

**STEVENSON ACT SAVED U. S. RUBBER SITUATION**

Due to Speculation in Outside Industry

Prices Likely to Drop

Important statement given during the New York show, Sir William Letts, president of the society of manufacturers and traders of Great Britain and Ireland, of the Willies-Overland Ltd., of Manchester, England, covered the rubber situation seen from the British view.

William was on his 27th trip to the country in the interests of the rubber car industry of Great Britain and Ireland. He is president of the transport congress and was in conference with John Willies, president of Willies-Overland, Inc.

He expressed himself as amazed at the continued prosperity of the rubber industry, stating that there was a steady up-tendency, but that it was not comparable to the developments in the United States. He also said that the transport congress was benefited by the whole world as the British problems of Europe are analogous to those here and the aims and objects of Great Britain and Europe were the same.

As to the rubber situation, Sir William said, "I was disappointed in what your Herbert had to say regarding rubber and the present price trend. I was pleased to hear for we in Great Britain are in a position of high position in your government."

**Viewpoint Is Stressed**

When I came out here on this since I have been here, I felt that too much has been said and written in America regarding the rubber situation and that it has been treated too much from the American viewpoint.

As rubber itself is elastic, statements regarding it have stretched quite far enough. American has got the same lines identically as Great Britain and the rest of the world purchase of raw rubber and the advantages has been given to Britain or any other territory against America. Every day the same basis. Every day Robert Horn, G. B. E., in statement to the American papers of January 3, puts the

matter so clearly that I do not believe that it is possible to challenge his statements. It is of no use to try to raise in the sentiment of automobile users regarding rubber prices. They are in exactly the same position regarding the price of tires here as they are all over the world. The price of crude rubber is subject to your manufacturers are the same as they are to manufacturers in all other countries. No one can say that the British government is picking the price of rubber.

"The Stevenson act, I believe it is generally admitted, has saved the situation. The present price of rubber has soared has been caused by nothing more nor less than speculation both by insiders and outsiders. It is just like speculation in your wheat pit and cotton market. Had there been no Stevenson act the planters and the states would have gone broke."

"It is rather surprising to talk about the present prices affecting users in a country where motor cars are in such phenomenal demand especially when you consider how different this country is in general prosperity from other countries which are users of automobiles. And in these other countries the same condition exists which exists here."

**Britain Affected by Market**

"We in the automobile industry in Great Britain, are just as anxious as you are here for the price to be put at an economic figure."

"In my humble opinion, rubber prices are coming down."

"The complete relief under the Stevenson restriction scheme of 1919 per cent will be in operation in February and should give great benefit to the situation. In my humble opinion the government having stood behind the Stevenson act has been and is the real savior of the rubber industry."

"Our interests are common, except that Great Britain is in a far different situation than the United States as it relates to general prosperity, but Great Britain is certainly on the up-grade in its industries. I feel sure that the good feeling between two countries which exists today should be strengthened and that we should confer and work toward one common end which, with two such large nations involved, would be for the good of the whole world."

**Increase Not Anticipated**

"No one, either here or in Great Britain, anticipated an increase of from 7,000,000 to 20,000,000 motor vehicles in America in the short space of three or four years."

"You may be certain that the motor industry of Great Britain will do everything that is possible to remove any sort of artificial interference with production in rubber, as its interest is identical with that of the American Automobile industry so far as tires are concerned."

"I am advised that we are delighted to discuss in the friendliest manner possible, any joint steps which might be taken independently of government and on the behalf of the commercial interests

of our countries to bring the price of rubber down to economic levels, but do let us steer clear of exaggeration which does not have a tendency to help matters."

"No country in the world has had the experience nor can appreciate more than the United States, that the law of supply and demand will always continue to function."

**ARMY STAGE IN SET FOR AUTO EXHIBIT AND SPRING FASHION REVUE**

(Continued from page one)

to brighten the onsets of the big motor show. In this array of talent are Novak's Vaudettes, a five-piece girls' jazz orchestra. This same clever group recently scored a great hit at the Columbia theatre in Seattle.

In this galaxy of entertainments are a levy of the "Polles" group who will frolic and caper, throwing hints into the symphonic measures of Vaudettes' pagan harmonies, including petite and winsome Bebe Browne, a most accomplished dancer.

And in this, the preparation of the automobile show, are reflected the spirit of business optimism that prevails throughout the auto row, a spirit which is destined to make this exhibit the most notable and successful event in the history of motordom in Eugene.

**Tightening Nuts on Wheels Ends Squeaks**

The squeak of wooden wheels can sometimes be eliminated by tightening the nuts which hold the metal wedges which are forced between the demountable rim and the metal of the wheel.

When washing the car, especially in dry weather, do not be afraid to let the stream of water play upon the wheels. If the wood has not been properly seasoned, it is likely to shrink when it gets very dry and cause a squeak.

If it shrinks too much it may weaken the wheel and cause trouble when subjected to a strain such as taking a curve at high speed.

**Some Motorists Really Too Expert in Driving**

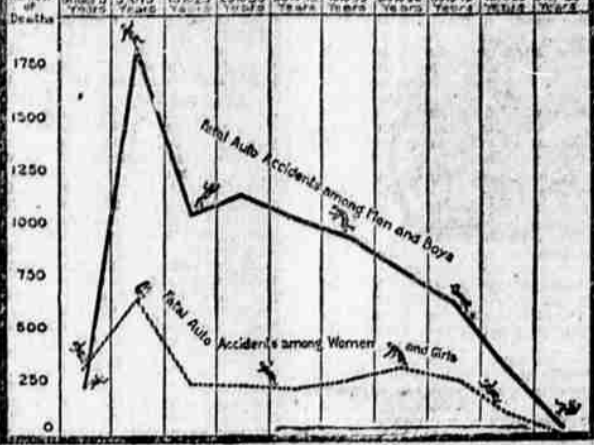
Americans are fast becoming a race of automobile drivers. The man who does not know how to operate a motor car and to operate it proficiently is today the exception rather than the rule.

If any fault might be found with the present day driver it is with his having become "too expert" in the operation of his car. By this we mean that the average driver feels so at home behind the steering wheel that he is likely to become careless and manipulate the controls too adeptly to give them an opportunity to properly perform their functions.

You come in contact with these "too expert" drivers every day. Just as the bronco buster rides at

**YOUTH OF NATION TOPS DEATH LIST IN U. S. AUTO FATALITIES**

**AUTO DEATH RATE HIGHEST AMONG YOUTH**



Youth pays the heaviest toll in annual automobile fatalities. From five to fifteen years is the period when the greatest number of fatal accidents occur, for both sexes.

The chart shows the age distribution of automobile deaths for men and women as given in the latest mortality figures prepared by the government. These figures, says the safety council for the prevention of automobile accidents, emphasize the need for more

playgrounds and increased safety education among school children.

Complete statistics are not possible, as only 85 per cent of the United States keeps mortality records. About 25,000 a year, is generally conceded to be the annual number of automobile fatalities. For 8,621 males known to have been killed in one year there were only a third as many women, or 2,845, in spite of the fact that the male population is only 4 per cent greater than the female.

until the speed of the car drops below five or six miles per hour. An idling motor has a braking effect down to that speed and will contribute much to a smooth stop.

**The Man's View-point**

They were climbing a lofty peak of the Alps, and she was standing a few feet above him. She turned around and gazed in wonderment.

"What," he asked, "what do you see?"

"Far, far below," she cried, "I see a long, white sheet stretching like a paper ribbon almost back to our hotel."

"Ha, ha," he ejaculated. "It's that hotel bill overtaking us!"

**Woman's View-point**

**A Trick of Fate**

Two men who had been married about the same time met after some months. One asked the other how he liked married life.

"Fine," was the reply. "My wife's a perfect angel."

Said the other: "You always did get all the luck; I've still got mine."

**Little Tips for Drivers**

Starting the Cold Engine. Hints on Covering Radiator. Burning Out Your Globes. How to Correct Rim Squeaks.

If it were not for the ever-present danger of death from poisonous carbon monoxide fumes from the exhaust of the engine, no motorist would be justified in moving his car in cold weather until the engine was thoroughly warmed. As matters stand, however, the average driver cranks as quickly as he can, and then backs out of the garage without delay. This problem can be solved, however, by arranging for the car to run up a slight incline when it is garaged. After releasing the brakes, the car coasts out to the driveway, where the driver can take his time warming up the engine, yet without operating it in the meantime.

Poor carburization, gasoline waste, crank-case dilution, and motor carbonizing will result if too little of the radiator is covered and the engine allowed to become cold. Steaming, which is often a signal of trouble in summer driving, cannot be easily detected in winter as the steam condenses as soon as it comes in contact with the cold air and therefore, the reading of the heat indicator must be relied upon. If steam were visible on a very cold day it would generally indicate that the bottom of the radiator was frozen and no circulation was taking place.

A loose battery connection is frequently the cause of burned-out headlights, globes, especially when this occurs consistently. Very often the jar of the car will shake loose the battery connection, allowing the current to flow from the generator direct to the lamps, which produces a higher voltage than they will carry.

The vacuum tank on the car should be cleaned out every three months to eliminate sediment. Remove the top of the tank and take out the inner shell. This will permit access to the lower chamber from which rust and dirt can then be removed. Also check the screen, to see that the tank head is clean.

An annoying rim squeak can be stopped by running the car for a short distance with the lugs fairly loose. This will permit the rim to readjust itself and the noise will stop of its own accord. Repeat this process if the squeak persists when the lugs are tightened again.

When it is found difficult to shift into low for a quick start, try shifting into second or reverse an instant before trying again. Usually this will put the gears in the right position for a mesh better than by letting in the clutch for an instant.

A strainer or trap installed in the

gasoline line of the car will keep the water and the sediment out of the carburetor and vacuum tank, as they are heavier than gasoline and settle at the lowest point.

The destruction of a tube often is started when it is being applied, through its being pinched under the tire tool or under the head of the tire. A little care is all that is needed to avoid pinching. In straight side tires the flap should be carefully and smoothly applied.

When adjusting the steering gear, allow a little play to prevent its binding and to relieve the arm from vibration and road shock. One inch travel of rim on the steering wheel is about right.

Avoid overloading your tires, and when it is absolutely unavoidable, help the tire to handle the extra load by putting in more air.

To save the bearings of the generator and avoid grinding noises, it is a good plan to put two or three drops of oil in this unit every few hundred miles. Do not use over three drops of oil at a time, as too much lubricant will injure the armature commutator and brushes.

Learn the correct air pressure for your tires and check it—with a gauge—every few days. Remember that four pounds loss of pressure in a balloon tire of a certain size, for which the correct pressure may be 30 pounds, is just as serious as the loss of two or three times that much in a high pressure tire of a corresponding size.

**Goodyear Announces**  
the new  
**Pathfinder Cord**

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High Pressure and Balloon Sizes

If you want a quality tire at a genuinely low price, we can't urge you too strongly to invest your tire money in a Pathfinder. These tires are big rugged over-size cords fully warranted and built in the world's largest tire factory.

30x3 1/2 Oversize Cord	\$11.30
32x3 1/2 S. S. Oversize Cord	\$16.95
31x4 S. S. Oversize Cord	\$18.00
32x4 S. S. Oversize Cord	\$19.20
33x4 S. S. Oversize Cord	\$20.20
33x5 S. S. Oversize Cord	\$31.50
35x5 S. S. Oversize Cord	\$33.60
29x4.40 Balloon	\$15.00
30x4.95 Balloon	\$19.20
31x5.25 Balloon	\$21.95
30x5.77 Balloon	\$25.10
33x6.00 Balloon	\$29.55

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