

Of Interest to Every Auto Owner and Dealer

ROAD BUILDING SPURT IS ON

UNITED STATES WILL BUILD HUNDREDS OF MILES OF HIGHWAY UNDER CONTRACT IN 1919.

CHICAGO, April 19.—Active plans for improving hundreds of miles of roads during 1919 are now under way in the central and western states.

In Illinois, bids were asked last week for approximately 70 miles of pavement on the Lincoln highway west of Chicago and 40 miles on the Dixie highway, to the south. "If they prove satisfactory," says S. E. Bradt, state superintendent of highways, "I anticipate that we will continue to award contracts on the federal system at the rate of about 100 miles every two weeks until the entire 600 miles are under contract."

And this, of course, is in addition to any start that may be made on the state road system under the \$60,000,000 bond issue.

Colorado has 51 miles of highways under construction at a cost of \$300,000, 91 miles ready for contract to cost \$360,000, and 30 miles and three bridges contemplated, to cost \$350,000.

Idaho has 87 miles, costing \$270,000, under contract, 45 bridges costing \$425,000 ready for contract, and about \$1,800,000 worth of additional work is contemplated during the season.

Iowa will expend \$15,000,000 on the road system of the state, of which about \$11,000,000 will be for road and bridge construction.

Missouri has 666 miles under contract, costing \$1,785,100; 888 miles costing \$3,164,000, ready for contract, and about \$3,000,000 additional construction is contemplated. Local road and bridge expenditures in the state will amount to about \$7,000,000.

Nebraska has 173 miles, costing \$431,000, under contract; 145 miles costing \$550,000, ready for contract; and about 610 miles estimated at \$1,300,000, contemplated. Local road and bridge expenditures will amount to about \$3,000,000.

Nevada has four miles, costing \$54,666, under contract; 102 miles, costing \$657,412, ready for contract; 123 miles, costing \$523,000, contemplated.

Oklahoma has 178 miles, including 80 bridges, costing \$1,360,000, under contract. Additional construction of 165 miles costing \$2,500,000 is contemplated. Local road and bridge work will amount to about \$2,200,000.

TO SAVE TIRES.

The following 10 commandments for tire users will, if carried out diligently, avoid a great deal of present tire abuse, according to Wesley D. Smith, assistant manager of the San Francisco Tire company:

1. Keep your tires properly inflated at all times. Particular attention should be paid to the load you are called upon to carry. Use over-size tires if the loads are over normal.
2. Do not be overzealous in the use of your brakes. Avoid the practice of making quick stops; judge your distance.
3. Promptly repair any cuts; but, better yet, call on your tire man for his advice.
4. Keep out of car tracks and deep ruts. Avoid stopping too close to the curb line.
5. Do not run the tire with loose tread or sand balls. Consult your repair man.
6. If necessary to use chains in an emergency, see that they are properly adjusted.
7. Check both front and rear wheels for alignment. See that the kingpins, axle bearings, drag and the rods do not have excessive play and are properly greased.
8. Keep oil and grease away from tires. This causes rapid deterioration.
9. Do not run on a flat tire.
10. Avoid overloading. Use over-size tires, if possible.

EMERGENCY WRENCH.

Often a socket wrench is not at hand when it is necessary to remove a bolt or nut which is so situated that there is little or no room to swing a flat wrench. In a case of this kind it is usually possible to loosen the nut or bolt by using a straight double-ended flat wrench as a socket. The requisite leverage is obtained by fitting a long-handled wrench—a monkey wrench is best—at right angles to the other end of the flat wrench. Once the nut or bolt is loosened its removal is easy.

HOW TO WASH A MOTOR CAR

The following is gleaned from the Buick Bulletin relative to the proper washing of a motor car:

Washing a finely painted motor car seems like a simple thing, but there are some details that must be given attention if the lustre and quality of the finish are to be preserved.

The first thing is to give the entire car a good wetting with a hose from which the nozzle has been removed. This will remove the dust and grit and will soften any mud that may be caked on. Next go over the car with the hose, playing the stream on each cake of mud until it falls off or is washed away. This operation should be continued until the entire surface of the car is free from any gritty substance that would tend to scratch the body if rubbed with a sponge.

After this is done, go over the body with a sponge kept for this purpose only, and be sure to wash the sponge out well before putting it away. Use soap in washing the sponge and rinse it out thoroughly. In most cases, the sponge will remove all foreign matter from the surface of the body, but grease spots may have to be taken off with a little soap. Soap, however, should be used on bodies with discretion and should be most thoroughly rinsed off. Fine laundry soap should be used, as free alkali is fatal to finish, and the water used in washing a car should be cold.

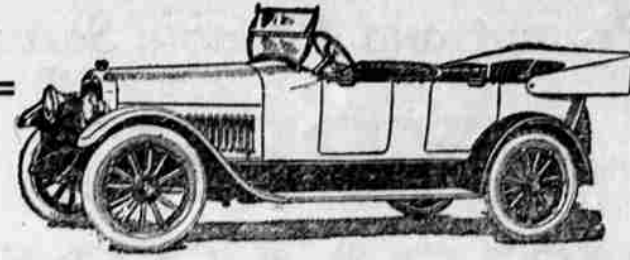
Another sponge should be used for the frame and running gear, under side fenders, etc. Mud and grease accumulate on these parts much more than they do on the body, and the sponge or chamois used for this purpose should never be used on the body. Use a clean chamois to remove the water after washing.

Body polishes, if used at all, should be used with a great deal of rubbing, so as to remove all of the polish.

If this is not done, the polish will become sticky and will catch every bit of dust that settles on the car, making it necessary to wash it more frequently and increasing the danger of scratching the body when rubbed with a sponge.

The upholstery may be cleaned with a slightly dampened cloth when it has become quite dusty. Otherwise it is best to dust it off with a dry cloth or feather duster. Under no circumstances use a wet cloth, because that will make muddy streaks on the leather that will be hard to remove. Just enough dampness in the cloth to pick up the dust is sufficient.

Tops should be cleaned according to the material in them. Mohair tops should not be wet, at least until all the dust has been removed from them with a stiff brush or a vacuum cleaner. Wetting mohair tops while dusty causes the dust to work into the cloth and makes it difficult to get out. Rubberized tops or tops made of imitation leather may be washed with a hose and



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rubbed off with a clean sponge or cloth.

Windshields may be cleaned like an ordinary window. The same thing applies to the glasses on lamps. Never attempt to wash or rub the silvered reflectors inside the lamps. If a little dust should get in them, blow it out.

Linoleum floor and running boards may be cleaned with soap and water or with a good scouring powder. Carpets and the cloth upholstery on closed cars are best cleaned with a brush or a vacuum cleaner, removing grease spots with gasoline or naphtha.

Do not let careless or inexperienced people clean your car. And do not let the car go too long before washing it. Mud and dirty water often contain ammonia, or other substances that will dull the finish, and even if you do not have time to wash the car thoroughly after a muddy drive, turn the hose on it and wash off the most of the dirt.

Motor cars should not be kept too near a stable, as the ammonia fumes sometimes have a bad effect on the fine finish.

FORD TRACTOR GROWING.

DEARBORN, April 19.—Henry Ford & Son have begun the use of the new shops south of the tractor plant and within three months it is

expected the production of the factory will be doubled. The new building, started for the production of small tanks on government account, affords 121,600 square feet of floor space, while a connecting building between it and the old plant gives 58,800 square feet additional. The plant is producing 250 machines daily. Since the first tractor was produced 46,226 machines have been made.

BRITAIN CONTROLS RUBBER.

The total cultivated rubber producing acreage of the world is now about 2,000,000, of which 1,600,000, or 80 per cent., is controlled by Great Britain. Yet the United States uses three-fourths of the world's output of crude rubber. The Goodyear Tire & Rubber company of Akron, O., owns its own rubber plantation in Sumatra, where 20,000 acres of former jungle land are now given over to rubber cultivation. This company uses about 10 per cent. of the world's supply—as much as the central powers used before the war.

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