

TWICE
A
WEEK

GRESHAM OUTLOOK

TUESDAYS
AND
FRIDAYS

VOL. 14, NO. 83

GRESHAM, MULTNOMAH COUNTY, OREGON, TUESDAY, DECEMBER 16,

\$1.50 Per Year

STANDARD OIL COMPANY HAS GROWING PATRONAGE

The Standard Oil company reports that the sales of its Gresham substation this year has far exceeded those of any year since the distributing station was established in 1914. W. P. Tuerck, special agent, attributes this growth primarily to the growth of Gresham and the surrounding territory and to the stimulus that good roads have given to the motorists to avail themselves of the many beauty spots which nature has been so kind in placing tributary to Gresham.

The new Mt. Hood loop road was completed too late this fall to reflect the amount of travel it will divert through Gresham, but we feel safe in predicting that next summer the traffic through the town will be of such a volume, especially during week-ends, that our streets will be taxed to accommodate it. All lines of business will undoubtedly benefit immensely as a result of this anticipated enormous increase in travel.

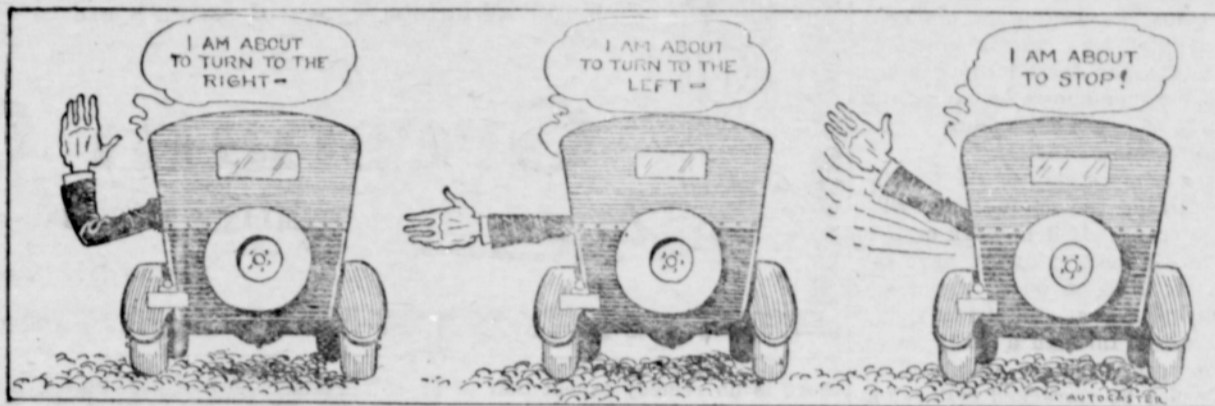
Gresham people can do a great deal toward developing the maximum travel over this new road by constantly extolling the scenic wonders its route affords to every non-resident with whom they may come in contact. The Standard Oil company promises to assist by advising tourists of the new road and of the many scenic attractions to be enjoyed along its course, this will be accomplished through the medium of its hundreds of service station salesmen.

In a payroll way the Standard Oil company is contributing to the prosperity of the community by affording employment to seven men, namely: W. P. Tuerck, special agent; R. J. Erwin, substation salesman; E. L. Stafford, clerk; A. Simonsen and A. E. Hengstler, auto tank truck salesman; Wm. G. Booth, package truck driver, and J. W. Marriage, warehouseman.

Mr. Tuerck expressed his own appreciation and that of his men, for the many favors and courtesies shown them by their patrons during the past year and extend their best wishes for a very Merry Christmas and a prosperous New Year to all.

Automobile SECTION

OREGON AUTO SIGNAL IS RECOMMENDED



OREGON AUTO SIGNAL SYSTEM IS COMMENDED

Police officials of Indianapolis are urging the adoption of the system of hand signals shown above for the control of traffic on the highways in all the states of the union. This system has been in use in Oregon for several years and traffic officers think the daily accident toll would be greatly reduced if such simple signals as those illustrated were adopted and observed—not only locally but nationally, as well.

In Oregon the use of these signals is compulsory. The signal should be given in a clear, concise manner at a distance of at least 100 feet from where the driver is going to turn or stop, in order that following drivers have sufficient warning. If the arm is

extended for a turn to the left it should be held horizontal until the turn is started. A signal given in a careless manner, as a left turn indicated by the driver pointing at the curb, on the telephone wire (as is often the case) it is of no value to the driver approaching from the rear, or front, and might almost as well never have been given.

A positive signal commands respect, and the signalling driver is entitled to make his turn without being passed by the driver behind.

Another important thing in turning, often overlooked, is to get in the left line of traffic before turning to the left, or into the right line when turning to the right. This is a small matter, easily accomplished, and if all drivers would observe it, traffic con-

gestion and the passing of cars about to turn left, would be minimized.

In cities, where some streets are for one-way traffic only, a driver will find the foregoing "hunch" especially advantageous. Cutting corners is also allowed when turning to the left from a one-way street onto a one-way street. Don't be too hard-boiled in maintaining your right-of-way, however, because you might meet a driver who was not acquainted with one-way streets.

AVOID ACCIDENTS BY ADJUSTING BRAKES.

(Copyright by Edwin Greer, president Greer College of Automotive Engineering, Chicago.)

Car owners and repairmen do not take time enough in adjusting automobile brakes. In your paper this morning you read of a horrible motor car accident in which "bad brakes" played the leading role. Yet, you glance at the item—and forget it. Worse still, you ignore the moral it set forth: Look to your own car and see if the brakes are in good condition.

Possibly you think that as long as the brake drums do not feel warm to hand after you come in from a drive that the bands are not dragging. But this is not exclusive evidence that the wheels are running free. The only way to be certain of this is to jack up both rear wheels from the ground and then turn each wheel in a forward direction. When this is done, due to the differential action, the wheel on the other side of the car should turn in the opposite direction. That is it will if the bands are free. While this check is being made the gears should be in neutral. Any swishing or rubbing noise resulting from the wheel while you are rotating it is a sure sign that something is the matter and a something which should be immediately removed if you wish your car to be free from brake drag. You who have not had the experience will find it almost unbelievable what a very slight amount of brake drag will do to your car's performance, especially on a hill.

While the car is jacked up it is imperative that you first free the external brakes so that there is absolutely no contact between the brake band and the drum. Then when you rotate the wheels you can easily discover whether or not the internal brakes are dragging. If the internal brakes run free it is a simple matter to adjust the external brakes and this is accomplished by first setting the adjustment at the brake support as close to the drum as possible so that when the wheel is rotated no contact is made between the brake drum and brake band. Most brake drums are more or less out of round and be positive that contact is not made when the brakes are in the release position.

If the brake linings are worn and require replacement have it done immediately. It is aggravating to have to fool around with adjustments while on the road—furthermore, it is sheer murder for yourself and passengers for who can tell when the emergency will arise? Therefore, have your brakes operating at the top notch of efficiency at all times. If you don't, you'll be sorry, or rather your family will, because flowers and caskets cost more than brake linings. Do you understand what I mean?

Henry Ford's business, which is prosperous everywhere, is said to gain in proportion more rapidly abroad than at home.

Read the automobile ads in the Want Column.

CHEVROLET NOW MAKE PARTS FORMERLY BOUGHT

Within the last two years the Chevrolet Motor Company has taken over the manufacturing of hundreds of both small and large parts that were formerly purchased from other organizations.

It is part of the general plan of the company, say Botkin & Johnston, local dealers, to reduce costs of production to a minimum. The introduction of assembly plants and the paralleling of such plants with body building plants of the Fisher corporation constituted one of the steps in this direction.

In the fall of 1923, Chevrolet began making their own drop forgings, such as front axles, steering gears, connecting rods, springs hangers, motor supports as well as various other parts.

In addition the company has reduced the amount of malleable parts that go into the Chevrolet from 140 pounds to 60 pounds, replacing these parts with drop forgings and stampings, which are sturdier and more reliable. All these drop forgings and stampings are made in the Chevrolet factories.

During the last year, this company has likewise taken over the making of all fenders and sheet metal parts, such as side aprons, radiator splash guards and hoods.

This policy of the Chevrolet Motor company has made it possible for them to put additional quality into the car.

The country has enough cars to take all the people riding at the same time. The total number is 15,552,077.

The man who doesn't believe in signs had better not try to drive an automobile in the city.

"Let your light so shine" that it will not blind an approaching driver, is good automobile gospel.

Continued on page 2

COLUMBIA HIGHWAY SERVICE STATION

AT SPRINGDALE on Columbia River Highway
Well Equipped Garage and Machine Shop

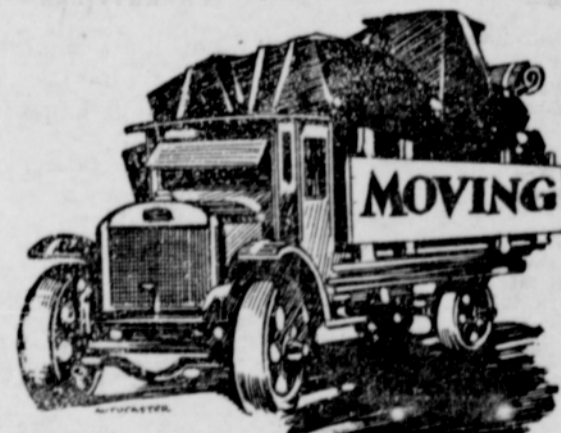
LARGE LINE OF ACCESSORIES
Distributors of Columbia and Prest-o-lite
Storage Batteries



Tourist Auto Park

Authorized Ford
and
Chevrolet
Service

See our Christmas Display. Let us help you select a Christmas Present.



Hauling Contractors

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Satisfaction Guaranteed

For rates and prompt service
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1411

GRESHAM TRANSFER & STORAGE COMPANY

BURTON L. WALRAD, JR., Mgr.
Gresham, Oregon

Spotlights

Windshield Wipers

Tire Chains

Visors

Bumpers

Etc.



Royal or Usco
Tires

Kelly Kant Slip
Cord

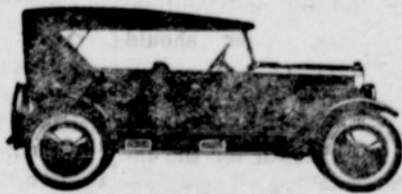
Kelly Low Pressure
Tires

AUTOMOBILES



WILLYS-KNIGHT

A motor that improves with use. No vibration at any speed, with the new Lancaster balancer.



The New Good MAXWELL

Balloon tires, Duco finish. Larger valves with water circulating all around them. Ball bearing steering knuckles. More power.

OVERLAND

All-steel bodies. Baked enamel on all steel. More power, larger axles, Stewart vacuum system.

The New Coupe-Sedan
\$749.00 at Gresham

CHRYSLER-SIX

From 2 to 70 miles an hour. Sixty miles an hour in comfort. Oil supply filtered every 25 miles, removing all sediment. Moisture air cleaner on carburetor. Distinguished beauty of line and finish.

HELSEL IMPLEMENT CO.

RELIABILITY PHONE 1141 SERVICE

IMPLEMENTS --- MACHINERY

For the large Farm, the Dairyman, the Berry Grower or the Gardener.

Water Systems for any type or depth of well

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BEST TO USE

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