

SPEEDING CAUSE OF CALAMITIES

Majority of Disasters Brought Upon Motorists by Their Own Reckless Driving.

FEW MISHAPS IN BAD PLACES

Sections Commonly Regarded as Extremely Dangerous Prove to Be Relatively Free From Serious Catastrophes.

Prepared by the United States Department of Agriculture. A three-months' study of motor accidents on Maryland roads has brought to light the interesting disclosure that vast majority of the disasters that befall motorists are brought upon themselves by their own recklessness, and that 90 per cent of them are due to speeding, says a writer in the Public Roads, published by the bureau of public roads, United States Department of Agriculture.

New Accidents in Dangerous Places. "One of the interesting developments of the investigation," the journal goes on to say, "is that the largest number of accidents have occurred at the places that have always been considered safe, while the sections which have been commonly regarded as being extremely dangerous are proving to be relatively free from accidents." Where the State highway crosses the Blue Ridge mountains, in the western part of the state, and miles are steep and curves sharp, there were but eight accidents during three months. On the National pike, between Baltimore and Frederick, there are 48 miles of the straightest road in the state, the record for the same time showed sixteen accidents, three of which were fatal. "And yet," says the publication, "few stretches of highway in the whole road system are so free from any features which might be considered as dangerous."

On the Baltimore-Washington road, with all apparent danger spots removed, the record shows that during the same period there was one accident every four miles of road.

Accidents in Safe Places. "There seems to be only one answer to account for these hitherto unsuspected conditions," the article says, "at answer is:

Even the less careful motorists are cautiously in the presence of recognized dangers, such as steep grades, sharp curves, grade crossings, and while the absence of such dangers



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ous features gives the driver a sense of security which prompts him to take a chance and yield to the well-nigh universal passion for speed."

Few accidents were due, it was found, to the condition of the roads themselves, and most of those were due to slippery surfaces caused by rains.

WHAT OIL GAUGE IS FOR

Guards, Lubrication System and Should Be Watched as Carefully as Other Instruments.

There are quite a number of motorists who would refuse to buy a car that did not have all the fixings on the dash—including an oil gauge of some sort, says Motor Life. Once they are sure the thing is on the instrument board, however, they forget all about it and never pay any attention to it. Watch the little gauge just as carefully as you do any of the other instruments, for it is guardian of the lubrication system to inform you of any improper functioning of that very important feature of the engine.

In New York state it is a misdemeanor to use any seal, coat of arms, sign, lettering or insignia of the United States on any privately owned automobile.

IMPROPER CLEANING WILL SPOIL FINISH

Easy Matter to Ruin Appearance of New Automobile.

Lack of Washing or Not Knowing How Will Go Further Toward Marring Finish Than Any Other Thing—Get Mud Off.

You may mistreat the engine frequently before it begins to complain, but the finish can be mistreated once or twice—then there is little left to damage, says William H. Stewart, Jr., president of the Stewart Automobile school of New York. The lack of washing or not knowing how to wash a car will go further toward ruining the appearance than any other thing. The varnish of a new car is benefited and hardened by washing with clear, cold water, but mud that is allowed to dry upon the body takes the oil from the varnish and leaves the finish mottled and streaky. Dirt is not the only enemy, for gases from the garage and even the atmosphere of some districts attack the finish of the car that is not frequently washed.

"Begin by cleaning the top," says

Mr. Stewart. "Take a stiff brush and remove the dust, then either sponge it or use a soft cloth with warm water and pure soap. A chamolix kept especially for the purpose will hasten the drying and the top must not be folded until it is thoroughly dry. The upholstery, if of cloth, is best cleaned by sponging with water containing a little salt and alcohol.

"In cleaning the body, be sure to remove the nozzle of the hose and flow the water over every part of the body. This will serve to wash off most of the dust and also loosen the mud. In cases where the car is very dirty it is best to do this and then let it stand for a few minutes, before going over it again with the hose. Then take a soft sponge and follow the hose over the body. If certain portions are greasy spotted these should be washed separately with pure water and castile soap, but except in this one instance soap of any kind should be avoided on the body.

"The road oil and grease that collects on the running gear require different methods of removal and also other tools. Special brushes and soap suds will get at the grease in inaccessible corners. In the case of the wheels hubs, care should be used to prevent water and grit working into the bearings."

TRICK YOU MAY NOT KNOW

Simple Little Trick to Make the Hub Cap Do Its Own Loosening When It Sticks.

In case the ordinary method of placing a wrench on a sticking hub cap and then tapping the wrench with a hammer, fails, try this: Place a small box or horse of very nearly the height of the hub from the floor, alongside the wheel, so that when the latter is turned the end of the wrench will strike the box, the force of the blow loosening the cap.

AUTOMOBILE GOSSIP

The automobile show era is 22 years old.

Canada has 42 automobile accessory manufacturing plants.

London has 2,000 motor sightseeing busses and 5,000 passenger busses.

A 120-horsepower passenger automobile, made in Germany, costs 380,000 marks.

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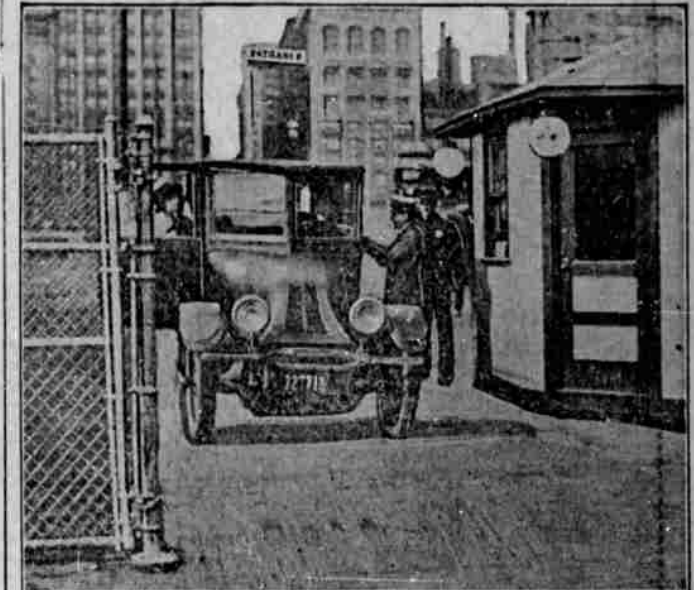
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CHICAGO OPENS NEW MUNICIPAL PARKING SPACE FOR MOTORISTS



Automobile Entering New Parking Grounds at Chicago.

Chicago has a new municipal parking ground for motorists who have business in the loop district, where they can leave their car between the hours of 7 in the morning and 12 at night for the small charge of 25 cents. The park has two gates, one to enter and the other to leave and a uniformed policeman is on guard at each place. Upon entering the grounds the driver, who is the only one allowed to drive in with the machine, is presented with a card bearing the number of his license and which he has to present to the gate-keeper in order to get his car. All motorists seem to be pleased with this new arrangement, as their car will be much safer with the new regulation in effect.

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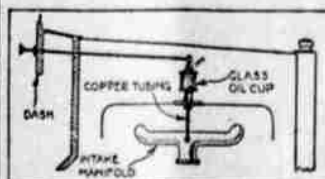
Device Causes Engine to Start Firing at Once.

Means Found for Injecting into Cylinders Sufficient Amount of Gasoline to Vaporize and Mix With Air.

Many automobiles require a sure-acting priming device to cause the engine to start firing at once, instead of compelling the starting motor to whir for long periods, which puts a heavy drain on the storage battery. Therefore, some means must be found of injecting into the cylinders a sufficient amount of gasoline so that enough will vaporize and mix with the air in the combustion chamber to form an ignitable mixture. The best of these is one that can be operated from the driver's seat.

Obtain an ordinary sight-feed oil cup, as shown in the illustration. Attach it to a suitable part of the car, such as the dash, or mount it on the engine block, above the carburetor. By the use of one-eighth-inch copper pipe, like that for the gasoline line, the cup should be connected with the intake manifold directly above the vertical tube to the carburetor. Then, by the adjustment of the feed-valve on the cup, the correct amount of gasoline is admitted to the manifold in the right place. In this way all cylinders will receive the same mixture, and of course will develop maximum power.

After the engine has started well, the feed-valve cup can be closed. This method is far more reliable than prim-



Save your storage battery by equipping your car with this simple sure-acting primer.

ing-cups on cylinders, for, when the engine is primed through them, a greater quantity is injected than is needed for one explosion, and for this reason there is a certain amount of vapor formed, regardless of low temperature, which then finds its way past the piston-rings into the crankcase and mixes with the oil.—R. L. Prindle, in Popular Science Monthly.

In Detroit, Mich., there are seven different plants manufacturing engines for motor vehicles.

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