

AUTOS RAPIDLY GAIN IN NUMBER OVER LAST YEAR

First Six Months Of 1919 Show Increase About 11,000 Machines.

LICENSE FEES RETURN \$500,000 FOR ROADS

Figures Show Growth Of Industry In State Remarkable In Few Years.

With only six months of 1919 gone by there are approximately 11,000 more motor driven vehicles in Oregon than were registered during all of last year, according to figures compiled in the office of the secretary of state for the current year up to July 15. The total number of pleasure cars and trucks registered up to that date was 74,146, while the total for 1918 was only 63,325.

From this greatly increased number of auto owners the state has been financially benefitted to the extent of \$553,893 in license fees, all of which, under the provisions of the licensing law passed by the last legislature, will go into the good roads of the state.

Just how rapidly the auto industry in the state has developed is strikingly shown in the comparison of the number of machines registered from year to year since 1905, when the licensing law went into effect. In that year there were but 218 machines in the entire state and the following year showed a decrease to 142. It was not until 1909 that the number of owners passed the 1000 mark, but since that year the sales have increased by leaps and bounds, as is shown in the following table:

Year	Cars	Trucks
1910	2,493	7,479.00
1911	6,422	27,316.00
1912	10,163	42,994.00
1913	13,957	56,873.00
1914	16,947	77,592.00
1915	23,583	108,881.30
1916	33,917	146,254.00
1917	49,632	196,787.50
1918	63,325	461,422.00
1919	74,146	553,893.00

To supply the present demand for motor driven vehicles there are 523 licensed dealers now doing business in the state the report shows, as against 110 in 1914.

The rapid growth in the number of cars has not, however, been accompanied by a corresponding increase in the total of hire machines. To the contrary, the records show only slightly more than half as many licenses issued to chauffeurs this year as during 1915, when the number of hire cars was 4151, the greatest on record. Last year, due to war conditions, only 2386 drivers applied for licenses and only 2330 applications have been made so far this year.

During 1914, the first year that motorcycles were registered separately, 2998 machines were registered and the gain in number is shown to be comparatively slow, with only 3149 licensed this year.

Don't over lubricate your engine and drive with the cutout open. It is noisy and smelly.

Proper Use of Brakes Vital To Car's Life

Just how much damage he is doing to his car when he jams on his brakes and comes to a "fast stop" the average motorist does not realize—either that or he is mighty careless with the money he has invested in the machine.

Probably there is not a driver in the world who does not fully realize that locked brakes, and the consequent skid rapidly destroy tires, but it is not the friction alone which breaks down the fabric. Often when a wheel is skidded a stone or other hard substance is caught under the tread. The result is a bruise, which rapidly develops into a hole, or gives the opportunity for a blowout.

The shock and strain on the chassis of a car resulting from a sudden and full application of the braking power is also detrimental and often causes the loosening of joints in the body.

A little experimenting will demonstrate the fact that a car can be stopped quicker and with less shock by applying the brakes intermittently and with a steady pressure than by jamming them on.

Brooks-Salem Paving Is Standing Heavy Tests Say Highway Officials

In the past there has been a deal of discussion pro and con as to merits of the two-mile stretch of paving in the vicinity of Brooks, and another near Aurora. Occasionally there has been a rumor that the section at Brooks was showing weakness; but an official highway department recently called attention to the fact that this stretch of paving had been receiving the severest test it would ever get from any form of traffic, in taking the strain of truck loads of road materials constantly going over it. The assumption is that if it will stand this without breaking up it will stand anything, and the test is the more gratifying as it indicates what may be expected from other units.

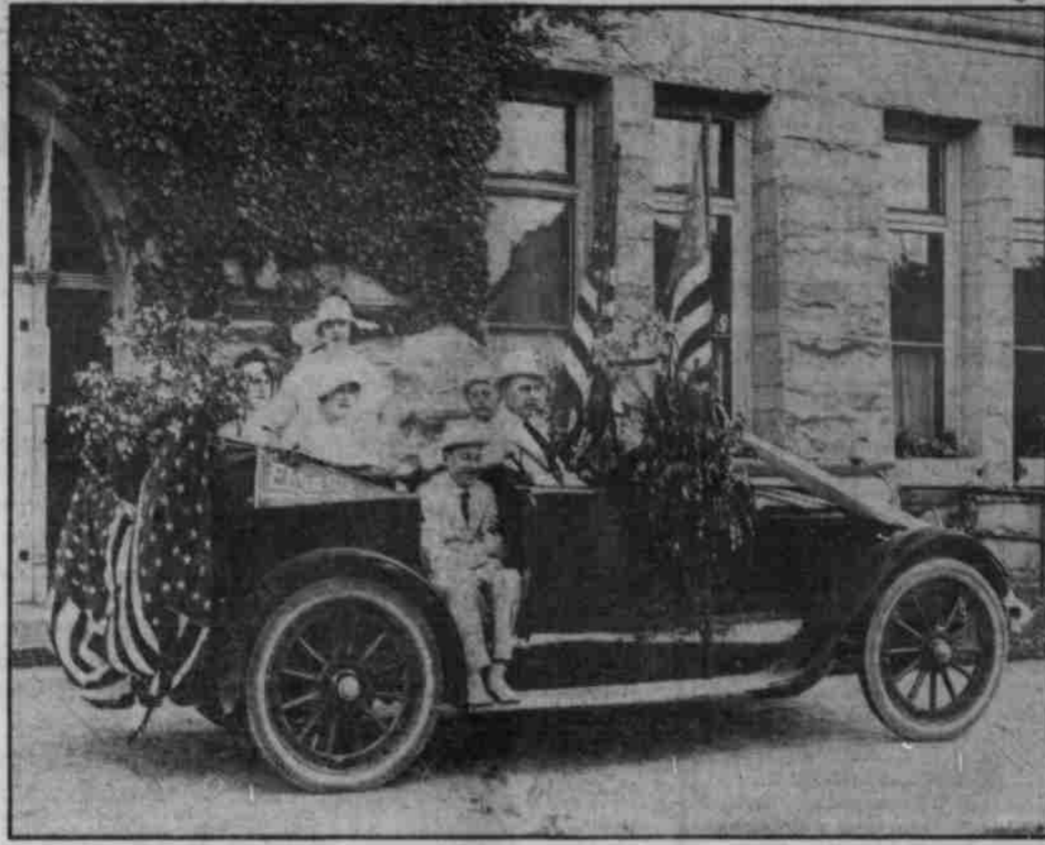
Fords To Be Handled By New Firm At Silverton

Johnson & Simmons is the name of a new firm of automobile dealers which is to handle the Ford car in Silverton in the future. The company was organized this week and the contracting parties are S. E. Johnson, of Silverton, and E. C. Simmons, manager of the Vick Bros. sales company in Eugene. Mr. Johnson, who has been in Eugene completing the organization of the firm this week, is to be the resident manager of the company.

Eugene Camping Ground To Have Ovens For Tourists

A new idea in community service to the auto traveling public is being worked out by the Lane County Automobile association in the public camp grounds near Eugene. Two bake ovens, each designed to care for the cooking needs of four families, are to be erected on the grounds and a supply of wood kept handy. The ovens are to be built of concrete and brick, four feet square with chimneys in the middle. Well water and electric lights are already supplied to the patrons of the grounds by the city of Eugene.

ELGIN SIX CARRIES GODDESS OF LIBERTY AND ATTENDANTS



Salem's Goddess of Liberty and members of her Court as they appeared in the Fourth of July parade. Reading from left to right they are: In tonneau, Lenore Dunham, Margaret White, Goddess, Alta Johnson, O. A. Hartman. In front seat, Oliver J. Myers and E. F. Smith.

ROAD OPEN AND IN FAIR SHAPE TO TILLAMOOK

Few Miles Through Grand Ronde Reservation Bad, But Passable.

FISHING REPORTED GOOD IN STREAMS ALONG ROUTE

Detour By Way Of Hopewell And McMinnville Best Way From Salem.

With the thermometer going straight up in the nineties and the "stickiness" of summer hanging over the inland, the call of the road to the motorists leads to the seacoast and the ocean breezes nine times out of ten these days. To many Salem and central Willamette valley people the call is coming from over Tillamook way this year, that beach being fully as popular with people from this section of the state this season as ever before.

Roads No "Worse."

The travel so far this year over the road by auto has been rather light, due principally to the lateness of the hot season, but the reports of those who have been over the route indicate that the roads are no worse than usual—somewhat better in spots where limited improvements have been made—which indicates that the trip is a comfortable one day's drive without serious difficulties or danger to the average driver.

For Salem people making the drive the best route is over the inter-county bridge and thence along the west side of the river to McMinnville, via Hopewell. Considering that the autoist has to back trail to Rhodora over this route, it is some few miles longer than the Dallas-Balston way, but the roads are in much better condition and time, as well as car, can be saved over the longer path.

Route Easily Followed.

Beyond Rhodora the course is easily followed along the main highway through Willamina, the Grande Road Indian reservation and the Three Rivers country. Following the right road here is the least of the drivers' worries—keeping in it in places is far more trying on a person's skill and endurance. But the really bad spots are well distributed and not too numerous.

The worst piece of road encountered is that through the Indian reservation. Natives in the neighborhood are wont to call the trail "the rock road," but if the rock was over there it has long since given up the fight to stay on top and has departed for lower altitudes—all except a few individual boulders. They loom up unexpectedly at the most unlikely places, or hide themselves directly in the roadway under the dust.

Police Are Now Instructed To Enforce Auto Traffic Regulations In City of Salem Strictly

Automobile drivers who do not dim their lights when passing another motor vehicle, and those with cars traveling around at night with one eye, are looking for trouble. At its session Monday evening the city council instructed the chief of police to enforce the ordinance regarding the dimming of lights.

This order was brought about by the continual complaints from those who have been blinded by the strong auto lights and by those who have barely missed accidents, due to the strong lights.

The last legislature having tangled up the speed and auto regulations in the state, it was found necessary to again formulate and pass speed ordinances for Salem, and this ordinance was adopted April 7, 1919, and hence it is a new one. Among the regulations provided for in this ordinance are the following and these are the law of Salem:

Must Dim Bright Lights
"Drivers of motor vehicles when operated at night, upon meeting and approaching another vehicle, shall dim his head lights."

"Every motor vehicle shall be provided with adequate brakes sufficient to control the vehicle at all times and a suitable and adequate bell, horn, whistle or other signalling device, and shall during the period of one hour after sunset to one hour before sunrise, display at least two lights in lamps on the front, and one red light in the rear of said vehicle."

Right of Way Plain
"All vehicles approaching and in motion shall have the right of way over vehicles that are standing still or parked and the operator of any and all vehicles that are parked shall be liable and responsible for any damages caused by a collision by reason of the vehicle."

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Tourist Says To Avoid Cow Creek Canyon

Keep away from the Cow Creek canyon as long as the present construction work on that section of the Pacific highway is in progress, is the advice of H. McCall of San Francisco, who passed through Salem on his way north this week.

While reporting most of the roads between this city and the California metropolis in fair condition and navigable without any great discomfort to the motorist, Mr. McCall said that the present shape of the Cow Creek canyon unit justifies a person in going a long way out of his way to avoid it.

Mr. McCall was two days in getting over the few miles of road in the canyon, due to the fact that the road under construction is open only for a few hours each day and the going is slow. Passage over the road, because of blasting operations, is open only for a short time in the early morning, at noon and in the evening.

The highway over the mountains in northern California is not in the best of shape, according to Mr. McCall, but does not present any serious obstacles to the experienced driver. This side of Roseburg the roads are easily passable, although rough in many places.

WORK ON DALLAS-SALEM HIGHWAY TO BE RUSHED TO EARLY COMPLETION

In the not so distant future a Salem business man who wants to communicate with a Dallas business man will not irritate himself with the delay of a long distance telephone message; he will simply run out his gasoline time killer and slip over and talk to him at "close up," for the 15 mile trip can be made in about the time it takes to connect by long distance.

The contract for the grading and hard surfacing of this important link of highway has been let to Oskar Huber of Portland, who will set a gang of men to breaking ground very soon. The paving is to be of a bituminous base, 16 feet in width, with two foot stone shoulder at the edges. As the topography permits a practically straight line and the grades are easy, this will not only be one of the busiest units of highway commercially, but one of the most popular with the joy rider.

Ford Lubrication
There are three principal points to be watched in the lubrication of the Ford car, the crankcase supply of oil, the universal joint and the differential gears.

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ROADS THROUGH VALLEY WILL BE FINISHED SOON

East And West Side Routes From Portland South To Be Equal In Length.

PAVING TO CALIFORNIA BY END OF 1920 IS AIME

Construction Work Under Way Makes Travel Bad In Many Places.

There was a time when the west side and the east side routes from Portland to Junction City were something like the road forks among the "hog-backs" of Tennessee—"It don't make no difference which one you take, stranger; you'll wish you'd took the other."

With the carrying out of the construction program on these two routes this season, it will make no difference which route the autoist takes; he'll be glad he's there.

The latest map of these two trunk lines makes an interesting study. As originally designed the west side route was from McMinnville to Independence by way of Dallas and Mouthout; but the highway commission decided to run the line from McMinnville to Mouthout, taking in Rickreall. In establishing this route it has been necessary to build two spur lines east and west—one from Salem to Dallas, and another from Independence to Mouthout.

Distances Equal

Thus laid out, the two routes from Portland to Junction City are placed on an equal footing as to distance and topography. The west side route figures up 115 miles, according to distances between towns as marked on the standard map; while the east side route figures up a total of 113 miles. As conditions are at present, there is perhaps a slight preference for the west side route from Salem to Portland.

Through the courtesy of Secretary Klein of the highway department, the following information is made available as to the status of construction

BANG!

There Goes a Tire!

Too Bad. You should have brought it to Monty's Tire Shop before it reached the blowout stage. But bring it in anyhow and we'll fix it up good as new.

Good Vulcanizing and Tire Repairs Are Our Long Suit

Monty's Tire Shop

154 S. Commercial St. Phone 428

Any Trouble?

IF YOUR BATTERY TROUBLES GET YOUR GOAT COME TO US

The Battery Shop
282 NORTH COMMERCIAL STREET

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That is—just as soon as you buy your car drive in and have the battery registered. That's the time to ask us about the few simple rules of battery care that you must follow to give your battery the right start in life.

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