

HARD-BOILED TRUCK DRIVERS IN SOUTH

Robert E. Smith Relates California Impressions.

PILOTS HOG WHOLE ROAD

Former Executive of Liberty Loan Says Oregon Should Profit and Build Wider Highways.

There is tremendous tourist traffic in California. In motoring from San Francisco to the Imperial valley by way of the coast route and returning by way of the valley route, recently Mrs. Smith and I found a continuous string of automobiles with license plates from practically every state in the Union. On the coast route several of the unpaved stretches are now paved or are in process of improvement. There are about a half dozen detours, but most of these detours are of good shape. In fact, we were not compelled to use chains on the entire trip, and within the next few weeks the paving will be complete, and there will be no detours unless it be one at Orcutt, Cal., where they have just begun the paving. All the coast route is now paved, with the exception of Gaviota pass, about 20 miles north of Santa Barbara. Here there is an 18-mile stretch of detour, but most of it is graded. The road from San Diego into the Imperial valley is the most scenic road in the United States.

The valley route from Los Angeles to San Francisco is getting pretty rough. This has been due to the peculiarly by the use of heavy trucks during warm weather. Oregon will be millions of dollars ahead if it will profit by the experience of California and make stringent regulations for truck loads and wheel widths.

Truck Drivers Hard-Boiled.
The false economy of building narrow paving is demonstrated on the valley highway. North of Bakerfield these stretches of narrow paving have been widened out, but is a more or less unsatisfactory job, as the edge of the paving was broken down by heavy trucks.

Truck drivers on California highways are vicious in their treatment of automobilists. It is nothing to be crowded off the paving, and when you undertake to pass one of these trucks, as a rule they refuse to give you any road at all. There is, however, a gravel stretch from four to eight feet wide on either side of the highway, so it is possible to pass trucks with considerable ease, although they ramble along at from 15 to 20 miles an hour. The California highway permits a speed of 25 miles an hour, though you are required to slow up at cross roads or in the presence of traveling in the opposite direction. If you stop for any reason you must get completely off the highway, and it will not be permitted to be within 18 inches of the paving.

The ridge road, running north from Sasuga for 15 miles, is completed. It is a wonderful piece of engineering. It crosses the Tejon pass on an easy grade but an excellent road is reached. Although it is extremely crooked, the sides of the cuts are cut back so as to make the far end of the curves visible. In California they call them daylight curves. A tremendous amount of money has been expended in this way, but they make automobile safe, as you do not have to hug the inside of the curve so closely, and by being able to see a considerable distance ahead are able to maintain a fair rate of speed on the grades.

Just north of this crooked stretch of road there is a stretch of 20 miles with but one jog. This is on the Mojave desert just south of Bakerfield.

Jay Walkers in Los Angeles.
I think Los Angeles has a greater disregard for traffic regulations than any other city I have ever been in. Automobiles turn around in the middle of a block, people jay walk everywhere and the man on your left takes just as many liberties with the right of way as the man on your right. The streets are full of people, who pay absolutely no attention to the sidewalk to the right side of the sidewalk. In fact, they spend most of their time looking in store windows and "parking" themselves on every street corner, until the sidewalks are almost impassable. A boy selling mechanical tin monkeys on a string or a blind man playing a phonograph will attract crowds of hundreds of people.

The hotels all through California are crowded to the limit. Fortunately we wired ahead for reservations, like had no trouble, except one night when we stopped at four different towns and were unable to find a bed in any until finally a good man took pity on us and took us up to her house.

California has a better system of turning signals than Oregon. In turning to the right the driver in signaling from the left side of the elbow, crooking the arm upward from the elbow. If turning to left he crooks the arm downward. If stopping, the arm is held horizontal.

California has it on us on roads and perhaps a few of the southern coast towns have a better climate, but house yards generally are without flowers, they have no real holly, and they make lemon pie with crust on the top instead of a meringue. And they have to come to Oregon for apples, Christmas trees and nine-foot sheets.

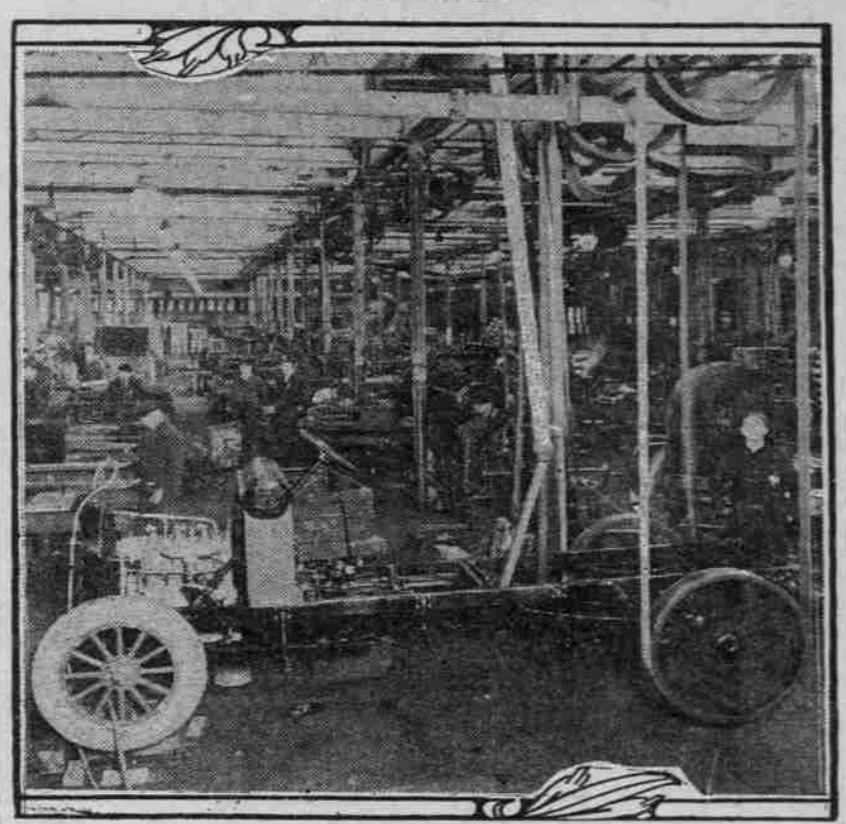
If you are going to California, here are some things to remember:
Triangular Signs Official.
Speed limit is 15 miles per hour except at intersections and when passing vehicles moving in the opposite direction. Pay no attention to signs, excepting the official highway signs, which are triangular in shape. On approaching a town you will first find a green triangular sign reading, "City Limits—20 Miles." Later you will find a red triangular sign reading, "Congested District—15 Miles."

right of the wart or you will be in trouble.
Look out for truck drivers—they are "hard-boiled eggs." You can pass to the left of street cars when standing, or eight feet to the right when receiving or discharging passengers. Look out for bumps on bridges on the valley route north of Fresno. Telephone for reservations in all California towns at least two days in advance. Gasoline ranges in price from 21 to 23 cents. Paraffine base engine oil is 30 cents. Garage storage ranges from 50 cents to \$1 per night.

SQUEAKS OFTEN DUE TO RIMS

Owners Frequently Blame Rattles to Loose Spokes.
Many automobile owners are aware that something is wrong when a rattle or loud squeak is emitted by one of the wheels. Quite often a loose spoke is given as the cause, but in 90 per cent of the cases it is caused by a loose rim, says Motor. The rim when in this condition is permitted to move over the felloe and the constant slapping not only is offending but more often gives indication of lack of safety. If the rim is loose merely because the lugs are not tight, it is a simple matter to tighten them, but if it is caused by the lugs being worn or the rim slightly oversized, it will mean much work to keep the rim in place for any length of time. The

REO SPEED WAGON RUNS MACHINERY AT FACTORY DURING COAL STRIKE.



LIGHT TRUCK MOTOR OPERATES ALL MACHINES ON FOUR LINE SHAFTS.

writer obtained fairly good results for short periods by driving wooden wedges between rim and wheel near the points of lug attachment and also by shimming the lugs. It is not likely that this will come off even if the car is driven for hundreds of miles, but the sound is very annoying and in the long run the wheel receives excessive side thrust, it may damage the rim permanently.

NORWAY IS TRUCK MARKET

GERMANS NOW ARE STRONGLY AFTER BUSINESS.

Large Purchase of Acason Trucks Made by Business Man From Christiania.

Speculation has practically been stepped in Norway and that country is in the market for a big supply of other countries' goods. That in substance is what G. Bergstrom, sales manager for Rolf T. Bierke of Christiania, Norway, tells H. W. Acason, president of the Acason Motor Truck company, Detroit.

Mr. Bergstrom is in Detroit placing large orders for American-made goods. One order for Acason motor trucks alone calls for 100 models. Mr. Bergstrom is also buying passenger cars, light delivery trucks, tires and automotive accessories. Mr. Bergstrom said, "The war showed Europe their necessity, now there is a big demand for them. We use them to haul merchandise, carry timber out of the woodland and as passenger busses. No, we have not seen their advantage on the farm as yet, but it will come."

"England, France, Germany and America have their salesmen in Norway. England and France cannot make deliveries. We do not know how they do it, but Germany is after our business strong and is able to make fair deliveries. There is a wonderful opportunity for America in Norway. There will be competition and if America wants this business she must get after it and hold it when she gets it."

Mr. Bergstrom says that directly following the war everybody was speculating, there were big fortunes made and lost; but now the government has stepped in and wild speculation is prohibited. This has helped bring the country near to healthy normal conditions.

Don't blame the tire if it "blows" after standing idle in a warm garage all winter. Tires don't thrive on a hazy diet of heat, oil and grease.

THERE ARE 316 APPLE BOXES ON THIS ONE AND ONE-HALF-TON SPECIAL ATTERBURY TRUCK.



These boxes are empty, but this same truck has been hauling 170 full boxes, weighing 7365 pounds, nearly four tons, to the load. The truck is owned by C. K. Benton, orchardist, of the Hood River valley, who bought it from the Atterbury Truck Sales company, through S. L. Stewart, dealer at Hood River.

FIRESTONE OFFERS BUREAUS TO NATION

Data on Motor Transport of Great Value.

MANY TRUCKS AVAILABLE

Expert Sees Lesson in Experience of England, and Necessity of Preparation Here Alike.

AKRON, O., Dec. 27.—Information showing location, type and capacity of practically every motor truck in the United States has been made subject to the call of the government in the event railway freight service becomes

so curtailed for any reason as to make it necessary, or desirable, to supplement it with motor truck service.

This information, now available through lists on file in the largest cities of the United States in which it has branches, has been offered to the federal fuel administrator and to the director of railways by the Firestone Ship-by-Truck bureau, at Akron, through F. Farr, director of the bureau, who also has proffered the services of the personnel of the bureau in perfecting a supplementary service whenever and wherever it might be required.

According to Mr. Farr, approximately 400,000 medium and heavy capacity motor trucks, with drivers, could be pressed into an emergency service. Included in the number are those owned by 6000 operators regularly engaged in city and intercity hauling on fixed routes and schedules.

GOODYEAR MEN PROMOTED

Marshall Morris Assistant Sales Chief of California Factory.

Recent promotions in the Goodyear Tire & Rubber company will be of interest to the tire industry all over the country. W. D. Schilte, former chairman of the board of control, has been made assistant secretary of the company and Marshall E. Morris, manager of the sales department at Akron, has been chosen assistant general sales manager of the new California Goodyear company. Mr. Schilte advanced from stenographer to his present position in just 14 years after he joined the company, abandoning the practice of law for a commercial career. Mr. Morris joined the company in 1912 as head of the carriage tire department, but his skill for organization won him rapid promotion.

Watch the Strainers.

In care having pressure feed and using exhaust gases to obtain the pressure, it is necessary to keep a careful eye on the feed strainers and other cleaners through which the gas passes on its way to the tank. The strainers accumulate in these places are likely to be very heavy.

"The big immediate problem England had to solve was the feeding of London's 6,000,000 inhabitants, just as the feeding of the people of our larger cities would be the big problem in this country. Towns and villages are near enough to the source of supply to take care of themselves in a satisfactory manner."

"The trucks proved that London can never have a serious food shortage through lack of transportation so long as the highways are kept open to motor transport."

London's Food Suffered.
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The C. H. S. Co. Extends You a Happy New Year

And We'll Assure You That You Will Have One by Driving



"Victory Model"

This splendid post-war "Victory" model is the counterpart in every essential of the best-known Moon Models. A special Continental six-cylinder "Red Seal" engine makes it a triumph in economy and scientific weight. The Moon Company has never withheld the money necessary to obtain desired results.

Quality, Not Quantity

The smart individual appearance of the Moon "Victory" model immediately places it in the class of the "custom built" car. Moon models are known to set the styles for body building. In the exterior finish, the interior tri-upholstering and cushion work, the car testifies to careful manufacture by men who strive for the niceties in motor car construction and performance. Built by

Moon Motor Car Co.
St. Louis, Mo.

65 N. 23d St. **The C. H. S. Co.** Mar. 1428
Distributors



"The Sturdy Car"

Built with the same specifications or foundation as its predecessor, but with more power, finer finish and many other refined features.

Every operation in the manufacture of the Dixie 4 has been highly specialized. Every unit is tested for strength and service. Any falling short of the rigid Dixie standards are rejected.

And back of the new Dixie was a fixed vision. It was our purpose to build a car that the man of wealth would be proud to own, and yet a car that the man of moderate means could afford to buy and operate. We have obtained this unusual combination in the new Dixie. Built by

The Kentucky Wagon Mfg. Co.
Louisville, Ky.

65 N. 23d St. **The C. H. S. Co.** Mar. 3540
Distributors

NEW USE FOR REO TRUCK

SPEED WAGON RUNS MACHINERY AT BIG FACTORY.

Commercial Car Engine Handles Big Overhaul When Coal Supply Is Cut Off.
The fuel shortage which made it necessary to shut down all the industries of Michigan was responsible for the discovery of a new use for the Reo speed wagon. Practically the entire Reo factory was closed, the only departments remaining open being those which did not require power. It became necessary to use the machines in the sheet metal department and it was decided to replace two 20-horsepower electric motors by one speed wagon.

The speed wagon has an S. A. E. rating of 27.25-horsepower, yet was able to turn over all the machines owned by the department, but it also won praise from the workmen, who declared that speed wagon power was more dependable than was that from electric motors. Officials of the Reo plant derived great satisfaction from the showing of the truck and have decided to run other departments using speed wagon power, until such time as the city of Lansing is able again to furnish electricity. The sheet metal department presents an unusual problem; as the machines, which consist of buffers, shearing machines and metal hammers, work intermittently. At one time the line shafts run almost

MOTOR TRUCKS FOR EVERY PURPOSE

The Garford Motor Truck Company, Lima, Ohio
Motor Trucks of all Capacities
Distributors and Service Stations in all principal cities.

Garford Trucks for Low Cost Ton-Mile

An adequate stock of parts
USERS KNOW

Garford Oregon Motor Sales Co.

Eighth and Davis Sts. Portland
State Distributors Wholesale and Retail

Apply with a brush and allow to dry. When dry rub with a clean cloth and the verdigris will come off, too, leaving a clean, smooth surface. After this the brass may be polished in the usual way.

Verdigris Remover.
The verdigris that forms on brass may be removed by the following treatment: Mix a good metal polish in equal parts with wood alcohol.



Why We Are Distributors of the STANDARD EIGHT A Powerful Car

It was the practical certainty of Successful Business that led to our selection of the Standard Eight as the car that would best express our ideals of value, service and permanence.

In the first place, the car itself is a joy to drive.

Power that you never dreamed of—performance that as you describe it causes a look of skepticism—flexibility that makes you wonder why there is a gear-shift lever.

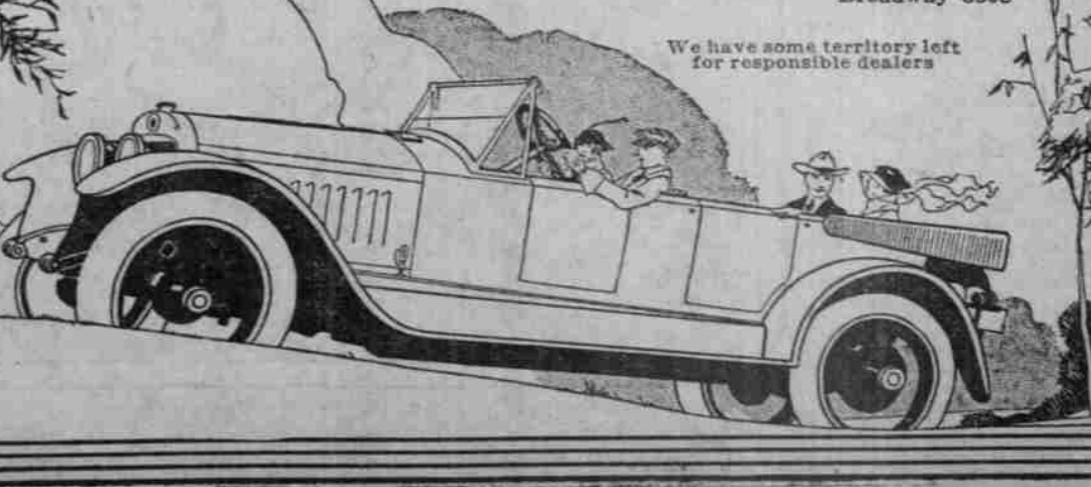
This is the sort of car we have to sell and with it Service backed by one of the largest industrial plants in the world—The Standard Steel Car Company of Pittsburgh, makers of world-famous steel railroad cars.

True to the principles that have made their success, they are backing the Standard Eight to the limit.

Come with us and prove for yourself, with your foot on the throttle, the splendid power and comfort of the Standard Eight—tested in the hills and mountains of Pennsylvania.

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We have some territory left for responsible dealers