

"LOOKS JUST LIKE NEW"

No, that is my old fiver. What do you think of the old boat? Just gave her coat of Acme Quality Motor Car Finish and it certainly does give her the gloss.

There is nothing to it. Doesn't cost much. Requires very little time, and is applied easily.

Why don't you see the Bend Hardware? They can give you some good pointers on Auto Painting, and then there is a color card and a booklet that tells you how.

Acme Quality--A Finish for Every Purpose.

Bend Hardware Company

Early American Post Offices.
In 1775 the first post offices in Maine were established at Kennebec, Falmouth and Bath. The mails were carried by carriers on foot or on horseback and the average week's mail did not amount to five letters at each office. The rates were high, 6¢, 12¢, 18¢, 25¢ and 37½ cents, according to the distance the letter had to be carried, and double the rate when the letter was of more than one sheet of paper.

Statement That Counts.
Do not let the man who says, "This is the year when I am going to show you how to farm it," think that he will have all clear sailing. He will meet wildcats and bears at every turn, and he may consider himself lucky if he gets off with a whole hide. The big thing is to stand on the far end of the gold when the harvest is gathered in and be able to say, "I did what I said I would!"—Exchange.

BETTER TRUCK MEN IS RESULT

ARMY SCHOOLS GAVE MEN GOOD TRAINING AND KNOWLEDGE OF THE MOTOR DRIVEN VEHICLES.

Better motor truck drivers will be one of America's heritages of the war. With better drivers we may expect to see trucks give a higher maximum of efficiency, for it is a well known fact that motor trucks have been and still are, in many instances, abused to a point where it is surprising they give the results they do.

The average truck owner must employ a driver and that driver may be endowed with experience, while just as likely he may be poorly equipped with adequate knowledge of truck operation and care. The truck does not belong to him and he gives it punishment oftentimes that he would not do if he thoroughly understood the engineering principles of trucks in general.

The school of truck drivers coming out of the war will be a great leavening influence toward truck operation. The military truck driver is required to learn his vehicle thoroughly. That he might do this, be able to operate, repair and maintain trucks, the government had technical experts produce instruction manuals which every driver and repairman had to master before he was given charge of a truck. Certain rules of service and care were laid down which he was required to follow. There was daily, weekly and monthly inspection and maintenance routine which he had to live up to.

The thousands of men who have driven military trucks will go a long way toward giving a better class of operators for domestic and commercial purposes.

Lioness Fought a Motorcar.
The East African Standard describes a duel between a motorcar and a lioness. The affair, it says, happened at night near Nairobi. The chauffeur noted a commotion in the bush near the road, then the gleaming eyes of an enraged wild animal. He accelerated his speed at the instant the lioness leaped. She struck the hood and was thrown far in advance of the car, whose wheels then passed over her. The dead lioness was finally loaded into the car and taken back to the town in triumph.—From Outlook.

Didn't Expect Too Much.
The Suitor—"I hope, sir, that you will consider me in the nature of an investment, even if I may not pay regular dividends." The Girl's Father—"My dear boy, don't talk of dividends. I shall be glad if you don't levy regular assessments on me."—Life.

More Important Than Air or Gas

Fire Personal Injury
Theft Property Damage
Transportation Collision

Automobile Insurance

BEND PARK CO.
J. C. Rhodes

U. S. WILL GIVE 20,000 TRUCKS

WAR MACHINES ARE TO BE USED FOR HIGHWAYS AND GENERAL WORK THROUGHOUT NATION.

WASHINGTON, D. C., June 21.—More than \$45,000,000 worth of motor trucks are about to be distributed by the secretary of agriculture through the bureau of public roads to the state highway departments. These trucks have been declared surplus by the war department and are being distributed to the states under the provisions of section 7 of the postoffice appropriation bill.

They must be used by the states on road construction in whole or in part by federal aid, for which \$200,000,000 in addition to the former appropriation was given to the states under the same bill.

MOTOR TRUCK REGISTRATION

TWENTY-TWO STATES IN THE UNION GIVE THEM THE SAME CLASSIFICATION AS PLEASURE CARS—OTHERS LIMIT SIZE.

At the beginning of 1919 there were still 22 states in which motor trucks were registered at the same rate as pleasure cars. Recent years, however, have shown quite a general tendency to increase the fees required for heavy motor trucks. This increase usually is based on the weight of the truck its carrying capacity and its horse power or a combination of its carrying capacity and its horse power. However, there is as yet no well defined goal toward which this movement is tending.

Some states are placing a definite maximum weight which may not be exceeded except in very special cases. Others are evidently relying on discouraging or limiting the use of very heavy motor trucks by making the registration fees so large as to practically prevent the realization of any profit; while still others of the states are making no serious efforts except to limit the weight of the wheel loads per inch width of tire.

The term motor truck and commercial vehicle, moreover, is very definite. In some states the term commercial vehicle, as used, includes all trucks, while in others only those vehicles used for hire are classed as commercial.

FEE SYSTEM IS COMPLICATED

ON ACCOUNT OF THE VARYING METHODS EMPLOYED BY DIFFERENT STATES IMPOSSIBLE TO GATHER STATISTICS.

The amount of fees collected per car for either pleasure or commercial vehicles is as yet far from uniform and is still further complicated by the widely varying requirements for the registration or licensing of chauffeurs, owners, operators, dealers, etc. Thus, is the total registration and gross motor license revenues be used as a basis of revenue, and the total automobile trucks and vehicles as a basis for motor cars, it is found that for the entire United States the average fee per car was \$837. On the same basis the state of New Hampshire received in 1917, a gross revenue of \$20.52 for each motor car while Minnesota received only about \$1.75, annually for each car, as the registration in that state is for a three year period.

In most states motor cars are taxed as personal property in addition to the usual registration fees. In some

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J. H. MEYER

Successor to Good Luck Garage

of the states registration fees are in lieu of all other taxes. Therefore in making any comparisons in fees of states this fact should be borne in mind.

DON'T DO IT

Don't fail to keep your brakes adjusted. It is more necessary to be able to stop a car than to start it.

Don't leave the car alone with the engine running.

Don't fail to release the hand brake before attempting to start.

Don't attempt to start the engine unless the spark is retarded and the key is turned in the switch.

Don't spend a lot of time cranking the engine with a starter if it fails to start after a few times. Look for the trouble. Continuous cranking is apt to run down the batteries.

Don't jam the gear shifting lever from low to reverse or visa versa, until the car has come to a full stop and then take your time.

Don't drive fast or apply the brakes suddenly on wet pavements.

Don't fail to use plenty of lubricating oil and grease where needed before starting on an auto trip, and do not use a cheap grade of oil or grease at any time.

Don't neglect necessary adjust-

ments or repairs until it is too late and you are laid up by the road side.

Don't attempt to run the car on the electric starter.

Don't race the engine. You cannot abuse the engine worse than to let it race at high speed without a load.

Don't start your car with a jerk. Always engage your clutch gradually and see that the car starts off easily. Don't advance the spark lever when cranking.

Don't attempt to shift the gears without first releasing the clutch.

Don't rush a repair job. Remember, what is worth doing at all is worth doing well.

Don't fail to examine electrical connections, gasoline and oil lines, and bolts and nuts occasionally and see that everything is intact.

Don't neglect your loose connections. It is very easy when washing a car to disconnect one of the wires.

Don't leave switch key turned in switch when the engine is not running. This will run down one half of the storage battery and be liable to injure the ignition unit.

Industry.
I was industrious; whoever is equally sedulous will be equally successful.—Bach.

In a day of high costs, everybody is demanding service at the lowest possible cost. That is why the

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