

NEW STEAM CAR TO COST \$1000 TO BE MANUFACTURED

George A. Coats, Indiana Capitalist, Behind Endeavor; Origin of Car Is Interesting.

Indianapolis, Ind., March 12.—Rumors current at the New York and Chicago automobile shows that a new enterprise in steam motors was soon to be launched, have been definitely confirmed by George A. Coats, capitalist and representative of various steam interests, at 1213 Merchants Bank building.

Coats announces that he will manufacture and market a 5 passenger, 6 cylinder steam touring car of 110 inch wheel base, with electric starting and lighting, to retail at about \$1000. On the same chassis he will also build a commercial speed wagon for all light delivery purposes.

Although a comparatively young man, Coats has been identified with the automobile industry for considerable time as a field man and distributor of various makes of cars. Some years ago he acquired coal mines in Indiana, which have in a large measure furnished capital for his present enterprise.

The origin of the present enterprise is interesting. At the beginning of the war, the Norwegian government sent an engineer to America to study the development of internal combustion engines. He had completed his reports and was preparing to return home, when Coats met him. The inventor laid before Coats plans for steam on which he had been working for years. These plans so interested the Indianapolis man that he promptly employed the engineer and established him in an experimental shop with a free hand.

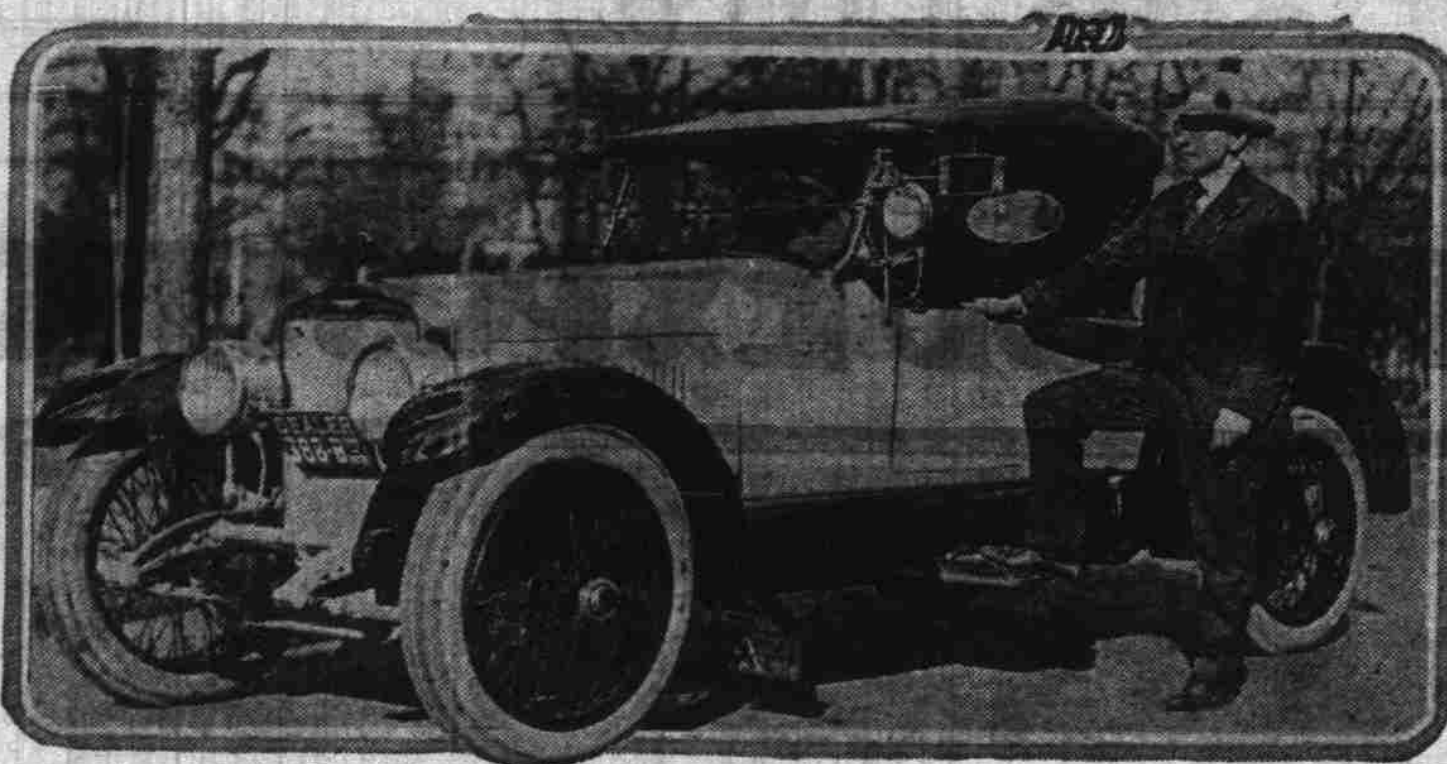
NEW LAW ADDS VERY LITTLE TO LICENSE FEE

(Continued From Page One)

cent and the Eastern Oregon farming interests and the coast fishing interests strenuously objected to any additional gasoline tax upon gasoline used elsewhere than on the highway. With the adoption and placing of the Roosevelt highway on the map some additional money was required during the next two years. There was, therefore, a demand in the legislature for a million or a million and half dollars more money than was coming in under the legislation law then in force.

In the automobile license fee controversy practically all of the session the Ford basis rate of \$15 was accepted as correct, determined by many comparisons, including horsepower value of the car, weight of the car, and the systems used in other states. The joint highway committee adopted the policy of fixing the license fees on the weight of the

CHANGES HIS OLD LOVE FOR NEW ONE



What could be more startling than George Adams selling anything but the cars he has been selling for so long? And whaddya know about his standing loyally beside this brand new H. C. S. Special, one of Dave Pepp's special pets? George, after many years with the C. L. Boss Automobile company, is now with the Pepp Motor Car company, distributors of Revere, Saw and H. C. S. cars.

car, the Ford basis being fixed at 1700 pounds.

ALL TAXES ABSORBED

The established policy of the state two years ago, re-enacted this year, was for the license fee to absorb all county, state and other taxes, wherein the cost of collection is minimized.

Many conferences were held, with the joint highway committee, the state highway commission, the Automobile Dealers' association, and their automotive industries legislative committee participating. The result was the amended Dennis schedule, now incorporated in the law. It is not effective until January 1, 1922. It should no longer be called a Dennis plan, but should be known as the 1921 session license schedule.

The amount of money to be derived from this passenger schedule will take care of all the money required, as indicated above, and from \$500,000 to \$750,000 in excess thereof. But with the Roosevelt highway on the map and authority given the highway commission to add other roads, this money will be badly needed and, no doubt, used.

COMPARISON IS MADE

Ten states, with Oregon, now absorb the ad valorem tax on automobiles. These states are: Delaware, Idaho, Iowa, New York, North Dakota, Oklahoma, Pennsylvania, Tennessee and Vermont. The comparison of the automobile license fees of the respective methods used in these states does not average lower than Oregon under the new schedule.

A comparison, therefore, with other states where the ad valorem tax is absorbed, might also include the relative taxes, which would be paid if we did not absorb the tax on the motor car. We have computed an extension showing the amount of ad valorem taxes calculated upon an average for five years, taking from an average of 86 counties in the state as to valuation. This system is calculated upon a basis of 85 per cent on the cost value for the first

year, 60 per cent for the second year, 40 per cent for the third year, 20 per cent for the fourth year, 20 per cent for the fifth, or an average of 41 per cent.

In studying ad valorem tax fees and the new license tax in the following columns, on cars taken at random, it must be borne in mind that in addition to the ad valorem tax levied on automobiles as personal property, there was added the regular license fee. In Washington, it will be recalled, the ad valorem tax was in force, with an additional flat license rate of \$5 per car. The new rate, therefore, if considered in combination with any flat license fee, will be found actually lower than fees would be under the ad valorem tax, plus the license fee.

COMPARISON OF TAXES

Make of car	Present price	Present license fee	New license fee
Alperton	\$1890	\$4.44	\$41.00
Briscoe	1495	3.64	28.00
Buick	2300	5.75	40.00
Cadillac	4225	10.56	55.00
Chevrolet	2850	7.12	40.00
Chrysler	2075	5.19	34.00
Cole	2250	5.62	34.00
Dodge	1495	3.64	28.00
Duesenberg	1295	3.24	28.00
Edsel	2095	5.24	34.00
Franklin	850	2.12	15.00
Hudson	2775	6.94	37.00
Hyundai	1875	4.69	28.00
Marmon	3500	8.75	55.00
Maxwell	1175	2.94	22.00
Michell	1875	4.69	28.00
Nash	1990	5.17	34.00
Overland	2475	6.34	37.00
Packard	2500	6.46	37.00
Pierce Arrow	3200	8.00	40.00
Reo	2175	5.69	34.00
Studebaker	2550	6.38	37.00
Stutz	4400	10.81	55.00
Vette	2600	6.51	47.00
Average car	\$2635	\$6.28	\$31.16

Airplane Picks Up Mechanic From Mulford's Machine

Establishing a new world's speed record for stock cars was not the only sensational feature of the recent performances of the Paige Daytona stock model on Ormond beach in Florida.

Under the pilotage of Ralph Mulford the Paige participated in a thrilling episode that a maker of movie melodrama would have been glad to film. Mulford drove the Paige down the beach at 90 miles an hour with an airplane skimming along just above the car. At the proper moment Mulford's mechanic was transferred from the speeding car to the soaring plane above, the stunt being performed without a mishap.

It was a few days later that Mulford established the new official world's stock car record for speed when he drove the Paige "6-66" Daytona model at the rate of 102.8 miles an hour.

ANOTHER FINE SITE FOR FAIR IS VIEWED

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the building of double tracks for streetcars, two-way streets for vehicular traffic and a raised walk for pedestrians. The estimated cost will be approximately \$2,550,000 and will require about two and one-half years to complete. With its completion, the tunnel will connect the valley as the crow flies with the center of Portland and will materially shorten the distance to the exposition grounds should the site be chosen in the valley.

Another thing to be considered, said Swenson, is the readiness with which building material can be brought to the site. Large quantities of timber are available for building, to be obtained from surrounding acreage and material taken from the hills themselves during the cutting of the tunnel could be utilized for street work, for building foundations and for other purposes in the actual construction of the grounds for the fair. Water can be obtained from a large spring high up in the hills, whose floods are now being diverted to the west of Canyon road, and there is a chance that a main carrying Bull Run water might be built through the tunnel for drinking and other purposes. For actual advertisement of the beauties of this part of Oregon and for allowing the visitor to obtain favorable impressions of the Northwest, the Tualatin site looks good. From Council Crest the visitor may cast his eyes southward over the vast spread of the exposition and turning the other way he can see Portland and the superb panoramas of the Columbia and Willamette rivers.

So much for the Beaverton site, so-called. Returning by way of the Canyon road, the Scripps-Booth scout car was turned into the Eastmoreland tract, which also has been proposed as an exposition site. There is sufficient acreage, there are car lines, and there are railroads which may be extended to tap the grounds and serve the vast throngs who would come here to view the electrical and highway displays.

Mexicans Will Hold Motor Exposition

Mexico City, March 12.—The Mexican automobile trade will hold the annual motor car and truck exhibition here the first week in April, under the auspices of the Automobile club. Gustavo Alana, secretary of the Automobile club, is arranging the details of the show and will probably manage the exhibition.

BRAKE INVENTION EMBODIED IN CAR BIG IMPROVEMENT

Hydraulically Operated Four-Wheel System in New Duesenberg Straight Eight Explained.

The development of automobile brakes has been one of the most important considerations of motor car engineers, who have carefully watched this part of the automobile for flaws and have wasted little time making necessary changes in design and method of application.

Realizing that brakes must be dependable to make a car dependable, construction experts almost every year announce some new thing found out about decelerative transmission from the brake pedal to the rear axle drums or to the drive shaft brake.

Many parts of the automobile are considered to be of paramount importance. But the brakes are most important of all. On the earliest cars a single transmission brake was used, but as chassis were lengthened and more powerful engines installed a set of two additional emergency brakes was mounted on the rear wheels.

The general adoption of an equalizer to distribute the braking strain evenly between the two wheels was a marked improvement. About this time most of the manufacturers abandoned the transmission brake in favor of a double set of rear wheel brakes—one set for service and the other for emergency.

For many years the only further improvements in brakes were minor refinements, such as larger drums, better lining and simpler linkage. The next noteworthy advance was the development of the hydraulically operated four-wheel system of service brakes designed for Fred S. Duesenberg, the racing car designer, and embodied in the new Duesenberg Straight Eight, a car with a single block engine comprising eight cylinders in a row, and manufactured by the Duesenberg Automobile & Motors Co., Inc., of Indianapolis, Ind.

These brakes are foot-actuated, in accordance with the regular practice, but the motion of the brake pedal, instead of being imparted to the brakes by a direct mechanical linkage, is transmitted by columns of oil under pressure. When the brake pedal is pressed down, oil is forced from the master cylinder through the pipe lines to all four brake cylinders, and the brake sectors are applied to the internal service of the brake drums with great force. As soon as the pressure on the brake pedal is released, the return springs withdraw the sectors from the drum. This hydraulic system for the transmission of brake actuating pressure not only does away with links and levers, but also equally distributes the braking work between the four wheels.

Czecho-Slovak Club To Hold Exhibition

Prague, Czecho-Slovakia, March 12.—The Czecho-Slovak Automobile club (Ceskoslovensky Klub Automobilistu) will hold its thirteenth international automobile exhibition during the week commencing May 25, 1921, in the Industrial Palace and other buildings at the exposition grounds. The exhibits are to include passenger automobiles, trucks, motor plows, tractors, motorcycles, as well as various implements and apparatus used in the production and the propulsion of vehicles of this class. Seventy-four automobile firms were represented at last year's exhibition, which drew a large number of visitors.

Work Is Commenced On Montesano Road

Montesano, March 12.—After two years of wrangling work has started on the improvement of the road from Montesano to the draw bridge on the Chelalis river. Bulkheads will be built this week and by next week the large dredge of the Grays Harbor port commission will come up the river to pump gravel on the

road at the rate of 8000 yards an hour. The new location follows the old road very closely and at no place is more than 30 feet west of the present survey. The road will be built up approximately three feet in order to make it passable during high water. Its width will be 24 feet.

French Plan First Woman Drivers' Race

Paris, March 12.—(I. N. S.)—For the first time in Europe an automobile race

reserved exclusively for women drivers is to be held on May 8. So far but one woman has sent in her engagement and she will drive a powerful French-made car. Competitors may either drive a car, motorcycle or side-car.



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32x3½	14.15	16.95	34x4½	24.65	25.65
31x4		17.85	35x4½	26.10	28.85
32x4	20.45		36x4½	26.65	29.95
33x4	20.65	21.95	35x5		35.85
34x4	21.65	23.50	37x5	33.95	36.85

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Size	Ribbed	Non-Skid	Size	Ribbed	Non-Skid
32x4	\$29.95	\$31.65	36x4½	\$36.65	\$39.85
33x4	32.65		38x5	41.95	43.85
32x4½		37.50	35x5	39.60	39.85
33x4½		40.65	37x5	43.85	47.65
34x4½	34.65	41.70			

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