

AUTO IS HELD BACK 75 YEARS

SELF-PROPELLED MACHINE
LEGISLATED OFF ROAD BY
ENGLAND IN 1830—WAR
BRINGS TRUCKS TO FORE.

The automobile, which history presents as the father of the railway locomotive, was legislated off the roads of England in 1830. Its wheels were breaking up the highways.

The situation is quite different today. Its wheels are building up the highways—making hard roads of the type that will endure for many generations.

It may be interesting to know that the reason the automobile, with its steam engine, outlawed in 1830, was able to come back upon the highways with a gasoline engine three-quarters of a century later was that a process had been discovered by which rubber could be vulcanized. This meant a layer of protection for both between wheel rim and built-up highway.

The development of the giant pneumatic cord tire and its use by motor express and freight operators, who want it because it means a quicker trip and more protection to the goods hauled, has taken away the last possibility that the motor vehicle will injure the road more than does any other means of road transportation.

Army Shows Facts.

It was the army's experience in France that caused the American people to awaken to the possibilities of motor transportation combined with good roads. It was only because of the splendid webwork of hard roads in France that the fighting army of America was fed by a wonderfully efficient system. These improved roads gave the big army trucks an avenue of approach.

Meanwhile in America the railroads found themselves very much over-worked. The trucks came to the rescue here as they had on the battle front. They relieved the railroads by carrying freight long distances in those sections of the country where there was need and stretches of good highways could be connected up. Because speed was highly essential and demand required even the gleanings of production they also acted as feeders of the railroads.

After the war it became apparent that if motor truck transport was to attain its real development and perform its real service in the national scheme of transportation, in a permanent way, it must be guided along sound business lines and placed on a sound business footing. To assist in this work the Firestone ship-by-truck bureau was established. Today the central bureau at Akron has branches in the 66 largest cities of the United States.

The branches bring shipper and operator together on a basis of mutual profit.

Seeks New Routes.

The central bureau is searching throughout the country for those routes which will support the motor express. It is finding many of these routes already have good roads. But also it is finding many routes with good possibilities of profit both to shipper and to truck operator, but without road improvement sufficient to accord fast and economic operation. In such cases, when the fact is pointed out, producers and consumers who would benefit most are not slow to demand highway improvement.

The bureau is finding old communities brought back to life by the motor truck. For example, by good roads and the motor truck, Sykesville, Md., is being put back on the map. As many Sykesvilles must be revived in the United States as possible, the ship-by-truck interests declare, and they are backed by townspeople and farmers in thousands of communities in the United States.

Australian Water Holes.

A curious form of water hole is found in the deserts of western Australia, dry by day but yielding an abundant supply of water by night. The flow of water is preceded by weird hissing and sounds of rushing air. On examining one it was found that the water supply occurred in a long narrow trench, at the bottom of which was a thin plate of gneiss, separated by a cavity from the main rock mass beneath. Apparently the heat of the day causes this plate to expand in the form of a depression, in which the water retreats. When it cools and contracts at night it forces first air and then water back into the trench.

Put it in The Bulletin.

ABUSE SURE TO TELL ON AUTO

DROPPING TO LOWER GEARS NO
REFLECTION UPON QUALITY
OF CAR—SMALL DETAILS
WILL CAUSE DETERIORATION.

There are many ways in which a car may be unintentionally mistreated, just as there are many ways in which one's own health may be violated to the injury of one's system.

The first point is quite familiar to most motorists, and that is the question of proper lubrication, says an article in the Buick Bulletin. Still every dealer knows that cars continue to be brought in with bearings burned out, king bolts badly worn and other parts of the car in more or less damaged condition from under-lubrication.

Oil should not be used too long because after a time it loses much of its lubricating qualities. This is an especially important item to watch now, because good lubricating oil is not always available at all filling stations.

Gears There for Purpose.

After a time they gradually hate the idea of dropping to lower speeds, as if it were a reflection on the car or on the driver's ability. This is a condition that should not exist.

Our engineers, in putting the excess power under the hood, had in mind the elimination of most of the gear shifting necessary in the average car, but as to the avoidance of shifting, if carried too far, or simply for the satisfaction of doing something that the other fellow's car cannot do, puts unnecessary strain upon the motor.

This means that a certain amount of serviceability that was built into the motor is wasted where it could be saved to the medium of mechanical power incorporated in the transmission. It is like asking a man to lift and carry a very heavy load instead of dividing it into two or three parts that he could easily handle. In the first case he would still be fresh and ready for other work.

That is what the transmission is for, to conserve the serviceability and lengthen the life of the motor and its intelligent use should be studied by every motorist. Another bad practice is that of letting things go. The old saying is "a stitch in time saves nine," and it pays to have little things attended to promptly. It really does not take much time to take proper care of a motor car, and every minute spent in doing so spells conservation in capital letters.

Keep Mud Washed Off.

Right spring clamps will prevent springs breaking—and they work loose occasionally, especially on a new car. Mud caked on and left there will injure the finish. A scratched fender or any metal part may rust along the scratch and undermine the enamel.

These same ideas apply to practically all of the little things that may happen to motor cars in general service. A weekly inspection will do a great deal toward getting the utmost serviceability out of a car. The owner who does not have time or inclination to attend to these things himself will do well to see that they are done by some one who is thoroughly competent. They do not take much time, and the man who is mechanically inclined will derive much pleasure in becoming more familiar with the various working units of his car.

A good motor car responds wonderfully to good treatment, not only from the standpoint of satisfaction, but also from that of giving the owner the full amount of transportation that has been built into his car.

DIME NOVELS COMING BACK

In Eighteen Months "Nick Carter" Has Had Sales That Have Been Record Breaking.

Nick Carter has come into his own again. The king of the "paperbacks" has made a record-breaking return to popularity. About eighteen months ago his sales began to mount steadily until the entire supply of Nick Carter books was exhausted, says the Sun.

His return to fame was unexpected. It was not the result of an advertising campaign, for the publishers of the paper-bound books do not advertise. They depend instead for the sale of their books on the lists printed in the back pages of each volume.

And Nick Carter was not the only member of the "paperback" tribe to return. All the old favorites—Laura Jean Libbey, Bertha M. Clay, Mrs. E. D. E. N. Southworth and Augusta J. Evans—have "come back" surprisingly.

Five years ago everyone was willing to predict that the movies had killed the production of cheap books. Thrills could be absorbed more quickly from the screen than from the printed page—and the price was the same.

Publishers of the paper books are uncertain whether their old reading public has tired of the motion picture or whether a new class of readers has arisen. Of one thing they are certain, though, the demand for the 10 and 15-cent book has increased fourfold. If it were not for the increased cost of production these publishers would be reaping the harvest of their lives.

Stories of American life—as seen by Bertha M. Clay and other writers of her class—and detective stories are most in demand. Fortune-telling books and letter writers also have a large steady sale. "Dream" books were never so popular as they are today, their publishers say.

Put it in The Bulletin.

NEW LIGHT CAR COMING SOON

WILLYS-OVERLAND HAS SOLVED
PROBLEM OF COMBINING COM-
FORT WITH LIGHT WEIGHT IN
FORTHCOMING MODEL.

According to persistent reports going the rounds of the automobile industry, the Willys-Overland company, in building its forthcoming new model, has successfully solved the problem of combining riding comfort with light weight.

To build a motor car light in weight and embodying quality, economy and simplicity of design, yet possessing all the comfortable riding characteristics of the larger and heavier vehicles, has been one of the absorbing aims of the automobile industry for a number of years.

The problem of reaching ideal light weight has been a puzzling one and was not made possible of solution until engineering attention centered upon springs. Light began to dawn when the Willys-Overland engineers attacked the light weight and comfort problem convinced that a new type of spring must be devised. The three-point cantilever spring suspension was the result and is the basic principle in the new car which Overland will soon offer. This principle admits of a short wheel base, without which light weight cannot be achieved, and at the same time gives the new model a long riding or spring base which produces comfort.

The advantage of light weight construction in motor cars long has been recognized in the industry. For years metallurgists have devoted their entire time and energy to perfecting metals strong and durable enough to withstand persistent road shocks, yet light in weight. They have accomplished much toward this end, as a comparison of the cars of today with those of yesterday will readily disclose.

The new Overland four-spring suspension has, it is claimed by the company's engineers, provided

ventional design, large-car comfort in riding in an economical automobile of actual light weight design. Their work was guided by the principle laid down by John N. Willys, president of the company, that all of these advantages were to be incorporated with no sacrifice of the economy of operation and upkeep that the public has long expected of the lightweight car. The heavier automobiles have had the advantage of longer wheel bases, the equivalent of which is attained in through its departure from the conventional Overland 4 through its unusual spring suspension.

The introduction of the new Overland model is awaited with keen interest. Inquiries of dealers, at the factory, and hints about the new car in newspapers and trade

journals during the last year indicate the degree of interest in the forthcoming announcement.

Tempera and Tight Collars.

Dr. Leonard Williams, lecturing on "Common Sense," at a nursing conference and exhibition in London, said that people with tight collars did not drain their brains properly, and often suffered from bad temper. He had noticed that since women had given up high collars and were wearing garments which gave complete freedom to the neck they had become sweeter tempered.

Hears Only the Voice.

"A lack of understanding kin be mighty comfortin'," said Uncle Eben. "De worse you talk to a mule de more he feels complimented by de attention he's receivin'."

Ford

THE UNIVERSAL CAR

The Ford One Ton Truck is a profitable "beast of burden" and surely has the "right of way" in every line of business activity. For all trucking purposes in the city and for all heavy work on the farm, the Ford One Ton Truck with its manganese bronze worm-drive and every other Ford merit of simplicity in design, strength in construction, economy in operation, low purchase price, stands head and shoulders above any other truck on the market. Drop in and let's talk it over and leave your order for one.

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the Diamond User Smile

Put on a Set of Diamonds
and you too will become
a booster.

6000 Miles on Fabrics
8000 Miles on Cords

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Put it in The Bulletin.