

Santa Claus wants Automotive Christmas

AUTOMOBILE AND ACCESSORY MARKET SWELLS LIST OF NEW CHRISTMAS GIFT SUGGESTIONS

For the Man and Woman Who Motor or Who Aspire to That Experience, Holiday Remembrances That Have to Do With the Car Are in Order.

By Frank A. Clarvoe

Say what one will, things automotive are looming up as excellent gifts with which to dispense the joys of Christmas, show one's love and devotion to friends and members of the family, and at the same time put the money where it will be enjoyed. Imagine an automotive Christmas, with all the gifts purchased smacking of a flavor of gasoline, figuratively speaking, of course, and aimed to cheer the tired chauffeur or smooth the line of dull care from the brow of the honest millionaire.

It would be quite simple to go about it. First there is the motor car itself. If there were sufficient funds in the family—stocking of the family bank, as the case might be, imagine the pleasure one's mother or wife would have when the pink ribbon was unwound and a shiny coupe or snappy chummy roadster would come forth, to be exclaimed over and all that sort of thing. Naturally, only the more wealthy could afford such a lasting token of affection. More conservative folks would have to hew closer to the line of their financial capabilities, their presents taking the form of various and sundry embellishments with which the modern motor car is frequently adorned.

Some people give sweaters or ear muffs, when there is apparently no reason for that sort of gift. But an automotive Christmas such articles would be more than welcome. Ear muffs are the very things with which to grip a grease cup when doing the monthly "turning down," and a sweater is the finest memento in the world to cover a shivering radiator. No need to substitute other bits of merchandise for sweaters and ear muffs. Some people give books. This year, Christmas 1920, is in fact a book year.

MANY SUBSTITUTES AVAILABLE

For an automotive Christmas, one could substitute a book of "Rules of the Road," a jazzy little treatise on "The Pedestrian and His Habits"; "What Traffic Cops Do During a Gasoline Shortage"; or some light little monograph on "Squeak Birds and How to Know Them." No library is complete without these volumes, which, if they have not as yet been printed, may in time find their way to the public, next Christmas perhaps.

But aside from books, one could think of a score of more substitutes which would be of inestimable value, in more ways than one, should the public mind turn seriously to a consideration of a gasoline Santa Claus.

WHY NOT CHANGE

Some men wake up to a snappy Yuletide to find a gayly bedecked bathrobe hanging from the foot of the bed or to spy a yellow smoking jacket protruding from the top of a sock pinned to the mantle. Why not a duster, gray in color even as the bathrobe, with high yellow stripes and something snappy in polka-dots? Or a suit of coveralls, fashioned of gray pongee with cunningly worked valve-stems on the collar, not to mention initials in pink silk on the pockets?

Sisal, forks, as gifts, are not confined to unimaginative people who take wedding invitations seriously, and are sometimes used to fill out a Christmas list. Why not a pearl-handled monkey wrench, a steel and nickel lug wrench with ebony handle, a real leather tool kit, an engraved jack, or a hand-carved

fire pump? Imagine the pleasure of a husband or father pulling a gold-plated valve-gauge from the toe of his hostess. Women, who in normal times have the utmost regard and affection for their husbands, frequently are inspired to give cigars and cigarettes, invariably picking the wrong brands. Why not divert this enthusiasm through safer channels, and, at an automotive Yuletide, take the money with which "The Weed" might have been purchased and procure an inner tube or two to lay by the fireplace or on the breakfast plate?

The Christmas cravat frequently leaves much to be desired, and sheels so spent might be utilized to put another tire cover in circulation, snappily engraved with the initials of the monogram of the donee.

LOTS OF OTHER THINGS

Santa Claus has in times past brought rugs to the house of some cheery family. Why not a set of seat covers? Considerable pleasure could be given with the presentation of a set of windshield wings or a radiator cover. A hood blanket is considered by many to be an appropriate gift. This could serve as a hammock for the baby in warm weather. Who could improve upon a basket lunch kit, with all the necessary and attendant utensils? When company is present in large quantities and no trip is planned, the knives and forks could be pressed into service to swell the supply of family silver. It may be quite the thing in society, some day, to serve mock picnic lunches in the boudoirs of the "400" while a storm rages without. A set would be handy should the craze strike us.

There are gifts innumerable. All one has to do is study the ways and habits of the intended victim, find out what he lacks that he should have, buy it, and give it to him Christmas morning. On the other hand, there are other ways in which one might express appreciation of friendship during the merry Yuletide. Suppose one has been in the habit of riding to work in the neighbor's car and has noticed a bad squeak in one of the rear springs. Call him up Christmas eve somewhat after this fashion:

"I say, John, Merry Christmas. By the way, that beastly squeak that has been bothering us for the past month, go down and have that spring fixed and charge it to me. It's my Christmas present."

JOHN WOULD BE DELIGHTED!

Or, perhaps, there has been a bad knock in the engine. Tell your friend to go down and have the blame thing looked into. The rain may have been leaking down your neck from a hole in

(Concluded on Page Two, Column One)



What to Do If She Stops Dead Probable Troubles Explained

By Mike De Cicco

When the motor of Mr. Motorist stops dead, with or without the occasional "rut! fut!" the first question he usually asks himself, either in plain or profane language, or both, is "How did it get that way?"

He may ask himself that, he may question his passengers, if any, or he may stop innocent passersby to get them into an argument. Sometimes he gets busy and finds the trouble, thus answering his own question; sometimes he gets some good passing Samaritan to come and see why the wheels won't go round. What every motorist should learn to do is diagnose his own car's ailments.

The gas line from the tank to the carburetor is one great trouble-maker. Dirt, water and rust from the tank walls get into this thin line and cause all kinds of worry before the actual trouble is discovered. When the motor stops from a stopped feed pipe, the only thing to do is to clean it out. But how? Suppose your engine quits with some funny sounds from the direction of the carburetor. First, see that there is gas in the tank, and if there is, your trouble is a dirty carburetor or a clogged gas line. Open the petcock at the bottom of the carburetor and see if gas is in the float chamber. No gas coming out? Well, disconnect the gas line leading to the carburetor and if gas comes out the trouble is a clogged screen just in front of the line connection. Here is where many gas lines become clogged. To clean strainer, unscrew plug and drop connection, remove dirt until flow is free and then make connection again. If then the gas does not flow, the trouble is farther back, probably in the screen right at the gas tank, near the water pocket. Clean this out by disconnecting. Considerable trouble can be eliminated by draining the tank occasionally through the petcock provided for that purpose, under the gas tank.

Joint Conference of Officials May Be Held Here Dec. 20

Salem, Dec. 18.—Approval of the suggestion offered by Secretary of State Kozer for a conference of state officials on motor vehicle registration and traffic problems, is expressed by J. Grant Hinkle, secretary of state for Washington, in a letter received by Kozer Wednesday. Hinkle suggests the meeting be held in Portland on December 20, 21 or 22. Secretary of State Jones of Idaho has already expressed his approval of the plan, suggesting Portland as the meeting place on December 21 or 22. The secretary of state for California is yet to be heard from before a definite date and meeting place is announced. Kozer's suggestion contemplated a conference of not only secretaries of state but of the heads of automobile departments and traffic officials.

SIX MORE MILLIONS AVAILABLE FOR ROAD BUILDING IN OREGON AS RESULT OF COURT DECISION

Highway Bond Issues of Six Counties Legalized by State Supreme Court in Decision of Momentous Significance to Road Building Campaign.

A recent decision of the state supreme court will add \$6,000,000 to the total available funds to be expended by counties in road improvement during the coming year. These additional funds are to be derived from bond issues which have been authorized by six counties and which were withheld by a former decision of the court declaring them to be invalid. On a rehearing of the case a majority of the court reversed the former opinion and decided that it was not necessary to enact further legislation to make effective the amendment to the constitution raising the limit of county indebtedness for roads from 2 to 6 per cent of the total assessed valuation of the county voted by popular vote in 1919.

The six counties affected by the decision of the supreme court and the amount of their respective bond issues are the following:

| | |
|-----------|-------------|
| County | Bond Issue |
| Lane | \$2,000,000 |
| Clackamas | 1,700,000 |
| Jackson | 1,493,000 |
| Yamhill | 500,000 |
| Crook | 420,000 |
| Total | \$6,233,000 |

PLANS DISARRANGED

To a certain extent this bond money was to be used by the counties in cooperation with the state highway department on the main highways, but in Lane and Clackamas counties it was chiefly to be applied to the county system of roads. The effect of the early decision of the supreme court invalidating the issues was to disarrange considerably plans for construction for 1920. Another element was the inability of the counties to dispose of bonds at par under the conditions of the money market.

Now that the bonds have been declared legal, it is presumed that the plans under which they were voted will be carried out next year. In Lane county the bulk of the issue is to be used in grading and macadamizing a county system of roads, articulating with the state system.

The Clackamas county issue provides for the general improvement of the county roads and the paving of certain sections. It also contained an appropriation of \$100,000 which was to be used in the construction of a new bridge across the Willamette river at Oregon City in cooperation with the state. Plans for this bridge have not been definitely

prepared. A tentative design for a concrete structure was drawn up by the state highway department which it was estimated would cost approximately \$450,000. Since the estimate was made there has developed a tendency to lower prices and it is possible that the cost could be materially reduced. As another alternative it is suggested that a cheaper type can be designed.

The first decision of the supreme court declaring the Clackamas county issue invalid resulted in considerable litigation regarding road money. On the theory that the decision was final the county passed another bond issue at the November election providing \$250,000 for the Oregon City bridge cooperation. This has now become invalid by reason of the fact that the issue would carry the indebtedness of the county beyond the 6 per cent limit. In addition to this a number of districts in the county have special taxes for road improvement under the impression that the \$1,700,000 bond issue was invalid. The situation may lead to a complete revision of county plans.

In Jackson county the bond issue is to be devoted mainly to a cooperation with the state and federal government in improving the Crater lake road. Yamhill county's issue is to pay for the grading of the Pacific highway.

The Crook county issue is to be devoted to the improvement of the road up Crooked river canyon and between Prineville and the Ochoco forest boundary. Motor vehicle shipments from factories during the month of August were reported to be the heaviest in the history of the industry.



Built to Extend the Fame of a Good Name

The Oldsmobile "4" is now ready for your inspection at our salesrooms. And it will pay you to approach this car with an open mind and to satisfy yourself as to its very apparent better value.

So firm are we in our conviction that this addition to the Oldsmobile line crowns every previous idea of moderate-priced four-cylinder value, that we prefer to leave the verdict to your personal inspection.

See this car. Observe its evident virtues of permanent style, sane design and sturdier construction. Note how it retains the same pleasing lines, the same close attention to body details that have always emphasized Oldsmobile beauty and comfort.

Ride in the car. Drive it yourself. Because when you actually drive the car yourself or ride in it you will appreciate these surface excellences as but outward signs of its unseen virtues.

In looking over the Oldsmobile "4" we purposely ask you to forget any preconceived standard you have had of value. Because we believe the Oldsmobile "4" is going to sweep aside every precedent of four cylinder goodness that you may have had of any car of like class.

We Will Stay Open Sunday and Evenings This Week So You Can See This Wonderful Oldsmobile

THE OLDSMOBILE CO. of Oregon

\$1445

F. Q. B. LANSING, MICH.

Have You Seen
JOHN A. WALTER
About That Partial
Payment Plan on
Falls Tires and
Evergreen Tubes?
JOHN A. WALTER
TIRE CO.
Stark St. Near 10th
BDVY. 1023

High Tire Tariff Halts Australia's Purchase of Autos
Australian motorists are chafing under the excessive cost of tires in that island continent and naturally wondering how soon a measure of relief will come to them.
The present 40 per cent general tariff on tires and tubes is held responsible for the registration of only 60,000 cars in Australia, where it is claimed there should be 200,000 cars, figuring the same per capita basis that prevails in England.
The trade holds that the high tariff now prevailing is having a blighting effect on the industry. President Duncan of the Motor Traders' association declares the protection which Australian tire makers have enjoyed for 20 years is no longer needed. He says tires cost 80 per cent more in Australia than in America.

170 Trees Planted On Pacific Highway
Centralia, Wash., Dec. 18.—At a meeting of the civic department of the Civic club, Mrs. G. L. Hoodless, reporting as chairman of the city beautiful committee, said more than 170 trees had been planted through the efforts of this committee along the Pacific highway between Centralia and Chehalis, the only strip of highway in Western Washington which has been beautified in this manner.

Myrtle Point Asks Overhead Crossing
Salem, Dec. 18.—The state highway department has filed with the public service commission an application covering the construction of a crossing over the tracks of the Southern Pacific company at Myrtle Creek.