corporation and has, at this time, no connection whatever with any of the stock companies operating in other states, and none of the members' money will be sent out of the state."

MOTORISTS REALIZE NEED

"Men and women, car owners, from nearly every town in Southern Idaho have urged the formation of the local company and expect to extend the benefits thereof to every place that a motor vehicle may be found."

"From the enthusiastic letters and calls received by me it is apparent that practically every car owner is going to do all in his or her power to correct the bad practices so prevalent in the various communities and realizes the importance of having a large organization to emphasize the wishes of the majority, and to put such desires in such form that a standard may be evolved suitable for all communities."

6 Million Farmers Prospective Owners

Statistics show that there are over 6,000,000 farmers, of whom some claim that 2,500,000 are truck prospects. Should 250,000 farmers purchase trucks in 1920 it would mean a sale from this source alone of about 1250 motor trucks for each manufacturer in the field. Other statisticians claim that 90 per cent of the total number of farmers in this country are able to own and operate motor trucks. It is a fact that 20,000 farmers' cooperative societies in the United States are potential motor express operators.

BRITISH MAKERS INVADE AMERICA

Rolls-Royce Plant Established at Springfield and Dunlop Building at Buffalo.

In spite of many arguments to the contrary, the foreign automotive industry is coming to life with great vigor, and not content to do battle on its own ground is getting ready to come across the Atlantic and enter the American field.

The recent shows at London and Paris, according to reports, indicate that immense strides have been made since the war in getting automobile plants back on a peace basis and with a peace output. This will take months to effect, but the advance made up to this time is found most gratifying.

The French, in spite of their decision not to enter cars in American races this year, are nevertheless planning to do extensive advertising here. The Italians are getting ready to market their cars in this country, and are making additions to factory space with that idea in view. The English have already made inroads through the establishment of a Rolls-Royce plant at Springfield, Mass.

Now comes the report that Dunlop & Co., a British tire and rubber firm, has established a branch house in America under the name of Dunlop-America, Ltd. This firm will be subsidiary to the home plant, according to news from Buffalo, where the plant is being erected. The Foundation company has secured the contract for the structure.

The contract will involve construction of 12 large process buildings and many smaller ones, covering an area of 1,200,000 square feet. It is understood to involve an outlay of approximately \$15,000,000.

When the Dunlop company starts producing at Buffalo, it will re-enter the American tire field after an absence of more than 20 years. The first practicable pneumatic tire, developed by the British Dunlops, was brought to the United States in 1880 by the late Harvey du Cros, president of the company. The American corporation which Mr. du Cros organized at that time carried on the manufacture of tires with marked success until 1900, when the parent company sold out its interests to an American syndicate.

In addition to the tire plants which the British Dunlop company operates in England, France, Canada and Japan, it controls 60,000 acres of rubber lands in the Near East, and a 350,000-spindle fabric mill in Lancashire.

Old Swimming Hole To Be "Dolled Up"

The city commission of Chehalis has voted to accept the offer of J. T. Alexander to deed to the city a four and a half acre tract at Riverside, on the Chehalis river bank, a popular swimming hole and attractive resort for tourists. The city will pipe water into the tract, build bath houses and otherwise improve it for park purposes.

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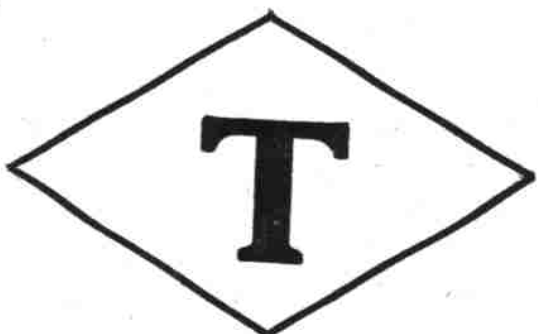
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