

AUTO CLUB PIONEER ROAD SIGN WORK

Expedition Sent Out to Post
Signs on West Side High-
way to Eugene.

DEALERS AID WITH MONEY

Plan of Frank E. Watkins, President
of State Motor Association, to
Make Start on Signing of
Roads Being Carried Out.

Through the efforts of the Oregon State Motor Association, of which Frank E. Watkins is president, a start is at last being made on a comprehensive system of road signs for Oregon. True, the start is a small one. But out of it, it seems likely, will come a complete system of road signs on highways and well-traveled roads of the state whereby the motoring traveler may find his way from one town to another without having to stop for information at every crossroads farm-house.

Equipped with 150 road signs, paint brush, nails and a hammer of stout size, George Chambers, assistant secretary of the association, left Portland in a car Friday to do pioneer road signing work for the association.

He will place signs along the West Side Pacific Highway to guide travelers between Eugene and Portland. It was at first the intention of President Watkins to include the East Side Highway also, but there are not enough signs on hand to do this.

Part of the funds for the signs were provided by the Dealers' Motor Car Association of Oregon, which at a meeting last week appropriated \$250 from its treasury to help in the good work.

"Our first road-signing tour is a small one, and we have comparatively few signs to place, but it will at least make it easier for tourists to follow the West Side Highway from Eugene to Portland," said Mr. Watkins.

"And we believe that it will turn out to be the real start in signing up all the roads of the state. Governor Withycombe and members of the State Highway Commission have already expressed themselves favorably on the association's plan to have the Legislature increase the automobile fee by 25 cents per year, this 25 cents to go into a road sign fund.

"This will not be burdensome to motorists and it will provide enough money to sign the whole state adequately and to keep the signs up to date and in repair. California is probably the best signed state in the Union. It is our hope to make Oregon's road sign system the equal of California's."

HOOD RIVER ROADS BEST

TRUMAN BUTLER PRAISES TRIP TO
MOUNT RAINIER.

Traveler Declares He Found Water-
Bound Macadam Highway in Wash-
ington in Poor Condition.

HOOD RIVER, Or., Aug. 17.—(Special.)—After a 120-mile trip through Western Washington, Truman Butler, manager of the Butler Banking Company, has returned here. He declares that Hood River County roads compare favorably with those of any district he visited.

On his annual summer vacation, accompanied by his wife and two children, Robert and Marian, Mr. Butler motored to Centralia for a visit with the family of his sister, Mrs. George Dymart, whose son, Lieutenant Dymart, of the Marine Corps, is recovering from wounds suffered in the battle around Chateau Thierry.

"From Centralia," says Mr. Butler, "we took the Hood Canal-Olympic Highway, which is very fine. We then went up to Port Townsend to visit another sister, Mrs. E. L. Kinkaid, whose husband is a Lieutenant in the Medical Reserve Corps."

"In Washington we found some of the old water-bound macadam roads in a very rough condition. The best road we found is that leading up to Mount Rainier."

HOOR EATING HIS HEAD OFF
Motor Truck, by Supplanting
Equine, Adds to Food Supply.

Twenty-seven million horses are eating their heads off in the United States. One horse eats hay enough to supply a cow, and one cow furnishes milk and butter enough for a whole family of children. The horse, however, that is fed to a horse will supply cereals and flour for the children of a family.

Every truck which supplants three or four horses solves the food problem for at least two families. Every automobile that releases horses, now used for passenger travel, or that aids the railroad, accomplishes a similar service. A workman building trucks in an automobile plant can do five times as much to relieve the food shortage as the farm hand laboring on the farm.

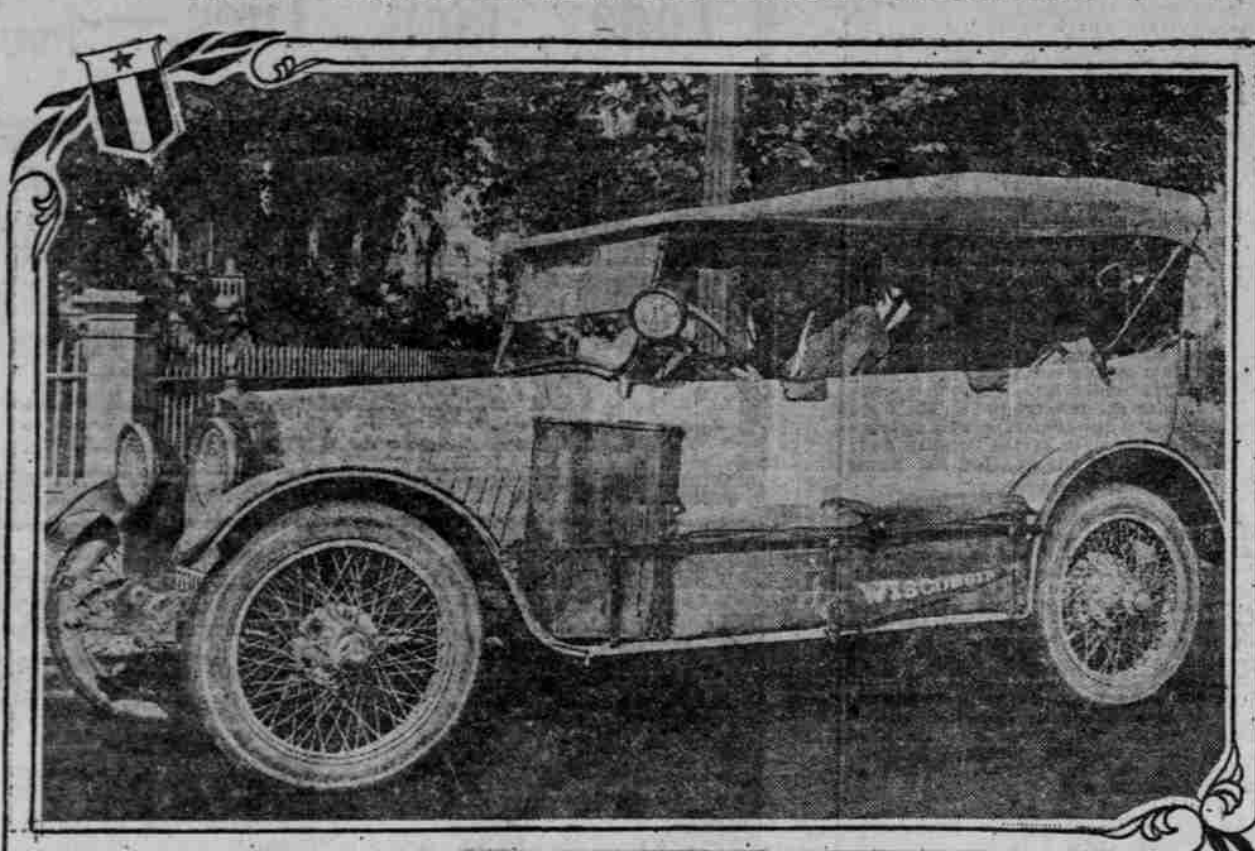
WHY CAR'S ENGINE STOPS
Reason Usually Due to Some Form
of Ignition Trouble.

To the new owner of a motor car there is nothing else quite so mystifying as to have his engine suddenly and instantaneously stop running after it has been going along apparently in the best of health. This means a sudden dead stop with no preliminary coughs and wheezes. The veteran driver knows, however, that this probably means a failure of the ignition system and furthermore realizes that a wire has probably broken, as it is almost impossible for any other trouble to cause this instantaneous stoppage.

Folding the Top.
The top should never be folded when damp or wet, but should be kept open until thoroughly dry. Gasoline should not be used for removing spots, as many tops have rubber in their composition and the oily substance tends to disintegrate it. Good castile soap and water are best for removing stains. Rub the latter in with a stiff brush and wash with clean water. Chloroform is often used for removing stains.

New Chandler Salesman.
Frank Catterlin is a new Chandler car salesman with the Twin States Motor Car Company. Mr. Catterlin has been a traveling salesman for several years, though this is his first experience as an automobile salesman.

TRAVELING ACROSS CONTINENT IN A LEXINGTON MINUTE-MAN SIX.



R. H. Klumb, of Milwaukee, Wis., accompanied by his mother and sister, made up a motoring party that arrived in Portland last week from Milwaukee on their way to Southern California. Mr. Klumb said they had obtained an average of 17 miles to the gallon of gasoline on the trip. They stopped to see Isaac Brunn, Lexington distributor here, to tell him about the roads and the fine performance of the Lexington.

CARS GO TO JAPAN

S. Ban, of Portland, Ships to
Meet Demand There.

CHEAPER CARS NOT WANTED

Approximately 100 Autos, About
Evenly Divided Between New
and Used, Are Sent Across.

For the past three months S. Ban, of the S. Ban Company, of Portland, one of the largest Japanese importing and jobbing firms on the Coast, has been shipping automobiles to Japan.

In that period he has shipped approximately 100 cars, divided about equally between new and used cars. Mr. Ban, who is acting as buyer and agent in this country for a Japanese automobile concern, has so far confined his shipments to cars of three makes, the Elgin, Pan-American and Kieselkar.

The first two of these are cars of the medium-price class, while the Kieselkar is in the medium higher price class. Mr. Ban says that as yet the automobile industry is new in Japan and there is no great call for the cheaper makes of cars so popular in this country.

He has been shipping these automobiles from Seattle, but in the past two or three weeks has not shipped any, owing to lack of steamer accommodations. He expects to renew shipments before long, however.

A few Federal and Indiana trucks, new ones in all cases, have also been sent to Japan by Mr. Ban, though the total number shipped has not been more than 20, he says.

"As yet Japan does not have very good roads," explained Mr. Ban, "so good roads."

ANYONE CAN FIND WAY TO GOBLE NOW THAT THE ROAD AT
ST. HELENS HAS BEEN SIGNED, BUT IT USED
TO BE A DIFFERENT STORY.



Above—Frank E. Watkins, President of Oregon State Motor Association, Nailing Up Sign Near St. Helens Directing Motorists Which Road to Take to Portland. Below—Mr. Watkins (Left) and George Chambers, Assistant Secretary of Association, Surveying Fine New Sign Just Posted by Columbia County, Pointing Diverging Ways to St. Helens and Goble. This New Sign Is the Direct Result of the Small Sign (to Right) Posted Some Time Ago by the Association for the Benefit of Motorists Who Usually Missed the Junction and Took Wrong Road.

TIRE OUTPUT LESSENED

GOVERNMENT CURTAILS SUPPLY
OF RUBBER.

GARAGES ON 8-HOUR BASIS

Grays Harbor Dealers to Open at 8
A. M. and Close at 6 P. M.

ABERDEEN, Wash., Aug. 17.—(Special.)—Automobile garages of the Grays Harbor district have agreed to go on an eight-hour basis for all business except storage. Hours will be from 8 A. M. to 6 P. M. and no goods will be sold or repairs made except during these hours. The action follows a request from the State Council of Defense.

Auto dealers and garage men on Grays Harbor have formed an association with Bud Wilson, of Montesano, president; Floyd Smith, Hoquiam, vice-president; Clyde Davidson, Aberdeen, secretary; F. K. Kirk, A. L. Wilson, J. Poulson, Aberdeen, and J. C. Walker, Elma, trustees.

To Tighten Wrist Pin.
To tighten a loose wrist pin bushing when it is located in the connecting rod, take a piece of tubing that will slip over the bushing on one side of the connecting rod. Next get a piece of metal a little smaller than the bushing to put against it. Put these in a vise and press the bushing out. Now give the bushing about a quarter turn and thrust it back in the connecting rod and you will find the piston pin tight enough to run for some time before it will be necessary to renew the bushing.

Aberdeen Collects From Autoists.
ABERDEEN, Wash., Aug. 17.—(Special.)—Fourteen corner-cutting autoists were fined a total of \$150 in Police Court Thursday. One party comprised four women on the way to the County Pioneer's picnic. They waited to argue the matter with Judge Taggart, claiming the cutting was done to avoid hitting a boy on a wheel, and so missed the picnic. They also paid \$10 fine.

Thousands of cattle pasture in the mountains of Oregon. Don't start any brush or grass fires.

WHY WOOD IN FRAME?

STERLING TRUCK DEALER EX-
PLAINS ITS ADVANTAGES.

Wood Inlaying Takes Up Shocks and
Vibrations and Lengthens Life
of Truck.

"In this bustling, bustling age of steel people are apt to overlook or ignore the little things of everyday life that have come down to us from ages long past," said A. L. Denney, manager of the Koehring Machine Company, N. W. distributors here of Sterling motor trucks. "For instance, why do you suppose that hammer handles are made of wood?"

"You may say that way back in the stone age man found it convenient to find a piece of stone to the end of a stick because the stone all he had to work with, but if you will stop and think a minute you will see that the making of a handle for that stone hammer out of wood was more than a practice of convenience."

"In this age of steel it would be less expensive to make hammer and ax handles of steel, but with a steel-handled hammer how many nails do you suppose a carpenter could drive in a day?"

When Clutch Pin Breaks.
How One Motorist Met Situation
Caused by Unusual Accident.

PORTLAND, Or., Aug. 15.—(To the Automobile Editor.)—A disconcerting accident to the touring motorist, 30 miles from a repair shop, is to have the clutch pin break, rendering the clutch inoperative for gear-shifting.

This rather unusual experience was mine this summer 30 miles north of Burns on the Canyon City road. How we surmounted the difficulty may assist others in the same predicament.

My first thought was to fix it on the road; the nearest garage was at Burns. Had the road been smooth and a high-gear proposition it would have been easy to change to intermediate, so had to go beyond the point where it was necessary to climb hills on second or low. I made a run for the first hill, but only got up half way. First attempt to start on low killed the engine. Then Bronaugh, Gilson and Lee got out and by pushing we succeeded in starting; they then tried to run and climb in while I went on as slow as possible without stalling again.

Strenuous work for them; they will never forget that part of the trip. Impossible to change to intermediate, so had to go to the top on low. Reaching the level I could change to high without stalling. Went down all right. At the next grade I slowed up and started in low at the bottom, and before we had gone many miles I found I could shift into intermediate on a gentle slope, and farther up the hill into low, if necessary, without stopping or killing the engine.

This is rather difficult, however, and requires some experience to determine the precise rate of speed for the gears to mesh easily. Our difficulties would have been greatly increased by other traffic, but we met none, and passed but one car, which had stopped on a long hill to cool the engine.

The accident occurred at 6:30 P. M., and we got to Burns at 9 P. M. In the morning an hour's work at a cost of \$1.50 made the repair. The car was a 1916 Hupmobile.

C. H. SHOLES.

Windshield Rattle.
On many makes of cars the windshield is held in place by steel arms which protrude through the cowl and are fastened on the underside by a nut and lock nut. Sometimes these nuts work loose from the vibration present, with the result that the shield is allowed to move slightly. The first evidence of this is seen in cracked finish in the vicinity of the windshield supports. In making the necessary periodic inspection for loose nuts and bolts, the windshield supports should not be forgotten.

To Remove Bushings.
The ordinary way of removing old bushings from a shaft, that is, by hacksaw or punch. Here is a simpler method of doing the trick: Place the part to be operated on in a vise and drive a nail-tap of the size that will thread a hole in the bushing. A few turns in. If a rod or bolt is now pushed in from the other end the tap may be driven out without difficulty and the old bushing will come with it.

Broken Pipeline Repair.
It is perfectly possible to repair a broken pipeline, such as that which carries the fuel, simply by reaming out one side and filling down the other, after the edges have been evened off, and then thrusting the smaller end into the larger. Wrapping a repair of this kind with tape and then with fine wire will hold the junction for an indefinite period.

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

BOAT MEN TO HELP

Return Loads Bureau Asks
Co-operation With Trucks.

MOTOR SERVICE IS SPEEDY

Goodrich Rubber Company Gives
Important Data to Truck Owners
on Working Arrangement With
River Steamer Lines.

Recognition of the motor truck as a competitor of the railroads by lake and river steamship lines, a movement fostered by return-loads bureaus in cities located on navigable waters, promises a substantial boost to motor highway haulage. This information is offered to owners of motor trucks by the B. F. Goodrich Rubber Company as a step of vital importance for permanently retaining the commercial vehicle as a common carrier of freight.

Already many shippers specify motor truck service from wharf to interior points to expedite delivery, but the new movement urges the adoption of boat lines and trucking companies of a joint working arrangement similar to the existing relations between boats and railroads. Empty trucks returning to interior points from lake and river towns would speed up delivery, augment the truck owners' earnings and relieve warehouse congestion.

It is believed the joint water-and-rail rates can be profitably met by trucking companies. This point, when successfully worked out, will do more to establish the future of inter-city and even interstate motor trucking than any agency yet employed.

Although prevailing motor trucking rates are slightly higher than either railroad or express rates—because of the speed and guarantee of delivery within a specified time—the added revenue on a plan like the following would justify the motor trucking companies meeting the present water-and-rail rates: The extra compensation given the railroad when transfer is made from boat to railroad terminal should be allowed the truck; and also the store-door charge for delivery at destination.

This plan would furnish ample remuneration for filling returning trucks. The return loads bureau recommend that state commissions and the Interstate Commerce Commission exempt trucking companies from filing rate schedules on inter-city traffic until such time as all the factors necessary for permanent legislation can be ironed out by the motor-trucking interests.

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TRUCK EFFICIENCY AIM

PACKARD TRUCK OWNERS URGED
TO CO-OPERATE.

Movement Started by Packard Com-
pany in Saving Many Freight
Cars for Uncle Sam.

All owners of Packard trucks are being requested to enlist their trucks under the banner of greater efficiency for the duration of the war. The movement, which is the outgrowth of the Packard national truck efficiency test, is meeting with a hearty response everywhere and it is believed that a very large number of the 26,000 Packards now on the road will swing into line and save freight cars for Uncle Sam.

In asking the co-operation of all Packard owners and drivers the Packard Company is only endeavoring to do all in its power to promote the plans of the Highway Transport committee of the Council of National Defense. Last Spring it asked all truck owners in the country for greater trucking efficiency, especially the carrying of return loads wherever possible. That its appeal has not been made in vain is evidenced by the large number of return loads already established in the principal cities of the country.

The one great obstacle to the carrying of return loads is the lack of good roads. True, some cities have well-built thoroughfares out into the country, but not very many. Packard officials are of the opinion that thousands of tons of farm produce are yearly allowed to go to waste because the roads along which they are grown are in such a bad state that traffic on them is almost an impossibility. Good roads everywhere would reach these now out-of-the-way farms.

CLEAN, ADJUST AND GREASE WHEEL BEARINGS.

SAFETY. The total of auto registrations in California is now 355,000. It is the announcement of P. J. Teha, acting superintendent of the state motor vehicle department.

This makes one car to every nine persons in the state.

The number of cars has increased more than 200,000 since 1914. Mr. Teha announces.

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Hendeman Motor Truck Company, Broadway 2844.
Ninth and Couch Streets.

MINUTE MAN SIX
Brunn Motor Car Co.,
444-46 Stark St.
Phones: Broadway 2958, A. 2958

Capacities, 1, 1 1/2, 2, 3 1/2, 5, 5 1/2 Tons.
Complete Set of Repair Parts.
F. C. ATWELL, Sales Agent.
Washington at 21st. Tel. Mar. 440

New Light Six, \$1250 Factory
Mitchell, Seven-Passenger, \$1525, Factory
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OLDSMOBILE CO. OF OREGON
Broadway and Couch
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D. C. Warren Motor Car Co.
55-60 N. 23rd St. MAIN 780.

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ROBERTS MOTOR CAR CO., Inc. Park at Everett St.

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All makes of batteries charged and repaired.

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