

SIMPLICITY IS THE PRINCIPLE OF DORT AUTO CONSTRUCTION

"Simplicity—just about in the control of the car, but in its every mechanical part—is the keynote of the construction of Dort motor cars," says G. W. Houston, the local Dort dealer.

The Dort ideal seems to be that of building an automobile in such a way that it can be cared for by the average motor car owner and also that it should require the services of an expert motor mechanic, the owner will not be obliged to spend a lot of money to pay for the time required to "get at it."

"First and foremost in importance is the oiling system. A car well oiled is a car that runs best, and the Dort oiling system makes it possible for any man, regardless of mechanical knowledge, to oil it after a single instruction. There are a certain number of grease cups and one pipe, leading to a crank case, for lubricating oil. All of these are accessible, even the dope cup for the clutch collar, a distinct Dort feature, can be reached by lifting the floor board. Once the position of these oiling points has been shown, there is nothing more to do except turn up the cups at intervals

and pour in lubricating oil as required. The mechanism does the rest.

"Then there is the matter of adjustability. Every adjustable part is arranged with special attention to its control. It is designed so that the individual owner can make any minor adjustments and do them without fear of making a mistake that will injure the mechanism.

"So much for the owner. Now comes the big feature of the Dort construction. It is possible to remove the entire power plant without removing the body; in fact, without removing another part of the car except the radiator. The rear axle can be taken out by loosening a few bolts, and, in fact, every part of the car is so arranged that a minimum amount of time and labor is necessary to get at the innermost parts.

"Yet the Dort mechanism is completely housed. With the exception of the fan and fan belt, the motor is entirely waterproof. Yet it is only a simple operation to get at the valves, not only the springs, but the seals themselves, so that removing carbon and cleaning the valves is not a difficult operation.

"Every precaution has been taken to add simplicity and to make the Dort proof against mishap. Even the ignition is so arranged that it is impossible to exhaust the battery by stopping the motor on a firing circuit and leaving the switch turned on. And, moreover, a further proof against faulty operation and as a means of insuring plenty of stamina, Dort cars are overzinc throughout."

It makes no difference what your wants may be you can have them supplied by using and reading The Republican Classified pages—Arizona's Leading Advertising Medium.

SCHULTE RETURNS TO HOME TOWN A HERO



Frank Schulte

Fifteen years ago Frank Schulte left Binghamton, N. Y., to make his debut in the big leagues, joining the Chicago Cubs. The fame he earned in the big leagues with his mighty bat and his fielding is known to all the fans. Now he is through as a big leaguer. Clark Griffith released him a short time ago to allow Frank to take the management of his hometown team in the international league.

A STUDY IN HUMAN NATURE AS VIEWED BY WILL S. KNIGHT

She came timidly into the Overland salesroom. She was one of those old-fashioned women, whose sunny smile made one think of mother. Her bonnet was of the old-fashioned poked variety with a cluster of grapes or cherries on it that bobbed when she talked. There was just a touch of that sad, sacrificial, tender expression on her face that suggested that she had a son overseas.

A courteous salesman approached her, taking off his hat as he spoke. "I came to see about trading my 1912 car into a new one," she said in a sweet southern accent. "You see, my son Tom is coming home next week from across the water. He has two medals for bravery, and I'm mighty proud of him, and I wanted a new car for him; not that my old car ain't just as good as it ever was, but Tom has a sweetheart and it's just a little old-fashioned like myself. I don't really like to part with it—it has been such a good car. How much do you think you could allow me on it for a new one?"

After careful inspection, the salesman named the figure. "Well, you see, my car is so good that I thought I ought to get almost twice that much, and I have just enough here to pay the difference." She pulled out a roll of crumpled bills—her savings, evidently, of a long time—but Tom was coming home. "Well, I'm sorry, but I guess Tom will have to get along with the old car for this year, anyway. Thank you for your trouble. Prices have changed terribly since I bought this one."

She started for the door. The salesman stood helpless, overcome by her sweet simplicity. Glancing his way, he thought there was a gleam of moisture in his eye, as he stood watching her go, and from the pleasant expression on his face he felt as if he could read his thoughts. I imagine they were pleasant memories of the little old red school house and a little girl with a gingham apron and long golden curls

and of a mother that wore a little poked bonnet with cherries or grapes on it.

"Hey, you!" called the boss, and the salesman's dream of the dear old-fashioned yesterday had given way to the more serious work-a-day life of the present.

REPUBLIC TRUCK MEN CO-OPERATE

Associations of various kinds are no new thing in the motor truck and associated trades. But an association composed solely of the distributors of a make of truck is something of an innovation.

Among the distributors of Republic trucks, however, there has always been a pronounced family feeling.

"Our distributors," says H. F. Harris, general sales manager of Republic Motor Truck Company, Inc., "have always taken an interest in each other and in the general welfare of the Republic organization as a whole.

"Whenever they get together at factory conferences or conventions, they have always shown a spirit of co-operation, exchanging ideas for the mutual good of the business; swapping plans that have enabled them to give Republic truck users exceptionally efficient service; and offering the factory the benefit of their observations on truck conditions in their respective territories.

"Recently it occurred to some of our leading distributors that this force could be made a permanently active one by forming a regularly constituted association among themselves with the same purposes in mind.

"Consequently, they have formed the Republic Distributors' association and elected the following officers: H. M. Genung, Kansas City, Mo., president; F. C. Meyer, St. Louis, Mo., secretary; W. R. Patterson, Dallas, Tex., vice-president; William M. Martin, Pittsburgh, Pa., treasurer.

"From what I know of the men behind this association and their constant endeavor to improve conditions in the motor truck field, I feel sure that the new association will not only be helpful to Republic truck users and the Republic organization, but will also be a worth while force in the improvement and development of motor truck transportation and service everywhere."

WANT DURANT PHOTOGRAPH

R. C. Durant's secretary has been snowed in with requests for photographs of the Pacific Coast speed champion during the past two weeks. Ever since the announcement of the Chevrolet official's entry in the coming Santa Monica road race he has been a regular matinee idol. When he is able to do so, Durant personally answers all letters pertaining to his racing; but the requests have become so numerous for photographs of late that he has had to turn them all over to his secretary.

Use The Republican Classified Pages for Results—Read for Profit.

GIRLS WILL GIVE UP SOLDIERS' JOBS



Mrs. Harriet Chamberlin has been appointed by the Y. W. C. A. to help solve the problem brought about by the return of the soldier to the job held by a woman. The object of the Y. W. C. A. is to fit the young women for new positions which will not keep the returned soldiers from retaining their work.



An Idling Pace

--with economy of fuel consumption.

A Thrilling Speed

--with power to spare.

From an idling pace to a veritable burst of power typifies the performance of the "Pacemaker," the smartest member of the Oldsmobile family. Not only the power and mechanical performance of this car will please you, but its sweeping lines and its general grace and beauty will please you.

The Six Cylinder Models

are so popular with those who wish something just a trifle better in the lesser priced cars. The light-six Oldsmobile creditably reflects one's social or business standing and has, still, all the durability and power that is demanded of a car of its size.

7-pass. Touring car	\$1970	"Pacemaker" (weight)	\$1995
4-pass. Club Roadster	\$1970	5-pass. Light Six	\$1525
2-pass. Roadster	\$1970	Light Six Roadster	\$1525

The Oldsmobile "Economy Truck" with Express Body \$1590 Here

Ferguson-Keeler Co.

321 N. Central

OLDSMOBILE CARS AND TRUCKS

MACK TRUCKS

APPERSON EIGHTS

HOW MUCH DOES A MOTOR CAR COST?

"Automobiles that have not been priced fictitiously, are cheaper today than they were four years ago," says Harry M. Jewett, president of the Paige-Detroit Motor Company. "This statement sounds like a paradox, but it is true. As a matter of fact, these advances were not in proportion to the cost of labor and materials.

"The price tag on a car today compared with the price on the same car four years ago does not tell the true story. To get a fair idea of the present price, there are vital facts to be considered. These relate to the average individual's earning power—the price he can get for the things he sells to make a living and the amount of the commodity he makes which he must exchange in the open market for the article he wishes to purchase.

"The best illustration I can think of to explain this point is found in the business of the farmer. The latter's wages, or buying power, lie in his crops or their market value. The staple article on the American farm is wheat. In 1914, or about four years ago, the farmer got 30 cents a bushel for wheat. Therefore, if he wished to buy a car that then sold for \$33, \$1,050, he practically speaking, paid about 1,166 bushels of wheat for it.

"Today, if the car costs him as much as \$3,355, he has to pay only about 700 bushels of wheat for it, because wheat today is valued at \$2.25 a bushel. In other words, while the car has apparently gone up 70 per cent, it costs the farmer only 60 per cent as much as it did four years ago."

SAVANT BROUGHT LETTER FROM JUDAS

"The Bookman" Autograph collectors are no longer satisfied with mere signatures—although these, too, have a place in the world and deserve a better fate than misplacement in the paper mill vat—nor are they of the glib nature of the famous M. Chasles, the French savant, who brought a letter from Judas Iscariot to Mary Magdalene, on paper bearing the Angouleme watermark and written in neat French.

THE FREEDOM OF THE PRESS

In that state of abandoned servility and prostitution to which the undue influence of the crown has reduced the other branches of the legislature, our ministers and magistrates have, in

reality, little punishment to fear, and few difficulties to contend with, beyond the censure of the press, and the spirit of resistance which it excites among the people. While this comports power is maintained to speak in the words of a most ingenious forerunner, both minister and magistrate are compelled, in almost every instance, to choose between his duty and his reputation. A dilemma of this kind pre-

parately before him, will not, indeed, work a miracle in his heart, but it will assuredly operate in some degree upon his conduct. At all events, these are not times to admit of any relaxation in the little discipline we have left—Junia's Letters, 1769-1772.

Use The Republican Classified Pages for Results—Read for Profit.

The Clear Vision PUMP



Is creating much favorable comment every place it has been installed, from Flagstaff to Nogales. The public wants and likes to see what they are getting and paying for. Dealers who have installed the Pump are gratified to find that it has increased their sales 50%.

A measuring device providing safe and accurate handling of gasoline, or any other light oil, is speedy, easily handled and neat. There is no waste, and it is the latest thing in up-to-date Service Stations.

See

W. B. LYNCH

PHOENIX, MGR. THE CLEAR VISION PUMP CO. 213 W. Washington St.

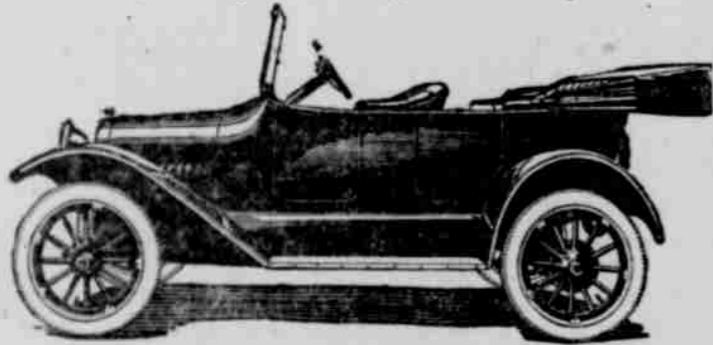
CHEVROLET For Economical Transportation

The value of any motor car depends upon its usefulness. The Chevrolet "Four-Ninety" proves its value through its utility.

It has power enough for all needs.

It has proper weight, which insures low maintenance expense.

It has the stamina to withstand the most exacting service. Its efficiency is only excelled by its economy.



Chevrolet "Four-Ninety" Roadster, \$835 F. O. B. Phoenix.
Chevrolet "Four-Ninety" Touring, \$950, F. O. B. Phoenix.
Chevrolet "Four-Ninety" Sedan, \$1375, F. O. B. Phoenix.
F. A. Touring \$1225 F. O. B. Phoenix.
One-Ton Truck Chassis, \$1515

Bert O. Brown Chevrolet Distributor

316-318 East Washington Street Phoenix, Arizona

Hudson Super-Six Still Reigns No Car Disturbs Its Supremacy

Now it is known this year, as last year and the two years before, Hudson Super-Six continues to be the first car in Motordom.

The Automobile shows exhibit no new types to challenge Hudson leadership in the field above \$1,500. Nothing is to be seen at any show in that class but types which the Super-Six has everywhere outrivaled.

It is the Permanent Type

That was pronounced for the Hudson when the Super-Six was first announced three years ago. It proved its right to that distinction in countless tests made on the speedway, in hill climbs and in trans-continental touring. Its official records remain unequalled, though assailed by many rivals.

The Hudson is known best because of its mechanical leadership, but in addition men in the trade acknowledge it as the leader in body designing. That is no more clearly shown than in this year's auto shows.

Last year's Hudsons reveal how they have influenced many cars seen at this year's shows. And the new Hudsons with their square lines and other advanced appointments are regarded as a forecast of what to expect in the new cars next fall.

60,000 Delivered and the Supply is Still Short

Except for the few open models that some dealers may have, there are no open car Hudsons to be had just now. Factory production is confined to closed types. Every spring has witnessed the disappointment of thousands who could not get Hudsons. Only those who speak now will be sure of delivery when they want it.

You can see today, in our showroom, the cars which attracted most attention at all the auto shows.



CAL MESSNER

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