

DUTCH SET STYLE IN GARAGES; CAR HAS COMPARTMENT

Apartment Has Spacious Show-room and Machines Each Have Home; Conveniences Included.

Not content with having set the style for centuries in plan and upkeep for the kitchen, the Dutch seem now to be about to set the style in garages as well.

"Conceive of an attractive apartment house with a handsome show-room on the street floor, and one will appreciate the setting in which a most unusual service station and garage is operated in the Hague," said Th. van der Stempel of the firm of Naam Venn Hamlin of that city, recently upon reaching the United States for the purpose of studying the Dutch methods for service and our way of handling automotive affairs. Van der Stempel goes on to describe the Dutch method:

"Between the show windows is a driveway that leads to a spacious paved court yard. This is directly in the rear of the show rooms and comprises a remarkable arrangement of more than 40 easily accessible fireproof garages, constructed of brick, each separated from its neighbor by concrete walls. Every owner has his individual key that unlocks a small compartment in front from which is released a handle that very easily rolls up a fireproof steel shutter giving full width opening to the garage. Each garage contains two lockers, a specially made tire rack and a table. Besides a skylight, they have electricity and are steam heated. "There is a water faucet at every second garage door. The monthly rental of these garages is 40 guilders, equivalent to about \$13 in United States gold, which is guaranteed at least one washing of the car a week and twice when time permits.

"In the main building there are lounging rooms for customers, as well as several rooms for the comfort of chauffeurs. Above the show rooms are apartments. The cool and dark basement of the main building is used for tire storage, unique racks being employed, over each of which is a small shelf for boxes of inner tubes that properly belong on that particular rack."

Tail Light Law Is Founded on Bible, Judge Explains

Morgantown, W. Va., Nov. 20.—(I. N. S.)—Mayor William H. Gilmore of this city announces that he has founded on the Bible is good enough for him. A local man charged with not having the tail light burning on his automobile was arraigned before the mayor and fined \$2. The accused protested and said it was a poor law under which he was fined and he did not think it would hold water in court.

The mayor responded that any law founded on the Bible was good enough for him. The defendant said he could not see where the tail light of an automobile had anything to do with the Bible. The mayor looked pityingly at the accused. "Do you remember," he remarked, "that story about the ten virgins, five of whom had lights and five of whom did not? Well, if you do, you will remember that the Lord wouldn't have anything to do with the five without lights, and neither will this court."

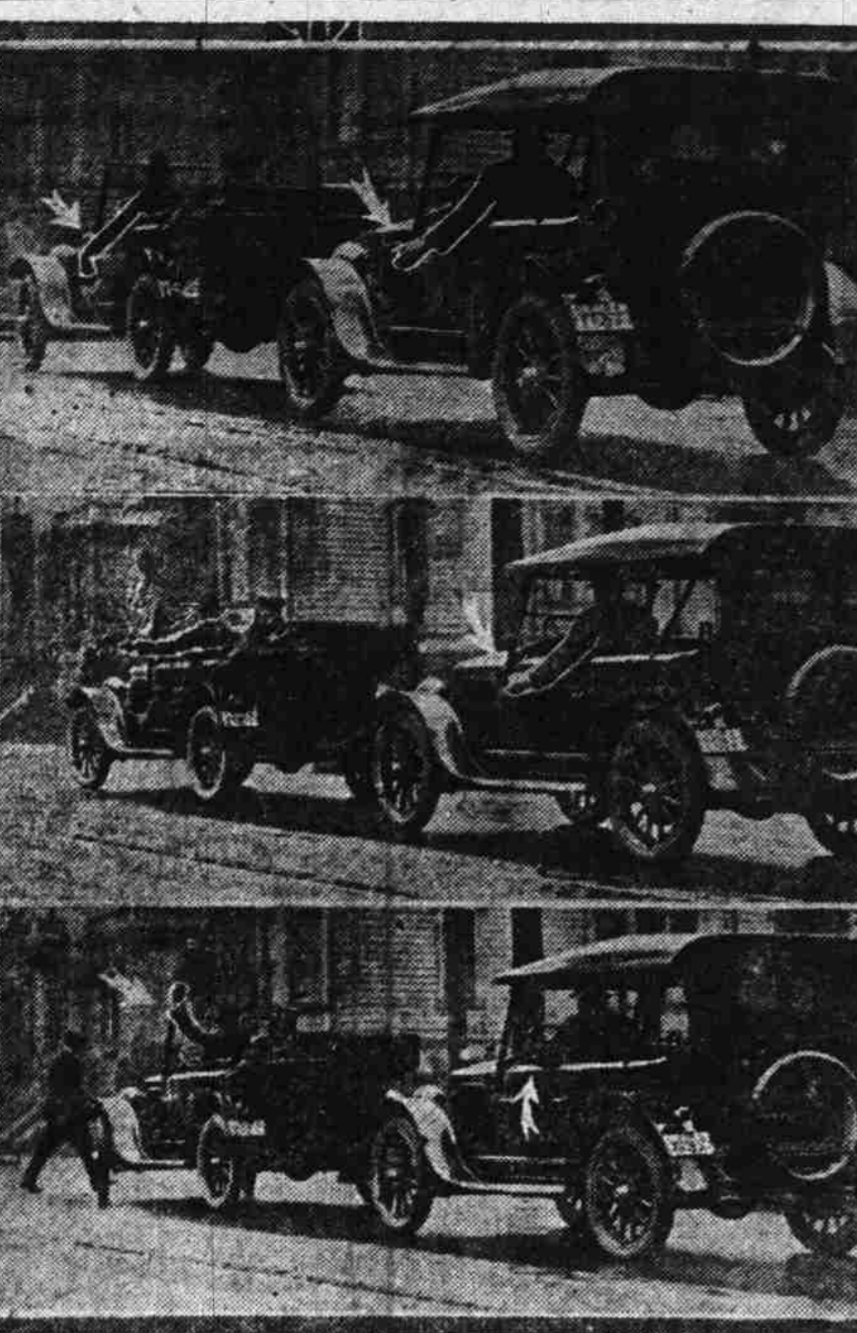
Highway Commission Lets Contract for Tire and Tube Supply

Fletcher & James company, Oregon distributors for Oldfield tires and tubes, was awarded contracts by the state highway commission over eight other bidders last week to supply that body's tire and tube needs for the coming year.

FEDERAL
Built for Better Business—
Another FEDERAL
Wm. L. Hughson
80 North Broadway, at Davis
Phone Bdwj. 321

GMC TRUCKS
GENERAL MOTORS COMPANY
Sherman Transfer Company
ASTORIA
Has Just Added Another
GMC Truck
TO ITS FLEET
Another Truck Owner is Convinced of GMC Quality
Wentworth-Irwin, Inc.
Second St., Cor. Taylor, Portland, Oregon

ARM SIGNALS DEMONSTRATED



The police are enforcing these arm signals, as shown above by two Essex cars, loaned to the police department for the purpose of showing traffic violations, by the C. L. Boss Automobile company. The top view shows the car in front giving the stop signal, with the car following repeating the sign. Middle—The turn to the left on left hand drive cars, where a machine following directly behind must slow down, consequently causing the driver to give the "slow" signal. At the bottom George Adams is illustrating the "turn to the right" signal for left hand drive cars, and the follow-up car, not necessarily having to slow down for this maneuver, is preparing to go on its way without deceleration.

MOTOR TRUCK IS ESSENTIAL

That the motor truck is an indispensable necessity in our modern commercial and industrial life is an established fact. But just what part it plays is not clearly known. Therefore the table published below, which was printed in the report of the National Automobile Chamber of Commerce from figures compiled by The Power Wagon reference book, will be of interest:

Industry	Number of Companies	Using Motor Trucks	Value of Motor Trucks	Value of Motor
Apparel	39,775	608	1,924	\$ 3,848,000
Baking	23,941	1,802	4,537	9,114,000
Barrel and box	4,123	243	8,673	17,346,000
Bottling	4,780	2,478	8,673	30,355,000
Building	41,859	2,109	4,218	15,352,000
Building material	2,335	1,059	2,118	8,512,000
Central station	4,980	452	3,876	11,925,000
Coal	23,906	2,539	7,223	20,983,000
Dairy	6,751	1,216	2,876	5,949,000
Food	12,202	1,202	7,875	19,687,000
Fertilizer and chemical	2,442	415	832	2,646,000
Express	17,935	733	2,653	7,959,000
Farming	7,248,244	23,180	26,432	66,032,000
Pipe protection	7,864	2,776	9,707	48,535,000
Floral	21,044	2,095	4,134	15,898,000
Furniture	1,783	350	2,132	9,408,000
Gas	173,048	3,114	6,224	15,681,000
Hardware	33,860	1,642	2,279	4,558,000
Iron	8,995	977	1,845	5,535,000
Lumber	1,203	758	1,510	4,789,000
Laundry	9,645	1,438	2,114	4,885,200
Leather	4,822	422	1,024	4,082,000
Machinery	2,233	1,384	2,243	6,729,000
Meat	56,257	1,067	3,089	11,967,000
Milling	70,843	1,84	3,172	3,164,000
Municipal	14,186	963	3,683	11,049,000
Oil	4,023	1,408	3,634	15,450,000
Professional baggage	12,794	7,834	16,535	90,371,000
Street railway	799	237	925	2,775,000
Tea, coffee and spices	1,426	274	585	2,740,000
Textile	3,230	332	1,827	5,481,000
Telephone	2,885	397	544	1,632,000
Totals	7,552,677	68,504	149,180	\$417,858,700

The competition for this privilege was keen, several old firms in the territory submitting bids for shoe equipment. Just what the supply needed will be has not been estimated, but the determination of the state body to speed up their work with all equipment during the year just starting may mean substantial business for the Oldfield concern. The Fletcher & James partnership came into being last year for the purpose of handling the Oldfield tire when Barney first went into the business of building castings and tubes.

Many Delegates Are Expected at Meeting

Spokane, Wash., Nov. 20.—Two hundred delegates are expected at the annual meeting of the Eastern Washington Highway association, which will be held in Spokane about the middle of December, according to Frank W. Guilbert, president of the association.

HIGHWAY BOOSTED AT BANKS MEETING

Legislature and State Highway Board Will Be Appealed To to Provide Aid.

Banks, Nov. 20.—Monday night in Banks, 200 people—delegates and their wives—from Cedar Mill, North Plains, Banks, Manning, Buxton and Seaside gathered for the meeting of the Inland Loop Highway association. Portland citizens and organizations are interested in the proposed highway, and the Astoria Commercial club has endorsed the movement with a promise of aid.

An executive committee composed of Mrs. Weathered of Portland, Messrs. May and Reeves of Cedar Mill, Walters of North Plains, L. L. Crawford of Manning and Dr. Via of Banks will have charge of all work between now and the meeting date of the Oregon legislature. Two thousand people, mostly farmers, are depending on the legislature to aid in recommending that the highway commission designate this route as a state highway this winter.

As it is, it is a disgrace to Oregon that the best farm country of the state cannot get to market on account of mud, while scenic highways are pictured in every Sunday paper. Every wholesale house in Portland is solicited and expected to get behind this movement and urge their representatives to favor quick action, as the commercial men lose money every day they take a trip through the muddy stretch from Cedar Mill to Vernonia. Consequently the mail order houses of other states are getting the money. A delegation will attend the next meeting of the State Highway commission in Portland.

Rusty Clamp Will Cause Drive Grab

If the sliding member of the clutch is rusty it will give the effect of grabbing. The rusted portion will prevent the clutch's engaging gradually holding for a fraction of a second and thus forming a quick engagement. The operator often believes that the trouble is due to poor facing or worn engaging members.

OLDFIELD'S CIGAR IS NOT PRINCIPAL QUESTION IN RACE

Big Issue at Beverly Hills on Gobbler Day Is Whether Chevrolet Will Retain His Crown.

Beverly Hills Speedway, Los Angeles, Nov. 20.—Barney Oldfield, peer of them all, will bring his cigar to Beverly Hills for the Gobbler day speedfest, where he will pace the fiends around the bowl even as he did at Indianapolis and Tacoma. Fred Wagner, for many years as good a starter as Barney was a driver, has been roped in to do the flag waving for the boys.

But the main question is, not whether Barney will smoke more than one cigar during the race, nor whether Fred's arm is as supple as it used to be, but who is to cop the big check when the flag flips for the final lap of the racing season. Fans are looking for a lot of things to happen, and one expected ceremony of the lifting of the crown from the head of Gaston Chevrolet, where it has rested since Indianapolis, and the placing of the same diadem upon the brow of Tommy Milton, who has been the biggest consistent winner of the year. Gaston won the race at Indianapolis but has done nothing since. Tommy Milton, Fred Wagner, E. J. Murphy, and Eddie Hearne are the principal star drivers who have put their names on the dotted line, and when the entry list closes on Wednesday, it is discovered that the Deuserer team two Frontenacs, and six independents had lined up against the time the gong sounds at 10 o'clock.

Every car in the race will be able to do 100 miles an hour, and the track being a fast one, the time made by Jimmy Murphy for the Fresno race, when he carried around the bowl at a 116 m. p. m. clip, will be faded into the limbo of forgotten things. Every driver will have to step, and Ralph De Palma, who has completed about everything worth coping this year, except the big money at Indianapolis, looks as if he will bring his new car, a Cliff Durant idea, out into the open for a Durand-Belle team with his "Lil' White Baby" Revere, who ranks rather low among professional drivers, but who has given more consistently than any other in the race driver this past season, is 'arin' to go and is looked to place well up in the money.

There is one dark "horse" promised for the big meet, provided its construction can be brought to completion before the time for the final speed trials. It is the product of an old-time race driver, who has worked with cubic inch piston displacement, and is said to be one of the fastest looking combinations the game has seen. It may be that this economy car will give the old and young hands a tussle for the \$25,000 purse before the final flag flips. Secretary A. M. Young reports a record sale of seats at the speed race, with demand for seats in the neighborhood of 100,000, to be taxed to capacity. The chances for a thrilling go are brightening daily.

'DON'T CARE' CAUSES MOST TRAFFIC JAMS

(Continued From Page One)

through the police traffic department. The individual makes the form of the motor car and truck driver, and the pedestrian. Streetcars need not be brought into the controversy, because they operate along fixed lines and any motorist who gets into an argument with a streetcar gets the worst of it nine times out of ten, whether he is right or wrong. The motor car has practically the whole street, the streetcar has two rails.

BOTH ARE JUST ALIKE
Of the pedestrian and the motor car driver, neither has any right, either legal or moral, to go continually at variance to the good of the other. Between the motorist and the pedestrian there has been war ever since the motor car first motor car tooted its first sassy notice to the pedestrian to skeedaddle out of the way, and there will be friction between the two until the last pedestrian dies and the last motor car is sold for junk. A pedestrian is not necessarily a man who does not own a motor car. That used to be the correct way to draw the line.

There were people who owned automobiles and people who did not. Now people drive and walk as they see fit, and it is no longer a matter of wonder for a man to have a motor car. The pedestrian is the man on foot at certain time, and the motorist is the man at the wheel of an automobile at a certain time.

An illustration: A man will drive downtown, miss a pedestrian by two inches, through the fault of one or the other, will think harsh things about the pedestrian even as that pedestrian is thinking harsh things about him, will park his car and return to the garage where he grazed the pedestrian to be grazed in the same manner himself. If that man is human he will say the same things to the motorist of the second part as the pedestrian of the first part said to him. True? Certainly it is true. Again, a man will be guilty of a breach of traffic regulations and in doing so will fray the temper of a fellow motorist. Two minutes later his own temper will be frayed by another motorist doing exactly the same things of which he himself was previously guilty. Can you beat it? The motorist must have the instruction of the pedestrian, aided and abetted by the courtesy of the motorist public.

EDUCATION IS SOLUTION
What is the solution? Can we create a millennium overnight and make automobile driving and pedestrianism safe for the individual in either case? Not by a chance. We must have a target is going to do it? The motorist themselves in the first place, and the police force in the second place. The law of self-preservation will have to aid in the instruction of the pedestrian, aided and abetted by the courtesy of the motorist public. The traffic ordinance must be enforced to the letter. If every breach of that ordinance were a bullet, the original document would now be shot so full of holes it would look like a gasket.

WILL SPEED KING KEEP HIS RIGHT TO DIADEM?



Gaston Chevrolet

Will this great race driver's crown be lifted at Beverly Hills, and that before the speed diadem is firmly seated upon his head? Chevrolet broke all records at Indianapolis by driving the race for the winning end of the purse without a tire change. He has not been able to repeat since, and critics think some other driver will "cop" the final reward as king of speeders.

for a washout. How long then will it take to get at the bottom of the mix and find a way out? Just as long as motorists and pedestrians each continue to feel that he occupies the streets through divine right, and that no other mode of travel, or transportation, than his own has any rights he is bound to respect. Common sense must be taught or forced onto both motorist and pedestrian. Pedestrians must be forced to regard the seraphs at guarded crossings and milder to stop thinking about something 5000 miles away when she is negotiating a crossing on Broadway at Washington, or anywhere else. Pedestrians must stop darting across the streets between intersections, where the chance of our heirs collecting on our life insurance is far greater than at the intersection. The motorist should not be compelled to take all the bawling out when the pedestrian is at fault. On the other hand, arm signals must be obeyed and hugging the road must cease. Don't let us wait until the police take the matter into their own hands. Let's start using a few brains in getting about every day, whether it be on foot or behind the windshield of an automobile! Let's wake up!

Of the 36 automobile manufacturers to declare themselves on the price revision move, eight makes have been reduced, three advanced and 25 remain the same.

Secretary A. M. Young reports a record sale of seats at the speed race, with demand for seats in the neighborhood of 100,000, to be taxed to capacity. The chances for a thrilling go are brightening daily.

FELLOWS ALONG THE ROW

Paul A. Nygren, manager of the Willard service station at Roseburg, Or., was a Portland visitor last week at the local headquarters of Harper-Burg, Inc., Willard distributors.

Bruce Bailey, the Lochinvar who went out of the West to Eastern Oregon some time ago to handle the Stephens Six for Gene Hamilton in Pendleton, is back again with us on the Portland row.

Ray Albe, advertising man for Mitchell, Lewis & Staver company, was in Spokane the early part of last week, returning to Portland last Thursday. He reports things quiet in the Eastern Washington territory.

C. E. "Gene" Hamilton is in Eastern Oregon looking over the field for new prospects for the Stephens Six. He reports that with a hole knocked in the bottom of the wheat market buyers for automobiles are not found on every bush.

R. J. Kron of the Paige-Detroit Motor Car company, manufacturers of Paige Six automobiles, was a visitor at the Cook & Gill company headquarters last week. Kron is making a trip through the territory to enliven sales during the winter months.

J. Lemon, general partner in the Willamette Motors company, is smiling again on the row after a trip through the territory of Southern Oregon. He found business showing some signs of life with a few indications of better things in the future. Which is vague, when one comes to think of it.

F. K. Starbird, Firestone, Western sales manager with headquarters in Indianapolis by driving the race for the same company with his hat hanging in Frisco, were in the city last week, passing the time with Leland J. Sparks, local Firestone manager. They are making tours of the territory.

Jimmy Graham, formerly distributor for the Crow-Eikhart car, and, later, in the automobile business in Vancouver, Wash., is now with the Pepp Motor Car company as salesman for H. C. S. cars. Jim is looking forward to some pickings before the year gets much older.

H. H. Franklin, president of the Franklin Automobile company, Syracuse, N. Y., recently announced the appointment of A. G. Manney as director of distribution, a new post recently created within the Franklin organization to give closer attention to the needs of dealers and distributors throughout the United States.

J. E. Harley, manager of the sales department of the United States Insurance Sales company, returned last week from Seattle, where he has been conducting traffic investigations relative to the introduction of various safety devices for which his company is the distributor.

C. H. Williams of the Goodyear Tire & Rubber company, who passed through Portland recently on his way East from the Orient, left for Akron by way of Los Angeles, where Goodyear maintains a branch factory. Williams says the demand for tires in the Orient still continues good in spite of financial depression in many countries.

A. M. Colville, district factory representative for the Nurdyke & Marmon

ALBANY DEALER 'MAKES KILLING' AT BIG OPENING

Lee L. Gilbert, Elgin Six Agent at Salem, Proves He Is Right Sort as Entertainment Host.

Lee L. Gilbert, Elgin Six dealer at Salem, who was in Portland last week visiting the Weller Motor company, Elgin distributors, "killed" a big one at the time of the opening of his new salesroom at Albany. Gilbert doesn't tell it himself, but reports have it that invitations were sent to the Salem Cherrians to attend the opening of the new place and avail themselves of the Gilbert hospitality. The same report goes on to tell about how they did it.

Fully 70 Cherrians donned their white garb and with their wives motored to Albany to be at the killing. Salem, as far as Cherrians are concerned, represented a deserted appearance on the night of the feast in the Gilbert salesroom, which occupies considerable space next door to the Albany hotel, was crowded to capacity when the visitors arrived. A dinner was planned at the place, but when the Albany Hubbarians sensed the presence of the invading hosts a dinner was spread for them at the community club rooms. Later in the evening the bunch came on masse to the Elgin headquarters where an orchestra was engaged, and the evening and the floor were given over to dancing. Refreshments were served and the still small hours of the morning saw the return of the Cherrians to the Capital city.

The event was heralded as one of the social events of the week at the Hub city. In addition to Mayor Carl of Albany, who gave the welcoming address, fully 500 people took part in the affair, and other viewed the proceedings from the sidewalk, unable to obtain a foothold inside. Gilbert was at one time Elgin distributor in Portland, and a number of Portland people, to whom invitations had been sent, were present. The new salesroom boasts 7500 square feet of floor space over all, and contains beside the usual features a mezzanine floor and office space. Service departments have been arranged, and rest rooms for customers. It is said to be one of the most completely appointed automobile places in the territory outside of Portland.

Motor Show Will Be Held in Delhi

A motor show will be held in Delhi in February of next year under the auspices of the local Motor Trade association. It will be open only to those firms in India which are agents or recognized subagents for motor vehicles, cycles and accessories. A motor gymkhana will be held in connection with the show, in which there will be competitions for private owners as well as for dealers.

Ford
THE UNIVERSAL CAR.
Why has the sale of the Ford Sedan and the Ford Coupe increased 1500% in Oregon the past year?
That means fifteen times as many Ford Sedans and Coupes purchased every month of 1920 as during the corresponding months of last year. You see them everywhere now.
It simply means that Oregon drivers have decided to be comfortable in future. Just as much air from outside as wanted—and no more. Just as much warmth from inside as needed—and no more. Always a clear vision in all directions—safe to drive anywhere.
The new four-to-one gear in the Ford Sedan and Coupe takes it over mountain roads, forest paths or city streets, wherever you go in Oregon. It makes the Ford closed cars capable of going wherever touring cars can be driven.
All the sturdy dependability and economy of the Ford chassis and engine, and all the beauty and comfort of an electric, at a price you cannot resist.
Get your Ford Sedan now and drive all winter in real comfort.
New 1920 Prices 1914-1915 Prices
Chassis (starter \$70.00 additional) 395.00 440.00 (without starter)
Runabout (starter \$70.00 additional) 440.00 490.00 (without starter)
Touring (starter \$70.00 additional) 795.00 975.00 (without starter)
Sedan, with starter 745.00 975.00 (without starter)
Coupe, with starter 745.00 975.00 (without starter)
ALL ABOVE PRICES F. O. B. DETROIT
For Sale by the Following Authorized Ford Dealers
Francis Motor Car Co. Grand Avenue at Hawthorne
Wm. L. Hughson Co. Broadway at Davis
Palace Garage Co. 12th Street at Stark
Rushlight & Penney East Third at Broadway
Talbot & Casey, Inc. East Ankeny at Grand
Robinson-Smith Co. Sixth at Madison
"Every Oregon Driver Needs a Ford Sedan"