

PNEUMATIC TIRES BIG AID TO TRUCKS

REVOLUTIONIZE FIELD OF SERVICE—GOODYEAR PIONEERS IN THEIR DEVELOPMENT.

One of the first rubber companies to apply itself to the problem of producing tires for the modern motor truck—the most efficient carrier since the locomotive—was The Goodyear Tire & Rubber company, Akron, Ohio. In the evolution of the pneumatic truck tire, this company with its extensive research facilities, has played a most prominent part.

In many respects the introduction of the motor truck has not been unlike that of the locomotive some 90 years ago. When the locomotive was ushered in to a wondering and incredulous world, its sponsors entertained fanciful visions of its future importance as a carrier, but their "iron horse" was still little more than a giant toy. Road conditions absolutely prohibited its use.

Then followed a period during which a steel track was perfected. First the rails were of hardwood strips, then ribbons of iron were placed on these wooden rails, next all-iron rails, a little later a light "T" rail and now the heavy rail of today.

The adaptation of the motor truck to present day traffic uses has been accomplished by conquering just as trying conditions as those confronting the locomotive of nearly a century ago. Gas makes the giant go, but without a suitable track of tires—of rubber, the sap of a tree—its commercial advantages would be limited.

The first trucks were fitted with solid tires, for at that time no other tires were available. But the Goodyear company began immediately to develop a tire that would permit the motor truck to branch out into a broader field of service. The advantages of pneumatic equipment were apparent and now thousands of truck owners are adopting them for use in every conceivable kind of service.

Pneumatic tires on trucks save the load, the truck and the road, permit better time and therefore increase the amount of load that can be hauled in a given time. They have been a great aid in the development of universal use of the truck.

The country has been having an

agitation in regard to the effect of heavy trucks on interurban pavements. Pneumatic tires on trucks work no harm to the roads, for they are built to distribute the load properly on the road surface. It is not primarily the weight of a truck that harms the road, but the bumping and pounding of the truck. With pneumatics this is eliminated, for the tire tread accommodates itself to the road surface and has no more harmful effect than an automobile tire has.

The motor truck has come to stay. It must be recognized as a common carrier. There is a distinctive field for both solid and pneumatic tires on trucks, according to the service they are expected to perform. In some kinds of service the solid is now and probably will remain the best equipment. In others there is no question about the advantages of pneumatics. The pneumatic is being adapted to many uses that formerly were thought to be beyond it. Truck manufacturers report an increasing demand for trucks on these tires, all of which indicates that they are gradually being put to new uses, many of which were practically unheard of but a few years ago.

REPORT FUTURE OF CAMP LEWIS STILL UNCERTAIN

Washington Congressman Told Prospects Depend Upon Pending Army Bill.

Representatives Johnson, Hadley and Miller joined in a telegram to the Tacoma Commercial Club and Chamber of Commerce this week informing the organization that the future of Camp Lewis as to troops will depend largely upon final action by congress regarding the peace time strength of the army. The three congressmen conferred with General March, chief of staff of the army, and afterward sent this dispatch to Tacoma:

"We together this morning called upon chief of staff of the army as to the future of Camp Lewis. General March assured us that Camp Lewis would be a division headquarters and the number of troops to be stationed there would be in a great measure dependent upon the size of the army congress will provide and the exigencies of the war department. This is in line with all our previous assurances. The Washington delegation is a unit as to doing anything and everything for the welfare of the camp. In the event any universal training bill passes congress, the chief of staff states that Camp Lewis would be used for training purposes."

STATE TAX SHORT OF REQUIREMENTS

DEFICIT OF \$2,183,527 FOR BIENNIAL ESTIMATED ON BASIS OF LIMIT LEVY.

With the constitutional limit levy of 3 mills fixed on a state valuation increased by \$50,000,000 for 1919, this state will face a general fund deficit of \$2,183,527 for the biennium ending in 1921, according to an estimate of revenue and expenditure prepared by the bureau of inspection for the state board of equalization, which will meet September 1.

The prospective deficit is the estimated result of appropriation demands granted by the 1919 legislature, in excess of the revenues from taxation.

By the bureau summary, total appropriations from the general fund as made by the last session, less \$29,410 reappropriated and expended prior to April 1, amount to \$10,507,023. To meet this payment the state will have \$3,282,200 in revenues other than taxes, \$858,290.55 general fund cash which was in the treasury April 1, 1919; \$1,083,005.74 in uncollected taxes, and \$3,150,000 from a 3 mills levy for 1919 on a total estimated state valuation of \$1,050,000,000, an increase of \$10,000,000 over last year's valuation. Complete collection of all uncollected taxes is figured in this estimate.

Thus the total of the prospective income falls more than \$2,000,000 below the total appropriated from the general fund. If the estimates prove correct the deficit will have to be carried on warrants, as it is considered inevitable that all money appropriated will be spent.

In detail the principal estimated deficits in various funds are listed by the bureau as follows:

Military, \$52,464; university, \$231,815; state college, \$114,004; Bellingham normal, \$76,140; Cheney normal, \$52,854; Ellensburg normal, \$46,318; public highway fund, \$584,746.

In addition to these the capitol building fund shows an apparent deficit of \$120,952 and the capitol building construction fund is short \$1,416,347 on the last appropriation of \$2,500,000 from capitol building funds to be returned from the sale of granted lands. Operating income, secured by future land sales, is derived from a half-mill levy.

race meet is the first of the circuit races. Horsemen are therefore anxious to enter here and get started on the season's work.

On Saturday there will be auto races, and probably auto races on Sunday also.

SEEK MEMBERS IN COUNTRY.

Automobile Club Officers Want Outside Motorists to Join.

Officers of the recently organized branch of the Western Washington Automobile club are particularly anxious to get as members autoists

who reside in the country outside Olympia, because they want the people who are best acquainted with road conditions.

Though no campaign for members is being conducted, some 90 autoists have already joined, according to Secretary C. A. Rose, and new ones are being enrolled daily. Besides erecting signs marking various detours, the club is also stringing a large banner across Fourth street at East Bay avenue, calling tourists' attention to the free camping sites at Priest Point park and directing them to the playground.

Fined for Assault.
C. H. Hull was fined \$10 and costs Saturday by Police Judge Walter Crosby on charge of assault in the third degree. A. V. Gilhus, brother-in-law of Hull, charged that Hull hit him while they were working together at the shipyards. Hull pleaded guilty to the charge.

Members of the Woman's club observed their annual memorial day Monday, the graves of deceased members being decorated by a committee consisting of Mrs. V. Johns, Mrs. A. J. Frisch and Miss Janet Moore.

Dort

Quality Goes Clear Through

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THE DORT IS BUILT FOR SERVICE—A STRONG AND ENDURING CAR—A GOOD LOOKING AND COMFORTABLE ONE.

In the opinion of thousands of owners who have paid more for cars in the past, the Dort embodies everything required for efficient and satisfactory use.

It has harmonious and attractive lines—sturdy frame and axles; powerful, quiet, smooth running engine; comfortable seats and lots of room for five people.

Its starting and lighting equipment is the best in the world. Its cooling properties are unusual. It is easy "to get at" and simple to drive.

The Dort satisfies pride of ownership, as well as high mechanical requirements—at exceptionally light operating and maintenance expense.

REASONABLY PROMPT DELIVERY

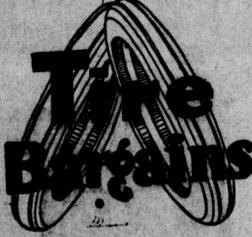
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We vulcanize and retread your old tires; or if they are past repairing you can find here some excellent bargains in either new or partly used tires.

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SOUTHWEST FAIR ON ALL NEXT WEEK

WILL BE "BEST EVER," SECRETARY SAYS—TRACTOR DEMONSTRATIONS A FEATURE.

The annual Southwest Washington Fair at Centralia-Chehalis takes place next week and everything is in readiness to open the gates Monday for a week of "the best fair ever held in Western Washington," George R. Walker, secretary and manager, says.

This fair is always noted for its remarkable display of grains and grasses, and it will be fully up to standard this year. In fact, better than ever before, because the harvest season this year has been so propitious. E. F. Perry, district horticulturist, a very capable man, has this department well in hand.

All entries for the fair must be in by 6 o'clock Monday evening. Secretary Walker has obtained the services of capable judges, and judging in all departments will begin Tuesday.

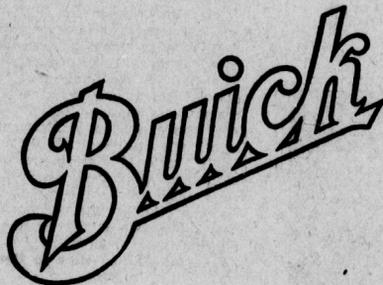
Space for the commercial booths is all taken, and the visitors will be assured of a fine display in all commercial lines.

More sheep entries have been received, thus making certain the desire of the fair management to have the sheep exhibit this year a special feature. Messrs. Nystrom and George R. Walker have visited all sections of the county recently and there will be a good display of local stock, as well as stock in the professional class.

In addition to an aggregation of 20 side shows, said to be the largest on the road traveling through fair circuits, Manager Walker announces that every evening of the fair there will be special fireworks in front of the grandstand. These will consist of set pieces, showing war scenes. They are said to be of the very best grade.

The tractor demonstrations, under the supervision of A. B. Nystrom, county agriculturist, will be another feature of the fair which will prove most interesting. The tractor is revolutionizing farming, and all farmers interested in them. Daily demonstrations will be held in the field south of the fair grounds, entrance being through the fair grounds. This is a 30-acre field, well sodded.

The horse racing program will surpass any ever given before. There are more entries this year than in previous years, and the barns are more than filled with horses at this time. The fair track is the fastest half-mile track in the West, and the

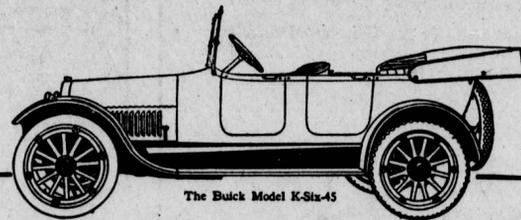


1920 Model K-45

Buick Five-Passenger Touring Car

THE BUICK Model K-Six-45 is a very capable open car for five persons, designed to cover the multitude of uses to which such a car is put. It differs from the big seven-passenger model only in tonneau and chassis length, possessing the same degree of ruggedness, easy-flowing power and mechanical excellence.

The tonneau is even more liberally proportioned. The seat is full three-passenger capacity, set at a comfortable angle. The sides are upholstered clear to the doors with the same French pleated leather used on the cushions and seat backs. Each of the four doors is equipped with a side pocket for storing small parcels. The instrument board is illuminated by a dash lamp. Top and side curtains are made of high grade fabric, the curtains swinging open with the doors. Behind the front seat is a very convenient pocket for storing the side curtains when not in use.



The Buick Model K-Six-45

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