

START WORK ON BIG CHEVROLET FACTORY

Work has been started on the \$500,000 addition to the Chevrolet factory at Oakland. The additions which are being erected by the P. J. Walker Co. include a two-story office building and a four-story factory building made necessary by the great increase in Chevrolet production ordered to meet the demand for the popular Pacific coast model car.

BATTERY SEDIMENT

While sediment forms in the bottom of storage battery jars, it will seldom accumulate in such quantity as to reach the plates. Nevertheless whenever a cell is taken apart for any reason this sediment should be carefully washed out.

CAPT. WADDELL RETURNS

Captain Albert G. Waddell, who for almost two years has been absent from the Chevrolet organization in command of a battery of French 17's in the American expeditionary forces, has resumed his duties at the Pacific coast factory located at Oakland, as advertising manager.

AUTOMOBILE OWNERS FAVOR PASSAGE OF FEDERAL ROAD BILL

WASHINGTON, D. C., Feb. 18.—That a preponderant majority of the six million passenger car and motor truck owners of the country will support the Townsend bill in the sixty-sixth congress is practically assured, asserts President David Johnson of the American Automobile association, which represents motorists generally in national organized form.

"Ever since the A. A. A. in January, 1912, called the first federal aid in roads convention in the capital city, there has been a steady and logical progress toward comprehensive participation in highways betterment by the national government," according to Mr. Jameson, who then goes on to say:

"The explanation of this development is exceedingly simple and consists mainly in the fact that we now utilize for passengers and freight road vehicles which disregard county subdivisions and state lines. There must be a distribution of highway authority among the several subdivisions, in our own councils we have repeatedly discussed the proposition that there should be no smaller unit than the county, which would mean county roads, then state roads, and finally, federal roads.

"On the way to a federal system, we are following out a partnership with the several states by which equal amounts of federal and state money are spent in the creation of state systems. This was preceded by a joint arrangement between the state and its counties, until finally the state in many instances has taken over the main trunk roads. Exactly the same thing is certain to result from the present federal and state co-operation, and this is fundamentally set forth in the bill just introduced by Senator Charles E. Townsend of Michigan, the probable chairman of the senate committee on post offices and post roads in the next congress. The measure introduced by him calls for a federal highway system which will provide not less than two main trunk line roads in each state and joining the federal highway system in the adjacent states and countries. The commission is to consist of five members, geographically distributed, and not more than three of the same political affiliation. The terms of office will expire in such manner that only one commissioner would be appointed at a time, after the commission had been created. The appointments are to be made by the president and confirmed by the senate, with the term in office seven years. This commission would take over all existing federal road activities, engage a chief engineer and other engineers, and the commissioners would give their entire time to their duties.

"These provisions will give an idea of the scope of the measure, which, in my opinion, will not only have the support of the motor road users, but will obtain the endorsement of all organizations which have to do with highways progress."

SINGLE PLAT CLUTCH ADJUSTMENT

Friction wear in the single plate clutch may be remedied by throwing out the clutch, slackening the adjustment bolts; tap either of them clockwise in the slot on cover, perhaps a quarter or half an inch thus shifting the ring which carries the levers and rollers to new seats on thicker sections of the thrust ring, thus compensating for the wear.

CARBON DUST

In the generator where carbon brushes are used a certain amount of fine carbon dust is inevitably deposited in the bottom of the generator. This should be blown out with compressed air whenever the periodic inspection is being made.

BREAKER ADJUSTMENT

When it is found that the contact breaker cannot be properly retarded at slow speeds without producing a knock in the engine the only remedy is to reset and move the piston further along on the firing stroke. A few experiments and careful noting of how the engine pulls after each will demonstrate the correct setting.

CHEVROLET MAN TO NEW YORK

L. F. Alborelli, traveling auditor of the Chevrolet Motor company, has left the factory at Oakland for New York after a visit to Oakland and Los Angeles branches with A. L. Warminston, Pacific coast auditor. While on the coast Alborelli visited the San Francisco and Los Angeles automobile shows and managed to get in some time touring southern California.

PROTECT THE BATTERY

While the storage battery is generally immune to freezing, because of the acid in the electrolyte, when a battery is nearly discharged it will freeze at about zero, so that the owner of a battery which he suspects is pretty well run down should take the precaution of protecting it with a blanket or heavy robe when the thermometer shows signs of going down.

Motor Car Speed Records Made in U.S.A. since 1910

When Ralph De Palma raced his Packard racing car against time on the beach at Daytona, Florida, last month, he broke the automobile record for speed by making his motor car attain the speed of nearly 150 miles per hour. The highest previous record was made in 1914 by Chassagne, who drove his car at the speed of 118.9 miles per hour. Following is a table of the various American speed records made since 1910.

Highest speed at which motor car has ever traveled, 149.72 miles per hour, made by Packard, driven by Ralph De Palma at Daytona, February, 1919.

Brooklands' two-mile record, 118.9 miles per hour, made by Sunbeam, driven by Chassagne in 1914.

Chicago Speedway two-mile lap record, 115.5 miles per hour, made by Christie, driven by Barney Oldfield in exhibition, 1915.

Indianapolis speedway two and one-half mile lap record, 82.28 miles per hour, made by Peugeot, driven by George Baillot, in qualifying trial, 1914.

Chicago 500-mile record, 97.58 miles per hour, made by Peugeot, driven by Dario Resta, in 1915.

Brooklands' 500-mile record, 97.58 miles per hour, made by Sunbeam, driven by Chassagne, Resta and Guinness, in 1913.

Indianapolis 500-mile record, 89.84 miles per hour, made by Mercedes, driven by Ralph De Palma in 1915.

American road racing record, 301.81 miles, 87.8 miles per hour, made by Mercer, driven by Eddie Pullen, at Corona, in 1914.

American dirt track two-mile record, 77.7 miles per hour, made by Simplex, driven by Louis Disbrow, at St. Louis, in 1914.

Los Angeles motordrome two-mile record, 81 miles per hour, made by Fiat, driven by Caleb Bragg in 1910.

NEW CLASS OF BUYERS IN AUTOMOBILE WORLD

"The automobile industry has a new class of purchasers to consider, those whose motor car experience was born of the war and whose mechanical knowledge was gained under circumstances that imprinted on their minds the many uses the automobile can be put to, its utility and what to look for in the component parts of motor car construction," says G. A. Kissel, president of the Kissel Motor Car company.

"I refer to the members of the American Motor corps division who have in the past year learned the A. 3 C's of motor car construction and operation, from the ground up. There are several hundred thousand of these young men who represent future purchasers and users of automobiles, and who will make their purchases according to the expert advice they learned from Uncle Sam's instructions, differentials, gear ratios, every part of the automobile chassis are like an open book to them.

"Practically every automobile manufacturer who was on government work at one time or another had scores of these young men right in their plants learning the construction of the different parts. As one prominent automobile official said recently: 'They represent the new era of the automobile industry.' For some time past the manufacturer have felt that the owners understood more thoroughly the mechanism of their cars than they did. The abuses they unconsciously gave their cars, half the troubles of owners would be eliminated, half of America's service and parts expense would be stoned and the nation's gasoline and oil bill reduced."

NEWFOUNDLAND HAS DONE HER "BIT"

(Boston Transcript)

Has any community, large or small, excelled Newfoundland in the display of its voluntary sacrifice of life during the war? In proportion to population, perhaps no other has given so many brave men to the cause of freedom. The number is not impressive in itself but it is seen to reach a conspicuous moral height when measured by the principle that proved the value of the "widow's mite." Britain's oldest colony has given so generously of her manhood for more than three years, and her gallant regiment has been reduced to a thin line by death and disablement that the question of the ranks has become a matter of grave consideration. We can not greatly blame the Newfoundlanders if they do not volunteer with the alacrity and enthusiasm that distinguished the early enlistments.

When the war broke out, 1,000 able seamen joined the British navy, and 500 volunteers began the formation of the Newfoundland regiment. The number of the seamen has been increased since the men and they have had their share in the naval actions. Within a year the regiment was 1,100 strong. Kitchener reviewed it with satisfaction and sent it to the Dardanelles, where it captured Caribou hill, the farthest point of advance, and at the last formed part of the rear guard covering the retirement at Cape Helles. Going to France, the Newfoundlanders were awarded positions of honor, meaning danger, with the most trusted regiments. In the attack at Beaumont Hamel on July 1, 1916, they were caught among German wire entanglements and machine guns, and of the 811 men who went into battle only 53 answered at roll call next day. Newfoundland did not flinch. By October she had her reinforced regiment in line on the Somme, and in October it paid its debt to the enemy in the capture of Guedecourt. Exactly six months later, holding the foremost position at Monchy, the regiment flung itself against a whole German division and by its heroic sacrifice broke the counter attack.

Such were the deeds that accounted for the remarkable observance of a "Newfoundland week" in London. And now the islanders who since the war began have sent 8,000 men to the front are considering the question of adopting the Canadian plan of selective conscription for the maintenance of their strength on the firing line. As the colony has a coalition government, unembarrassed by party spirit, the introduction of the selective draft may not be difficult. But action will be deferred until the return of the premier, Sir Edward Morris, who was recently with us in the United States, but is now in England. There he has told the Londoners that he was "watching the Americans at the work of gearing up their war machine," which in many respects is going to be the most powerful thing of its kind the world has ever known. We hope his words will come true. And our hope for Newfoundland is that she will be able to maintain her enviable reputation in the field and be our trusty comrade till the end of the war.

WHAT TYPE OF TIRE SHALL I USE ON MY TRUCK? IS QUESTION

The development of tires for all classes of transportation service has been one of the wonderful accomplishments of the decade. In both solid and pneumatic tires, there have been developed, capable of delivering tens, twenties and thirties of thousands of miles, and even more, instead of the one and two thousands of early days.

There are separate fields for all kinds of tires. Some users demand a pneumatic tire, and others a solid tire. The field for pneumatics, however, is rapidly expanding and many trucks are now changing over to this type of tire.

"What type of tire shall I put on my truck?" is a question often asked these days, according to the local branch manager for the Goodyear Tire and Rubber company. This, of course, all depends upon what use you make of your truck," he says. "As between solids and pneumatics, each affords well-defined advantages in certain kinds of service.

"For short hauls, through congested traffic, where slow speeds are obligatory and pavements reasonably good, solids are the better choice. But in long distance transport, inter-urban freighting and general trucking, where cushioning and traction are essential, pneumatic tires are far more efficient and saving.

"Pneumatic tires permit increased speed, which means that a truck in general trucking service may make more trips in a day than formerly. When the reduction of repair expense is a considerable item, for the big pneumatic tires take up the road shocks and prevent them from affecting the mechanism of the truck.

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"Surface" Cuts

When a casing is badly cut by glass or other sharp objects it should be removed and a permanent repair made, by an expert repair man. Otherwise the tire may blow out unexpectedly. Cuts that seem superficial many times actually penetrate one or more layers of fabric, thus weakening the entire structure, the consequence of which is an early blowout, usually when you are in the biggest hurry.

Begin Now

Look at your tires, if you find a cut, no matter how small, drive around and let us look at it. If it should be fixed we will tell you. This service does not obligate you in the least; we are only too glad to be of service. A small cut can be repaired in three hours; a blowout in a day. It is not necessary to "tie-up" your car over night for tire repairs.

Retreading

We use the one cure wrapped tread method in retreading, using the best stock money can buy. We will absolutely not retread your casing if it will not stand it.

We have one price, guarantee our work and will endeavor to not "ill treat" your business.

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Bring us your worn and damaged tires for REPAIR AND RETREADING. We turn out the best work in this state, using the latest and most improved construction methods and types of machinery. Our workmen know their business.

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And a demonstration of this car will satisfy you as to its wonderful power and easy-riding qualities. It will pay you to see this model and to know it better.

Bert O. Brown

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There is only one real battery tonic—only one kind of stimulant that helps keep your battery in trim, that is pure distilled water.

Bring your car in every week or so, and we will fill the battery with pure water for you. Then you will side step a lot of battery troubles.

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BO KANSAS CITY MO 1250P FEB 28, 1919

C. E. STROMBERG

Mgrs Southern Border Motor Co., Phoenix, Ariz.

Suggestion for use Sunday paper have closed deal with Hart Parr, Co. for entire territory investigations proved that this firm founded the tractor industry and has been building successful kerosene burning tractors for seventeen years, their success and experience made it possible for them to easily win the first official tractor test of nineteen nineteen at Columbus Ohio Jan'y twenty seventh both power and economy tests went to the new Hart Parr with ease. We will have the most value per dollar to sell our customers a real three plow tractor. Shipments enroute for both Phoenix and El Paso including complete repair stock. The new Hart Parr created the biggest sensation at the show which was visited by more than hundred thousand people.

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