AUTO DRIVEN FAR

Whole Family Come From Oklahoma in Maxwell.

24 MILES MADE PER GALLON

Small Car Bringing 800-Pound Load Makes 2400-Mile Journey Over All Kinds and Conditions of Roads in Just 17 Days.

George M. Werline, of Gage, Oklahoma, his wife, two children and an aunt, arrived in Portland last week in a Maxwell motor car after touring 240 miles through Oklahoma, Kansas, Colorado, Utah, Wyoming, Idaho and Oregon. The long journey from Oklahoma was made to settle up a family estate which involves some property in Portland and a hop ranch near Independence.

When Mr. Werline set out, he somewhat discounted reports of the endurance of the Maxwell. But having arrived safely in Portland after traveling roads that in places were frightful, to use his own words he is now thoroughly a Maxwell "fan."

Just 100 gallons of gasoline were used on the trip, the average mileage being about 24 miles per gallon.

The car was a veteran even before this tour, as it had traveled approximately 35,000 miles. It is a 1916 model and was formerly owned by a country physician of Gage who gave it plenty of use. Before starting west a few parts were renewed, including the drive shaft, ring gear and one or two smaller parts which were carried along as extras, but only as a matter of precaution, for they were not worn badly.

Few Repairs Needed.

During the entire trip the only changes made in the car were the installation of new magneto points and a new battery, and the welding of a spring leaf which snapped under a terrific bump.

Mr. Werline estimates his load as approximately 800 pounds. Considerable baggage, bedding, cooking utensils and traveling paraphenalia were strapped to the sides and ends of the car. The family intended to camp out but it was so cold most of the time that they stayed at hotels all but three nights. They were 17 days on the road, making the trip in comfortable stages, sometimes going only 100 miles a day, sometimes 200.

"One thing I have learned about driving a car for long distances," said Mr. Werline, "is to conserve the car's strength—to nurse it. Several times we were passed by other tourists going the same way, but making many more miles per hour. However, in the long run, we overtook them. They were having troubles of various kinds due principally to negligence and driving too fast. A car on a long drive should be watched constantly and cared for, as country driving especially where there is considerable dust, is much harder on a car and uses up much more of the machine's vitality than ordinary city driving."

Boulder Saves Lives.

An A. A. A. map was used to guide the party. They followed the D. C. & D. highway to the Santa Fe trail. After traveling that a considerable distance, they followed the Lincoln Highway for many miles. They passed through Pueblo, Colorado Springs, Denver, Cheyenne, Laramie, Rock Springs, Green River, Salt Lake, Ogden, Twin Falls, Buhl, Boise, Ontario, Pendleton and The Dalles.

The whole family had a narrow escape from death at one place in the Rocky Mountains, and while climbing a steep grade in intermediate, Mr. Werlein found he would have to shift into low, but hesitated a fraction of a second too long, and the car started backing down the hill.

The grade was too steep for the brakes to hold efficiently and had it not been that Mr. Werline managed to guide the machine against a big boulder at the side of the road before it was going too fast, the car would have gone 600 feet down the side of the canyon.

Mr. Werline paid prices ranging from 21 cents to 40 cents for gasoline along the way. Roads were found well marked until Eastern Oregon was reached, according to Mr. Werline, but then he had much difficulty in finding his way.

When the party started out the tires were filled with patent puncture-proof composition. This, says Mr. Werline, was bad policy, as it caused his inner tubes to split.

DORT FACTORY RUN BY DORT CAR MOTORS WHEN COAL SHORTAGE THREATENS.

The automobile is nowadays proving itself very much of an essential, not only in everyday conventional use, but in unexpected and revolutionary ways. He is an example:

Both the factories of the Dort Motor Car Company and the Walker-Weiss Axle Company at Flint, Mich., recently faced a temporary shutdown on account of a shortage of coal. Did they shut down? They did not. Several Dort chasses were mustered into service, the power of their sturdy motors harnessed and for two or three days both factories continued in operation without coal.

HOW TO SAVE BOLT THREADS

Correct Method to Drill for Cotter Pin and Still Use Nut.

In drilling a hole through a bolt, so as to make it possible to use a cotter pin, it frequently happens that the threads are injured, so that it is difficult to put the nut on. This may be obviated by first running the nut well up on the bolt and then drilling the hole for the cotter pin. After the hole is made back the nut off and in passing over the place operated on, the nut will restore the thread. This applies also to sawing or cutting off a bolt, which is likely similarly to injure the threads.

Now Ride to Work.

"There was a time when people never thought of riding to work. But as cities grew business expanded, demanding intensive as well as extensive work. The streetcar became a necessity. Then more people, more streets, more vehicles, created keener competition. Congestion became the order of the day. The automobile was the obvious result—a utility that has become a necessity."—Kisselgraphs.

Length of Wrench.

When the handle of a wrench is too long for the capacity of the jaws, there will be danger of stripping threads. For this reason the mechanic's "S" wrench is the safest to use as the length of handle is scientifically proportioned to the work demanded of the tool.

FIRST OF SPECIAL LUMBERING TRACTOR-TRUCKS MAKING GOOD IN WAR TIME SERVICE.

One of the New Federal Tractors With Semi-Trailer, Delivered by Del Wright, of the Pacific KisselKar Branch, to Lumber Operators at Harris, Oregon.

Reports are coming in to Del Wright, manager of the Portland branch of the Pacific KisselKar Company, from several Federal tractor-trucks with semi-trailers or "dollies" sent into the Northwest woods about a month ago. In all cases, the word is, "making good." Usually where motor trucks are used in logging operations, the motor unit serves only for motive power and the load is carried on a trailer or semi-trailer. But Federal truck engineers decided that the lumberman needed a tractor more than a truck, thus giving him greater ability in handling loads and providing a stronger motor unit because of the shortened length. The result is the new Federal tractor. Shortening the truck to tractor form also makes the load easier to handle on the road and gives the driver better control of his machine. The first of these tractors shipped here are in use in the Nehalem country and near Corvallis.

MOTOR SAVING BIG

Railroad Rate Increases Give Autoist Advantage.

TRUCK ECONOMY PROVED

Shippers by Motor Vehicle Between New York and Philadelphia Gain $450,000 by Using Trucks Instead of Railroad Freight.

The announcement by Director-General of Railroads McAdoo of the increase in passenger rates to three cents a mile and of a 25 per cent increase in freight rates is declared by officials of the B. F. Goodrich Rubber Company to be the greatest boost transportation by motor vehicle has received since it became obvious that carriers other than steam-driven would be essential for effective releasing of National resources.

One interpretation placed on Mr. McAdoo's action is that the Government believes motor trucks are capable of handling a tremendous share of the Nation's freight and that the increase is to discourage shippers from using valuable car space for transportation of the less-essential products.

Manufacturers of passenger cars have also taken heart because the decision tends to encourage greater use of the automobile for travel and so that motor cars should be used more than ever before.

A striking example of the saving to shippers may be had from these figures:

Trucks Save Vast Sum.

If the shippers now using motor trucks as carriers between New York and Philadelphia were sending their tonnage, which amounts to 900,000 tons annually, over the railroads instead of the highways, the recent freight rate increase of the railroads would tax them approximately $450,000 more than they paid previously. Motor trucks plying between these points carry the equivalent of 720 boxcars loaded to 50,000 pounds capacity, or 36,000,000 pounds each week. The 640 trucks operating between these two cities make a total of 7200 trips a week.

Probably even greater than the impetus to the motor truck industry will be the effect on the passenger car business. Business and professional men will make short business trips by automobile on a larger scale than before. Fewer trains and conveniences for the traveling public will cause thousands to switch over to the highways and passenger cars.

More and more during the past year have owners utilized their cars for business trips of 50 to 300 miles before the railroad rate increase. For instance, a trip from Cleveland, Ohio, to Washington, D. C., via rail previously cost $12.20, while under the new fare schedule a similar trip will cost $17.25.

Auto Tourists Save Coin.

Large corporations and jobbers who have provided automobiles for their salesmen, as well as those considering this departure as a means of transportation for their field representatives, will enlarge passenger car sales materially by their demands.

Owners of motor cars who annually take extensive Summer vacation trips on railroad trains will think twice this year before passing up a vacaion via motor. For example a family of four would pay in round-trip railroad fare for a distance of 100 miles $24, plus, probably, Pullman, city streetcar fare and baggage transfer, while the cost both ways via motor car, firuring gasoline, wear of tires and depreciation on car cost, would total approximately $10 for the entire family. This is the average estimated cost, considering all types and sizes of automobiles.

Then, the matter of health is a strong point in favor of the motor vacation trip. The highway route avoids the dirt and cinders of railway coaches, the stuffy, crowded accommodations resulting from scores of passenger coaches being removed on most of the main traveled lines, and the delays getting to and from railroad stations and changing trains at terminal points.

TIRE SLASHER HARD AT WORK

Los Angeles Suffers Depredations of New Car Thief.

LOS ANGELES, July 6.—Detective John W. Powell, of the theft bureau of the Automobile Club of Southern Californit, has a new problem on his hands in the shape of a "Jack the Slasher."

A dozen or more cars have been stolen from garages, driven to a lonely place and there so mutilated as to be almost worthless. Tops, cushions, tires, bodies and the lighter parts of the interior mechanism were found slashed in scores of places.

A close investigation failed to reveal any motive for the vandalism. The owners could think of no enemies who would take this dastardly means of revenge. Eternal vigilance and strong locks are the best methods of combating the activities of the degenerate, the officer declares.

TIRES HALF-SOLED NOW

NEW DEVICE ADDS MANY MILES OF EXTRA SERVICE

Principle Is Same as That of Half-Soling Shoes, and Makes Tires Almost Puncture Proof.

When a man wears out the soles of a pair of shoes he has them half soled. When a motorist wears out the tread of a tire, the wasteful custom has been heretofore to throw the tire away, but with the invention of what is known as the Gates Half-Sole Tire, it is just as simple to half-sole an automobile tire as to half-sole a pair of shoes.

"The principle is exactly the same in both cases," explained J. S. Hutchinson, of Hutchinson & Rogers, 70 Sixth street, distributors here for the Gates Half-Sole Tire. "The man who half-soles his shoes often gets more wear out of the new soles, provided they are good ones, than out of the original soles.

"Unless a tire has been subjected to very severe usage, it generally happens that the rubber tread wears out long before the carcass has reached the end of its usefulness, provided it is protected from wear as the rubber tread disappears.

"In fact, there is no reason in the world why this carcass should not be good for at least 3500 more miles of service, and in most cases for much more. But Gates Half-Sole tires are guaranteed against puncture and blowout for at least 3500 miles.

"The Gates Half-Sole tire is not a mere rubber retread. It is a new tire as well, for the half-sole contains from three to five plies of fabric, according to size. There is a breaker strip between rubber and fabric, just as in a tire.

"When fitted over a tire, the half-sole gives the effect of an oversize and makes the car ride easier. These tires are 99 per cent puncture proof and give fine protection against blowouts, at about half the cost of the corresponding size of tire."

AIR PRESSURE IS IMPORTANT

Frequent Testing of Pressure in Tires Is Recommended.

A tire should be first inflated to the proper pressure and then tested from time to time to ascertain that the air pressure is up to the standard necessary for a tire of the size used when supporting its maximum weight. If the pressure has decreased the cause may be readily discovered. The seat of the valve plug may not be perfectly clean, causing a leak at that point, or if the rubber washer at the base of the valve cap is displaced the air will gradually escape. Then again if pinchers were used in tightening the valve parts the screw threads may be damaged, causing a leak.

BALLPLAYER SELLS TIRES

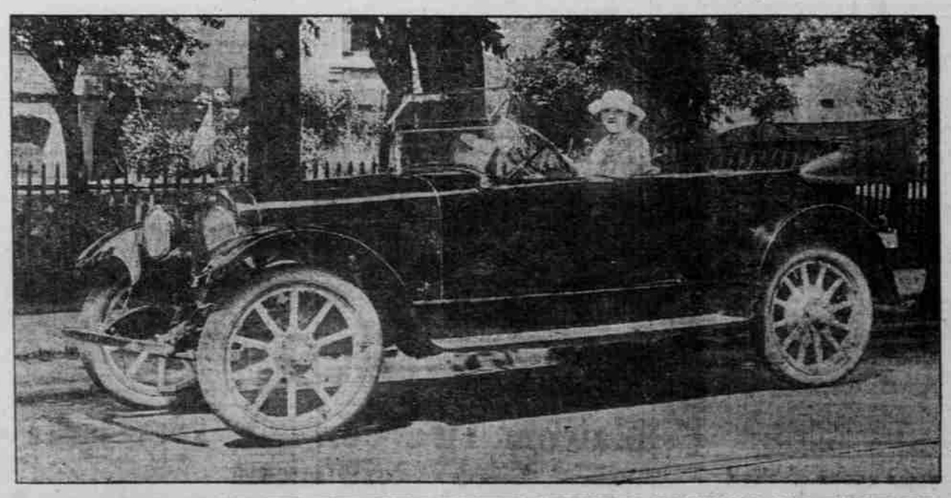
"Red" Dooin, Famous Catcher, Out of Baseball for Good.

Charles "Red" Dooin is out of baseball for good. This year he declined to sign with any club. He broke into the automobile tire business last Winter in Philadelphia and finds dispensing Goodrich tires more profitable than baseball. This famous manager and catcher of the Philadelphia Nationals, who coached the pennant-winning Giant pitchers last year, entered organized baseball yith the Indianapolis club in 1898. He wore a Philly uniform from 1902 until 1914, and during 1915 played with both the Reds and the Giants. He was born in Cincinnati.

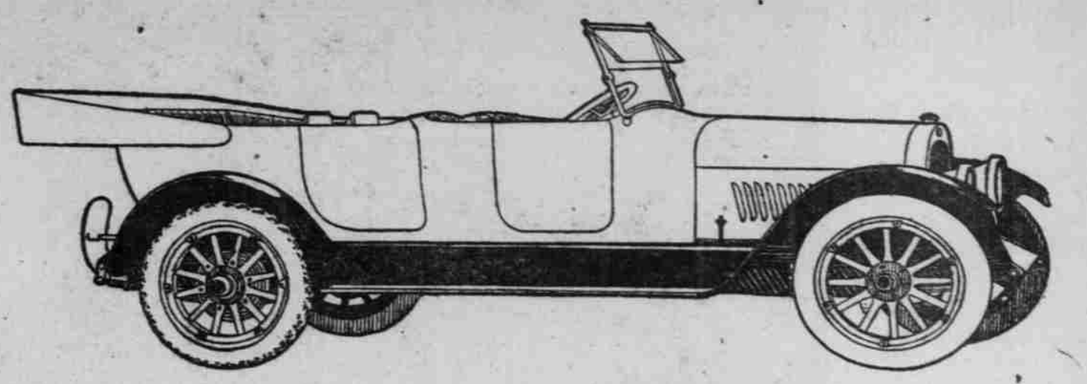
Irregular Firing.

Moisture on the exposed part of the porcelain will often cause a sparkplug to fire irregularly. This trouble may be obviated by greasing the porcelain with vaseline or hard grease. A useful bit of knowledge during a protracted spell of wet weather.

MINUTE MAN SIX CHOICE OF PASCO, WASH., WOMAN.



MRS. RUBY BROWN AND HER NEW FIVE-PASSENGER LEXINGTON TOURING CAR, PURCHASED FROM BRUNN MOTOR CAR COMPANY.



COLE 8

Performance —and Economy

No other Eight yet produced has been able to approach the Cole in economy.

In actual miles per gallon of gas and oil—or in point of tire mileage the Cole Eight leads.

And no other car—*of any kind*—excels the Cole Eight in power, smoothness and consistent dependability.

It's a demon for work.

Let us show you by a demonstration just what the Cole Eight can do—how economical and easy it is to drive.

'Phone us today. We are always at your service.

Northwest Auto Co.

F. W. Volgler, Pres. Broadway at Couch. C. M. Menzies, Mgr. Alder at Chapman

Cole Motor Car Company
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Seven-Pass. Touring Car—$2195
Four-Pass. Roadster—$2195
Seven-Pass. Toursedan—$2695
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Prices f. o. b. Factory
Subject to change without notice

BEST IN THE LONG RUN — FAIR TREATMENT

Why the Scotch Highlanders Wear Kilts

BECAUSE the Highland Scot, wading through the *wet heather* of the mountains, found *Kilts* kept drier.

Before the Roman soldier, himself a Kiltie, came, Lowland and Highland folk wore Kilts.

When modern life turned the Lowlands to trousers, the *wet mountain heather* held the Highlands to Kilts.

But his wet heather, had GOODRICH been founded, wouldn't have worried the Highlander.

GOODRICH SERVICE VALUE TIRES

Goodrich would have met his needs with Hipress boots and waterproof garments, just as Goodrich met the need of the automobile for the *right* rubber tire.

Twenty-two years Goodrich has shaped the destiny of automobile tires, bringing them from crude, clumsy affairs, to the graceful GOODRICH SERVICE VALUE TIRES.

And all Goodrich inventions were directed toward *one end*, SERVICE VALUE to the user.

For Goodrich recognizes but one tire value; *what a tire is worth to the motorist on his car and on the road, in comfort, economy, and long mileage.*

Goodrich manufacture puts SERVICE VALUE in Goodrich Tires, both **SILVERTOWN CORDS,** and **BLACK SAFETY TREADS,** and Goodrich Test Car Fleets *prove* it is *there.*

Demand the SERVICE VALUE TIRES.

THE B. F. GOODRICH RUBBER COMPANY
Portland Branch: Broadway and Burnside St., Portland, Ore.

THE CITY OF GOODRICH - AKRON, OHIO.

A Goodrich Tire Dealer — Good Tire Service and Accessories
See Barnum for Your Tire Troubles
Covey Motor Car Co.
Washington at Twenty-first — Accessory Department — Main 6244