

PORTLAND, OREGON, SUNDAY MORNING, NOVEMBER 21, 1920.

Police to Enforce Traffic Ordinance for Motorists

'DON'T CARE,' CAUSES MOST TRAFFIC JAMS

Utter Indifference, Carelessness and Ignorance Conspicuous Faults of Motorists and Pedestrians in Crowded Streets.

By Frank A. Clarvoe
If the average motorist and pedestrian would exercise half the courtesy in the midst of street traffic that they display on the dance floor, there would be fewer accidents, fewer killed, fewer hurt and lower yearly totals in repair bills. Courtesy and common sense are two requisites both for operating a motor car and for a person on foot. The driver has to have them already in his make-up, he has to cultivate them, or else he has to have them hammered into him by fellow motorists or by the men of the police force.

Indifference, carelessness and ignorance are causes for traffic jams, for bent fenders, for frayed tempers and for fines in municipal court or elsewhere. The city of Portland has a traffic ordinance written in excellent English, easily understandable by the rank and file of men and women driving cars. Yet it is safe to say that not one motorist in 20, and not one pedestrian in 100, knows the provisions with any degree of regularity. The great majority—motorist or pedestrian—simply do not know, the smaller majority don't care, a whop. They are for themselves, first and last and all the time, breezing merrily through the streets as if they were the only ones within a mile. They get by, apparently, through special dispensations of Providence, though at times we have evidence of that beneficent Providence losing patience and withdrawing its guardianship.

HORSES DID THINKING

There are something like 30,000 automobiles being operated daily in Multnomah county, those coming at some part of the day onto the streets of Portland. Those streets are narrow, because the city fathers who platted the city copied after the plan of the city of New York city—lower Manhattan. Even during the horse and wagon days the streets failed to fill the bill. Though most horses and practically all mules have been taken off the streets, a team of horses did not have to be on his or her toes at all times. In a close place the horse probably did the bulk of the thinking and the driver the bulk of the praying. With automobiles this is not the case.

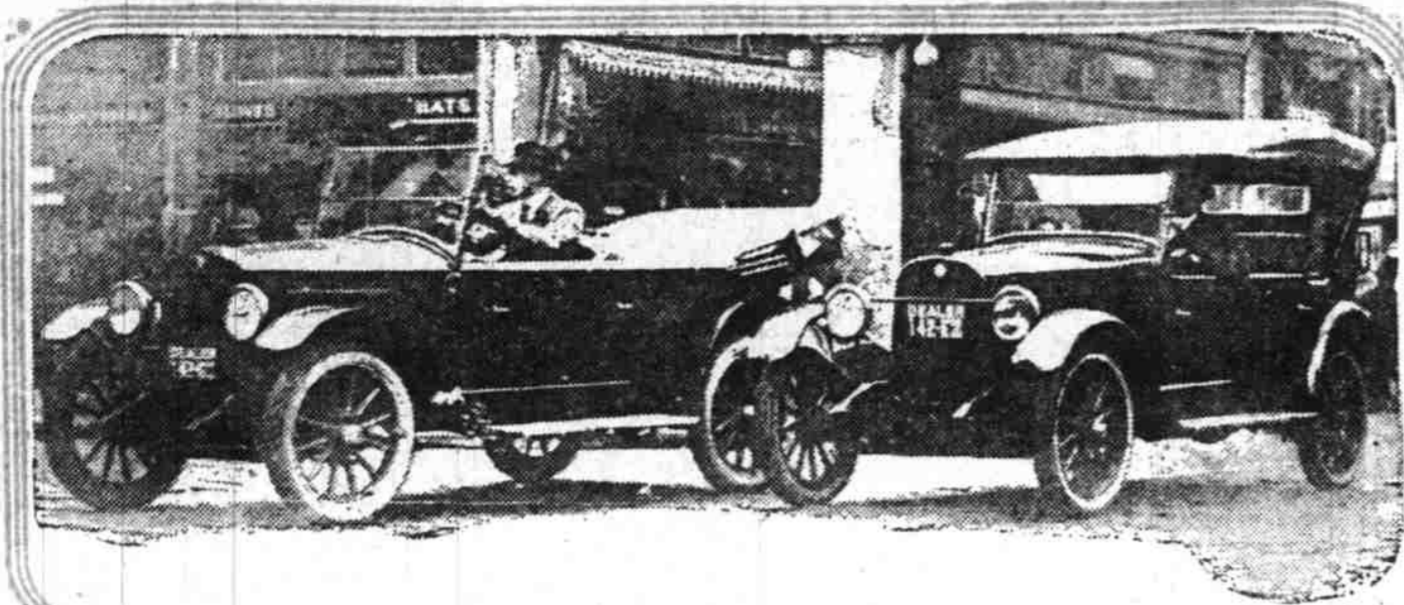
It may be possible eventually that motorists will handle their vehicles with the same care that the horse used to follow that the horse used to show, but there is evidence a-plenty that such a state of affairs has not become strikingly noticeable. With motor vehicles it is entirely up to the driver, and it is literally true that half the world—the motoring world—doesn't know one minute what the other half is going to do the next minute. That means that some drivers have to do all the thinking and trust to luck to guess what the other fellow is going to do. In the absence of a traffic officer, a good driver must be a seer, mindreader and prophet all rolled into one if the cars they drive are to return to the home garage with propriety the same paint they sported when first the bus rolled out. Many drivers confess to going through the streets with fear and trembling. Why? Because so many people are afflicted with selfishness to the nth degree.

AUTOMOBILE HERE TO STAY

There is one thing that people who drive cars and those who hope to drive cars must come to realize: The automobile has come to stay. It is the solution of the problem of individual transportation. It is a time saver and, there fore, a necessity, and it is economically the most efficient piece of machinery when correctly operated that the world has ever seen. People, the world, must have motor transportation. We have had it too long now to ever get along without it, and as time goes on there will be more and more cars running on the streets of the city. How are they going to do it?

There are two elements that govern sensible operation of traffic: One is the law, the other is the individual. The law takes the form of state laws and city ordinances executed in Portland

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Passing at intersections one bad practice.



This signal was given too late.

Ocean Route Found Best in Closing of Gap in Highway

Olympia, Nov. 20.—The ocean route was selected as being more feasible than the Christmas creek survey in closing the gap in the Olympic highway in Clallam county, at the joint meeting of the executive committee and peninsular legislators in the Chamber of Commerce Sunday afternoon. The meeting also decided to ask the next legislature for an appropriation to lay a temporary road on the permanent location. Frank H. Lamb of Hoquiam, president of the association, and H. B. Fritz of Olympia, secretary, together with the other members of the executive committee and interested legislators from the Olympic peninsula and Puget Sound, will confer with the state highway board and engineer in making an estimate of the cost of temporary and permanent construction.

Stolen Cars

The wave of crime upon which the Burglars' association rides seems to affect the pilfering of cars but little. Car thieves seem to have reformed and taken up second story work, or perhaps that form of livelihood is merely a sideline. At all events the list of stolen cars changes but slightly. The following motor vehicles are still wanted:

Dodge touring, 1920 model, Oregon license 37383, motor No. 193438.
Chevrolet touring, 1920 model, Oregon license 41224, motor No. 4584809.
Dodge touring, 1920 model, Oregon license 94326, motor No. 531158.
Dodge touring, 1920 model, Oregon license 72069, motor No. 194527.
Dodge touring, 1920 model, Oregon license 93798, motor No. 528889.
Dodge touring, 1920 model, Oregon license 82998, motor No. 509486.
Dodge touring, 1920 model, Oregon license 87495, motor No. 521139.
Dodge touring, 1920 model, Washington license 111682, motor No. 504021.
Dodge touring, 1916 model, Oregon license 31678, motor No. 39905.
Ford touring, 1920 model, Washington license 41224, motor No. 4584809.
Ford touring, 1920 model, Oregon license 90217, motor No. 4023167.
Ford touring, 1916 model, Oregon license 21513, motor No. 194527.
Ford touring, 1917 model, Oregon license 72069, motor No. 194527.
Ford coupe, 1920 model, Oregon license 95823, motor No. 4047638.
Ford touring, 1920 model, Oregon license 72135, motor No. 392048.
Ford truck, 1918 model, Oregon license 64904, motor No. 14444.
Ford roadster, 1919 model, Oregon license 15737, motor No. 3219614.
Ford touring, 1920 model, Oregon license 20146, motor No. 3042786.
Marvell touring, 1918 model, tags missing, motor No. 227841.
Dodge touring, 1918 model, Oregon license 11078, motor No. 140941.
Overland touring, 1918 model, Oregon license 47785, motor No. 1919.
Standard 8 touring, 1920 model, Oregon license 53177, motor No. 1931.
Hedberg touring, 1919 model, Oregon license H-05, motor No. L19A22401.
Harley-Davidson motorcycle, 1918 model, Oregon license H-05, motor No. L18T1294.
Harley-Davidson motorcycle, 1920 model, Oregon license AB-3, motor No. L20T13384.

Change in Route of Highway to Allow Better View Likely

Yakima, Nov. 20.—A movement is on foot to have the legislature this winter change the route of McClellan pass highway, taking it over the mountain and into Rainier national park by way of Carleton pass instead of Chinook pass, as it is now mapped.

The present route up American river and over Chinook pass takes the traveler through deep timber all the way and allows no view of the snow-capped mountain until the lower levels on the other side are reached. The proposed route would leave the American river at the mouth of Bumping river, going up the Bumping river and crossing the divide by Carleton pass.

Miners and others familiar with this route say that the legislature this winter pass to the mouth of White river would give tourists a magnificent view of the mountain all the way, and as the purpose of the road is to open up the park for tourists it is thought the change should be made.

Brake Service Is Instituted; City Recognition Aim

The Brake & Greasing Service station has been started at 513 Alder street under the management of E. E. Campbell, who expects to conduct a brake inspection service with the privilege of furnishing motorists with brake inspection certificates under the official oath of City Commissioner Mann. Campbell has had 15 years' experience in the automobile business, his most recent connection in Portland having been with the Twin States Motor Car company, Chandler distributor.

Through the office of Commissioner Mann, Campbell, who is interested in the city's effort to keep tab on the way motorists take care of their brakes, is arranging to be designated one of the municipally recognized stations for brake repair and service. It is said that certificates of this sort will come to bear weight in court should action follow street accidents involving supposed lack of control on the part of the driver.

AUTOMOTIVE TRADE NAMES WEAVER AS HEAD WEDNESDAY

Meeting Also Considers New Articles and Change of Name and Listens to Annual Reports.

C. L. Weaver rode to victory as president of the Portland Automotive Trades association last Wednesday night over a field of three competitors, an election of unusual peppiness characterizing the beginning of a new year of work for the association. The evening's feature was the transaction of the business of two meetings, a special meeting to consider new articles of incorporation and change of name, and the regular convocation invited to elect officers and listen to annual reports.

From an attendance standpoint the meeting was one of the best the association has staged during the past year. The members in attendance fell in with the spirit of the two-meeting idea, and brevity marked the disposition of business at both sessions. Campaign speeches, yielding nominations with grace and offering retirement in favor of an opponent, were many and varied, the early part of the evening taking the form of a convention of motorists, with bouquets flying hither and yon.

Axel Kildahl won out for the post of first vice president, Edward Burke was elected second vice president, and L. L. Blumenthal will fill the chair of third vice president. For secretary, R. H. Cross showed the best pull, while Don Bates was chosen treasurer. On the executive board, C. V. Conant and R. D. O'Brien were chosen for two-year terms, and in the departmental vice president race, J. W. Van Matre was chosen to head the committee on battery and electrical shops, E. N. Donaldson will handle garages; V. C. Uden, machine and repair shops; L. M. Harper, tire repair shops; and J. W. Matre, electrical shops.

The grill from the oil works up into the cylinders, scoring the cylinder walls and causing piston rings to stick. A piston slap will result from this gritty inroad, and when the rings no longer are serviceable, oil will work up into the explosion chamber and form carbon.

POWER IS DESTROYED

This substance is the destroyer of all power and is the motorist's worst enemy.

It gets under the valves, pits and forces them to remain open when to give the greatest amount of power they should seat snugly. When valves do not seat snugly when the springs bring the stem downward, loss of gas and compression results, and your power flies out the exhaust pipe. Tracing power from the oil intake to the exhaust pipe is a regular trail for following that precious element. When the motor gets in this condition the only thing is to pay for a costly overhauling of the whole power plant.

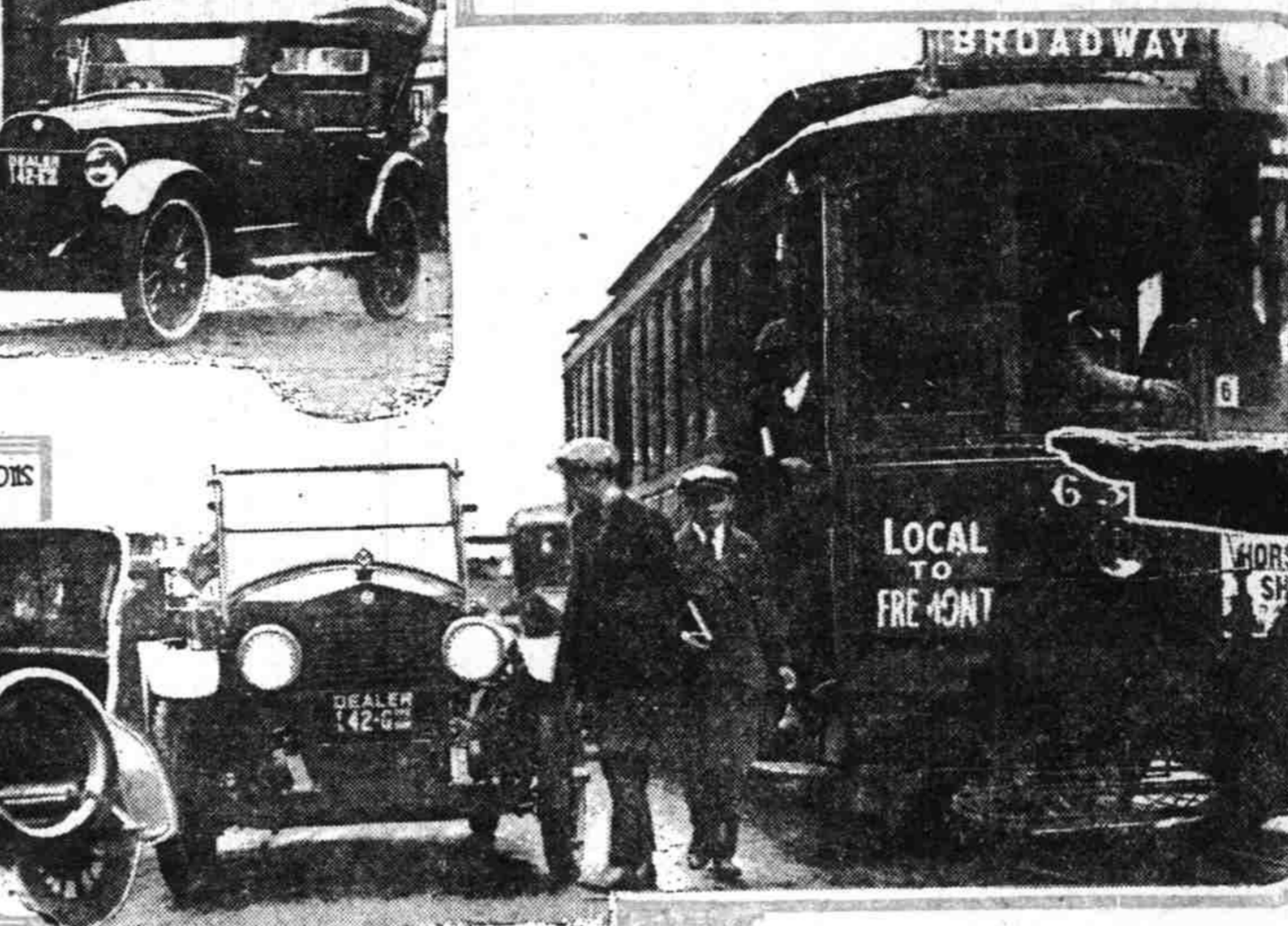
People as a rule wait until they are rather sick before they go to a doctor. They fail to take preventative measures for the health of their bodies, and they do the same thing with their motor cars. But for those who would rather do a little city work, this procedure may be of some use; to change the oil in the crank case, take out the plug and drain out the oil.

FLUSHING PROCESS

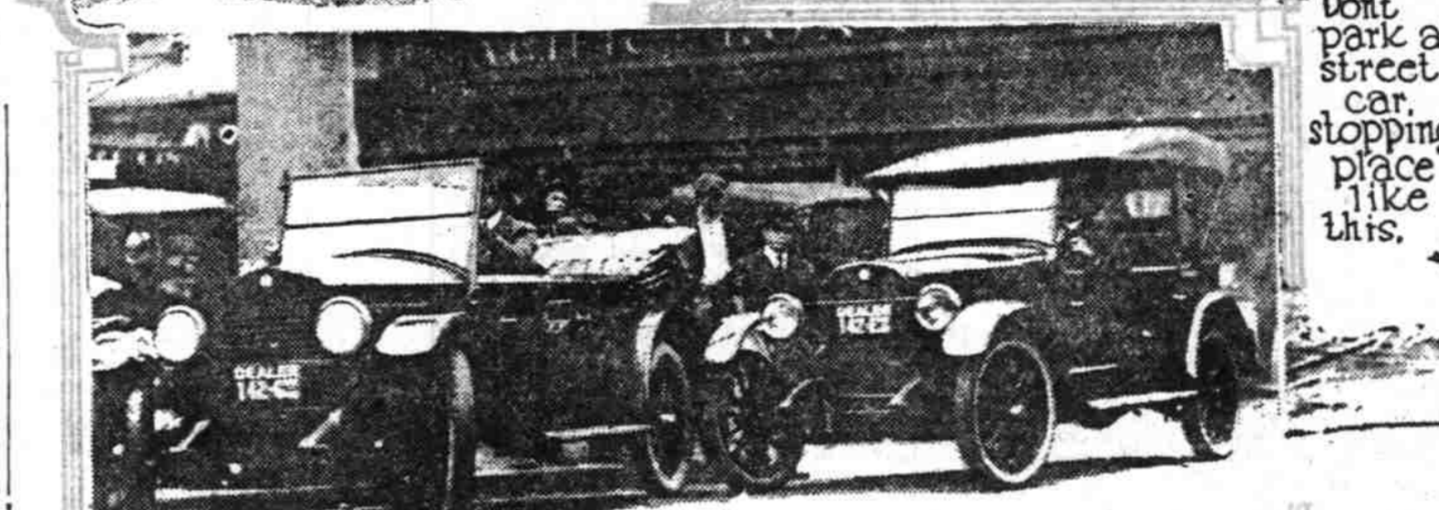
After the flow ceases, screw the plug back in and fill the crank case with kerosene. Usually about a gallon of kerosene or flushing oil is the amount required. Run the motor briskly for a few minutes to give the kerosene or flushing oil a chance to thoroughly clean all oil pipes and bearings and carry away all waste matter in the motor. Then drain the motor again, and when kerosene or flushing oil ceases to flow, put back the plug and refill with fresh motor oil. Do this every 1500 miles at the most.

When a motorist remarks that his car is fast nearing the junk heap while that of his friend across the street, who bought his car at the same time and who has driven it no further than he himself has gone, nine times out of ten his lack of success in obtaining power is due to the fact that he is neglecting his lubrication system. When the oil pump is not working up to pressure, get busy with your crank case oil.

George Adams and Jake Smith, of C. L. Boss Automobile Company illustrate with Essex Four and Chalmers Six, some common traffic violations.



Don't park at street stopping place like this.



Cutting out without warning leads to accidents.

Lubrication Important Feature Power Loss Can Be Saved

By Mike De Cicco
What is power? When a motorist says his car has lots of power, what does he mean? Whether that motorist knows or not, technically, power is the most essential element of successful motor operation. Without power the real pleasure and joy of motoring, the real economy of operating an automobile, is lost, unknowingly discarded, and constant worry and a continual shifting of gears at the slightest provocation is the result.

The majority of motor car owners do not know that their lubrication system is at the bottom of loss of power. They try to account for a lack of "pep" in the car, but seldom think of testing it out for faulty "circulation."

OIL LOSES VISCOSITY

After a machine travels 1000 to 1500 miles, lubricating oil loses its viscosity, its flowing power; it thickens, becomes gritty from waste matter thrown off by the engine parts and from dust and grit entering the crank case in many ways, and all value as a lubricant is lost. This kind of oil, if not removed, is the substance that finally sends the car to the repair man. If the oil is not changed it clogs up the oil pipes which take the precious lubricant to the bearing, and may cause costly bearings to "burn up" or to so affect them as to get what we call a "knock."

The grit from the oil works up into the cylinders, scoring the cylinder walls and causing piston rings to stick. A piston slap will result from this gritty inroad, and when the rings no longer are serviceable, oil will work up into the explosion chamber and form carbon.

Trans-Atlantic Air Service Plan May Be Put Into Effect

Chief Engineer Pratt of the Vickers aircraft department recently described a scheme for a system of trans-Atlantic air service, requiring three planes carrying 24 tons of passengers, mails and light freight on a trip requiring 50 to 60 hours, each plane making two crossings each week, according to London copyright cable to the New York Times. Capital of \$2,500,000 would provide, it is said, three planes at \$660,000 each, and would be sufficient to provide sheds, terminals, working capital and other necessities for successful airplane operation.

\$2,793,355 Total 1920 Receipts for Washington Autos

Olympia, Wash., Nov. 20.—Total receipts of the motor vehicle division of the secretary of state's office have reached \$2,793,353 since March 1, 1920, according to L. D. Conrad, superintendent of the division. This figure represents an increase of 20 per cent over the corresponding period of last year.

The number of licenses for private cars since March 1 has reached 140,906, for hire cars, 2921; stages, 832; trucks, 25,119; trailers, 956; exempta, 1574; original dealers, 1090; additional dealers, 2555; motorcycles, 4845, and transfers, 11,800.

COST OF HAULING WITH TRUCKS IS FOUND TO BE LOW

Difference in Cost Between Models Determined; County Fairs Report Growing Interest.

The average cost of hauling crops with trucks, including the driver's time at 50 cents an hour, was found during the past harvest season to be about 50 cents per ton mile with half-ton model trucks, 34 cents per ton mile with three-quarter ton models, 25 cents with the one-ton, 24 cents with the 1½-ton, and 18 cents with 2-ton models.

The difference in expense between trucks and horse drawn vehicles was large enough to show decided economy in the use of motor equipment.

According to reports that have been received from the agricultural and livestock fairs that have been held this fall in various parts of the state, unusual interest was shown by those attending in the remarkable progress that has been made toward labor saving through the use of mechanical equipment. At practically all the fairs there were exhibited automobiles, tractors and trucks. According to F. C. Atwell, manager of the Mack-International Motor Truck corporation in Portland, the motor truck has established its value on the farm, and there will be an increasing demand for trucks from all parts of the state beginning with the advent of spring.

The department of agriculture of the United States recently made public a report on its survey which had to do with the compilation of data relative to the use of motor trucks on the farms of this country. The most conclusive evidence set forth by this report was that there is a tendency on the part of the farmers to employ trucks of larger capacity because of the reduction in hauling costs incident thereto.

Atwell presents the following summary of the report from the department of agriculture:

"The average life of the trucks is between six and seven years, and in most cases depreciation is the largest single item of expense in connection with their operation."

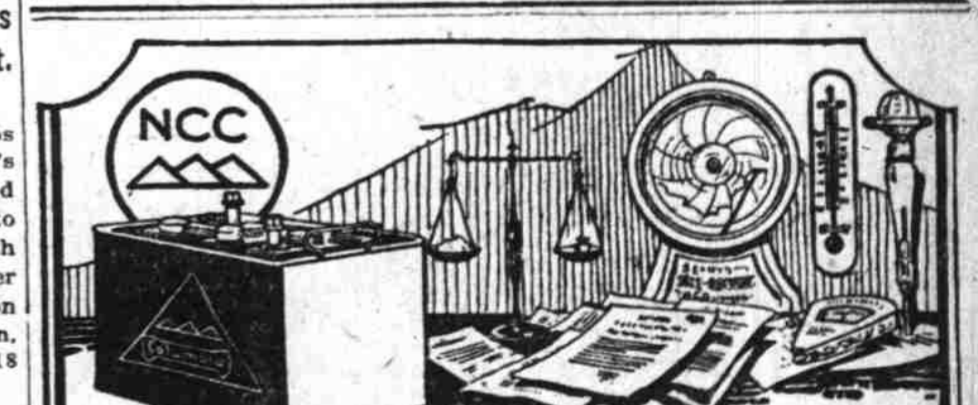
"Most owners of one half and three quarter ton trucks prefer pneumatic tires. Owners of one ton trucks are about equally divided in their preference, and most owners of trucks larger than one ton prefer solid tires."

"Over two thirds of the trucks had not been out of commission when needed for a single day during the year covered by the report, and nearly the same proportion of owners reported they had not lost any appreciable time on account of motor and tire trouble when using their trucks."

Ford Plants Save On Fuel Shipment

During September and October the Ford blast furnaces, Detroit, Mich., shipped to the Ford assembling plant at Cadiz, Spain, 20,000 gallons of benzol. At present gasoline in Spain is selling at 90 cents per gallon. Benzol is being shipped there at a maximum cost of 45c per gallon. This not only means a 50 per cent saving in cost, but also a large saving in time and inconvenience in procuring gasoline, as Spain is experiencing an unusual shortage of motor fuels.

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PROVED

COLUMBIA Storage Batteries were proved at the factory first, and approved by motorists later. So hearty has been the endorsement of users, the demand for Columbia Storage Batteries greatly exceeds the supply.

The efficiency of the Columbia Storage Battery is not based on a single outstanding feature. Every part of the battery is equally important; and Columbia Storage Batteries are designed and built so that each part functions harmoniously with another. That's why Columbia Storage Batteries give such good service for so long a time.

Before you install a new battery, let us see if your old one is worth repairing. Our service may save you money.

Columbia Storage Battery Co.

Park and Couch Streets
Phone Broadway 546
H. M. Nisbet, Mgr.

Columbia Storage Batteries

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