

MOTORING POINTERS FOR AUTO TOURISTS

Facts About Country Driving
Useful to Know.

REVERSE IS USEFUL GEAR

If Hill's Too Steep to Ascend on
Low Gear, Turn Car Around
and Back Right Up.

Thousands of motorists this year will
drive from their accustomed and familiar
territory to strange places where
the topographical conditions are un-
familiar to them, and where they may
encounter roads and road conditions

are excellent in allowing the rear
wheels to grip. The boards should be
placed at the rear of the tires and the
car reversed out of the difficulty.
In approaching a sandy spot it is best
to speed up a little, holding the steer-
ing wheel firmly so as to be prepared
for an emergency. In sand the steer-
ing wheels are a little hard to control.
Muddy roads are negotiated in the
same way as sandy ones, though usually
tire chains will pull a car through
mud that is not too deep. The mud
road as usually found is not soft for
many inches down so that if the car
sinks the chains will probably take
hold on the firmer ground underneath
the mud.

The market now affords a number of
devices which may be attached to the
rear wheels to enable the car to travel
over almost any kind of a road. In one
instance the device allows the car to
sink just enough to clear the axle.

One of the very handy devices for
the tourist who expects to meet some
bad roads and get into difficulty, is an
extractor of some sort. This is the
last resort device which may be han-
dled by one man to pull the car out
of deep mud or sand. Block and tackle
is the common device, but there are
many special ones on the market made
for the automobile tourist.

Look Out for Streams.
It may seem like childish advice to
say that a driver never should cross a
stream without investigating its depth
and the condition of the bed, but never-

NEBRASKA TAXES WEIGHT

LIGHTER CARS GET OFF EASIER
ON LICENSE FEES.

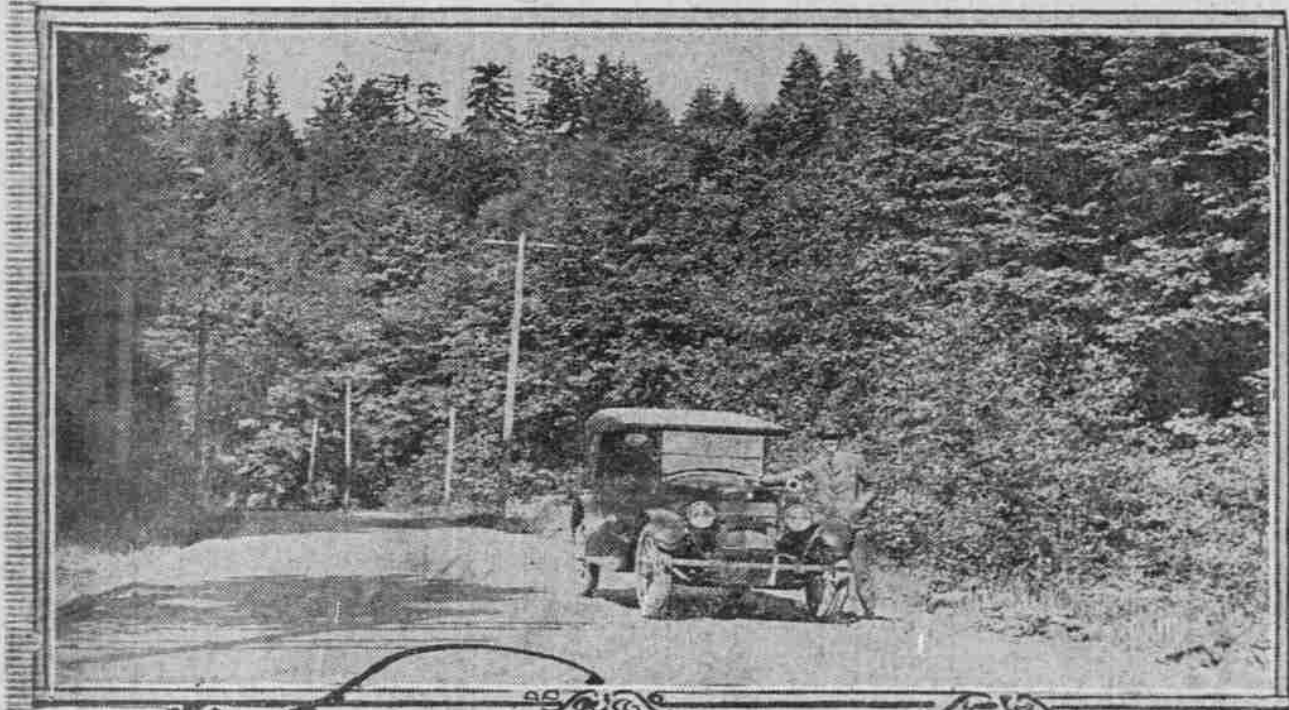
Action Follows That of Canada and
Wyoming Putting Auto Charges
on Basis of Weight.

Nebraska has just been added to the
list of states which have given official
recognition to the part scientific light
weight plays in correct automobile
manufacture, according to notification
received by the Franklin Automobile
company of Syracuse, N. Y.

Following, by a few weeks only,
similar action taken by Canada and
Wyoming, the decision of the 1919 legis-
lature at Lincoln, Neb., to tax automo-
biles entirely on the weight again dem-
onstrates the growing tendency to take
advantage of a simple scientific prin-
ciple.

Nebraska's drastic change in its mo-
tor vehicle laws is already being worked
out practically by the registering of all
automobiles according to actual weight.
Enforcement of the law has been dele-
gated to the state board of irrigation,
drainage and highways.
This decision follows one of the big

ON THE CANYON ROAD IN AN ELGIN SIX.



THE CANYON ROAD, NOW PAVED ALL THE WAY TO MULTNOMAH COUNTY LINE, IS AGAIN OPEN TO TRAVEL.
A good many motorists still apparently are unaware of the fact, however, judging from inquiries, though the road has been open since May 24 between the head of Jefferson street and Sylvan, where it was fenced off while the new concrete was drying. The Canyon road is the gateway to Beaverton, Hillsboro and other Washington county points. To see how the new pavement looks, Jay S. Moltzner of Moltzner-Westcott Motors, Inc., Westcott and Elgin distributor, took a run out to Sylvan Monday in one of the new Elgin cars, with improvements over last year's model. He found the road in fine condition all the way. The Canyon road is a pretty drive scenically, aside from its importance as a thoroughfare.

never before met. Some advice on driv-
ing under various conditions will be
helpful.

Though it is generally known by the
experienced motorist that if a hill is
too steep for even first gear the reverse
may be used, the first-time owner may
give up in despair and try another road
without a steep grade. The reverse of
every car is geared lower than first
gear, hence if the car cannot pull on
any because of the steepness of the hill
or lack of power, the driver can back
up the hill. It must be done slowly, of
course, and a very watchful eye kept
for oncoming cars.

In ascending grades always keep to
the extreme right. This should be done
always, of course, but on grades com-
ing down usually turn at speed
and the driver takes a little more road
from than usual. It will be found
easier also if there is a turn on the
grade.

Low Gear Best Brake.
In descending a grade various resis-
tances may be used to keep the car in
check and save brake lining. In some
states the grades are so steep that if
the driver were to use the brakes alone
to retard the car's movement the lining
would be burned when the bottom of
the grade is reached.

The driver should remember that
shifting to a lower gear always throws
in engine resistance. Hence on low
gear there is the greatest resistance
obtainable. If the ignition is switched
off, then the rear wheels turn over the
engine and further resistance is thrown
in. Opening the throttle introduces a
little more. The brakes should be used
only if the resistances mentioned are
insufficient to prevent the car from
attaining a dangerous speed.
Sandy roads baffle tire owner who is
accustomed to driving in sections
where no such roads exist. The light
car takes the sand easier than the
heavy car, but both may find difficulty
if the sand is very loose. If the sandy
stretch is quite long and looks dan-
gerous the tires may be wrapped with
burlap and if this is not at hand rope
will do.

Deflating the tires is often all that is
necessary, but be sure to deflate front
tires as well as rear ones. In fact, they
are even more important.

Don't Spin Wheels in Sand.
Once a car is stuck in sand it is use-
less to try to get it out by spinning
the rear wheels. This only causes them
to dig deeper into the sand. If no
progress is made on the first trial shift
to neutral and get busy at the rear
wheels. Boards if they are obtainable

theless many experienced motorists for-
get and find themselves stuck.

Even our war tanks could not travel
everywhere for our army had to send
men ahead ("belly-crawlers" they called
them) in order to look over the terri-
tory to see that the tank could travel
over it.

In addition to observing the simple
rules mentioned the motorist will do
well to make an investigation of the
road conditions in the section of the
country in which he expects to drive.

The American Automobile association,
the local automobile club, the travel
bureaus have information on the roads
in all sections and it would be better to
get a report from one of them. The
road books are helpful, though they
cannot be expected to indicate road
conditions months after they have been
published.

GLOBE TIRES MUCH WANTED

M. Seller & Co. Rushed to Keep
Supply Even With Demand.

The increasing demand for quality
tires is more notable today than ever
before and is one of the encouraging
signs of the present prosperous period.
This at least is the opinion of Sidney
G. Beck, manager of the auto acces-
sory department of M. Seller & Co.,
and he is in a position to know, for
since his concern took over the dis-
tribution of the Globe tires they have
been rushed with orders for this quality
tire.

"Dealers from all over the state have
been almost fighting to get the dis-
tribution of this tire," said Mr. Beck,
"and sales have been mounting rapidly."
The result is that we are doing a
wonderful, and entirely unexpected
business, for although we had expected
a good demand for the Globe tires as
the result of their proved worth still
we had not anticipated anything like
the present rush.

"All of which shows that motorists
are becoming tire wise and that to-
day they wish to secure the best pos-
sible and the longest wearing, most
proven quality when they buy tires."

\$40,000,000 in Virginia.

Governor Davis of Virginia has
named a road construction board of
prominent citizens to advise in the
adoption of a good-roads programme
for Virginia. A highway bond issue
of \$40,000,000 is recommended by the
executive.

NORTH BANK HIGHWAY OPEN

Considerable Graveling Yet to Be
Done but Cars Can Get Through.

STEVENSON, Wash., June 7.—(Spec-
ial).—The North Bank highway be-
tween Collins and C. o. o. k. s. Wash., in Skia-
man county, will be open for travel
Sunday, June 8, according to word re-
ceived here. While the road is still under
construction and there is graveling
to be done, it will be passable for ma-
chines, and by July 1 it will be en-
tirely completed. By that time all the
crushed rock will have been rolled and
graveled, and fences completed. This
will enable materials to go from Van-
couver, Wash., through Clarke, Skia-
mania and Klickitat counties, to the
eastern part of the state along the North
Bank highway, the first time in the
history of the state.

HARD ON POOR CONTRACTORS

Three Go "Broke" on Highway Work
Between Vancouver and Kalama.

The Automobile Club of Western
Washington is advising motorists
bound from Washington points along
the Pacific highway to Portland, or
vice versa, not to make any attempt
this summer to travel via Vancouver,
Wash., but to take the alternate route
on the Oregon side from Portland to
Goble, and there ferry across to Ka-
lama.

While this road is pretty rough be-
tween Scappoose and St. Helens and
around Deer island, it is nevertheless
open, rain or shine, with a good road
bottom, and it is to be paved soon by
the state highway commission.
The following letter relative to the
route from Vancouver to Kalama,
Wash., was received last week by Sid-

ney B. Vincent, director of publicity for
the Portland Chamber of Commerce,
from Douglas Shelor, manager of the
Automobile Club of Western Wash-
ington:

"Referring to the highway from Van-
couver, Wash., to Kalama: Three con-
tractors have gone broke on this work
and the bonding companies are now
completing it just as fast as they are
able to secure labor. We are recom-
mending that all traffic be sent from
Portland to Goble, ferry to Goble to
Kalama and then north.

"I have just returned from a confer-
ence with the state highway com-
missioner, and this subject was given

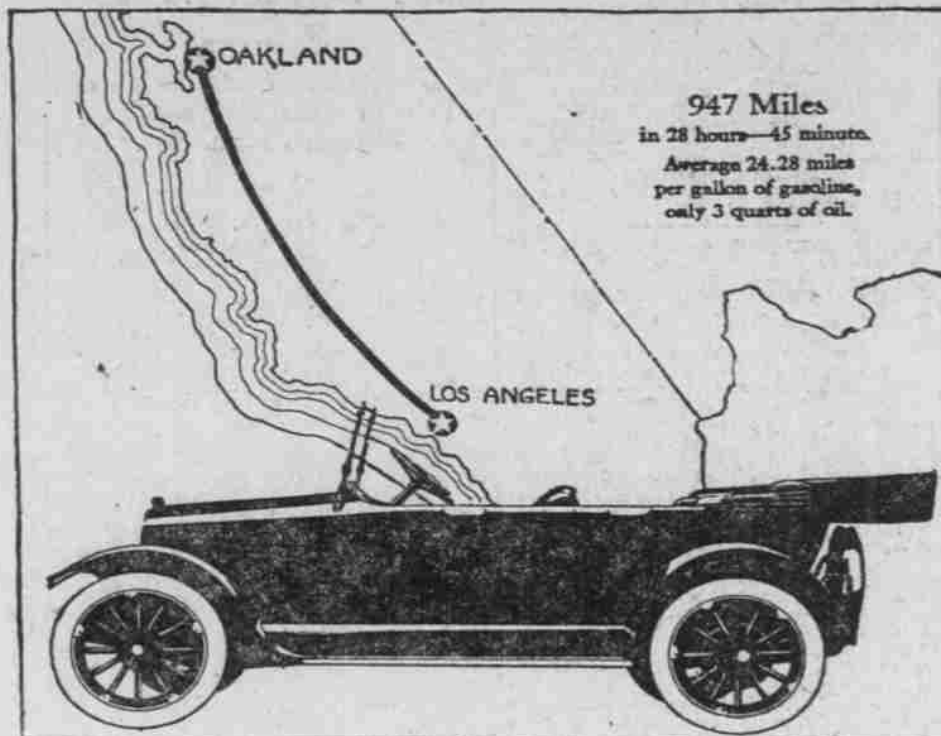
much thought. On account of the good
condition of the Columbia River high-
way on the Oregon side, traffic should
not be inconvenienced to go there dur-
ing the present season.

"They assure me that the Washing-
ton road will be gravelled and in fine,
travelable shape by September 1."

Tractors Plow 17,000 Acres.

More than 17,000 acres of land have
been plowed, 2500 acres cultivated,
5000 acres grubbed and 4300 acres har-
rowed in Scotland as a result of the
use of farm tractors during the last
season, according to a commerce report.

Overland



An Owner Test The Kind That Counts

It is the day-in-and-day-out record of stock cars in
the hands of owners that has built up the public appre-
ciation of Overland.

A recent demonstration of Model 90 power, endur-
ance and dependability was an impromptu round trip
between Oakland and Los Angeles.

It was a most severe test, over mountain roads,
through a blinding storm, with mud hub deep in places.
The Model 90 never faltered, never failed!

The performance of the car and the time made is the
more remarkable because it is what more than 150,000
Model 90 owners know their cars are capable of.

This run, on the heels of the Oklahoma victory—
where Model 90 stock car set the world's Non-Stop
High Gear record, 4370 miles in 7 days, readily shows
why owners are proud of their cars—and why you will
be proud of a Model 90.

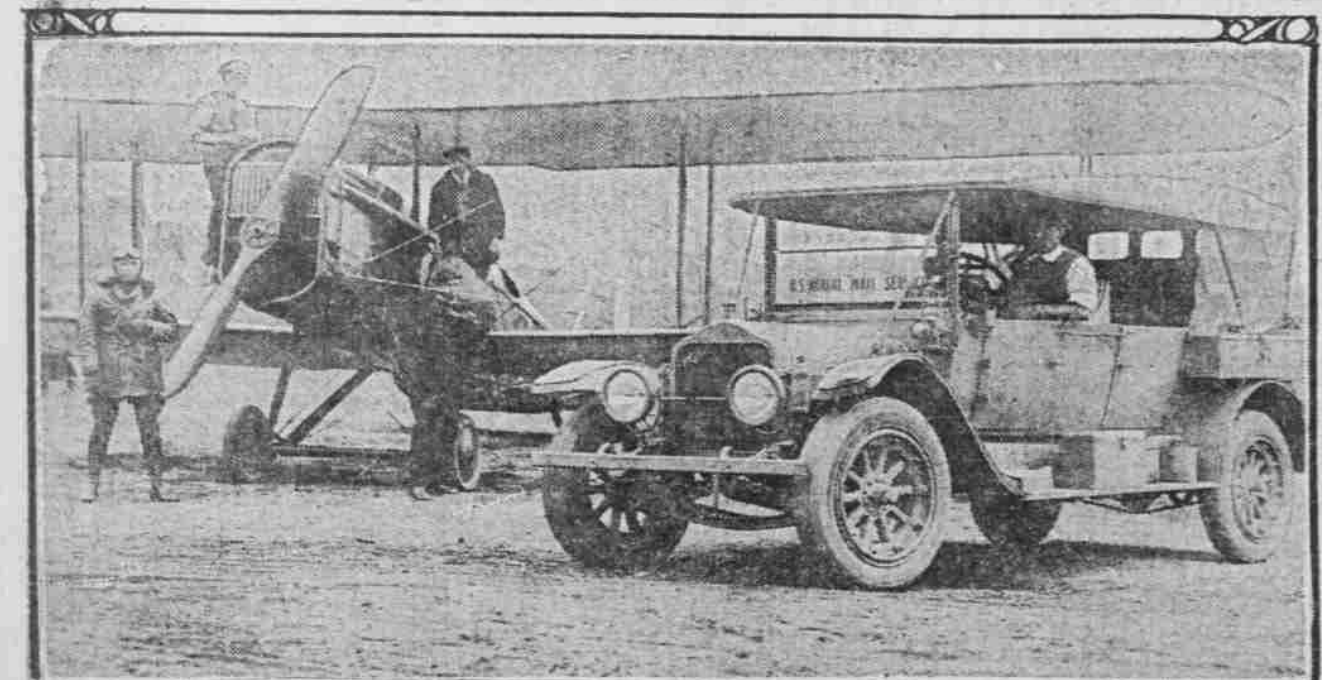
Let us show you a duplicate of the cars that made
these records.

Willys-Overland Pacific Co.

Broadway at Davis Street, Portland

Overland Model Ninety Five Passenger Touring Car, 3085, L. h. T. o. k. s.

WHITE TRUCK DEPENDABLE AUXILIARY OF AIRPLANE IN UNITED STATES AERIAL MAIL SERVICE.



PHOTOGRAPH SHOWS TRANSFER OF MAIL FROM AN AIRPLANE TO A WHITE TRUCK AT THE CLEVELAND

The government is now operating a daily airplane mail service between Chicago and Cleveland, mail being delivered
within five hours of posting in Cleveland or Chicago. This White truck, which is equipped with Goodyear pneumatic
tires, meets the plane on the Cleveland landing field and rushes the mail through the business district to the post-
office, four miles, in 15 minutes. Aerial mail service officials selected a White truck for this exciting work because of
the long-established record for dependability. Another White of 1 1/2 tons capacity, is also used at the Cleveland field
as an emergency truck to carry fuel and airplane parts to the hangar.

Next Time—Buy FISK TIRES!

YOU don't want tires "built
to a price" but you do want
the best tires at the best price.

Price of 32 x 4

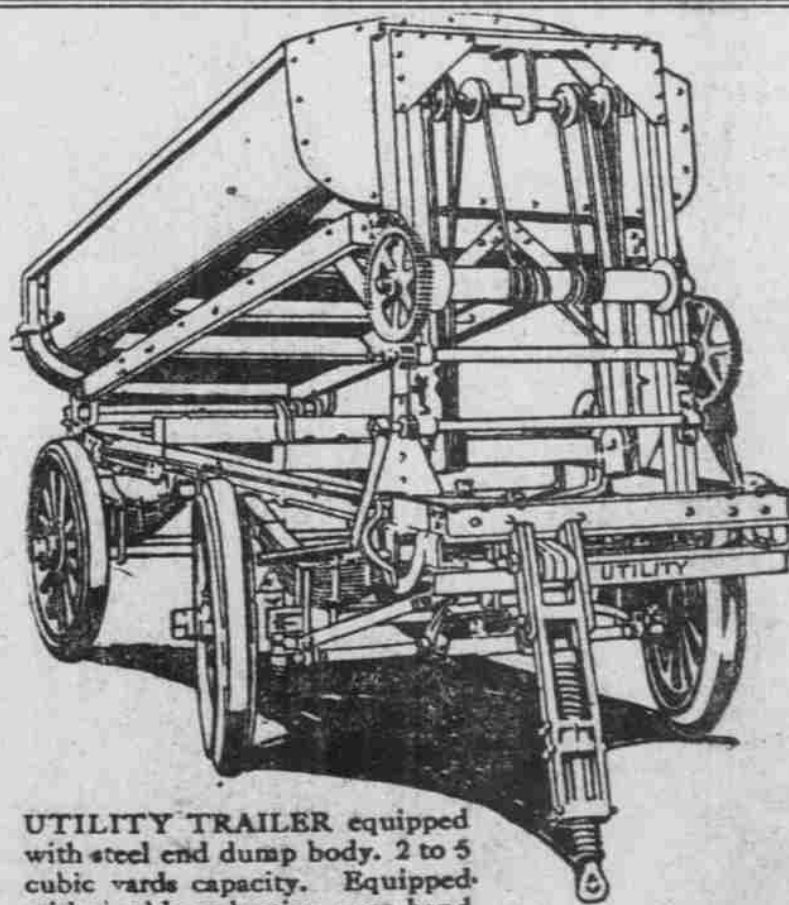
FABRIC	CORD	TUBE
Non-Skid	Non-Skid	Fits all makes
Casing	Casing	of Casings
\$30.55	\$46.85	\$4.80

Prices reduced proportionately
on all sizes

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Portland Branch:
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UTILITY TRAILER equipped
with steel end dump body. 2 to 5
cubic yards capacity. Equipped
with double reduction gear hand
hoist. Built for any 4-wheel
trailer.

McCracken Motor Co.

Distributors for Oregon
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