

REAL CAMP GROUND FOR TOURISTS ASKED

Visiting Autoists Find Poor Facilities Now.

SURVEY MADE BY WILKINS

Report to Commissioner Pier Urges Several Camps and Signs Showing Locations.

Portland needs a real automobile camp ground for tourists, and not one only, but several. Thus declares M. O. Wilkins, president of the Dealers' Motor Car association of Oregon, in a report to City Commissioner Pier of an investigation of present and available camp grounds, conducted at the commissioner's request.

Mr. Wilkins emphasizes that the city's present camp ground for motor tourists at the Forestry building on the old Lewis and Clark fair grounds is poorly equipped, not provided with suitable sanitary conveniences, and that few citizens even, let alone tourists, know where it is. He urges that for the reputation of the city this camp be remodeled and others provided, and that signs be placed on all main highways as far as 25 miles from Portland notifying tourists where they will find camping facilities when they reach the city.

His report follows:

Agreeable to your suggestion, I have made a survey of the present and available camp grounds for automobile tourists, and re the same subject have the following to say:

Present Accommodations Poor.

First—The only attempt at providing accommodations in or adjacent to Portland is now provided at Forestry park in North Portland. This is inadequately equipped and has an isolated entrance with no signs or public information to tourists. Many people who are asked are unable to direct strangers how to find it. Once found, it does not provide the conveniences required, is insufficient in size, sanitation is poor, and has nothing to induce a longer stay than is actually necessary.

Second—I find no less than four very available and accessible points in city park property which could be made ideal and provide not only necessary conveniences but many comforts not usually found in cities.

Forestry park is good, but make it accessible from the southwest corner, using the old fair grounds already graded and bring the shade and privacy provided by natural shrubbery into use for tourists. Provide a number of places for the disposition of garbage; install some light and additional toilets, also water.

Columbia park offers splendid facilities on the south side, or in a triangular improved part on the west side of the street passing through it. Here we have shade, a splendid park, driveways and all the natural facilities to make it a first class.

C-Terrill park. At least two blocks of unimproved park property is adjacent to Meridian street. It would require toilet, light, and shade. It would also require some grading to make all the limited space available facilities.

D-Sullivan park. Here on that section toward the river front it is now in condition to be made into an automobile park by providing it with water, fuel, light and toilet. It is easily accessible and not now in use. A larger area than is necessary is here very favorably situated.

Signs to Camp Much Needed.

The requirements of these improvements can be enumerated from my experience, as follows:

Accessibility from the leading entrances to the city. This makes at least four or five places necessary, with improved streets leading there.

Comparative privacy. This requires shade or trees and natural scenery. All the locations mentioned have this requirement.

Light—Incandescent lights for safety and protection.

Water—Water easily obtainable.

Toilet facilities and fuel.

Signs—Every road leading to the city should have ample signs indicating the location and how to reach all places. These signs should also be repeated at a distance of 25 miles away from Portland, and every means should be taken to give publicity to the Portland automobile parks as camping places for tourists and residents of the state owning automobiles.

It is a lamentable fact that, with 25,000 automobiles now owned in Multnomah county, and nearly 80,000 in the state, no park entrance facilities are now afforded where we may park, lunch and camp. It seems to me that every park in the city should provide both parking and camping facilities for automobile owners.

MAY REMOVE SPECIAL TAX

Truck Levy Expected to Be Taken Off by January, 1.

Manager Al Reeves of the National Automobile Chamber of Commerce has expressed the hope that the government would remove the special revenue tax on trucks, 3 per cent of value, by January 1. Reports from the chamber's Washington bureau, he said, gave no hope of lifting the passenger car and parts taxes, owing to the government's revenue needs.

The chamber has given up hope. Reeves added, of inducing the department to collect taxes on parts from dealers, rather than manufacturers, a change which would have eliminated much unnecessary bookkeeping and done away with inequalities in passing the tax on to the consumer, which are unavoidable under the present plan.

Squeaky Springs.

In cases of chronically squeaky springs, try jacking up the car so that the weight is removed from the springs and then soaking these latter with kerosene. Run the car for a day or so to let the kerosene soak in, and then saturate the springs with some of the old oil that has been drained off from the crankcase. After a day's run wipe off any excess oil that shows to prevent the collection of unseasoned dust.

In passing a car from the rear, always sound your horn, as the driver of the car may unintentionally cut-in ahead of you.

HERE IS SOME LITTLE BUNCH OF TRUCKS.



There are 200 of 'em in the photo, which was taken near the Moselle bridge at Coblenz, Germany, and shows a fleet recently sold by the United States Army to the French. The trucks to the left are Nash Quads, those to the right are F. W. D's. The United States used 30,000 of the four-wheel-drive type of trucks during the war.

IN THE DAYS OF REAL SPORT!



OH, FOR THE OLD ADVENTUROUS TIMES, SIGNS A. G. EHMAN, BUICK SERVICE SUPERINTENDENT FOR HOWARD AUTOMOBILE COMPANY.

Contrary to appearances, the two gents in stripes are not convicts. The Charlie Chaplinesque one at the left in the upper photo is A. G. Ehman, now service superintendent here for Buick cars, the picture having been taken in 1899 at Fresno, Cal., in front of his bicycle shop. This was Ehman's first car, and he built it himself. It had a one-lung Dyke motor, piano-box buggy body, Brown-Lipe chain drive, sliding-gear transmission of his own design, full elliptic buggy springs and side-lever steering gear. This car ran about 600 miles and then gave up the ghost after colliding with a lamp post. The upper picture shows Mr. Ehman in a Rambler car of considerably later vintage.

HINTS FOR CAR-OWNERS

HOW TO DETECT TROUBLES IN GAS FEED PIPES.

Baffling Thing to Locate and Not Easily Reached After It Is Found.

One of the most baffling troubles for the novice to locate is an obstruction in the gasoline line from tank to carburetor.

Some carburetors have a strainer where the gasoline enters the float times clogging occurs at a bend in the line on some part of the gasoline line. There is one on the vacuum tank, where the supply from the main tank enters at the top. These are all easily removed for cleaning, but some pipe, and then it is not so easily reached. In such cases the pipe is removed from the carburetor and the operator blows back against the stoppage. This frequently loosens it and the gasoline is allowed to flow, carrying the dirt with it.

This trouble usually comes on gradually, a few pieces of lint, dust, etc., accumulating on the strainer and not doing any harm, as there is plenty of room around them for the passage of the gasoline. But soon the accumulation only allows enough gasoline to pass through to run the engine at normal speed. The driver does not know this, but when he tries to speed up the engine it does not respond. The gasoline cannot flow through fast enough to satisfy the increased demand, making the engine sluggish. Then more dirt arrives and the engine weakens, may backfire at the carburetor and soon stops. Gasoline can get through, but not fast enough to supply the engine.

While searching for the trouble, the float chamber fills and the engine may be started. This is the characteristic symptom of a clogged gasoline line. The engine stops, but may be started after a time, only to stop again.

GASOLINE AS A VULCANIZER

Trouble Usually Results From Too Much 'Gas' or Too Tight Clamping.

Many motorists have experienced trouble with their gasoline vulcanizers. The tube is often burned, especially around the edges of the device, or the edges of the patch are not securely and smoothly united with the tube. The burning is caused by the use of too much fuel or too tight clamping.

If the edges of the tube are not united as they should be, it is generally a case of too little pressure. These difficulties can be overcome by placing a piece of an old tube under the tube

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BETTER TRUCK DRIVERS

NEW SCHOOL OF ARMY PILOTS WELL EQUIPPED.

Sane Truck Operation Will Greatly Benefit Owners and Permit of Big Overloading.

"Better motor truck drivers will be one of America's heritages of war," declares R. H. Spear, president of the All-American Truck Co., Chicago, which is handled in the northwest by the Mitchell, Lewis & Staver Co. With better drivers we may expect to see trucks give a higher maximum of efficiency, for it is well known that motor trucks have been and still are in many instances abused to a point where it is surprising they give the results that they do.

The average truck owner must employ a driver and that driver may be endowed with experience, yet poorly equipped with adequate knowledge of truck operation and care. The truck does not belong to him and he gives it punishment often which he would not do if he understood thoroughly the engineering principles of trucks in general.

The school of truck drivers coming out of the war will be a great leavening influence toward sane truck operation. The military truck driver is required to learn his vehicle thoroughly. That he might do this—be able to operate, repair and maintain trucks—the government had technical experts produce instruction manuals which every driver and repairman had to master before he was given charge of a truck. Certain rules of service and care were laid down which he was required to follow. There was daily, weekly and monthly inspection and maintenance routine which he had to live up to.

The thousands of men who have driven military trucks will go a long way toward bringing about a better class of operators for domestic and commercial purposes. Their knowledge will be valuable to the beginner. Proper operation and care of the truck enhances its service-giving possibilities, to say nothing of the economy of operation.

"In my opinion trucks are given less

care by the owner or operator than are passenger cars and we all know that there are many negligent car owners and operators. The truck is called on for duties compared to which that of the passenger car is minor. It is because of such conditions as these that every motor truck manufacturer must under-rate the capacities of trucks. They must allow for certain overloads and certain misuse under heavy loads. Perhaps when truck operators become more competent, truck makers may lower their factor of safety in design and manufacture.

"We rate the All-American at 1-ton, but we have found instances where this payload weight has been almost doubled. Were it not for our putting in only the best of material and workmanship we could not assure that our trucks would withstand such overloads."

MOTOR CAR PROMOTES HEALTH

Medical Profession Sees Value of Constant Automobileing.

"Anything that lengthens life and promotes health and happiness while doing so carries its own 'welcome' sign pinned to its blouse, and is manna and honey, locusts in the wilderness, and a fair, green oasis—all rolled into one," says Dr. Edwin F. Bowers.

"This, the medical profession has now decided, is the status of the automobile. Doctors are recognizing that as a health insurance of the purest ray serene, as a machine for vibrating life into sluggish livers, stamina into lazy stomachs and activity into laconic alimentary tracts, nothing excels the gentle jouncing of a motor."

"The swinging and swaying of the auto, combined with the vibration, constitutes an actual gravity massage for the internal organs which tends materially to relieve constipation, promote a vigorous digestion and increase the assimilation of food."

"And it is well known that whatever increases assimilation aids metabolism, which means the conversion of food products into tissue and the getting rid of effete material. This, in turn, increases the amount of iron in the system, thereby overcoming anemia and enhancing the oxygen-carrying power of the blood. For, be it known, the life-giving oxygen is carried to all the cells and structures of the body riding serenely on the backs of these little iron molecules in the blood corpuscles."

Add electrolyte should never be added except by an expert battery man.

TRY THIS ON YOURSELF

STUB YOUR TOE ON ROCKS, THEN THINK OF TIRE.

Some Reasons Why Tires Go Wrong Told by Distributor for the Thermoid.

Do not get the mistaken idea that the carcass of your tire never gets injured and never should blow out when you run only on the pavement," says Robert E. Allen of the Allen & Hebard company, Thermoid tire distributors.

"Run fast, kick curb stone hard, examine shoe, continue working all day, rush home, roll in a bunk or bed, leave your shoes on, climb out in the morning, pour in a cup of hot water, force down a dish of corn flakes, tighten your belt another notch and rush to the same work but do not forget to examine the shoe often."

"Just imagine the condition of your foot if you were to continue a process of that kind from day to day."

"Drive your car at 20 to 30 miles an hour, strike the street-car rail where the pavement is bad, examine the tread of your tire for a break, is exactly the same as examining the shoe when you stub your toe."

"Continue driving your car from day to day without changing the tire, repairing the carcass or having it examined by the tire doctor. Is it any wonder you have blow-outs at the unexpected time?"

"The makers of Thermoid crulide compound tires are experienced with road conditions, which is the reason

they insist on every piece of duck being tested to 320 pounds tensile strength before going into the carcass. "Impregnating the carcass thoroughly with crulide compound gives it such added strength and resiliency that it requires more than the ordinary blow to break it through."

"It is not practical to take your tire off every night to examine the carcass. Therefore your only solution is the best foundation money can buy—'protected by the toughest tread.'"

Oil Shield.

Vaporized oil that comes through the breather is blown out in a mist, covering the hood and engine, and making an abominable mess. This trouble may be cured by fitting an elbow of soft rubber hose over the breather pipe. A tin pipe is fitted over the other end of this elbow long enough to reach down into the dustpan, to which it is fastened. In this way the vaporized oil will be carried away from the engine and hood.

The Ton Mile Factor.

The best unit for determining motor truck comparative values is the ton mile. This means simply the carrying of one ton one mile. Thus, if you carry one ton five miles you get five ton miles. If you carry five tons one mile you get five ton miles. The ton mile unit in conjunction with costs, which the operator controls, gives the best basis for reaching conclusions in regard to truck systems.

To Get at Bolts.

In some instances a nut is so placed that it is extremely difficult to reach with a wrench. After this may be obtained by reversing the bolt, thereby the nut is brought within easy reach.

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and
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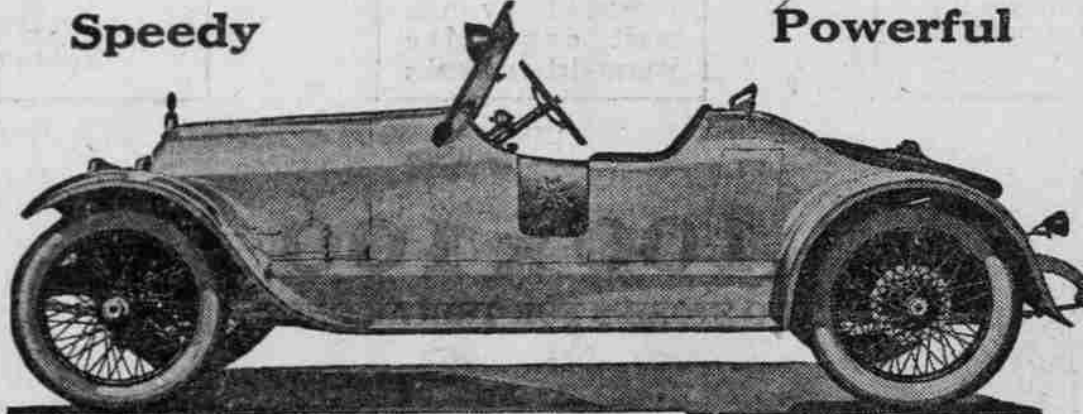
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The AC model MACK truck represents the downward trend in Cost of Upkeep. The AC models in 3½, 5½ and 7½-ton capacities are the heavy-duty members of the MACK family. In their construction every provision for overloading is made and it is overloading that ends the life of the average truck.

The owner of a MACK AC model truck will tell you his Cost of Upkeep amounts practically to nothing when measured by the mileage basis.

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