

LOSS BY ROBBERY CAN BE REDUCED BY PRIVATE MARK

Police Captain Advises Motorist
to Be Able to Identify Cars
and Accessories Stolen.

Prevent loss by automobile thieves
by fooling them.

This the advice given to motorists by Captain Lewis, head of the automobile division of the Portland police force. It sounds rather paradoxical, for the average motorist is usually fooled by the thief running off with his car.

Captain Lewis, however, points out that by placing marks of identification on various parts of the car and on all of the accessories the loss by thieving can be materially reduced and the conviction of the bandits assured.

"Under the law, no thief can be convicted, even if he confesses, of stealing unless the owner of the property stolen can positively identify it," the captain said. "This may sound strange, but when one considers that often two articles identical in type may be claimed by no less than a dozen people who have had similar articles stolen, the difficulty can be understood."

"We have in many cases caught persons who know to be thieves, but have been unable to convict them because no one could properly identify the things stolen. Recently we caught a man who had stolen three tires of a well known make. We called in people whom we knew had lost such make of tires."

"Seven answered our call and only one man was able to positively state which tire was his. He had kept the serial number on the tire. Through his identification we were able to get a conviction of the thief. The others, some of whom undoubtedly had lost the very tires they examined at the station, were unable to identify them. We could not give them to the first comers, so the tires had to be held and later sold."

CASES ARE COMMON

Such cases, the captain said, were common, not only on tires and accessories, but automobiles as well.

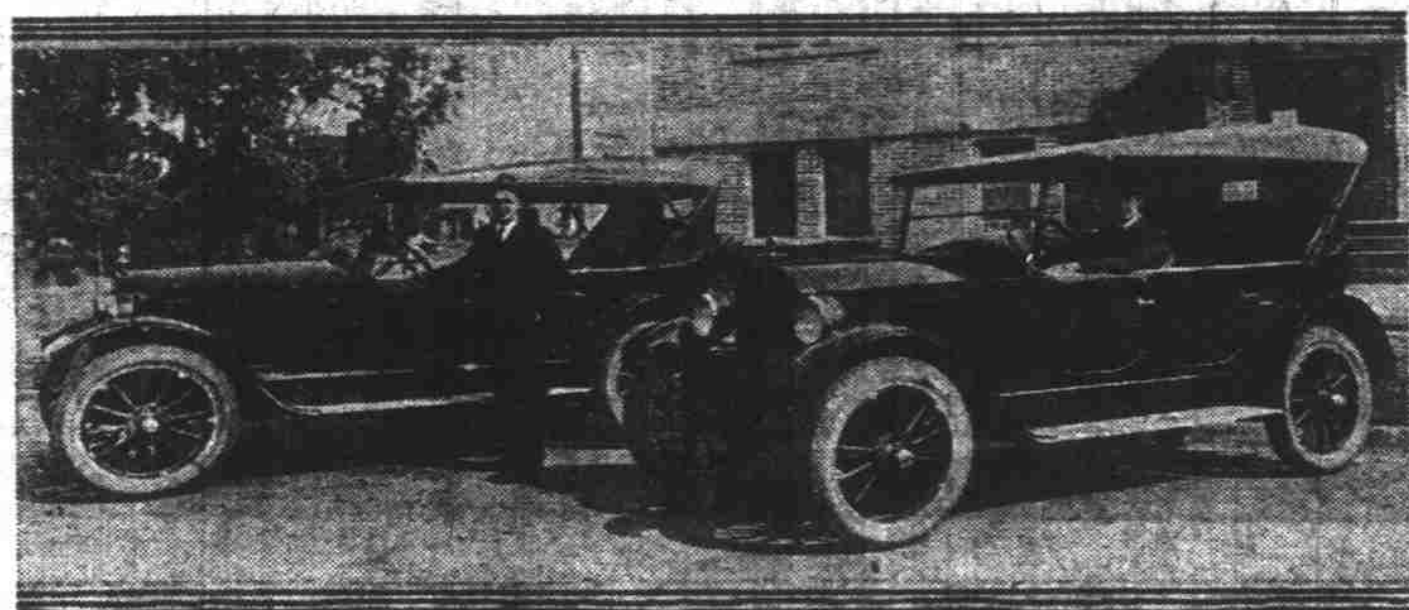
"When the motorist bandits set out to steal a car, he plans to turn it into money as soon as possible," Lewis said. "Naturally, he plans on stealing a car that he can sell easily, and these cars are the lower-priced cars."

"Our figures show that 90 per cent of the cars stolen are either Fords, Chevrolets or Dodges. The thief can sell them quickly for the simple reason that a small amount of money can be raised in a short time easier than a large sum. The bandit will stop some man on the street or some mere acquaintance and tell him he has a car that must be sold at once to raise money for debts or to send a dying uncle or some other pathetic reason. Some of these Americans described by P. T. Barnum proceed to buy the car without looking up the title."

SHOULD GET TITLE

"On every car purchased from anyone

REALTORS ADOPT THE GARDNER



The England-Miller company, realty dealers of Hillsboro, recently purchased two Gardners from Mitchell, Lewis & Staver, local distributors. The cars are shown at Hillsboro, ready to carry prospects to the various properties handled by the firm.

other than a well-known dealer the purchaser should demand and receive a clear title before he parts with his money. In case a car is stolen and is afterward identified by the real owner, the man who bought it from the thief loses everything put into it. He has no comeback."

To fool the thief and to be able to reclaim stolen articles, Captain Lewis advises placing private marks on the car or accessories and keeping a record of them. Then, in the event that the car is traced, the original owner has positive proof to show the authorities that the car recovered is his own.

"Why, not so long ago a prominent lawyer in this town had his Ford stolen," he continued. "We got the car and knew we had it, for the thief told us where he had taken it, and when the lawyer, however, could not identify the car. Nothing he could find on it was of such proof that it was his until he called his wife. She told him that in certain places on the top there were grease stains. She was right."

MARK AN AID

"Now, if that lawyer had taken the trouble to put marks in various parts of the car, he could have identified it himself. He was lucky in having an observing wife, for I know of some other people who were unable to reclaim their machine because they could not identify it."

"Such marks aid the police in tracing the stolen cars and accessories, too. Suppose that the thief had taken all the accessories off and placed them on another car, as is the common practice. Well, then the owner of the car has marks on the car itself, and if he is wise he has each piece of equipment marked."

"If people would only be able to identify their cars more easily, and to prove it, there would be less thieving, for no bandit is going to play the game if he can be sent to jail. He doesn't give a hoot, though, how many times he is arrested if he isn't given a jail sentence, and that cannot be done unless, as I have said, the owner of the car or accessories can positively identify his property."

RADIO SENDING TO BE FOR AUTOS

Telephonic Sending Apparatus
Is Tested for Use on
Machines While Touring.

Radio telephonic communication between motor cars on the road is being worked out by the Mitchell Motor company, Ray Albee of Mitchell, Lewis & Staver, local Mitchell distributors, said last week.

The scheme, Albee said, was being developed at Racine, where two cars equipped with sending sets were sent out on the road to make tests. This, he pointed out, will be a great aid to motorists on tours, especially when in company with another car.

"Starting out with a single car, equipped with three tube amplifying apparatus which gave street corner concerts and provided other forms of entertainment, the idea met with such instantaneous response that a second car was added recently," Albee said.

"C. R. Robinson, who was an expert radio operator during the war and who is in charge of the two Mitchell radio cars, conceived the idea of inter-car, wireless telephonic communication. By adding a microphone to each radio outfit he was able to build up individual sending stations, each able to transmit messages over a distance ranging from one to two miles. The apparatus is rugged enough, Robson declared, to withstand the hazards of all ordinary road travel and the occupants of the two cars are able to carry on an uninterrupted conversation within the distance limit."

"With the growing popularity of the motor caravan tour, made up sometimes of as many as 25 cars, the radio

telephone will serve to fill long felt need. It will be possible for a pilot car to lead the way, picking out good roads and warning of wayside dangers, telephoning the information back to the main body of cars."

"The wireless telephone will also prove a boon in conducting automobile driveway. With radio equipment in the pilot car communicating constantly with the rear car, it will be possible to keep a train intact without losing a driver by the wayside, as so frequently happens."

Durant Car Making Phenomenal Run in Test of Durability

The Durant Four durability car arrived at Fresno Wednesday, August 2, with a total mileage of 26,872 miles piled up during the past nine weeks of travel through the states of California, Oregon, Washington, Idaho, Montana and into British Columbia, according to information received by Ed Cooke of the Pacific Motor company, local Durant distributors.

The gasoline mileage for the entire trip has averaged 31 miles to the gallon, while the oil consumption has been unusually low for the varied climatic and road conditions. Between 300 and 400 miles to the quart has been the general average. The Fiat cars are performing wonderfully well.

After a few more trips through California, the Durant four durability car will be routed through Nevada, Arizona and Idaho and then again up into the great Northwest country. The sturdiness of the Durant Four has already been proven in the test to date, as the mileage equals easily three years of average driving by the ordinary car owner. The car will be run until 50,000 miles have been covered. In climbing hills the Durant Four durability car is attracting universal attention from owners of more costly and higher priced automobiles.

EASTERN EXPERT JOINS STAFF OF NEW TIRE PLANT

J. F. Cullen, Plant Engineer at
the Kelly-Springfield Plant,
Comes to Columbia Tire Co.

J. F. Cullen, formerly plant engineer of the \$12,000,000 plant of the Kelly-Springfield Tire company at Cumberland, Md., arrived Monday from the East to take position as plant engineer and master mechanic of the Columbia Tire corporation. Cullen started as a youngster with the Good-year Tire & Rubber company at Akron, Ohio, and joined the Kelly-Springfield organization 12 years ago when that concern was known as the Buckeye Rubber company and was operating on a maximum output of 500 tires per day. He helped to design the first cord tire ever put out by the Kelly plant and knows the tire building game from beginning to end.

He has seen many changes in tire manufacture during the past 12 years. Cullen stated in an interview Monday, "and one of the things I like about our organization here in Portland is that we will be able to build a perfect product from the beginning without experimentation. Every man in our organization here knows the business from the ground up. When we reflect that the rubber industry is one of secret methods and processes and that plans are departmentalized, with men working at top speed at particular tasks, it is not surprising that there are few men equipped with all round knowledge of the business."

Cullen is a man of small stature and retiring disposition, but when sounded on the tire industry he becomes at once enthusiastic. Few people realize that the United States produces the bulk of the tires of the world," he said, "and that in this country the business has grown in eight years from \$240,000,000 to almost \$1,250,000,000 annually. This means that practically every new plant in the country was built during the period of inflated prices for material and equipment. The plant of the Columbia Tire corporation is the first in the country to be built and equipped with modern technical equipment."

His machinery and equipment is the best and latest and we saved about 59 per cent of what it would have cost us 12 or 15 months ago."

"This is my first trip west of the Mississippi river and I am agreeably surprised at the favorable conditions under which workmen live on the Pacific coast. Our plant, which is now under construction, has been planned to carry out that same idea of comfort and convenience. The equable climate of Portland, free from extremes of heat or cold, is a valuable industrial asset. Temperatures as high as 104, experienced during several days this summer at the Cumberland plant of the Kelly-Springfield company, result inevitably in a falling off in production."

"A saving of about 30 per cent in rates for electrical power, compared with Akron, Ohio, is an important

consideration in favor of Portland as a center of the tire industry. An abundance of pure cold water pumped from our own wells is another valuable asset and will enable us to go through the cooling process after vulcanizing in about two thirds the time required at Akron, where water has to be taken from canals and filtered before it can be used. With an output of 500 tires and 500 tubes per day we will use about 500,000 gallons of water daily and this will give some idea of the volume of water required in Akron plants making as high as 25,000 tires per day."

The aim of the Columbia Tire corporation is to make the best tire possible to manufacture, Cullen stated, and savings in the cost of plant operation would enable the company to put a better quality of workmanship and material into its tires and still sell them at the same prices charged for other quality tires. The output of the plant would be about 6 per cent of the needs of the trade territory in the vicinity of Portland, according to Cullen, and plans of the company call for enlargement of the factory to meet increasing demand for its product.

Cullen was accompanied by three other former officials of the Kelly-Springfield plant at Cumberland, who with their families are making the trip overland by automobile. All of the group were associated with E. A. Wurzburg, president of the Columbia Tire corporation, during the two years in which he was employed as production engineer at the Akron plant of the Kelly-Springfield company. They are financially interested in the Portland enterprise and will make their homes here.

CENTRAL OREGON IS VACATIONISTS' MECCA

(Continued From Page One)

The other route is to follow the Columbia highway to a point west of Biggs, where the road to Wasco is indicated by well posted signboards. This road then goes down the high plateau through Moro, Grass Valley

and Kent, joining the other route at Shaniko.

Between the two routes there is at present little choice.

If you like deep canyons that rival Colorado, the Dufur route will appeal. After leaving Dufur the way lies through a piece of as rugged country as will be seen on the trip. A fairly gradual ascent leads to the highest point on the route. After passing through a gap in the top of the range, a magnificent panorama suddenly appears ahead and for miles the traveler can study this picturesque region in its wildest. Suddenly the road drops to lower levels, bringing a pretty drive through Tygh valley, only to begin another climb to the "flats" on the road beyond Maupio.

None of this road is bad. Parts are somewhat cut up and rocks offer a contrast to pavement, but in general the route is good, and in the shall of the country the average driver will never give a thought to the road under the wheel.

Once on the flats in the long run to Shaniko, the only worry will be the warmth to the man coming in from the shaded drives of western Oregon. Though flat, the drive can't help but appeal with the ever present vista of blue mountains miles and miles away and the great open country that can't help but instill visions of long ago.

Shaniko is a good place to stop and look over the car, test the tires and make ready for a little more strenuous work through the Antelope and Hay Creek canyons on the 70-mile run back to Madras. Through these canyons the traveler will be brought in contact with some of the newest work of the state highway commission. Miles of new grade take the place of the tortuous old trail, had its terrors in early days even for the intrepid stage driver of the times when Central Oregon knew nothing of trains and mile-a-minute motor cars.

This route was in former days one of the most famous stage runs in the West. Over it went every pound of freight for the important outposts of the pioneer country. Primitive and towns then of lesser importance. Along the old route great boulders just breaking through the surface of the road still show the grooves cut by the passing of countless steel-shod wagons,

predecessors of the rubber tired freighter.

The passage from Shaniko to Antelope is now, entirely over the new grade, a high gear road for some cars and a second gear climb for the rest. Down Hay creek the traveler has his best opportunity to compare the old with the new. While he is tracing the dipping, rising, bending way around the edges of the creek, he can look across to where the new route sweeps gracefully up along the faces of the jagged ridges and canyon walls.

Below the Hay Creek ranch he again travels on the new road and from there on into the Willamette valley, where the road suffers little in comparison with pavement.

The head of the Metolius river, one of the most beautiful camping grounds in the West, is a short run to the northwest, part of the route over the new state highway over the McKenzie. Broad and smooth, this road has cut minutes from the time between Deschutes to Slater. From the latter point the Metolius is a short hour's run to the road winding through a beautiful stand of yellow pine.

Coming back from this land of pleasant days several routes again beckon. There is the McKenzie pass route, an easy drive to the Willamette valley through a land unlike anything else in the West. If the call north is stronger, the pass back of Mount Hood can be made. While possible the rougher route there is nothing on it that will prove troublesome if speed is no objective. Projecting roots and typical mountain right of way are not had if taken slowly. This route heads off from Madras, going by way of Gateway, Mecca and Wapinitia, thence through Government Camp and Sandy into Portland.

For longer routes, the explorer can try the Willamette pass south of Bend, trading past Lake Odell and Crescent lake and coming into the Willamette at Eugene. If a longer trip still appeals, the log can be adjusted to make the swing around by Crater lake and Southern Oregon.

Most important to the traveler in this big land is the well marked and intelligent system of signing in vogue. Central Oregon makes it easy to tour even its by-paths in distinct contrast to such places as Washington county, where after years of agitation it still takes a Moses to get from one county boundary to the other.

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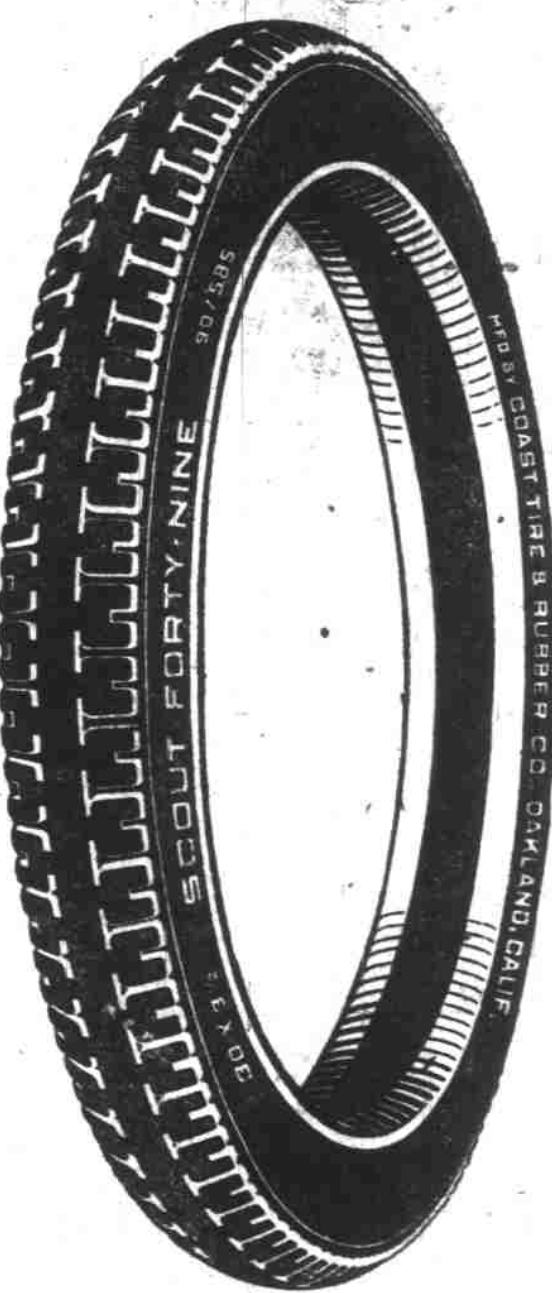
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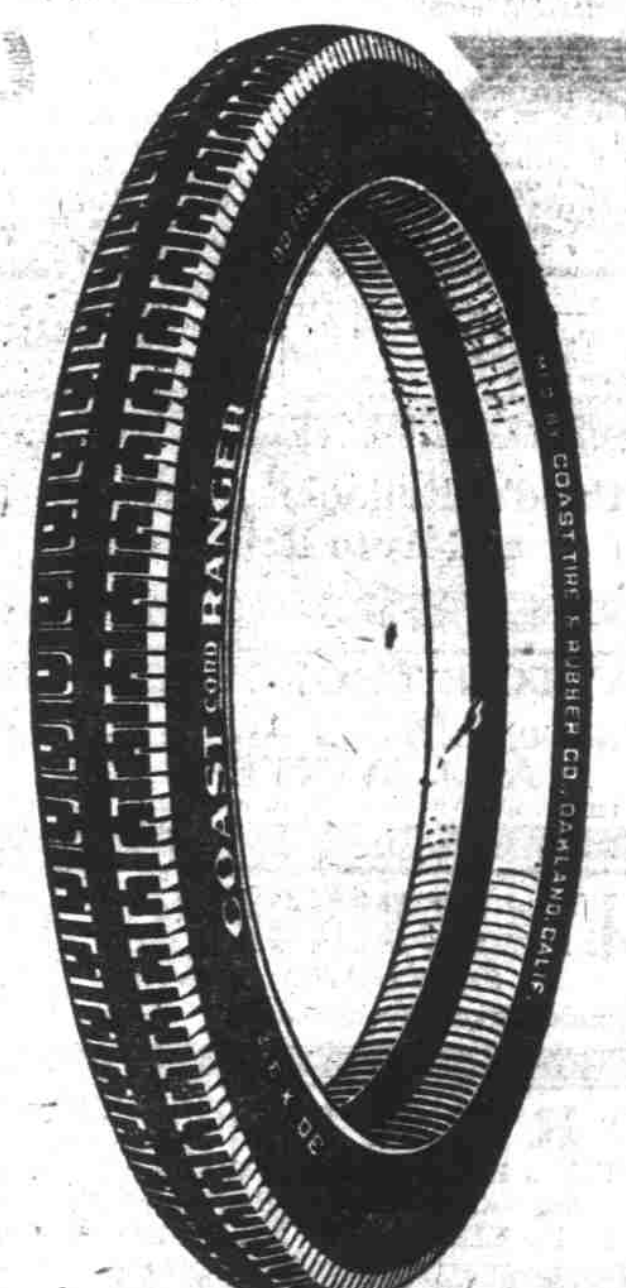
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