

GARAGE MEN WANT GASOLINE QUESTION BEFORE STATE BODY

Portland Garage and Repairmen's Association Hold Interesting Meeting at Benson Wednesday

The determination of the Portland Garage and Repair Men's association to carry the gasoline question to the public service commission was intensified at its regular meeting in the crystal room of the Benson hotel last Wednesday night, and members of the association, in short talks, showed how a much more equitable arrangement could be made by the commission's handling of the problem.

It is the intention of the association to ask the commission to take over both the work of looking after the distribution of the fuel and the business of price regulation. This is one of the most important steps ever taken by the association, and the members regarded the plan with great enthusiasm.

The regular business of the meeting included reports from various committees, all of whom reported progress along the lines mapped out to increase the prestige of the association and bring about a better understanding between garage men and motor car owner. The committee appointed to look after housing automobiles during the Shrine convention reported that sufficient facilities had been lined up and considered their present plan aimed to take care of the thousands of cars.

Various members reported regarding the cooperation they were giving the police department in the investigation of the theft of cars.

There was an excellent attendance at the meeting, and the various reports and suggestions were met with approval by the men of the association.

Regarding the step to have the public service commission take action regarding the gasoline situation, one member said:

"The gasoline problem is unimportant as far as the actual profit derived from the sale of the fuel is concerned, but the garage man was on the ground first, has been catering to the motoring public for years, and before there were any filling stations. Having gasoline brings motorists to his door and allows him a chance to become acquainted with them and their needs."

"The filling stations springing up on every corner, or on any place where they can get a foot-hold, merely show that the big oil companies intend to remove the sale of gasoline from the possession of the garage men. This is not fair, and the public service commission should take action on the matter. It is an extension of the monopoly and means ruin to a great many garage men."

President Lester presided at the meeting.

La Grande Bringing Its Gasoline Supply From Points East

The gasoline situation in La Grande has been relieved this last week, and garage dealers there now believe the worst of the gasoline shortage is over as far as La Grande is concerned.

There is only one concern handling gasoline in the city, the Standard Oil company, but when it became impossible for it to supply local needs, members of the Garage Dealers' association went out into the country and gathered in the empty drums used by the farmers in keeping gasoline for their tractors. These were shipped to Robinson, Or., and in a few days returned filled. Still others were taken in trucks.

Then efforts were made to obtain carloads of gasoline from Boise, and from there are now getting gasoline direct from Kansas City in unladen lots, three carloads having been unloaded the latter part of the week. Pendleton asked La Grande to send a car to relieve the situation there, but as the local association was shipping carloads to Enterprise it was unable to comply.

Gasoline shipped in by this method has to sell for much higher prices, owing to the expense local men are going to in getting it at all; but the automobile owners, rather than not use their cars, are paying the 40 cents which the garage dealers find it costs them to bring the gasoline into La Grande, but which assures local people a gasoline supply when they want it.

Battery Equipment Firm Opens Doors

The past week saw the opening of the Titan Battery & Electric company, a concern having for their chief object, the care of battery equipment, ignition repairing, and the retailing of automotive equipment. L. E. Kurichanof, a manager of the company, which has its headquarters at 411 Davis street. Manager Kurichanof has been in the automobile business for some length of time and has had a thorough training in battery and electrical work. He is engaged at present in getting his organization in shape for carrying on summer work.

Yakima County Lets Contracts for Work

The Yakima county commissioners have let two contracts for road and bridge construction. A contract for the construction of the piers and abutments for the lower Moxee bridge, which will replace the present structure, was awarded the Union Bridge company, the contract price being \$22,871. Bids for the steel were also before them, but these were so high that it was decided not to let the contract at this time. The second contract was for the construction of 1 1/2 miles of paving on the Inland Empire highway near Sunnyside. This contract went to the Yakima Paving company, its bid being \$235 a square yard. This is a concrete pavement, and the contract was taken for \$55,000.

Oregon Roads No Terror to Girl Fair Tacoman Rescues Big Car



"He was one of those four-legged flivvers who shimmied and grinded."

Oregon roads, even the Pacific highway, have no terrors for Mrs. William F. Sheard of Tacoma and Long Beach, Cal.

She just eats 'em alive. Mrs. Sheard has a sister, and sister has a friend, and the friend has an automobile—a real one, a fine, big, shiny Marmon, which had an attack of valvular disease a few weeks ago while he was passing Roseburg. A sudden trip East precluded rescuing the invalid and the owner told Mrs. Sheard's sister that if she could corral the durn beast and get it to Portland she could have it until he got back.

Mrs. Sheard—"Ruthie," she is better known to her friends—wanted a steed to drive around in when the Shriners come, and so she fell easy game to her sister's suggestion that she go and get the great, big bug hibernating down at Roseburg.

All dolled up in a long leather driving coat, corduroy, leather leggings and natty boots of tan, Ruthie departed by train to rescue the machine. Ruthie, with her leather coat and "troosies," was an instant hit in Roseburg. One after another solicited individuals inquired who she was, her age, where she came from and

where she was going, and all solemnly assured her no woman could drive an untamed Marmon to Portland. It couldn't be did. Finally the sentiment on the subject seemed to change a little when she told them she was Rose Roselli and that she was a bareback rider and tamer of wild animals in a circus and had tamed everything from a lion to a Stutz bearcat.

MARMON GOES ON STRIKE The starting apparatus on a Marmon was all mystery to Ruthie. "I got a man in the Willard battery place to show me how to get started. Tell truth, I didn't find out how the thing worked until I got to Eugene."

"Everything was simply ideal until I got to about four miles from Salem. Then we for there were seven other machines in the same fix I was found we were just five minutes too late. They had shut up the paved road. The detour was awful in every sense of the word: mud-plowed mud—12, 14 and perhaps more inches deep, and 10 miles of it. I slid and slid and paddled through until the pavement was almost in sight, when the bus had a sudden attack of the 'won't's' on a terrible hillside. It was not brave Marmon's fault. He done his durnest over roads that are so terrible other

women besides myself declined to ne-gotiate even in the role of passenger. That's how I got my car, because I was like the Dutchman whose wife didn't let him go on—because she had to be, I had to go on—I was the only man in the car.

"Well, I waited for seven hours in that mud puddle, accepting with heart-felt smiles of gratitude all offers of assistance from the owners of little flivvers on up to the commander-in-chief of a haughty Packard.

"Finally I gave up and rode with one of the good Samaritans to Salem. Next morning through the kindly intervention of ex-Governor West, who telephoned from Portland that my check was good, the Marmon released me from custody and I tried to locate some equipage to get back. The best I could do was a four-legged flivver of ancient vintage. I got up on his hurricane deck and he shimmied along sort of like until we got back to the boat riding at anchor, but minus one searchlight, one thermos bottle and a kit of tools, not to mention all of my gasoline and crankcase oil.

"By that time the big service wagon from Salem arrived and they snaked Mr. Marmon to town in good time, put in a new piston and sent me on my way rejoicing. And, you know, they only charged me \$25 altogether—\$20 for the towing and \$5 for the repairs. The people up in Salem were lovely—and people were lovely everywhere else, too.

JAPANESE WAS SUSPICIOUS "When I got to Oregon City I asked a garage man for some gas, and when he found out I had taken five gallons at Salem he assured me I had enough. I went spinning along for about three miles or so, and then there was that familiar 'spit, sput,' and we stopped. I sat in the car and waited for someone to come along and start a long while 'he did.' He was a Japanese vegetable man taking a load of pigs to Oregon City. I stopped him and tried to tell him what I wanted. He couldn't talk English and thought I wanted to buy his pigs. Finally, when I could not make him understand, I climbed up into the seat beside him, and pretty soon he started up and in due course of time got to Oregon City. I just know, by the way that Japanese acted, he was trying to steal him.

"The garage man sold me a couple of gallons of gas, and then I waited some more until some Portland-bound machine should come along to take me back to my boss. What do you think happened? The sheriff of Clackamas county came along in his auto, and, evidently attracted by a woman in the curb with a big gasoline pail with her, inquired what was the matter, and then that lovely sheriff took me in his car and drove me to where mine was. That's all there was to the trip. You can see that nothing took place that you can make a story of—no accidents, no holdups, not anything sensational at all. Why, it was not even expensive; I don't believe it cost me \$100, railroad fare and all."

VACATION MOTOR COURSE AT REED

Distillation Tests of Oil and Gas Samples Are Verified by Auto Engines.

Vacation at Reed college does not mean an idle physics laboratory. The Chevrolet motor, ordered in the winter for motor oil and gas testing, arrived at Reed Wednesday, and Thad Vreeland, a sophomore who is specializing in the motor oil work, began work under D. A. A. Knowlton.

Previous distillation tests of oil and gas samples from Washington and Oregon will be verified with the engine. Brake horse power will be measured for each gas and each oil, and if the results check with the laboratory tests, they will be submitted to the state recorder of weights and measures, who asked that the work be done. The work will be continued all summer, and next year, with additional funds available, Reed's physics laboratory will be at the disposal of Portland firms for tests.

Oregon Emerald Is To Appear Daily

The Oregon Emerald, official newspaper of the associated students of the University of Oregon, will be published daily, commencing with October 1, according to the decision made by its recently elected editor, Harry A. Smith of Eugene. The paper, which has heretofore been published three evenings a week, will also change to the morning field. Smith and his business manager, Raymond Vester of Portland, feel that the increased student body demands the enlargement of the paper, and that now, when the university is on the flood tide of its existence, is the logical time for the improvement.

Goes Back to Coal The International & Great Northern railroad has decided to stop using fuel oil on 265 miles of line south of Laredo because of the increase in price of oil, and will return to coal. The road will require 120,000 tons of coal. It is estimated that about 500,000 barrels of fuel oil will be saved for other uses.

Not counting the polar regions, the world has about 30,000,000 acres of waste land.

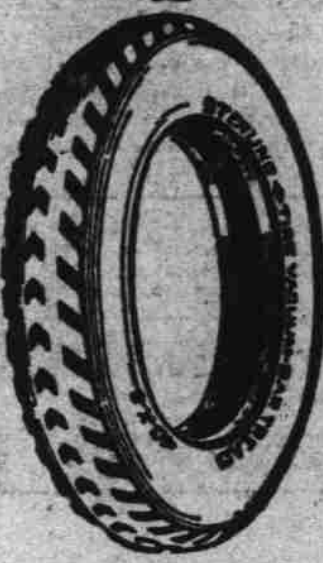
Cause of Misfiring Air leaks are a common cause of misfiring, though they are often overlooked. A worn valve guide allows enough air to be sucked in to the cylinder to cause misfiring, and it also permits oil to leak out. If oil is discovered leaking out it is fair to assume that ex-

cess air is being injected into the fuel charge. Rattle in Spring Clip A rattle in the spring clip may be cured by wrapping the lower part with tire tape, enough to prevent the movement that causes the rattle. The point

may be painted over to match the color of the spring so as not to make an unsightly mark on the vehicle. "You say you're my friend?" "You bet. Want to borrow some money?" "I should say not. Split the contents of your gas tank with me."

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