

JULY SEES NO BIG PRICE DROP

INCREASED COSTS ARE
MARKED.

Every Effort Being Made to Bring
About Greater Production—Un-
settled Conditions Hamper
Makers of Country.

Motorom's prophets who read the handwriting on the wall that July would see a goodly number of automobiles offered the buying public and a relative drop in prices, certainly missed the mark entirely in their predictions, for in place of an oversupply in cars and a reduction in values, the country today is practically suffering from a motor car famine, and a general advance in prices has become effective with the trend still upward.

Since the signing of the armistice last November, there has been a steadily increasing demand for motor vehicles, but it is not this extraordinary call for cars that is responsible for the advance in the price of cars. It is largely due to the increased costs of the various units that go to make up the finished automobile.

Costs More to Produce.

The motor car manufacturers are discovering today that they cannot market their products at the price originally set when production was started and their only alternative is to mark up the prices to meet the increased costs of labor and material and prevent a loss which several of the builders have reported as suffering during the past three months.

From advices that have reached the coast from the motor car building centers there is bound to be an increase in the price of all cars and the companies that have not already announced higher figures are merely deferring the action until the exact amount of the increased cost of production can be determined.

It is pointed out that the prices for materials are much higher, that labor too, costs more, and the labor differences at the various accessories plants, which have prevented the automobile factories from working to capacity, in turn has added an overhead expense and production cost.

Builders on Situation.

One large Indiana manufacturer is quoted as summing up this problem as follows:

"The price situation at the present time is very unsettled, owing to the fact that it is impossible to get into full production with the var-

HIGH SCHOOL CHILDREN BUILD TRACTOR



Enterprising high school youngsters of the Pacific coast have completed a motor tractor which they are operating on one of the war gardens. The photograph shows the completed tractor as it first appeared on the school grounds.

ious accessory plants which are now tied up with labor troubles. There has been a tremendous increase in raw materials and labor is still advancing."

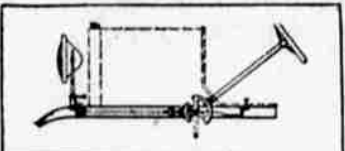
The purchasing power of the dollar has decreased in all lines faster than in the motor car. The dollar of today will buy more automobile, proportionately, than shoes, sugar, clothes or any necessity, and compared to luxuries, which the motor car has demonstrated to the world that it is not, the price for automobiles has remained at rock bottom, and the present advance is not a case of profiteering, but a legitimate added production cost.

NEW HEADLIGHT FOR MOTORS

Nevada Inventor Provides Mechanism for Operating Lights Around Curves in Road.

The Scientific American, in illustrating and describing a dirigible headlight operating mechanism, the invention of E. C. Smith of Fallon, Nev., says:

This inventor provides a mechanism for operating the headlights of motor vehicles whereby they may follow the



Dirigible Headlight Operating Mechanism.

curves and turns in the road in illuminating the same, incorporating means whereby the headlight operating mechanism may be thrown into and out of operation at will. He provides a mechanism coupled with the steering gear and movable into and out of operable relation therewith, in order that if desired the light may be kept stationary while the vehicle is traveling.

Auto Electric Troubles

By J. H. MYER

The many electric troubles that develop from time to time on an auto are due in part to the ignorance and neglect of the owner. It is very little trouble which results from wear and other disarrangements. The construction of our present day instruments is such as to give very little trouble with the maximum efficiency.

The principle upon which they work is the principle of induction. All apparatus, like generators, the starter and the coils are utilized to apply this principle. Induction is: When an electrical conductor is made to move in a magnetic field, the electricity which is present in the conductor begins to move because there is such a difference of pressure on the line, and wherever there is a difference of pressure one way or another, there is action of some kind. As long as water is perfectly level in a tank the pressure is the same on all sides, but if an outlet is provided, the pressure on the opposite side of the outlet is greater than at the outlet and the water flows out of the tank.

As soon as the electric motor force overcomes the inertia of electricity, it begins to flow and we can either feel it or detect it with instruments made for this purpose.

The dynamo, which accompanies every well made car has an armature which turns in between a number of coils called the magnetic field or just plain field. As soon as the machine is brought in motion a current of electricity begins to flow the circuit and registers on the armature as charge or amperes. If the armature shows discharge at all time, something is wrong, either in the generator or automatic cut out and an expert should be consulted. Unless you know the man knows his business, do not let him tinker with your electrical apparatus, because in some instances repairmen know less about these things than you do.

FEEDING TOO MUCH CURRENT

Owner Who Uses Lights and Starter Very Little Should Avoid Overcharging Battery.

The man who uses lights and starter very little but does a lot of high-speed touring should see to it that he is not feeding too much current to the battery. Most lighting systems have no adjustment for this purpose, and if so, the car should be taken to the service station and the change made.

HANDLE BATTERY WITH CARE

Motorist Should Economize on Current and Keep Engine Tuned to Start on Second Turn.

The man who has trouble keeping his battery charged will find that difficulty largely can be overcome by careful handling. In other words, he should economize on current. He should keep his engine tuned up so that it starts on the second or third turn. Thus he can minimize the amount of current used in starting, and, remember, this is very large. The current required is 200 to 600 times as much as required by an ordinary 16-candle power house light.

He should also be economical with his lights. He should use his headlights only when absolutely necessary.

He should determine the car speed at which his cutout relay makes connection with the battery and operate the car as much as possible above this speed.

If he drives much in a congested city district and stops his engine many times he will find that his battery can be kept more nearly charged by changing gears in traffic whenever necessary instead of trying to do it all on high gear, the reason being that by changing gears he boosts his engine speed so that his battery is charged, while if he tried to pull slowly on high he gets down to a speed at which charging stops.

BEND'S THE PLACE

What Does That Mean To You?

YOU will recognize a Bigger and Better Bend only when you yourselves help to make it Bigger and Better.

A home town is made by its home town people.

Every article you buy in Bend helps to make Bend a bigger city. This applies to automobiles.



There is no reasonable excuse why anyone should go outside of this city to buy

Automobiles

Automobile Tires

Automobile Accessories

Because local dealers sell these goods at standard prices.



Inquire For Yourselves

and you will find that we sell standard goods at standard prices---one quality ---one price to everyone.

It is demoralizing to sell standard goods at prices below standard prices--some one pays--it may be you. Years of experience enable our buyers to obtain the lowest price in all markets.

Your cooperation is urged for the home buying of standard automobile products at standard prices at all times.

CENT-ORE MOTOR CO.
DESCHUTES GARAGE.
BEND GARAGE.
SMITH'S TIRE SHOP.
GEORGE W. STOKOE.

Some Record We'll Say!!

HERE IT IS:

45,620 MILES OUT OF A FEDERAL CORD TIRE

This tire was used on a stage line out of Redlands, California.

16,000 to 20,000 miles per tire are becoming rather common.

What Makes Long Mileage Possible

- Double cable base
- Double cushion
- Double breaker strip.
- Slanted tread

WHAT MAY BE EXPECTED

FEDERAL TRAFFIK TREAD.....6,000 miles
FEDERAL RUGGED TREAD.....7,000 miles
FEDERAL CORD.....8,000 miles

Shoe your car all around with

FEDERAL TIRES

They are the best insurance on rubber you can ever buy

Deschutes Garage

SOLE AGENTS