

### BUICK GIVES HINTS ON HOW TO DO IN PINCH

Nearly every motorist at some time or other has the peculiar experience of running out of gasoline. Whenever the supply tank has been completely exhausted, it should be remembered that it is necessary to prime the vacuum tank before the carburetor system will function again. This is generally done by removing the plug on top of the vacuum tank and filling the tank with gasoline.

The easiest method, however, is after replenishing the supply of gasoline in the feed tank, to close the choke on the dash, retard the spark and advance the gasoline throttle lever. Then throw on the switch and run the motor on the starter for about a half a minute; throw off the switch and after waiting for about three minutes, start the motor in the usual way.

Turning the motor over with the choke closed for half a minute forms a vacuum in the system and starts the gasoline siphoning from the supply tank to the vacuum tank. It is necessary to wait three minutes in order to allow sufficient time for the vacuum tank to fill itself. This procedure not only saves time, but also makes the filling more convenient.

If through some unusual circumstance a valve spring should break, "first-aid" relief may be had by cutting a washer out of some stiff material with a hole in the center large enough for the valve stem to enter. Place this washer between the two parts of the broken valve spring. This will prevent the broken spring from twisting together and will enable driving the car until a new spring can be installed.

It is always advisable to use tire chains whenever pavement and roads are in such condition as to make skidding likely to happen in turning corners, stopping and starting. But, the driver should bear in mind that chains should be removed as soon as it is safe to drive without them.

In putting chains on the rear tires, they should be fixed to the wheels with the hooks to the rear so that the forward motion of the wheels will have a tendency to pull the chains tighter in the locks. At any time it is necessary to reverse the wheels in order to get out of a bad hole, the chains should be inspected to make certain that they have not become unhooked by the backward motion of the wheels.

Small wire wrapped around the hook locks will often prevent chains from loosening and becoming lost.

### PUTTING NEW END ON HACK-SAW BLADES

A simple way to put a new end on a hack-saw blade would be to stick the saw through a potato. The short end projecting through can then be heated in the flame of a blow torch until it becomes red hot. When this has been permitted to cool, it will be found that the temper has been drawn from the end of the saw, and it will be possible to drill a new hole in order to fasten the saw in the frame again. The potato protects the covered part of the saw from the action of the heat, and in this way preserves the temper

### ALLEN-KNIGHT COMPANY OLDEST AND LARGEST ACCESSORY SHOP IN CITY; MANY LINES HANDLED

Company is Local Distributor for Federal Tires; Allen is President Automobile Club.

The oldest and most complete automobile accessory shop in Pendleton is that of the Allen-Knight Co., a pioneer shop located on the corner of Main and Alta streets. J. E. Allen and J. R. Knight are the members of the firm. They are prominent in automobile circles of Pendleton, Mrs. Allen being president of the Pendleton Automobile Association and Mr. Knight a member of the board of managers.

Included in the accessories sold are all sorts of automobile fixtures, including lights, heating appliances, curtains, automobile hampers, and various parts for automobiles. The Allen-Knight Co. distributes the famous Federal tires and tubes.

"Accessories play an important part in the automobile world," said Mr. Allen. "Motorists have come to realize

that the accessories are just as important as the cars themselves. The automobile, a product of some of the greatest inventive geniuses of the age, has furnished inspiration for thousands of other inventors and inventions."

"Men like to familiarize themselves with cars," continued Mr. Allen, and for this reason they purchase many accessories when making repairs. He takes great pride in adding improvements, especially if his adjustments result in a little better than average gasoline mileage or greater acceleration, or more than usual efficiency in general operation. And if he can add anything original in the way of equipment or otherwise that suits his particular purpose, his satisfaction is great.

"Many a man who has never paid much attention to machinery has his interest aroused when he becomes an automobile owner. Then he treats himself to an elementary course in mechanics. He finds out 'what makes it go.' He learns to take care of his own car."

### CAMPAIGN FOR CONTROL OF UPPER SELESIA HOLDING ATTENTION OF FOREIGN CAPITOLS

LONDON. (By Mail).—(By Webb Miller, U. P. Staff Correspondent.)—All Europe is watching with intense interest the next step toward dismemberment of the German empire, namely, an election that takes place in mid-March in Upper Silesia, to determine whether this immensely rich coal district remains German or becomes Polish.

Today a whirlwind campaign is taking place in Upper Silesia between German and Polish partisans. It is accompanied by murder, corruption funds, used on a huge scale and banditry. Human life is bought and sold. The price for a grown man is \$6,000 marks—\$72 in American money. European opinion is sharply divided on the question. Among the Allied nations there are grave differences of opinion on the justice and advisability of depriving Germany of the rich coal resources of Upper Silesia. Curtailment of German coal supplies now secured from this region, would seriously cripple Germany's ability to pay indemnity.

Broadly speaking there are three distinct viewpoints in Europe regarding Upper Silesia:

Poland, with French support, is doing everything in her power to capture the region. The Warsaw government for two years has conducted a world propaganda campaign endeavoring to show that while Germany money and industrial genius developed Upper Silesia today controlling the economic wealth of the province, the population, on the other hand, is preponderantly Polish. Further, the Poles declare that without coal from Upper Silesia their country cannot prosper; cannot recover from

the immense damages sustained during the great war.

France, in giving Poland support, is following her policy of striving for the dismemberment of Germany, in order to weaken the gigantic enemy across the Rhine that ravaged Northern France during the great war, and that imposed a crushing treaty on France in 1870, at the same time wresting Alsace-Lorraine from French control.

Germany's viewpoint is briefly explained. Every German views with alarm the French move for partition of the Fatherland, and, in the case of Upper Silesia, giving a rich province to Poland, a country of low cultural development. By a provision of the Versailles treaty, Germany is permitted to assist former Upper Silesians, now living in Germany, back to their native land for the forthcoming election. Some 280,000 of these "emigrants" will vote obviously against Poland.

Liberal opinion in England views with alarm the separation of Upper Silesia from Germany. They see in such a move an impoverishment of Germany that will absolutely forbid payment of war indemnity. Further they see a dangerous continuation of the present collapse of Europe.

"Europe," the liberals declare, "is like an egg; it cannot be partly good and partly rotten." Today the industrial collapse of Europe has reacted disadvantageously on England, being largely the cause of 1,500,000 unemployed in the British Isles and one of the worst trade depressions in all history.

"The world can recover only as a unit. France cannot prosper by the impoverishment of Germany," the British liberals declare. "Dismemberment of Germany; the separation of Upper Silesia and the lopping off of Bavaria and the Ruhr district, all three of which France is working, would be the crowning disaster. It would mean the complete disintegration of Europe."

**They're All Non-refillable Now.**

"There, gentlemen," said the host with a smile, "is the first, non-refillable whiskey bottle that I have ever seen."

"But that's just an ordinary bottle," said one of his guests. "It can easily be refilled."

"Can it?" retorted the host. "Then, my friend, take it out and when you have succeeded in getting it refilled with liquor bring it back to me and I shall reward you handsomely."—Detroit Free Press.

**BLOWOUT PATCH OF RAWHIDE**

In order to improve on the conventional fabric and rubber blowout patch, a concern has introduced one made of rawhide, claiming it to be stronger, more pliable and better able to resist punctures. The patch is covered with rubberized fabric.

### CAN'T LIFT HER



NORFOLK, Va.—Miriam Norris, 16 years old, has defied all the Sappers of the south to lift her 105 pounds off the floor. Miriam doesn't know how she does it. She simply braces her elbows against her sides. Nobody can budge her. Stanislaus Zbyzsko, wrestler shown here, tried it in vain.

### HAYNES SPEEDER IS GOOD SPORTSMAN CAR

For the youth, the sportsman, the clubman, the golfer, the salesman, athletic type and the rest who are desirous of riding in a distinctly new style of car, with new thrills and new sensations, the new 1921 Haynes special speeder, which composes part of the Haynes exhibit of the A. C. Stevens Motor Company, at the auto show, fulfills the many new expectations to a new degree of enjoyment and satisfaction. This car, it is declared, is one of the most perfect jobs seen here.

The long, sweeping, unbroken lines of the 122-inch chassis reflects the nimbleness and responsiveness of its action and the unusual roadability. The high, haughty hood commands the road and heralds the mighty power of the famous Haynes motor. Unlike the design of the majority of cars, the Speeder has individual fenders. Each front fender is equipped with a special leather splash flap. The aluminum steps are also of the individual design, but yet are large enough for comfort in entering and alighting.

Six wire wheels are regular equipment. Two of the wire wheels are carried at the front—one on each side. This method of carrying and displaying the extra wheels is novel as well as being correct, according to the advanced mode. The wide, swinging doors open to an inviting compartment, where the driving controls are conveniently arranged. The two-passenger seat is soft and resilient, because of the use of flexible body-conforming springs. There is also an arm rest at each side of the seat.

Beautiful Spanish leather with its characteristic pattern is used for the upholstery. The all-aluminum windshield is rakishly low and tilted. Shurelock wind deflectors, a standard equipment, add greatly to the driving comfort in many ways. Two rear vision mirrors signal both rider and driver, enabling the occupants to see to the rear at all times. In the rear deck of the Speeder there are two large carrying spaces. Directly back of the seat in the rear deck is the smaller compartment with a door on each side. The main carrying space is unusually large and will accommodate traveling bags, and a great many other bulkier things which it has heretofore been impossible to take on account of lack of room.

As a finishing touch to the beauty of the Speeder, Haynes engineers have designed an attractive top made of khaki, that coolly shelters the riders. The Speeder, too, has the new metallic instrument board, which is one of the outstanding features of the new 1921 cars. To start the Speeder you simply depress the small left lever on the instrument board, and the velvety-powered Haynes engine, with its dependable force and strength in reserve, is quickly in motion. The Speeder, which is mounted upon the Haynes chassis, is manufactured in both the six and twelve cylinder styles.

There is considerable disappointment among automobile fans of Pendleton owing to the failure of the New Haynes Fifty to arrive on time for the auto show. However this new creation of the Haynes company will reach here by April 1.

Although modeled on lines similar

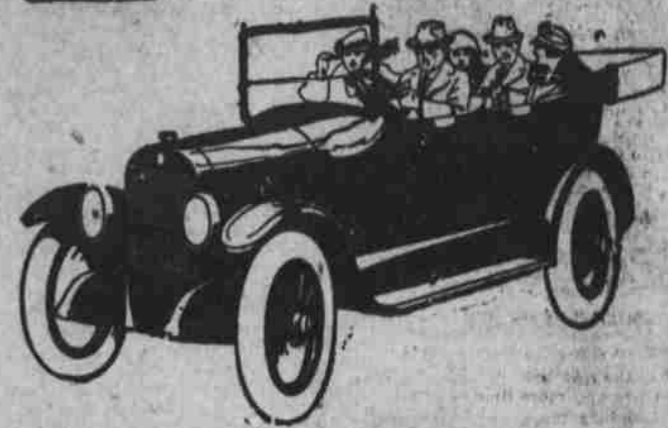
### TO WED AGAIN?



Dispatches from Ireland say that Mrs. Muriel MacSwiney (above), widow of the late Terence MacSwiney, lord mayor of Cork, is to wed Art O'Brien (below), secretary of the Irish Self-Determination League.

# DORT

Quality Goes Clear Through



It is a matter of actual fact that Dort owners find but the barest fraction of their time taken up with giving mechanical attention to the car.

It "stands up", as the saying is, in the most difficult service with a dogged endurance.

In addition, it handles with admirable ease and lightness, and drives smoothly and quietly.

Furthermore, and this is important, the Dort averages a very high mileage per gallon of gas and quart of oil.

It is essentially a car you can depend upon for both excellence and economy in performance.

SEE IT AT THE SHOW

Western Auto Co.

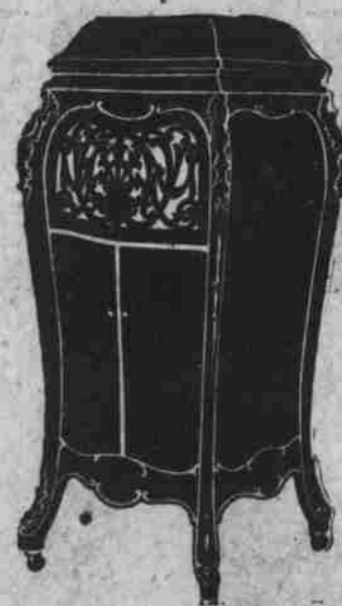
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