

FEDERAL ROAD BILL THIS SESSION SEEN

George C. Diehl Says Congress Likely Will Pass Practical Highway Measure.

BASIC FEATURES CITED

Legislation Must Provide for Aid to No Smaller Unit Than State and Must Make Self-Help Necessary, Is Statement

NEW YORK, June 20.—(Special.)—That Congress at this session will pass a good roads bill framed along practical lines seems highly probable, Congress is overwhelmingly in favor

in the fuel line of the average car, very little trouble is experienced as a result of water in the gasoline. Practically the only exception to the rule arises from neglect to drain the settling chamber of the separator at regular intervals. After the chamber becomes filled with water it is certain to overflow and cause trouble by choking the carburetor.

Many methods of keeping tire tubes soft have been tried, but the simplest appears to be that of placing them in hot water about once every month. Motorists who have tried this plan are greatly in favor of it and they claim that it keeps the rubber in excellent condition. The tubes should be left in the water only about 15 minutes. Another way to prevent the deterioration of the rubber is to use a solution of turpentine and alcohol. The turpentine should be poured into the spirit, and when the mixture is applied to the tube the alcohol will evaporate.

For shop use, where a blowpipe outfit is not available, but where more heat than ordinary illuminating gas will yield is required, it is sometimes possible to make use of acetylene gas in connection with an ordinary Bunsen burner. The acetylene is used in exactly the same way as ordinary gas, and may be supplied either by a large-sized generator or a storage tank.

Suffragists Tour Awbeek
Among the many motorcyclists who will this summer tour Europe a wheel are Mrs. Rachel Foster Avery and her daughter, well-known suffragists of Philadelphia, Pa. Both are students at

JAPAN TAKES TO AUTO

ANTIPATHY TO CAR HAS NOW ENTIRELY DISAPPEARED.

Price of Gasoline, Whether From Trust or Independents, Is Fixed at 22 Cents Per Gallon.

Japan, at first slow to adopt the motorcar, is now taking very kindly to the automobile, and in fact during the past two years the industry has made very rapid progress in all the countries of the Far East.

Reports of this advance are made by Henry W. Andrews, Yokohama agent for the Cadillac, who is visiting in California.

"Two years ago," declares Mr. Andrews, "there were not 100 motorcars in Japan. This year more than 1500 are registered."

"The aversion to the motorcar, which was so apparent a short time ago, is rapidly disappearing. Not many years ago the sight of a motorcar on the streets of any but the large cities brought forth storms of protest, usually accompanied by stones hurled at the driver and occupants of the offending car. Happily this has entirely disappeared."

"The Nippon Auto Club, the pioneer automobile club of Japan, is doing good work in road mapping and post-



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THIS list price is established and maintained all over the country. It makes no difference whether you purchase your Overland in New York or New Mexico—this price never varies.

Recently, ten friends decided to each get an Overland. They went to an Overland dealer in a body—said they would take ten cars on the spot if he would give them 5% off. He refused. They argued that his neighboring competitor had already offered them 10% off on the car he represented. The Overland dealer then replied that if they would wait a few days longer the man next door would probably give them 20% off! They did wait a few days—they bought ten Overlands at the full list price.

Now—these men bought the Overlands, not because they knew

so much more about the car, but because they had complete confidence in the Overland dealer who had the one fixed price and absolutely no confidence in the competing dealer who had a variety of prices.

It does not take any great amount of intelligence to see through the weaknesses, drawbacks and insecurity of a cut-price car proposition. Either the car, or the factory behind it, or the dealer, or all three cannot be relied upon.

Remember—that in purchasing an Overland you get a great deal more than just the best car for the least money; you get service that is dependable, permanent and international.

That the public has firm faith in the Overland is amply evi-

denced by the following record breaking figures:

Up to date we have delivered over \$42,000,000.00 worth of nineteen fourteen Overlands. Right now the public is investing over \$250,000.00 a day in Overlands.

If we did not out-class (both in car value and service) those who are continually cutting their price how could we continue to get the greatest volume of business?

The Overland is a larger car; a more powerful car; a more comfortable car; a more complete car and a more thoroughly made car than any other for the price.

And it costs you 30% less than any other similar car.

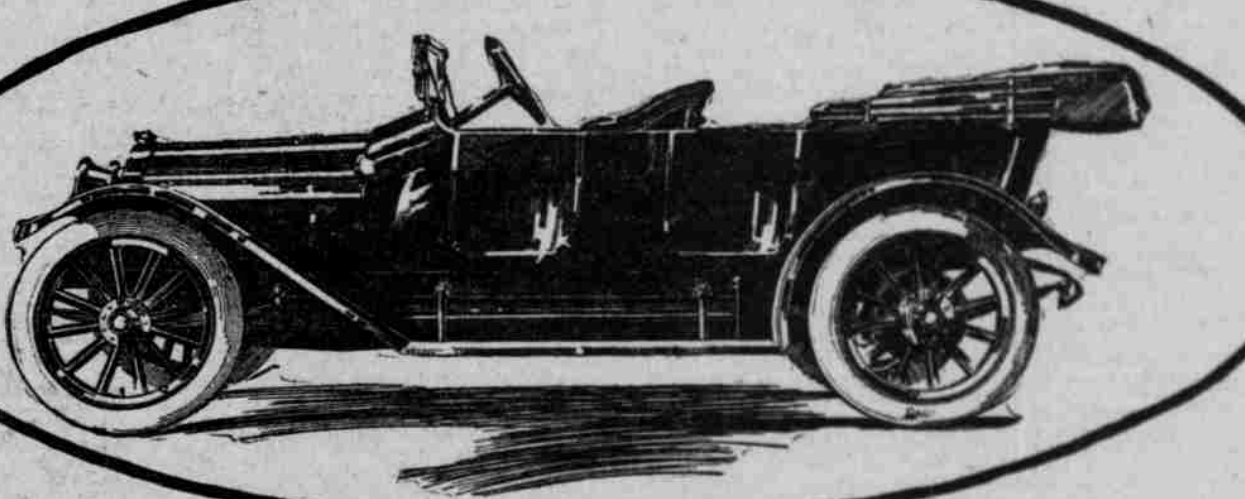
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Manufacturers of the famous Overland Delivery Wagon, Garford and Willys Utility Trucks. Full information on request.

SPLENDID FLOAT OF LOCAL TIRE COMPANY MAKES BIG SHOWING IN PARADE.



THE UNITED STATES TIRE FLOAT ARRANGED BY C. H. MAYER.

of good roads legislation. This is election year, and the members of Congress from the various districts fully realize that no single measure would endear them to their constituents to quite the same extent as an appropriation from the Federal Treasury to help in the building of good roads.

This is the comment of George C. Diehl, chairman of the National good roads board of the American Automobile Association, which is an active factor throughout the country in highway progress. Continuing, Mr. Diehl says:

"Out of the wilderness of good roads bills, the confusing array of statistics, the torrent of good roads oratory intended primarily for home consumption, certain basic features have been evolved which undoubtedly will be incorporated in the legislation to be enacted."

"First Feature Aid to State."
"The first essential feature is that the Federal Government shall deal with no political unit smaller than the state. There are nearly 3000 counties and 30,000 townships in the United States, thus making 33,000 units which the Federal Government must deal with if it undertakes to give Federal aid on a local basis. This, from an Administration standpoint, would be almost impossible, and certainly enormously expensive. From a political standpoint, the pressure which would be exerted upon the individual Representative by the counties and townships in his district, each trying to get a hand into the Federal Treasury, would be so persistent and so relentless that self-respecting men would throw up the job, leaving the field open to the political wire-pullers. The realization of these fatal defects in any plan of extreme localization renders absolutely certain the adoption of the state as the smallest unit."

"It may be accepted as equally certain that no Federal aid plan will receive the stamp of Congressional approval unless it provides some measure of self-help on the part of the state. There are more than 2,250,000 miles of public road in the United States, and less than 10 per cent of this mileage can be dignified with the title 'improved roads.'"

"Paying Entire Cost Impossible."
"If the Federal Government should attempt to pay the entire cost of such construction or maintenance as it might undertake, it would be confronted with the problem of selecting from 2,000,000 miles of unimproved roads such small percentage as could be constructed or maintained without bankrupting the Federal Treasury, or it would have to make its contribution for each mile of road so small as to accomplish no tangible results, and leave the roads at the end of a term of years no better than they were at the beginning of Federal aid."

"The present sentiment in Congressional circles is for an automatic check upon Federal aid in the form of a state contribution; and the feature will undoubtedly be incorporated in legislation to be adopted. Gradually the dangers of political abuse under the 'road rental' plan, to say nothing of its weakness as a means of bringing about tangible road improvements, have so impressed our legislators as to incline many former rental adherents to the 'co-operative' plan."

HINTS TO AUTOISTS

While the ordinary amateur will be well advised to send his car to the finisher to have any deep scratches treated, still if one feels that he is a superfluous workman the best method of curing a "goose" is to run beeswax and rosin, melted together in equal parts, into the abrasion. When the filling has set, smooth off with fine sandpaper and repaint.

A sudden failure of the pressure on cars having pressure feed to the carburetor raised by the exhaust may be due to clogging up of the pipe to the tank with soot. In case the pressure drops and cannot be satisfactorily raised by the expedient of covering the end of the exhaust pipe with the foot while the motor is running, the pipe is likely clogged, and should be taken down for a cleaning. Usually a wire can be run through it to loosen the carbon, and it can then be washed out with a little gasoline.

With the average separator and strainer combined, such as is installed

the College of Agriculture, Pennsylvania. As soon as the Spring term of school closes they will tie themselves across the ocean and spend the Summer touring the Continent on a motorcycle with sidecar attachment. In the Fall they expect to return to America and resume their agricultural studies.

Walter F. Walker, of Bridgeport, Conn., is making a motorcycle business tour which will cover 32 states. He is representing a motorcycle accessory concern, and by riding the two-wheeler himself, he is able to easily demonstrate to his prospects the value of the appliances. Walker has a sidecar attachment to his motorcycle in which he carries supplies.

ST. LOUIS LAUDS CYCLISTS

Convention Runs From All Parts of Country Are Being Planned.

St. Louis, Mo., has landed the 1914 National convention of the Federation of American Motorcyclists, which is to be held July 15, 16, 17 and 18. Committees on touring, finance and entertainment have been appointed and arrangements for the big meet will be pushed rapidly forward.

One of the leading tours which will be made this year to the convention city will be an endurance run of old-time riders from Chicago. This tour will be made up of men who took an active part in the runs in the early days of the organization, and many of whom are now heads of motorcycle concerns. No one who has ridden in convention tour since 1910 will be permitted to take part in this veterans' run.

A number of other tours will also be organized, starting from different parts of the country and centering in St. Louis. One of the longest of these is the run being planned by the San Francisco Motorcycle Club to attend the National assembly.

Definite plans for the entertainment of the delegates to the meet have not been completed, but St. Louis has one of the most active motorcycle clubs in the country and all riders who gather there for the 1914 meet are assured a rousing good time. A number of F. A. M. motorcycle championships will be run on the excellent dirt track at the Missouri capital.

NEW KNOX OFFICERS CHOSEN

Combination of Sales and Advertising Departments Planned.

Coincident with the formation of the new Knox Motors Company, of Springfield, Mass., announcement has been made of the appointment of George M. Davis as assistant sales manager of the new company.

Mr. Davis was with the Pierce-Arrow Motorcar Company, of Buffalo, for four years and recently has been identified with Packard interests at Albany.

Charles F. Barrett has been advanced to the position of advertising manager of the new Knox company, the plans for the organization of which contemplate the practical combination of the sales and advertising departments.

Bad Road Near Pluvius to Be Fixed.

CENTRALIA, Wash., June 20.—(Special.)—If plans now under way do not fail, the road connecting Lewis and Pacific Counties will be put in shape so that autos can go through without difficulty. The only really impassable stretch of road is about 600 yards near Pluvius, just across the Pacific County line. According to present plans, Centralia and Chehalis business men will furnish the gravel and labor to spread it, providing that the State Highway Commission will sanction a move.

Auto Pulls Road Drag.

T. Thompson tried out a new road drag Thursday which he has invented and applied for a patent. He pulled it over rough roads with his Studebaker car and it left a smooth track behind it. It is certainly a great improvement over the old kind of drag.—Washington Press.

MAPS OF THE ROADS SUITABLE FOR AUTOMOBILE TRAFFIC HAVE BEEN MADE AND GUIDE POSTS ARE RAPIDLY BEING ERECTED THROUGHOUT THE ISLANDS.

"This club enrolls in its membership many government officials.

"The good roads movement is gaining great headway. Most improvements are being made with macadam. One stretch of macadamized road 167 miles long has been laid from Yokohama to Nikko.

"Asphalt has been used experimentally in Tokio, but has failed so far because of the many earthquakes.

"The greatest drawback for the American motorist in Japan would be the price of gasoline. It is easy to obtain, but trust or no trust, the price is 22 cents a gallon."

AUTO TO CHEAPEN FOOD

BRITISH TRADE EXPERT SAYS TRUCKS MAY BRING RELIEF.

Increasing Cost of Hauling Products by Rail and Reduction by Motorcar Indicates Possible Saving.

Because high food prices are mainly responsible for labor agitation, the problem of increasing home supplies of food will engage the attention of the British government, said the president of the National Chamber of Trade in England in his address at its 16th annual conference in Blackpool recently.

He referred to the growth of motor traction as promising cheaper food. Much more use might be made of motor vehicles for hauling by road, he said, and the state should take up at once the matter of providing and maintaining suitable roads for this traffic.

While the cost of haulage by road has been reduced from one-third to one-half by the development of the motor vehicle, as shown by the American National Automobile Chamber of Commerce, and can be reduced further by the building of good, durable roads, the cost of transportation by rail has nearly doubled in the last 15 years. An investigation by the Lehigh Valley Railroad shows that freight cars and locomotives cost more than twice as much now as in 1890, and the cost of hauling freight was 46-100ths of a

cent per car-mile 15 years ago, as compared with 38-100ths at the present time.

The average movement of a loaded freight car is only 25 miles a day, as shown by a report of the American Railway Association, owing to the time lost at terminals in switching, transferring, etc. It sometimes takes five or six days to transfer a loaded car half a dozen miles in Chicago or any other big city.

Motor trucks can deliver directly from farm to hotel, restaurant, or retailer the same day of the morning after farm produce is gathered with-

out any rehandling or delay, and therefore in better condition than under present systems, and can save to the consumer a large part of the commission men's charges and cartage costs, which often add 100 per cent to the cost.

Brakes Are Important Factor.
From a standpoint of safety, probably the first consideration should be the design, character and size of brakes. The braking system is one of the features frequently overlooked by prospective purchasers. The chassis and the

general appearance of the car are all carefully looked into, but the brakes, in many respects the most important feature of a car, are not examined.

Police Stop Autos on Streets.
The police department of Pittsburg, Pa., has convinced Public Safety Director Charles S. Hubbard that the parking of motorcars in downtown thoroughfares is a public nuisance and a menace to property in case of fire. An ordinance is being prepared by the city law department to prohibit the standing of motorcars in the streets.

The thoroughfares in Pittsburg, especially in the downtown section, are narrow. Hundreds of owners drive to their offices in the morning and allow their cars to stand in the street until late in the afternoon. In downtown Pittsburg there are several large open tracts of land, and the Council is expected to enact a measure that will insure the use of this for parking purposes.

"Is your car a self-starter?" "Yes." "Then come over and crank mine, will you? You're fresh and strong, and I'm played out trying to make it go."

Urban and interurban men find the Ford a faithful friend. For the quick trip into town—for the leisurely ride through country-side—for business—for pleasure—anywhere—everywhere—the Ford serves best. And it's light, right, dependable and economical—besides the Ford service always.

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