

REGISTRATIONS SHOW INCREASE OF AUTOMOBILES

AKRON, O., Jan. 29.—Motor vehicle registrations for the past year obtained from the various states by the B. F. Goodrich Rubber company show there are now 9,274,920 passenger cars and trucks in use throughout the United States—one for every 11.8 persons. This is an increase of 1,670,904, or 21.9 per cent, over December 31, 1919, when there were 7,604,016 motor vehicles registered.

The gain during the past year was greater than that of any previous year, and is considered exceptionally remarkable by officials of the automotive industry in view of the adverse business conditions throughout the country during the last part of 1920. The largest previous gain was 1,457,299 in 1919.

Every state in the Union showed a gain during the year, Virginia leading with 51.1 per cent, and Tennessee last with 1.4 per cent. The majority of states showed increases ranging from 15 to 24 per cent. In a general way, the figures show agricultural states made better gains than industrial states.

The race between New York and Ohio for supremacy in the number of motor vehicles has again turned in New York's favor. The mid-year registrations last summer showed Ohio leading by 81,000 cars, and it was thought it would maintain the lead for the entire year. Thousands of New York owners registered later, however, and the final figures showed New York with 692,174 and Ohio with 618,000.

Pennsylvania strengthened its hold on third place, advancing from 482,117 to 584,184, while Illinois, its closest rival, increased from 478,438 to 568,745. Although California did not show as great a numerical gain this year as the other leaders, it still has fifth place firmly secured with 550,690.

Iowa again managed to win out in its tri-cornered race for sixth place with Texas and Michigan. Last year, Iowa had 363,079, Texas 331,310 and Michigan 325,813. This year, both Michigan and Texas crept up a little, the final figures giving

Iowa 437,266, Texas 431,938 and Michigan 412,690. Which state will be ahead next year is a question.

Nevada is still badly mired in the "cellar" position, having only 10,464, as compared with 9,305 a year ago. Delaware is but one stride ahead, however, with 18,350. New Mexico and Wyoming are the only other states with less than 30,000, New Mexico having 22,040 and Wyoming 23,924.

An analysis of the registrations by states shows that eight have more automobiles within their individual confines than the entire continent of Europe. These states—New York, Ohio, Pennsylvania, Illinois, California, Texas and Michigan—have a combined registration of 4,295,686, more than 45 per cent of all cars registered in the country.

Four new states entered the list of those having 100,000 or more cars. They were Virginia, Kentucky, Maryland and Oregon. Of these Virginia showed the greatest increase, having advanced from 94,100 to 142,154, a gain of 51.1 per cent.

Alemite Plays Big Part in Winning Race

"Alemite played a big part in helping Roscoe Sarles establish an average speed of 103.2 miles an hour in the Thanksgiving day classic on the Los Angeles speedway," declares R. W. Foyle, manager of the San Francisco branch of the Alemite Lubricator company.

"No human agency could have saved the lives of the brave racers who crashed to death during the great race, once their cars came together; how John Bresnahan, Chevrolet's mechanic, escaped is a miracle. No defect in either car can be blamed for this accident; it was one of those inevitable crashes that have always made the racing game as perilous a venture as it is.

"Importance of Sarles' wonderful speed average can not be over-emphasized, however, shadowed as it is by the tragedy of the race. Aided by Alemite lubrication, the Duesenberg pilot made as fast time with his little 183-cubic-inch piston displacement motor as the fastest car or twice that size motor made in the opening 250-mile race on the southern track last spring."

An endless belt apparatus, invented by two Texans, for unloading motor trucks, is operated by the rear wheels of a truck resting on rollers.

MOTORISTS TRY 'SNOW BUCKING'

Any motorist who has ever had experience backing his car on grades realizes that there is no other one thing that can be depended on with such certainty to mar what otherwise might have been classified as a perfect day.

With this knowledge, what would such a motorist think of having to back his car in deep snow over grades for several miles, appreciating to the utmost that despite the most cautious driving his wheels might skid off the road at any second, the all-important query ever before his inner consciousness being in such event whether he or the car would be on top when the bottom of the canyon was reached?

That is what four Essex motorists had to do—back two cars from a point within five miles of Shaver Lake to Armstrong's, through deep snow. It required several hours to accomplish the feat and all were duly grateful that it was unmarked by mishap. Moreover, they all admit in words so emphatic as to leave no doubt of their meaning, that they wouldn't "get into such a hole again just to see what the Essex can do for much less than a million ducasts."

It was trying to "see what the Essex can do" that led to their awkward situation. No other driver had ever attempted to go past Armstrong's on the road to Lake Huntington at this season, when mud is over the hub caps for many miles and the snow four feet deep farther on. But R. B. Wilson of Fresno, Harvey A. Kern of San Francisco and two of their friends said they believed the Essex had as much power as a rotary plow and they would see just how far they could go.

They had fair going to Auberry, but from there it was all up-grade to Alder Springs, and between there and Armstrong's they had to proceed in low gear, with mud over the hub-caps of the two cars. They were cautioned at Armstrong's not to try to go any farther, but kept ahead. Within five miles of Shaver Lake, after bucking from six inches to two feet of snow all the way from Armstrong's, they ran into snowbanks, four feet deep, and found it impossible to locate the roadway.

Confronted by an insuperable obstacle they stopped and consoled themselves with the realization that they had gone miles closer to Lake Huntington than any other car had ever succeeded in going at this time of the year. But their bliss was very largely dampened when they began to consider the trip back. Turning around was impossible at any point and they had to back, keeping in the tracks made by their cars, for several miles.

It was dark when the adventurers reached Armstrong's and they built a bonfire, cooked a meal and made themselves as comfortable as they could for the night. Next morning they returned to Fresno with the enlightening information that they had discovered one thing an Essex won't do—it won't tell the driver whether or not it is on the road when bucking through four feet of snow.

1921 Auto Licenses Must Be Secured By February First

Chief H. S. Wilson stated this morning that the congested condition in the office of the secretary of state in Salem has prevented the speedy distribution of 1921 auto licenses, but that they are making their appearance here quite numerously. The law requires each owner to make application for a license, and each person making such application is entitled to a receipt showing that he is complying with the law. So far, said the chief, he has not found a person who has not complied with the law, either the license plate or a receipt being produced as evidence whenever an auto owner has been questioned in that regard.

January 15th was the limit of time granted for the securing of the license tags, but the rush of work in the office of the secretary of state makes it impossible for all to comply with the law, and leeway, at least until the 1st of February, will be given. After the final date, however, the chief will enforce the law to the letter.

MOTOR PLOW WITH MIRRORS

One type of motor plow of French manufacture is equipped with mirrors that enables the driver to see the ground ahead of him and the work he is doing at the same time.

9 Feet of Snow New Mark at Crater Lake

MEDFORD, Ore., Jan. 29.—A late opening season at Crater Lake for 1921 is forecasted by the report received today by Alexander Sparrows, superintendent of the park, that the snow is none nine and one-half feet deep at the rim. Last year at this time the depth was only five and one-half feet.

VALUABLE HINTS ON TRANSPORTATION GIVEN

The National Automobile Chamber of Commerce offers the following valuable transportation hints to communities:

Co-relate your transportation resources—it means industrial expansion.

Develop motor transportation between farm and city.

Develop your agricultural production.

Develop your distribution and marketing facilities. It means a wealthy, healthy community.

Make your highways work 365 days for you.

Mud is a liability—so is snow.

Keep your highways open.

Install in your chamber of commerce a transportation committee and boost for better times.

USE ACID AND WAX TO ETCH NAME ON METAL

The car owner may occasionally desire to put his name or initials on some metal plate or surface. This is best done by etching, and if it is iron or steel mix a half ounce of nitric acid and an ounce of muriatic acid. Shake these well, when they are ready to use. Cover the place to be etched with beeswax and when this is cold write what is desired in the wax clean down to the metal, using a sharp instrument for the purpose.

Now apply the acid mixture with a feather, being careful to fill each letter. Let the acid stand for ten minutes and pour water in it. This stops and etching and the wax may be removed.

NEW DIRECTION INDICATOR

A new direction indicator for automobiles, to be carried at one side of a windshield, raises semaphores to signal that a car is going to stop or turn to one side or the other.

STAYING ON HIGHWAY IS PROBLEM IN YOLO

WOODLAND, (Yolo Co.) Jan. 29.—Because of the skiddy highways, John Thompson required six hours to make an automobile trip from Woodland to Piedmont. He generally covers the mileage in three hours.

Thompson blames many of the accidents to the poor condition of the roads leading off the pavements. He says the sides are not properly banked, and once the car is off the highway it is almost sure to turn over if the driver is traveling at a fair rate of speed.

IONE TO JACKSON ROAD WORK STARTS IN APRIL

JACKSON (Amador Co.) Jan. 29.—The board of supervisors have not as yet outlined a good roads program for 1921. With the exception of the work which will be done by the state highway commission in April on the road from Ione to Jackson, there are no definite plans.

The highway commission is at present working on the road to Silver Lake.

LOOK AT BATTERY TERMINALS

Did you ever wonder why the engine does not show the accustomed pep or why the lights burn dimly or the ignition seems poor? Unfasten the wires and bars at the battery terminals and notice if they are clean. They must be clean if current is to flow freely. Scrape off with a stick.

LOOMIS FRUIT DISTRICT ROADS BEING REPAIRED

LOOMIS (Placer Co.) Jan. 29.—News of great importance to the motoring public is that Supervisor Ed. Silva has a crew of men fixing all the roads around Loomis, which has been impassable for the last month. When finished, the motorist will be able to go through all the fruit district. Folsom on the Auburn border and over good roads.

HONECUT BRIDGE NEAR BANGOR NEARLY READY

OROVILLE, (Butte Co.) Jan. 29.—The concrete bridge under construction across Honecut Creek near Bangor, will be completed within ten days, if weather permits.

The steel and forms are furnished, and were viewed by Superintendent C. E. Porter, W. Boucher, secretary of the Oroville chamber of commerce.

The Acme Motor Company Building Was Built By

W. D. Miller

General Contractor

Dealer in Brick, Stone, Concrete Blocks, Roofing, Crushed Rock and Building Materials of all kinds

224 S. Sixth St.

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