



AUTOMOBILE NEWS



KLEIN DISCUSSES OILING OF ROADS

State Highway Engineer
Reviews Work of Ore-
gon Commission

By ROY KLEIN
State Highway Engineer
The use of oil as a treatment for
crushed rock or gravel road sur-
faces is not new. It was used many
years ago in this state on gravel
and earth roads as a dust palliative
and was fairly successful, although
the results were quite temporary
and no attempt was made to carry
over the results into the next year.
For some time, city streets in
Portland have been oiled, and
Multnomah county has some good
examples of oiled roads which have

been maintained as oiled surfaces
for several years.

The demands of present day traf-
fic on main highways surfaced
with broken stone or gravel have
made necessary a departure from
old methods of macadam road con-
struction. It has become necessary
to bind together the stone of vary-
ing sizes with a binder, and clay
is the native material most readily
found. It was soon found that
these clay bound road surfaces
were difficult to maintain smooth
under the constant action of the
tires of rapidly passing vehicles
and the constant hammering of
heavily loaded vehicles.

Turns to Oil

It was natural then to turn to
oil as a dust preventative to
hold and save the binder which
was blowing away, and at the same
time eliminate the dust nuisance.
Experiment and study of various
methods soon developed the proper
amounts to secure the best results.
The first oiling on state high-

Overtuning Auto Caught in Midair



This rarely spectacular photograph shows C. Wilkinson's high-powered racing car turning turtle as he wheeled about too sharply after winning an event at the Easter races on Magellan Strand, London. Wilkinson was little hurt. Observe the flying sand thrown out by the wheels.

ways was done in 1924 and some
of the surface then laid has not
been disturbed and is still in place.
It has been necessary to do some
patching, of course. In 1925, 230
miles were oiled and this present
year the total of oiled roads ex-
ceeds 500 miles.

The first oiling was done in
Eastern Oregon where the long,
dry summers made the mainte-
nance of macadam roads particu-
larly difficult, but the need for
similar treatment has caused the
oiling of many miles in Western
Oregon this present season.

A single application of fuel oil
was used in the first experiments,
but further developments indicated
the desirability of making two ap-
plications, the first to penetrate
and the second, when screening
is added, to form the "carpet
coat". The use of heavier oils or
tars for the second application has
been favorably demonstrated and
is now part of the state specifica-
tions.

Not A Pavement

While very satisfactory results
have been secured with oil treat-
ments and a surface secured which
is smooth and non-skid, it should
be remembered that oiling is af-
ter all, only a temporary expedient
and must not be considered a pave-
ment. It must be considered rather
as something between a water-
bound macadam and a pavement.

Oiled macadam require constant
maintenance in the form of patch-
ing small holes and breaks as they
occur, but this form of mainte-
nance is, of course, less expensive
than continuous blading by heavy
trucks and grading machines.

Oiling costs during the present
season have been from \$600 to
\$1,000 per mile, depending on ac-
cessibility to railroad facilities,
condition of previous surfacing,
etc. It cannot be predicted from
the data at hand just what the
annual cost will be, but from pre-
sent indications, it would appear to

Gross negligence: Twelve doz-
en automobile drivers refusing to
stop at a railroad crossing.

IMPROVED COUPE PROVES POPULAR

That the coupe is steadily gain-
ing favor in the eyes of the auto-
mobile buying public is attested by
the fact there has been an excep-
tionally heavy and consistent in-
crease in the number of sales of
this type car.

The unusual demand for the
coupe can be attributed directly
to numerous advantages which are
not offered in a car of any other
type.

Combined with the acceleration
and agility of the roadster are the
comfort and protection of the
sedan. In appearance there is a
distinction which creates an ex-
ceptional appeal from an artistic
viewpoint.

"There has been a prevalent
idea," said L. C. Smith, local Dodge
Brothers dealer, "that the prac-
tical use of this type was limited to
a great extent—in fact many are
under the impression that the
coupe is built especially for the
professional or business man."

"Dodge Brothers special coupe,
because of its dependability, econ-
omy of operation, comfort and
beauty has reached far beyond this
limited field of buyers. As a gen-
eral utility car it is firmly estab-
lished and is bound to continue to
meet a demand in the motor car
market not satisfied by any other
type car."

Loud Auto Horns Roil Police Chief

MARSHFIELD, Ore., Nov. 6.—
Police Chief Jack W. Carter is "hot
on the trail" of the few young
Marshfield automobile drivers who
have purchased three-tube horns
and attached them to their cars.
These horns are sounded at all
hours of the night disturbing many
people, he says.

A city ordinance prohibits the
use of all but electric horns. The
drivers found using three-tube af-
fairs which are attached to the
exhaust, will be arrested and held
before Judge John Butler, says
the chief. Carter has been re-
ceiving many complaints of late
from persons who have been
awakened during the night by
the young men who travel at all
hours and enjoy sounding these
horns.

Dance critic says the Charleston
does not appeal to the man in the
street. And, in these days of traf-
fic congestion, it's a good thing it
does not.

"Have you sold your car?"
"No, the company took it back.
I couldn't buy it any more."

Women Drivers Attack Garages

MILL CITY, Nov. 6.—Woman
drivers with Ford cars seem to
have an awful grudge against the
front of the Hammond Lumber
Company's buildings. Just re-
cently a lady parked her five-
year in the doorway of the store,
taking down an iron column and
breaking out all the adjacent
windows. Monday another lady
aimed her Ford up against the
building close to the office door,
fortunately not going fast enough
to do any damage. It may be
necessary to install iron bumpers
if this barrage keeps up.

Business Men Plan Bus Line In Walla Walla

WALLA WALLA, Nov. 6.—J. C.
Hurspool, representing a group of
business men has announced to
the city commissioners that plans
have been prepared to start a bus
line in Walla Walla. He presented
for consideration an ordinance
which would regulate all auto
transportation and provide for the
issuing of franchises for the use of
certain streets.

His company, he said, will want
protection in the way of franchise.
The men back of the plan are not

ready to announce their names, he
said. It is proposed to put on three
buses and to follow, in general
fashion, the routes of the Walla
Walla Transit company, which quit
business two months ago. Earlier
equipment will be used than that
the other had, he stated. His com-
pany can start in three weeks, he
asserted. The ordinance was taken
under advisement.

When the oil gauge goes out
register and it is believed that the
crank case has oil in it, disconnect
the oil line, blowing it back to-
ward the by-path or oil pump.

Be fair to the auto drivers. You
seldom see a car go up on the side-
walk after a victim.

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We take pride in satisfying our numberless
customers because we know that will bring
them back to our Service Station for more of
our products, which include

NEW WINTER VELTEX GASOLINE VELTEX LUBRICANTS

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- Warner or Whiz Liquid Radiator Solder.....75c
- Whiz Auto Top Dressing.....60c, \$1.00 and Up
- Waterless Auto Soap, can.....35c
- Veltex Cup Grease (in cans) per lb.....25c
- Whiz Chassis Lubricant.....40c
- Headlight Bulbs.....50c
- Tail Light Bulbs.....30c
- Shaler 5-Minute Vulcanizer.....\$1.50
- Tire Repair Kits.....50c
- Whiz Easy Auto Body Polish.....65c and \$1.00
- Flashlights.....\$1.50
- Battery Cells, 3 for.....50c

We Carry a Full Line of Cigars and Tobacco
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M. J. GOSS

Corner Adams and Fir

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and drive the car

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