

AVIATION SHOW IN SAN FRANCISCO IS PROMISING AFFAIR

Western Climate Deemed Advantage for Exhibits of This Kind; Pony Blimp One Feature.

That the friends of aviation in the West are measuring up fully to the opportunities presented to make a direct appeal to the people, is indicated in the announcement of the First Aeronautical show of the Pacific coast, to be held in the auditorium at San Francisco, April 21 to 28.

Encouraged by the unprecedented interest in the aero shows held recently in Chicago and New York, they have secured official sanction for the San Francisco show from the Merchants & Manufacturers' association under whose auspices the eastern shows were made. Held in a section of the country where aviation is free from many of the climatic disadvantages of the East, the western show should rank favorably in interest and attendance with the two exhibitions that for several years have been recognized in the East.

PONY BLIMP FEATURE

At the recent Chicago and New York shows the Goodyear "Pony Blimp" has easily been the sensation. This is a small dirigible designed for pleasure flying—a sort of roadster of the air, or "tyroblimp." It is but 95 feet long, has accommodations for two passengers and under favorable conditions will attain a speed of 70 miles an hour. The propulsive force is a 40 horsepower motor. The pony blimp's advantage lies in its inexpensive and easy operation.

The Goodyear Tire & Rubber company of California, at Los Angeles, announces that this pony blimp will constitute a part of the Goodyear exhibit at the San Francisco show.

In addition to this small dirigible a complete line of aeronautical accessories will be shown, including rubberized balloon fabric, aeroplane tires, rubber bumpers, parachutes, pontoons, balloon patches showing how suspension ropes are attached to the sides of the gas bag, and numerous other supplies.

BIG HANGAR BUILT

Anticipating the government's requirements in heavier-than-air craft, the Goodyear company in 1916 established a 2000 acre balloon field and built a 400-foot steel hangar, large enough to contain two dirigibles. For years the factory has been manufacturing spherical, or "free" balloons, so when the United States entered the war, and the government need for a fleet of dirigibles for coast patrol became apparent, Goodyear was thoroughly equipped to proceed immediately with the construction of a fleet of nine ships.

A little later a school for the instruction of pilots by aeronautical experts, was established, which became of such vital importance to the government in training pilots of all types of balloons, for service both on our coasts and overseas, that it was absorbed by the navy department and during the war trained more than 500 men as licensed pilots.

During this period 3281 flights were made, carrying 10,235 persons a total distance of 64,760 miles.

9000 Cubic Yard Blast Cost \$1500; Granite Cliff Falls

Nine thousand cubic yards of solid rock was dislodged at one blast in Idaho on the north and south state highway on Salmon river a few days ago. The blast shook the country for miles around and blew one side of a solid granite cliff into the canyon below. The cost of the blast, including powder and labor, was \$1500.

It was fired by C. E. Griffin of Grant Smith & Co., of Portland, who have the contract for one of the most difficult parts of this great state highway.

Word has been received here that more than \$300,000 is to be spent by the government forestry department in constructing a highway from Rock Ridge to Elk City, and into the national forest. The first link, a distance of 13 miles, is to be built this year. Bids for the work are being asked by the forestry department, with headquarters at Missoula. A total of \$1,000,000 has been appropriated for the work to be done this year, but the total cost of the highway is placed at \$306,143.

DAY-ELDER Trucks have climbed the high road to success due to the fact that there are no finer materials made, no more scientific design known,

DAY-ELDER WORM-DRIVE MOTOR TRUCKS

no more talented workmanship possible to obtain than you find in every DAY-ELDER truck—and because they cost many dollars less than any other worm-drive trucks of the same quality and carrying capacity.

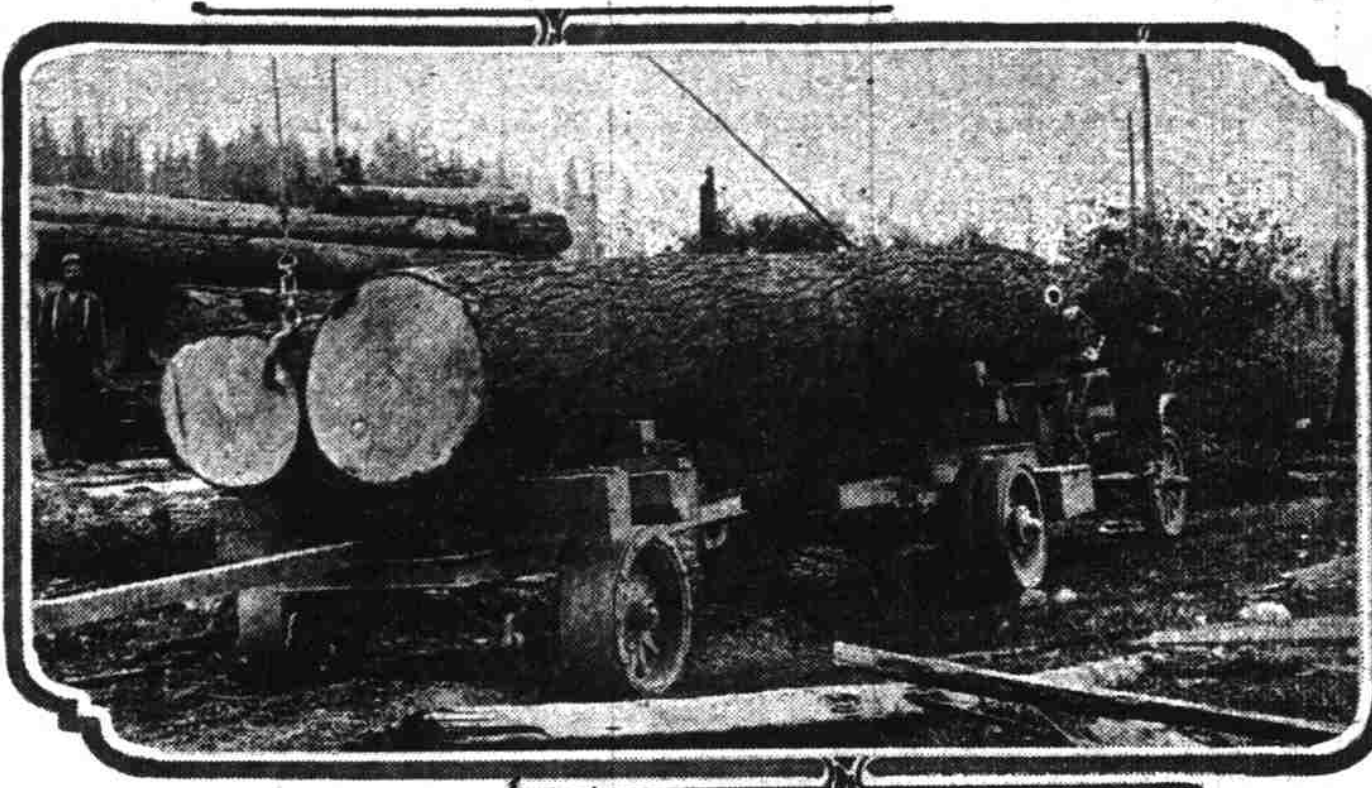
MODEL A. 1-1/2 ton, \$1925.00	MODEL C. 2 1/2-3 ton, \$2500.00
MODEL B. 1 1/2-2 ton, \$2200.00	MODEL F. 2 1/2-4 ton, \$3500.00
MODEL D. 2-2 1/2 ton, \$2600.00	MODEL E. 3-4 ton, \$4000.00

TAYLOR MOTOR CAR CO.

Distributors
TWELFTH AND PLANDERS STS.,
PORTLAND, OR.



TRACTOR-TRAILER OUTFIT COMMON SIGHT



"From truck to train in two shakes," is the way these husky timbers are handled by this tong-hooking crew. The Riker truck, handled here by E. D. Van Dersal, is of a type of construction that easily classes it as a useful carrier for the rough and tumble hauling of the woods. The tractor-trailer outfit is practically indispensable in timber work.

Cole Factory Going Ahead Rapidly; Will Soon Be Finished

With the first signs of spring, work is going forward at a rapid clip to rush to completion the new buildings being erected on the enlarged factory site of the Cole Motor Car company at Indianapolis, Ind. Within the next 60 days the officials of the company expect one of the structures to be ready for occupancy and by July 1 they anticipate having the second building in operation.

Despite the limitations imposed by the present restricted size of the Cole plant the company is keeping a steady pace in production and is turning out an average of more than 40 cars a day. With the addition of the facilities and space which the new buildings will afford, this output will be greatly increased. Materials have been obtained in large quantities and the officials state that they will undoubtedly reach a minimum of 15,000 cars at the end of the current year and are now laying plans for a production of 25,000 Cole aero-eights in 1921.

Germany's Novel Taxation

The German highways commission is at work on a plan for the taxation of automobiles by weight of occupants in the family of the owner, weight of the car and daily mileage, says the Motor Life Magazine. It is possible that the card system for fuel will again be put in force through distributors of gasoline, under direction of the police department. It is planned to keep a record of the mileage and tax the total weight per mile per car per week.

MULTNOMAH CO. HAS 26,575 AUTOS

The first summary of the automobile, truck and motorcycle situation has just been issued by the secretary of state, and shows Multnomah county to be showing a strength of over 35 per cent on almost every count.

The total number of motor cars registered is 78,575, of which 26,575 are owned in Multnomah county. This county's contribution to the fee is \$587,307. The summary shows further that 655 dealers hold registration privileges, with 1438 additional registrations. Portland dealers number 172. Fees from this source, \$27,040.

More than 1100 of the motorcycles registered in the state hail from Multnomah county, with Marion county second, but far in the rear. Motor bicycles number 35 in the state, of which Multnomah has 25, with Clackamas second with five.

Licensed chauffeurs show a total of 1630 for the state, of which number Multnomah has 371. Marion is second with 194. Transfers total 2708, 1541 occurring within Multnomah county. Fees accruing from this source total \$2708. Duplicate plates have been issued in the number of 164, 98 in Multnomah. These plates are issued at the rate of \$1.

The grand total of fees received from the automobile industry thus far is

Span of Rock Point Bridge Is Dropped Into Rogue River

At 10 o'clock April 10, the main span of the historic old Rock Point covered bridge fell with a mighty crash into the swift current of Rogue river about 50 feet below. Superseded by the beautiful concrete bridge recently completed by Parker & Banfield, contractors, of Portland, the old bridge was dismantled by the county road authorities, leaving only the heavy steel and timbers of the main span in place. The main span could not be removed without construction of considerable expensive false work so County Judge George Gardner ordered the bridge dropped into Rogue river.

The old bridge was in continuous use by local residents and road and bridge contractors until the completion of the new structure a few weeks past. The bridge has been considered dangerous for many years, but difficulty in getting the old construction to collapse proved its durability.

Rain Spot Remover

The varnish of a new car is likely to become speckled after its first experience with rain. These tiny spots are not easy to get off, but it is always possible to render them less noticeable by applying a mixture of raw linseed oil and malt vinegar, supplemented by a considerable application of "elbow grease."

quoted at \$1,648,852. Multnomah showing a percentage of 36.7. Marion county is second in strength and percentage.

COTTON DEMAND IN TIRE INDUSTRY TO BALANCE COST

Production Expense Is Steadily Climbing; Profiteering Practiced; Market Status Reviewed.

The increasing importance in cotton as an aid to rubber in the manufacture of tires in this country gives added importance to the report that the coming months will see the price of the fleecy commodity jump to a new high level. Higher cotton means higher cost of production in tires, and that means higher prices for the finished product.

"Growing belief in a drastic shortage of cotton which will see the product selling at 45 and 50 cents a pound within a year was evidenced in yesterday's trading when the reluctance of sellers occasioned a steady rise and a strong close at the top, up 65 to 115 points," says the Wall Street Journal.

The price is not being raised by the southern farmers through any desire to profiteer, is a belief that is rather prevalent in eastern centers. The cost of raising the needful product has increased by leaps and bounds.

A preliminary report on the cost of cotton production for 1918, just issued by the department of agriculture, shows a "bulk line" cost of 28 cents per pound of lint. At a price fixed on this basis, 85 per cent of the cotton produced on 842 farms from which cost figures were obtained would have been produced at a profit and 66 per cent of the farmers concerned would have made money. At a price fixed on the basis of average cost of production—22 cents—only 351 of the 842 farmers, or 41.7 per cent, would have made a profit.

Department of agriculture specialists explain that "bulk line" is the line that marks the point on a scale of costs about which the price of a commodity must hang if an adequate number of producers are to be kept in the business.

If this situation is not relieved by a greater supply of labor in the south, the real reason for a great portion of the price rise in domestic cotton, authorities hesitate to say where the price will go. Negroes are leaving the cotton producing states and going north, leaving gaps in the ranks of Dixie labor that may prove disastrous to the southern planters. And tires cannot be made without cotton.

Air Jitney to Cost \$700 Is Probability

Aeroplane jitneys, carrying one passenger besides the pilot, with a speed of 110 miles an hour and able to keep in the air five hours, the machine costing but \$700, are predicted as possible and practical, if not to say popular airplanes of the future by Handley Page, noted aeroplane designer and manufacturer of London.

He says his research and experi-

mental department has proved such a machine is feasible anytime the public demand for it develops. It would have 25 horsepower.

In America, Mr. Page says, automobiles soon will be so numerous that

road travel will become congested and that the aeroplane is the only alternative for those who demand comfort, or who hope to get anywhere quickly.

Mr. Page, who developed the largest and most powerful multiple-engine

bombing machines, believes the aeroplane of the future will be the light one, owing to lowered cost of operation. An aeroplane jitney, he says, can be run as cheaply as its road sister.

Republic Trucks

Our greatest profits come from the friendship and the continued patronage of Republic Truck users.

We are careful to supply the trucks which are best suited to your hauling problems.

ROBERTS MOTOR CAR CO.

Vancouver, Wash. Portland, Or. Boise, Idaho



What to Expect Nowadays in a Tread

We have perfected lately for the Miller Tire a record-making tread.

Countless tests show that it outlasts rival treads by 25 per cent, on the average.

And, since this tread was perfected, not a single Miller Tire has come back to us with the tread gone.

Treads that Never Vary

These new-grade treads are daily guarded against variation.

A sample from each lot of tread stock is first vulcanized in our laboratory. Then the tread is tested.

One test is for endurance and one for resiliency. For a hard tread harms the balance of the tire.

This tread is one thing that makes Millers today the most talked-about tires in America.

Double Anti-Skid

Then there is no one type of anti-skid which is best for all conditions. What is best for asphalt is not best for dirt.

So the Miller tread is two-in-one. The center is smooth, so it runs like a plain tread. And it has suction cups—the best way to grasp wet asphalt.

At either side is our Geared-to-the-Road tread, which meshes like cogs in dirt.

Tread Patented

Center Tread smooth with suction cup, for firm hold on wet asphalt. Geared-to-the-Road side treads, mesh like cogs in dirt.

50% More Mileage

Green & Swift Co. of Boston say: "In hundreds of cases we have put Miller Cords on cars heretofore using other makes. Mileage has increased from 50% to 75%. Blow-out annoyance was completely eliminated. Only five cords have been returned for adjustment in a year."



Thus you have in a single Miller tread the best type possible for any sort of road.

15,000 Mile Treads

The treads on Miller Cords are tested for 15,000 miles. That's the average rear-wheel mileage we get in factory tests on Cords.

On Fabric tire treads a 9,000-mile test is sufficient.

But on either type, by Miller standards, the tread should outlast the body of the tire. That is all you want.

Of course, Miller mileage varies with conditions. There are everywhere men who tell of 20,000 to 25,000 miles on Miller Cords. Others may get from 10,000 miles to 12,000 miles—and from the same uniform tires. Over-size and under-size affect tire mileage greatly.

But we have yet to find a new-grade Miller tread which failed to outlast the tire.

Make a Comparison

If you think another tire better than Miller, put a Miller tire opposite it.

Compare the tread wear—compare the mileage of the tires. We will rest our case on your verdict.

It is tests like those, made by large tire users, which have made the Miller Tires the sensation.

You owe that to yourself. It is not a question of cost alone, but a question of annoyance. Don't buy tires blindly—know which tire is best.

When you buy a new car insist on Miller Tires. Twenty car makers now supply them and there is no extra charge.

THE MILLER RUBBER CO., Akron, O.

Miller Tires

Now the Record Makers

Cords or Fabrics

Geared-to-the-Road
Registered U. S. Patent Office

NORTHWEST AUTO CO.

Alder at 18th St.

Portland, Oregon

Cook & Gill Co., Inc., Distributors Eleventh and Burnside

