

ROAD REPAIRS MADE

Grand Ronde Highways Found Almost Impassable.

MOTOR PARTY FINDS MUD

Farmers Doing Best to Improve Conditions but Get Little Encouragement, Declares Auto Owner After Coast Trip.

BY E. L. BARGER.
GRAND RONDE, Or., Sept. 20.—(Special.)—I left Portland September 14 with a party of three to make the trip by automobile to Tillamook. We experienced no particular trouble until we arrived at Willamina, which is between Sheridan and Dolph on the regular automobile route. The roads from Willamina to Dolph are a disgrace to the state of Oregon, and words cannot describe the condition of these roads after two days' rain.

We left Portland fully expecting some trouble and came well prepared and with a light machine with plenty of power to pull us through. We have passed through places where powerful machines are mired and patiently waiting for the roads to dry. The experience has been heart-breaking for the past 20 miles, more particularly through the Grand Ronde reservation. The farmers in this part of the country have most valiantly endeavored to keep these roads in passable condition for teams, and it seems their efforts are ignored by the powers that be. The run to Tillamook is the most beautiful one in point of scenery that can be found. There is a great future in farming and timber throughout this region. What is holding this all back is the need of 20 or 30 miles of proper road building.

Farmers in this section have come to realize that the automobile is one great feature as an exponent of good roads. They welcome the sight of machines, not for mercenary reasons, as has been everywhere apparent, whenever in need of a lift.

We are taking a needed rest here at Grand Ronde, awaiting a little drying of the roads, as the sun has come out warm and pleasant. Even with this we must be accompanied by a team for the next 10 miles, until we get through the tollgate.

Is there no voice that can be raised to bring the assistance desired to place these Grand Ronde roads in passable condition at least? Is the state of Oregon so near sighted that such conditions should continue? Here we have everything in resource that could be desired in getting worth while immigration into the state, and yet neglect is the situation which holds back and will not lend the assistance which is necessary. Is there no plea that can be made to touch the hearts of Oregon people for the one cause which will help themselves more than any other?

Here are hop fields and grain fields in continuous succession, worked by men who are doing their level best to make good citizens of themselves and their families. Though at this time of the year it must be expected that the roads will be none too pleasant traveling, still they should be passable at all times.

We have experienced stretches where our machine just floated through the mud for a half-mile or more. Will The Oregonian please notice this plea in behalf of the good people of the state and in behalf of better road facilities for the farmer as well as the automobile citizen?

Questions and Answers

Motoring Department. The Oregonian—My car has acquired, during the past fortnight, a habit of coughing and jerking, caused, I believe, by a misfiring of one or more of the four cylinders, but as the plugs are new I cannot tell which cylinder becomes defective. Have put in new wiring, taken off the cylinder head and cleaned out the carbon deposits, readjusted and died the points on the master vibrator, which I am using instead of the vibrator of the regular coil. Have even tried out a different vibrator and also a different distributor. Sometimes, after adjusting the vibrator points or the needle valve to a different adjustment, the engine runs smoothly a short time, but soon begins to cough again, occasionally almost stopping. It sounds as though it did not receive the current and was taking in air.—Reader.

It appears that the misfiring is due to a weak battery, in that a sufficiently strong current is not supplied to the coil. Would suggest that you test the battery. If you are using dry cells this may be a source of your trouble. When standing for some time these will recuperate and serve well temporarily. A storage battery is more reliable, and should give better service under constant use. It is also possible that the valves are sticking in the guides and do not seat properly. This often happens when a poor grade of oil is used or when the oil in the motor is not frequently changed. Would suggest that you clean the motor thoroughly with kerosene, removing all the old oil from the crank case and working parts. If the valve guides and the other parts are gummed, the valves will not seat properly or act as they should. Reseating of the valves at frequent intervals is also advisable.

Motoring Department. The Oregonian—There is a continual squeaking under my car which is extremely annoying. I have oiled all the spring shackles and other would you suggest?—S. L. Kennedy.

The oil works past the piston rings to the combustion chamber, due to suction and compression in the crank case. If too much oil gets into the combustion chamber it does not thoroughly burn, and a smoky exhaust results. The suction of the exhaust, of which you speak, does not account for the oil getting into the combustion chamber.

Motoring Department. The Oregonian—I have been told that the front wheels run the same as the rear wheels, but the front wheels run slightly slower than the rear wheels and the inside rear wheel still slower than the other three. Is this so?—L. S. If all the wheels and tires are of the same size there is no reason why any one should turn any faster than any other. The drive wheels may slip at times, due to poor traction, but this is not intended.

Faculty Members to Speak.
SALISBURY, Or., Sept. 20.—(Special.)—Assistant Superintendent of Public Instruction Carleton announced yesterday that speakers of the extension department of the University of Oregon would address the teachers at the county institutes throughout the state at the last day's session.

800 MILES IN A WEEK IS PORTLANDER'S RECORD

Urfer Party in Ford Travel to British Columbia and Back With No Trouble and Great Enjoyment.



25 Miles out of Vancouver, B. C.



Crossing a Condemned Bridge on the Pacific Highway.



The New Steel Bridge at Woodland, Wash., Pacific Highway.



Through the Mountains Near Lexington, Wash.

ALMOST 800 miles in a week in a little Ford car is the record made by a Portland party, who traveled recently to British Columbia and back for a week's outing. Mr. and Mrs. O. P. Urfer, with some friends set out just a week ago last Saturday at 7 o'clock in the morning and "had the time of their lives."

"Prompted by a desire to see the country between Portland and Vancouver, B. C., and also to try out our Ford, five of us piled into the car, bag and baggage, for a week's outing," writes Mrs. Urfer.

"Threatening clouds hung overhead and rain soon fell on the Pacific Highway which we were following. Our progress was slow, as the rain made the road muddy and slippery in places. We encountered a bad stretch of road between La Center and Chehalis, Wash. Despite the inclemency of the weather and the bad roads, we rolled to Tacoma the evening of the first day, having covered a distance of 167 miles.

"After a good night's rest we left Tacoma the next morning, Sunday at 8:30, lingered at Seattle a short time, then pushed on to Bellingham, making

AGENT WRITES CLASSIC

AUTO SALESMAN TELLS HOW BEATEN ONE WAS "SADD."

Indiana Man Describes "Finest Study Pull They Had Ever Saw," Then Asks for Some Cash.

The attached classic is contributed by the Maxwell dealer at Jasper, Ind. Note how in spite of serious "corroder" trouble in the beginning he finally put the kibosh on his adversary and won the plaudits of the multitude when his car swept over the crest of the hill like a winning soldier. No wonder the other owner was "sadd" when he heard this extraordinary performance and heard the onlookers declare it to be "the finest study pull they had ever saw."

A great conquest—and note also the modest request for an advertising appropriation to spread the news broadcast through Du Bois and Pike Counties.

The advertising man wrote an acknowledgment of the report of this blood-curdling performance as soon as his nerves had steadied down. But read the letter itself:

"Maxwell Motor Company, Inc., Detroit, Mich.—Gentlemen: We wish to give you the facts about the hill-climbing contest, as we think it will be of great help to the Maxwell company and very much more so to us in this

territory as the people are thinking a certain machine is the only car for this part of the country. The agreement between the other party and myself was, that I was to pull over a hill with the same amount of weight in the car that the other car would not go over.

"The party that made the bet with me was a man that owned a —, but was told by the agent to take this proposition up.

"I was to make the first attempt with four passengers in the Maxwell 35, which has been driven 3515 miles, the first attempt I failed and found a loose connection between the gas pipe and eorperader and caused me to lose gas on the hill. After having the gas pipe connected tight, I tried the pull with only myself in the car, and am proud to say the car walked over finest kind then turned the car at the top and loaded three more in her and also walked over like a winning soldier then I waited for his pull, after making one or two attempts he made a pull with the car only a driver, then he turned and started on his attempts with the same passengers that I pulled over with ease but to his sadness he could not make it, he tried six or seven times but could not make it. Then he finally said he was satisfied that they could not make the pull, so we had to give the car quite a push to finish the hill with the empty car and driver. Some contest every onlooker said that was the finest study pull that they had ever witnessed before and my 35 done it. We hope that you will make good use out of this contest and think that the company should send us enough money for this to advertise it in every paper and picture shows in the two counties."

NEW PACKARD OUT

First Shipments of "38" Cars to Be Made Soon.

PORTLAND WILL GET QUOTA

Model Improvements Embodied in Previous Productions From Same Manufacturers Are Found in Their Latest Models.

The first shipments of new Packard "38" motor cars will be made shortly from the factory in Detroit.

This model retains the essential improvements which were embodied in the previous model, including left drive, left-hand gear shift and centralized control board. It is equipped with the silent worm bevel driving gears, a new modicum feature never before manufactured.

The second "38" is built in two types of chassis, known as touring and phaeton. Nineteen body styles offer an exceptionally wide range of selection in both open and enclosed carriages.

The standard touring car seats seven. A special touring body seating six is offered in addition to the standard Packard line, enabling the purchaser to enjoy the maximum service qualities of the Packard chassis at a lower cost than when fitted with a Packard standard touring body.

The gear shift levers have been moved forward about eight inches, and two front doors offer access to the front compartment from either side except in enclosed bodies having cab sides. Extra tires are carried at the rear. The accelerator pedal has been placed to the right of the brake pedal.

The motor is rated at 38 horsepower, under the A. L. A. M. formula. At 1800 revolutions per minute it develops 60 horsepower.

By a concealed force feed lubricating system, oil is carried under pressure to all motor bearings. An auxiliary system feeds oil directly to the cylinder walls and is automatically regulated for different power requirements. The cylinders are cast in blocks of three, and there is a separate exhaust system for each of the two units. This eliminates back pressure, due to overlapping exhaust discharge.

A hot-water jacketed intake header, hot-water jacketed carburetor body and hot-air regulator promote fuel economy and produce an efficient mixture for all atmospheric conditions.

As in former models, the Packard water governor helps to prevent "stalling" in crowded traffic, avoids racing the motor when starting or "de-clutching" and provides uniformity of road speeds without the necessity of skill in the use of accelerator and clutch pedals.

The two-block motor, with inclosed wiring, valves and oil passages, presents an exceptionally neat appearance.

The electrical system used for starting and lighting consists of generator and a separate cranking motor which spins the engine fast enough so that it can be started on the magneto. The ignition system using duplex magneto is entirely separate from the starting and lighting systems.

The wheelbase of the new "38" chassis is 140 inches.

MOTORCYCLE NOTES

INDIANA has the greatest number of F. A. M. motorcycle clubs. Forty-five clubs in that state are now affiliated with the National association. Next come New York State with 41 affiliated clubs, Massachusetts has 39, C. W. Waughop, F. A. M. director for the St. Louis district, is making an extensive motorcycle trip through Oklahoma, New Mexico and Texas.

The next important F. A. M. event is the birthday party to be held in Brooklyn, N. Y., in September. It will celebrate the 10th anniversary of the birth of the federation.

Pennsylvania state F. A. M. convention will be held August 30 to September 1.

"Boo" Riemmeier, a noted motorcyclist of Springfield, Ohio, is taking a 1000-mile trip a wheel.

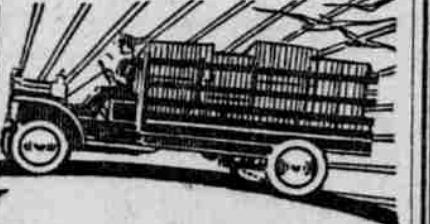
The first girl motorcyclist to become a member of the Milwaukee, Wis., Motorcycle Club is Miss Mabel Anderson, who is an enthusiastic rider.

What is said to be the world's motorcycle record for 100 miles on dirt track was recently made by Harry Goudy, of Chicago, who covered the mile track 100 times in 92 minutes.

Eighty thousand miles by motorcycle is the record made by William H. Spurr, of Buffalo, N. Y., who has been an enthusiastic cyclist since 1908.

Another missionary who has been converted to the use of the motorcycle is Rev. Victor H. Wachs, who is a missionary in Korea.

Another newspaper has been "saved"



The business which should install

White Motor Trucks

and is putting it off from day to day is simply losing money from day to day, and losing it knowingly.

The White Company

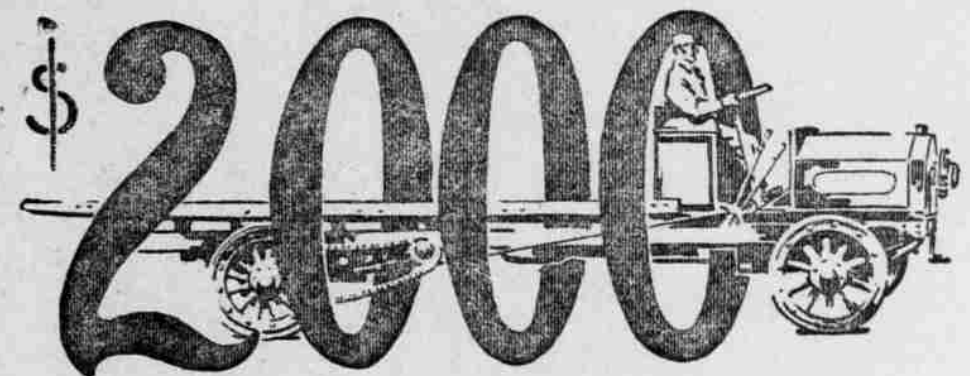
E. W. HILL, Mgr.
69 Broadway.

In the Business District for Your Convenience.

Doctors, Attention!

I have a Schied Western Interruptless X-Ray Machine, now at St. Vincent's Hospital, worth \$1200. Will exchange for four or five passenger, 1913 model, automobile of standard make. If interested, answer immediately, J 288, Oregonian.

You can now buy a
MACK
1-TON TRUCK
for



and pay for it while you're using it.
Or if purchased for cash, deduct 6%.

THE big price-reduction of the Mack puts this stalwart and proven truck within the reach of every man who wants to enlarge his business and cut down delivery costs.

Mack trucks can now be bought for 25% of purchase price in cash, the balance being paid in 12 equal monthly payments. Get a Mack now and use it while you pay for it. If you pay cash, a 1-ton Mack costs you but \$1,880—6% from the list price.

THE NEW PRICES

1-ton	\$2,000	7½-ton	\$4,500
1½-ton	2,350	3-ton Dump	4,000
2-ton	2,700	5-ton	4,500
3-ton	3,400	7½-ton	5,000
5-ton	4,000		

If trucks are purchased for cash, deduct 6% from list price.
Write us a line today. Today is the time to write.
Territory still open for responsible and capable agents.

INTERNATIONAL MOTOR CO.

General Offices 57th St. and Broadway, New York.

Twenty-First and Washington Streets, Portland, Or.

We have the largest and most completely equipped service station in the world

Our Service Department keeps the Mack within economical operating cost.

When we sell you a truck we also sell you "International" Service, which is better than the best "guarantee." It is a definite, practical promise that your truck will stay where it ought to stay—on the streets delivering goods.

A truck sold without a real Service is an incomplete truck. It's very much like selling a man a rowboat without oars. "International" Service keeps both operating and maintenance charges where they belong—way down low.

Lane Potato Prices Stiffening.

EUGENE, Or., Sept. 20.—(Special.)—Lane County potato growers report a stiffening of the price for tubers of late, \$1 ruling now, where 75 cents was the prevailing price a short time ago. Shortage in California is given here as the cause of the increase. It is estimated that the Lane County crop will be 30 to 50 per cent short. Frank Wiebke, Henry Pollett and Emerson Bros. report shortage in their crops. But J. M. Weston, also from the same part of the county, reports a large yield.

"HOLY SMOKE!"

Who Would Have Thought That There Was So Much Carbon in My Engine?

YOUR ENGINE WILL HUM LIKE A BEE

The power will be increased; every valve, piston, ring and cylinder will be free of carbon and thoroughly lubricated.

IF YOU USE CARBON-NIT

"The Power Producer to Motor Cars of the World."
TEDDY TETSLAFF, BARNEY OLDFIELD
and others of the fast set use it.
RECOMMENDED AND USED BY OVER 80% OF THE LEADING CAR MANUFACTURERS OF AMERICA.

50,000 STEADY USERS IN CALIFORNIA ALONE
FOR ALL FORMS OF INTERNAL-COMBUSTION MOTORS.

One enthusiast claims that after a first treatment his motor started from the button after five hours' standing. Another user writes that he is now able to negotiate many heavy grades on just one-third throttle than heretofore, and that he is getting three miles more to the gallon of gasoline.

CONVINCE YOURSELF—RESULTS GUARANTEED.
QUARTS, 75c. GALLONS, \$2.00.

ARCHER & WIGGINS

OAK STREET, CORNER SIXTH
AUTOMOBILE SUPPLIES, SERVICE AND SATISFACTION