

Prevention of Tire Blistering Explained Fully

Blistering in the tread of a casing, which are commonly called skin blisters, are caused by neglect of surface cuts in the tread. If tread cuts are neglected and gravel will work their way through such cuts between the tread and the carcass of the casing, causing the rubber tread to separate from the body of the tire which will result in time in a general loosening of the tread and permanent injury to the casing.

Another result of neglecting surface cuts is that water works through and attacks the fabric of the tire and, resulting in early deterioration of the body of the tire and in an ultimate blowout, moisture being a deadly enemy of all tire fabric.

In order to prevent damage of this kind tires should be examined periodically and surface cuts should be sealed promptly, thus greatly increasing the life of the casing and, of course, saving the motorist considerable sums in actual cash and giving him the satisfaction of knowing that his tires are receiving the attention they deserve.

Use Chalk Sparingly, Says Clerk.
The owner of a tube after repairing it used it in water to make sure that it was perfectly air tight, and fitted it in the casing before allowing it to dry. This was bad enough, but to make matters worse he threw a large handful of chalk into the casing. Naturally the chalk and water mixed, forming a pasty-like substance which worked into lumps when the car was running. These lumps rubbed against the tube wearing it very thin and it eventually burst.

Never put chalk in the casing. Rub a little chalk on the tube itself and shake the tube before fitting it to remove any excess chalk, also be sure the tube is perfectly dry before fitting it.

Effects Of Violent Braking.
Brakes should always be applied gently thus conserving gasoline as well as tires. Some motorists make a practice of driving fast to a point where it is necessary to stop and then apply the brakes violently in order to stop the car in the shortest possible distance. Such driving is neither wise nor skillful. Its effect on tires is disastrous.

Result of Unequal Adjustment.
Two tires are taken from the rear wheels of an automobile after having run exactly the same distance. The first shows a wornout tire while the second illustrates a tire in condition to give considerable additional service. The owner of these two tires called with the tires on his two rear wheels in the condition illustrated, claiming that the first tire must have been defective because of its premature wear. He stated that the two tires had been mounted at the same time and that both had been driven exactly the same distance.

Investigation showed a very bad case of unequal brake tension. The tension rods running back from the brake lever cross member to the brakes proper were not adjusted so that they pulled evenly when the brakes were applied, but as it was, one brake held its respective wheel from turning while the other brake did not hold.

Now as a result of this uneven tension when the brakes were applied, the brake on the left wheel, from which the first tire was taken, was applied with much greater pressure than the brake on the opposite wheel, consequently the left wheel stopped revolving instantly and dragged along the ground, stopping the car, while the right wheel continued to turn until the car stopped.

A tire can't stand such abnormal strain as this and will invariably give out prematurely when subjected to such hard usage. In this case the trouble was very easily detected by the fact that the brake band of the left wheel was actually hot while the band of the right wheel remained cool.

To avoid unequal wear of tires, brakes should be periodically inspected and adjusted. If there is much inequality in the tension of the two brake rods it can be detected by the fact that when the brakes are applied the brake that is too tight will cause that side of the car to drag noticeably and cause the car to wobble somewhat, showing that one wheel is dragging while the other is revolving. A better test is to jack up the rear of the car and apply the brakes, and then try to run the rear wheels by hand. If one wheel holds fast and the other turns, the brake adjustment on the latter wheel needs taking up.

The English pound is no longer a "pound" having been "clipped" from time to time to meet financial exigencies.

Tax On Gasoline Makes Light Car Most Practical

The increasing demand on the part of the American motorist public for light weight cars and gradual reduction in weight by most of the manufacturers in response to that demand presents an interesting study when viewed in the light of the legislation which one State has already adopted, namely, a tax on gasoline consumption.

Oregon is the first of the States to enact such legislation. Instead of the usual registration tax based on horse power rating the Oregon motorist is assessed one cent a gallon on motor vehicle fuel and one-half cent a gallon on distillate. The new law went into effect March 1, 1919, and for the ten-month period up to January 1, 1920, there was collected from some 84,000 automobiles \$286,735. It is estimated that the 1920 revenue will exceed half a million dollars.

According to officials of the Oregon State Motor Association the tax has met with almost universal approval. Motor fuel taxation has been in effect in the British Isles for some time, and it has the indorsement of the Automobile and Motor Union of Great Britain. The entire scheme is predicated upon the theory that the highway is a public utility conferring a general advantage upon all classes of citizens, and that all who share in the advantages should pay a proportionate part of the upkeep and original cost.

If this particular bit of legislation now on the statute books of Oregon should be copied by the other States of the Union, it is obvious that the subject of gasoline economy which even now is being given careful attention by all thoughtful motorists will be a very real and vital subject. Apart from any further legislation, the price of gasoline has been rising so steadily of late that as a result the present day car owner is no longer satisfied with 18 or 12 miles to the gallon, but insists upon receiving 15 or 20 at least.

Laundry Criminal Syndicalism Case Nears End Today

Portland, Or., April 3.—The fate of Joseph Laundry, alleged I. W. W. charged with violation of the state criminal syndicalism act, was expected to be given to the jury late today. The entire morning session was occupied by George F. Vanderveer, defense counsel, in presenting arguments in behalf of the defendant. Laundry was one of 24 alleged I. W. W. arrested here November 11 last. District Attorney Evans was to close for the state, and he expected to close by the time court adjourned. Vanderveer informed the court he was anxious to conclude today, as he is due tomorrow in Monticello to argue a motion for a new trial in the case of seven alleged I. W. W. found guilty last month of second degree murder in connection with the armistice day shootings at Central. In his arguments today he asserted that the I. W. W. is a peaceable organization.

Wireless Report Says Vessel Afire

New York, Apr. 3.—The American steamship Eastern King, bound from New York to Cuban ports, is on fire near Sagua De La Grande on the Cuban coast, according to a wireless message today to the navy communications service. The steamer Lake Medford responded to the call for assistance and is pumping water onto the fire, the message added.

In the pump circulation water system failure of the circulation will probably be due to lack of water, to a shorted impeller key, broken pump shaft, leaky pump, sediment, old hose lining or a frozen water line.

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Grade Over Smith Hill Reported In Very Bad Shape

Eugene, Or., April 3.—The mud in the highway on Smith hill, a few miles south of Grants Pass, is several feet deep in places and absolutely impassable for a car unless assistance is given in the way of a tow by a team, according to G. M. Gunther of San Francisco and G. C. Noll of San Diego, who with their wives arrived in Eugene on Monday night on their way to northern points.

"A farmer living on this hill near the worst place is causing money by towing cars through the mud," said Mr. Noll. "He charges \$5 a tow, whether he tows you 50 feet or a mile. He towed my car about 50 feet and that of Mr. Gunther's half a mile and the charge was the same. When I passed his place he was in the barnyard hitching up his team. He called to me and told me to go as far as I could; that he would be along pretty soon. I hardly knew what he meant but I soon got 'wise' when my car stuck in the mud. The farmer arrived a few minutes later with his team and began to hitch on to the car without a word."

From Smith Hill to Eugene the driving was fair most of the way, these motorists said, but they found some pretty bad places between Roseburg and Grants Pass.

The highway over Smith hill was closed up last fall and the recent heavy rains have put it in very bad condition. The two cars that arrived here Monday night were almost completely covered with mud. With the exception noted, they came through all the way on their own power.

Trucks Relieve Meat Shortage Despite Storm

When a community is short of food because of severe weather and lack of transportation, there is but one thought—to get it quickly. Urbana, Ohio, recently suffered a scarcity of meat and when motor trucks equipped with solid tires and chains were sent to the Westville station to unload many carloads of hogs—they were stalled by heavy snow and icy roads. No progress could be made. At this juncture E. T. Taylor, a proprietor



Battery Dependability

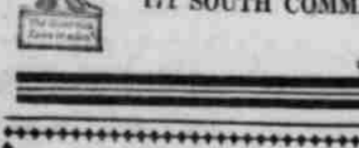
The war proved conclusively the great importance of the motor car. It also proved the importance of the starting and lighting battery. On a vast number of cars used by American officers in the field of operations the

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Lee L. Gilbert

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of the Mad River Stock Farm, was called in with his pneumatically equipped truck. Even without chains, his Goodyear all-weather tread gave ample traction so that he unloaded the hogs for Urbana consumption without any trouble, converting many scoffers to the advantages of pneumatic tires. It is said that the easiest way to a person's affections is through his stomach—if that is so, then pneumatics are forever enshrined in the hearts of Urbanians.

Police Refuse To Act Against Women Picketing Embassy

Washington, Apr. 2.—Efforts of the state department today to have the Washington police authorities make up the picketing of the British embassy by women favorable to an Irish republic failed. The police said that in the light of the decision of the federal courts in the case of the suffragettes who picketed the White House two years ago they were powerless to act unless there was a riot.

A dozen women marched up and down the sidewalk in front of the embassy this morning displaying banners criticizing the British government. State department officials immediately conferred with the Director of Columbia commissioners and police authorities.

It was said that the British embassy had made no complaint. The women undertook a demonstration at the capitol yesterday, but were turned away by the capital police. Before going there they staged a demonstration opposite the White House.

Extradition Of Tricky Whiskey Agent Is Granted

Extradition for V. G. Loasergan, wanted in San Francisco for the robbery of J. M. Miller last February, was granted Inspector Cannon, from the San Francisco police department, today by Governor O'Connell. Inspector Cannon left for Portland where Loasergan is under arrest.

According to press dispatches from Portland Loasergan was arrested there last Monday night, after being identified by Miller, whom he is said to have robbed of \$1000. Loasergan is said to have offered to sell to Mr. Miller a

Girl Diver Goes East To Defend Championship

Portland, Or., Apr. 2.—Accompanied by Jack Cochr, swimming instructor of the Multnomah Amateur Athletic club, Thelma Payne, holder of the women's national fancy diving championship, leaves here today for Detroit, Mich., where she is to defend her title on Apr. 19.

At Detroit, Miss Payne will compete against the most noted women swimmers of the country including Aileen Allen, who formerly held the title, Barney Malcomson and Helen Walwright.

After returning from the Olympic game tryouts at San Francisco on July 3, if successful in the finals at New York on July 16, Connie Meyer, Irene and Virginia Pembroke and Ethel Knowles also will represent the local club in the Olympic game tryouts.

Death Summons W. H. Strickland

Walter H. Strickland, 56, for eight years a resident four miles east of this city on the Garden Road used at his home there at 11 a. m. today, a victim

of cancer. The body is being held at the parlors of the Pindon & Son company pending arrangements for the funeral.

Mrs. Lulu Strickland, his wife, and an unt in Richmond, Va., survive Mr. Strickland. Mr. Strickland was a book-binder by trade, and a member of local #9, of Portland.

Very often oil leaks through the axle tubes from the differential housing and gets on the brake bands, making it impossible for the friction surface to grip the metal drums when the brake pedal is depressed. To remove the trouble temporarily pour a little kerosene on the bands, as this cuts the grease. To cure the trouble install new felt washers to prevent the oil getting through the axle tubes.

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