

FRANKLIN SEDAN ON TOP OF 4037 MILES

Benjamin Tucker Drives Over Rockies in Winter.

VISITING DR. TUCKER HERE

Rochester, N. Y., Man Made This Long Trip Without Carrying Even a Spare Tire Along.

Benjamin Tucker of Rochester, N. Y., who is visiting in Portland with his uncle, Dr. Ernest F. Tucker, has achieved the unusual feat of driving across the continent and over the continental divide, several weeks after this route ordinarily is closed to all automobile travel by the winter snows.

On the fourth bucked mud, miles and miles of it, and through snow. He overcame difficulties that a few years ago motorists would have thought insurmountable. As yet, incidentally, due to mistaken information, he shipped his car north from San Francisco to Portland, supposing he could not cross the Sierra mountains. At the time he shipped the car there was, indeed, quite a little snow on the summit of the Sielkiyo. But along about that time came the warm Chinook wind and now, though wet, the mountains are entirely passable.

Never Used Tow Rope. "My companion on the trip, Bill Clark of Rochester, and I took turns driving," said Mr. Tucker, "usually quitting for the day when it became dark. We had three warm blankets for sleeping in the car, if need be, and when we set out we put a tow rope under the seat which I am happy to say we did not have to use."

"Being a Franklin owner of some experience, I set out without a spare tire and came through without one. Inasmuch as the car had been driven only 4047 miles before we set out the tires were virtually as good as new and I knew from past experience they should be good easily for 8000 miles. So I considered that carrying an extra casing would be only adding unnecessary weight to the car."

"One of our hardest day's runs was between Davenport and Iowa City, Iowa. It poured steadily for two nights and one day at Des Moines. The road was being graded so we had to run in mud up to the axle. We had to run in first and second gear for 15 miles, making only 62 miles that day. It was the hardest pull my Franklin had ever been called upon to do, and I was anxious to see if the motor would overheat. But not once did it overheat or fail to pull. We met water-cooled cars under peculiar conditions stopping to cool off."

Many Miles in Low Gear. "Next day from Iowa City to Des Moines it rained hard all day. We drove only 60 miles, but the second gear work, and at that, averaged 14.68 miles per gallon. Outside of the wonderful boulevards of California, Kansas and the best roads. However, west of Dodge City we experienced something new in finding the road completely blocked with Russian thistle, compelling us, of course, to run through the pasture fields. This stunt was very easy, inasmuch as there was no part of a fence of any kind in sight anywhere."

"The deepest snow we encountered was just west of the little town of Hasty, Colo. It had drifted in places up to the axle for a quarter of a mile. Our trip through the Garden of the Gods and Seven Falls at Colorado Springs was very pretty, but we were disappointed to learn that we could not climb Pike's Peak as the road was closed because of snow."

"The scenery through Indian Pass into New Mexico was beautiful. It was a case of 'Watch your step' while driving the La Bajada hill, just west of Albuquerque, N. M. The hill has 18 hairpin turns in it. Among the Clouds. "We had purchased a shovel in Des Moines, but it rested quietly on the car floor until we struck the slippery red adobe mud on a newly-worked road between Holbrook and Winslow, Ariz. The road and fields were flooded. It took us three hours to get 26 miles. It snowed six inches at Winslow and two feet at Flagstaff. So every tourist there, headed for California, was obliged to ship by rail to Needles, Cal."

"It was an easy two days' run from there through the Mojave desert to Los Angeles. While the car was waiting to be loaded at Winslow, I took the train to the Grand Canyon of Arizona. While walking down Bright Angel trail to the river, I thought, here is one place where neither a Ford nor a Franklin can go. Looking at the mule train on the trail nearly a mile below through a pair of field glasses, it resembled in size a string of ants at your feet."

"At Summit, crossing the mountains via Cajon Pass, we were among the clouds. Mountain shrubbery and evergreens grew as evenly as in an immense park covering the whole mountain. From there on we toured on the wonderful boulevards of California. Travel on the Santa Fe trail from McPherson, Kan., to Los Angeles was greatly facilitated by excellent sign posts erected by the Automobile club of Southern California. "My companion decided to stay in Los Angeles, so I ran the car alone via the coast route to San Francisco. Excepting for four small detours and fording the St. Clair river, the road is one grand boulevard all the way. We passed through a beautiful mountain pass, 33 miles north of Santa Barbara. About 10 miles north of San Luis Obispo the road ran through another wonderful pass called Queta Grade. The longer the grade the better I liked it, because I knew there was no danger of my motor overheating."

"For scenic grandeur the 17-mile drive from the Del Monte hotel along the beach from Monterey and the drive along the mountain side through big tree virgin forests for about 25 miles from Santa Cruz via Big Tree over Mount Herman to Los Gatos, has anything beat on the whole transcontinental trip."

Gained Ten Pounds on Trip. "From San Francisco to Portland the weather man beat me to it by dropping plenty of snow in the mountain passes of southern Oregon, compelling me again to ship the car to Portland."

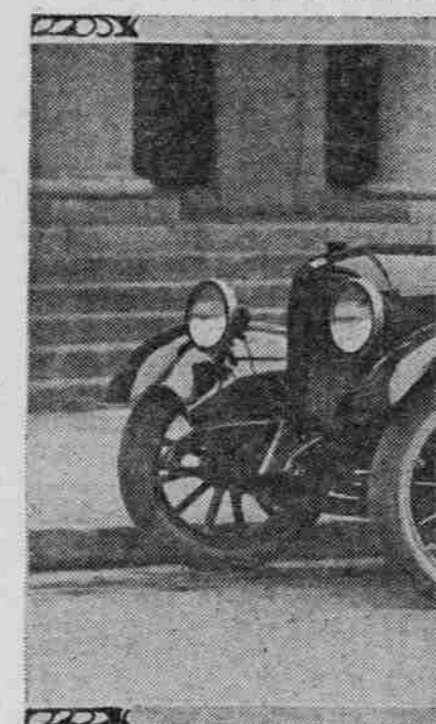
"To San Francisco we covered in all 4634 miles and averaged 18 1/2 miles to the gallon. The longest day's run was from Santa Barbara to Gonzalez, 236 miles, also best average of 27 miles per hour. While many miles

of the road were rough, rocky and racking for any car, my Franklin has not a rattle or squeak in it. No valves were ground nor carbon removed and the motor is running as smooth as the day of departure. No adjustments of the brakes for wear were necessary. The splendid condition of the springs, chassis and body throughout were due to the flexible construction of the Franklin. "Incidentally, I gained 10 pounds on the trip."

POLICE MAKE AUTO RECORD

Spokane Department Traps Majority of Car Thieves. SPOKANE, Wash., Dec. 26.—Efficiency of Spokane's police department in recovering stolen automobiles is nearing a national record, despite claims of the Detroit department that it is making a near-perfect score. For weeks the Detroit department has been given widespread recognition as successful pursuers of automobile thieves, the latest report showing that department recovered 67 out of a total of 72 cars stolen in one week. Recoveries in the past in Detroit have ranged from 75 to 80 per cent.

NEW PAIGE GLENWOOD MODEL IS CAR OF HANDSOME LINES.



IT'S VIRTUALLY A SMALLER EDITION OF THE FAMOUS PAIGE LARCHMONT MODEL, WHICH IS MADE FOR SEVEN PASSENGERS.

Harry Lyon, salesmanager for Cook & Gill, Paige distributors here, who is shown beside the car, is enthusiastic over this new Glenwood Paige. Its lines are copied after the Larchmont speedster type. It has the new Paige 6-cylinder motor, and in many other ways is an improvement over previous Paiges. Some of these refinements include Stewart vacuum feed in rear, curtains opening with the doors, full crown fenders, adjustable headlights, 42-inch semi-elliptic springs which make it a remarkably easy rider, 119-inch wheel base, two inches longer than the previous model, and Hotchkiss drive.

DON'T SPIN YOUR WHEELS THAT'S WORST THING YOU CAN DO, IF CAUGHT IN MUD.

Net Result Will Be Only to Wear Out Tires and Let Car Sink Down Deeper.

When you are caught in the mud or a soft place, including snow, do not slip into low gear and then give her all you have. This only spins the wheels and chews up the tires and makes a deeper hole for your car to sink in. The damage to tires is enormous and causes a loss of millions of dollars annually in shortened tire life.

Start your car evenly and slowly. Do not let the wheels dig in. Don't try to force the wheels out of a bad spot in the road by applying the power suddenly. This only results in bad abrasions of the tires. Let the clutch take hold gradually in starting the car so that the wheels do not begin to spin before the car begins to move forward. One car in this regard will save miles on your car. The misuse of brakes by suddenly applying them is another error. Never use the emergency unless necessary, for it costs money. Several hundred miles can be worn from a tire in this way in a second or two. Brake with your engine as much as possible.

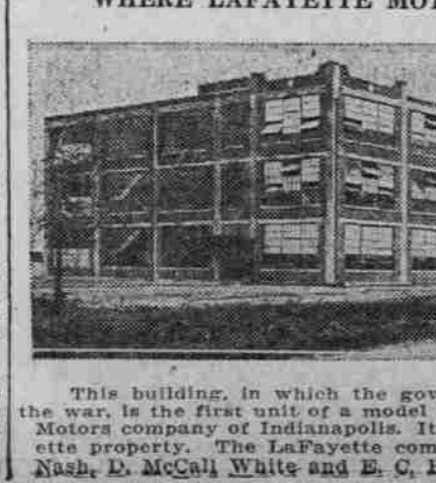
Shut down the power and let the action on the engine slow the car down. In going down hill shift your gears to first or second or even to the spark. This will not only serve as a very efficient brake, but it also cools off the engine. When you do use the brake apply it slowly and steadily. Bring the car to a slow stop and you will save many dollars in tire wear.

CAMPERS STAY TOO LONG

California Town Entertains Some for Weeks and Weeks.

PORTERVILLE, Cal., Dec. 6.—Auto tourists have been riding a free horse to death, says Dr. C. C. Higgins, chairman of the Porterville board of health, in a report to the city council on the free camping grounds in Luther Burbank park. Dr. Higgins says in his report that in some cases families remained in the camp for weeks during the summer, securing free wood, water and lights. He adds that contagious diseases were reported in one family. He recommends that the council set 48 hours as the limit the ground can be used, unless for some good reason, and that steps be taken to supervise the health conditions of those who use the public accommodations. Can't travel

WHERE LAFAYETTE MOTOR CARS WILL BE MADE.



This building, in which the government employed 2500 persons during the war, is the first unit of a model industrial layout for the Lafayette Motors company of Indianapolis. It is located on a 25-acre tract of LaFayette property. The LaFayette company was organized recently by C. W. Nash, D. McCall White and E. C. Howard.

TRUCK TAKES MAIL INTO SILVER LAKE

Snow Bucked for First Delivery in Eight Days.

AND IT WAS REAL STORM

After Pounding Through Blizzard to La Pine From Bend, It Performed Still Another Feat.

Driving a loaded motor truck through a blizzard with the thermometer far below zero had afflicted with sinking spells isn't the ordinary man's idea of high life. The recent "big snow" was had enough west of

them at all. I had expected to be able to operate the truck with the trailer over hard packed snow, but in the condition the roads are in now it is nothing but ice holes, and impossible to operate. I have made only one trip this month."

TWO-LINE FRIEND IN NEED

Best of Autos Refuse to Run at Some Time in Career.

Even the very best of automobiles will at times need to be towed—and at all times it is better to have a line and not need it, than to need it and not have it. There are times when cars will absolutely refuse to run—when they will not go up even the slightest grade on first speed.

When the ignition goes dead and the car must be towed it is a great blessing to have a towline, even if it is only a stout piece of rope. Such a line or rope can also be used to get the car out of mud or sand by wrapping it around the wheel, or one of the wheels, which needs "traction" to get it out of its difficulty.

The motorist may here ask, "Why be towed at all? Why not fix the trouble yourself?" The answer to this is that when a distributor or other battery-ignition device gets out of order the average motorist is not expected to be able to adjust it, nor

SELDEN TRUCK NOW REPRESENTED HERE

Pioneer Motor Vehicle Taken by Butler Motor Car Co.

TRUCK HAS LONG HISTORY

First Selden Was Put on Road 19 Years Ago, and It Has Been Manufactured Ever Since.

Another well-known truck line is now represented in the Oregon territory. The Butler Motor Car company of Portland last week was appointed distributor for the Selden Truck Sales company, says a representative of L. M. Fields, Inc., of California, Selden distributor for California.

This announcement is of particular interest because of the fact that the Selden is one of the oldest trucks made. In fact, its manufacturer, the Selden Truck Sales company, lays claim to the honor of having built the first gasoline-propelled road wagon in the United States. This was 19 years ago, and ever since that time the Selden company has been manufacturing Selden trucks.

The Selden has had no representative in the Oregon territory until now. The Hotel Benson has a Selden truck bus, for example, that has been in service for five years. It is one of the old chain drive 1 1/2-ton models. The Butler Motor Car company have a couple of Selden trucks, also of the 1 1/2-ton model, that have given long and efficient service.

The Butler Motor Car company, which now will distribute the Selden in this territory, has temporary quarters at 387 East Burnside street, near the bridge approach. The firm has been in business in Portland since June, 1919. It is composed of Howard Butler, manager, and his father, J. W. Butler, of whom before they entered the automobile business in Portland operated the Bay City Storage & Fisheries company, salmon packers, at Bay City, Or. They still retain their interests in this company.

The first shipment of Selden trucks to the Oregon territory will consist of 1 1/2, 2 1/2 and 3 1/2-ton models, but later some 5-ton sizes will arrive. Other shipments are due in the spring months.

The Selden is a quality, warm-drive truck, with such standard units as Red Seal Continental truck motor, Selden-Brown-Lipe transmission, Timken rear end and worm drive, Timken I-beam drop-forged axles, and Timken bearings throughout. It is equipped with Stromberg carburetor, has full bronze bearings and bearings and heavy, flexible, pressed steel radius rods.

The regular equipment includes two locomotive type dash lights, motor and hob odometer. No holes are bored in the top of the Selden truck frames, a special bracing system of Selden factory design over-coming side shear. The first power road wagon built by Selden 19 years ago is said to be still in existence, and Mr. Butler has hopes of obtaining it from the factory for exhibition in Portland in the next Rose Festival, or if possible in time for the truck show in February.

BIG PRODUCTION IN 1920

(Continued From First Page.) Its co-operative and constructive work is a worthy example to other industries.

The 123 makers in the National Automobile Chamber of Commerce have ever been ready and anxious to be ready to give and take, in a manner that has helped to make the industry what it is and has been—real co-operation exists to an extent that is not found in any other industry.

Whether it is standardizing on tires, co-operating for foreign trade, helping in the distribution of freight cars, combating unfair legislation, exchanging patents without payment of royalties, advocating and showing the way for more and better highway construction, agreeing on car designs that will lessen the cost of fire, theft and liability insurance to be paid by owners, standardizing on repair parts and service policies to the ultimate benefit of the consumer, co-operating in the promotion of an automobile show, fostering plans for the extension of

Another FEDERAL 1 to 5 Tons

Assures Better Service and Bigger Business for 1920

The business man who will increase the revenue from his business this new year will be the one who is progressive enough to invest money where it will build his business bigger.

Better service to the customer is the one essential to building bigger business.

The Customer's demand for the best service can be satisfied with a FEDERAL. It is an investment that will assure the class of service necessary to build bigger business.

"Traffic News" is a very interesting monthly publication. Send for a copy—and read it.

William L. Hughson Co. 60 N. Broadway at Davis Street Phone Broadway 521. Oldest Motor Car Organization on the Pacific Coast. San Francisco, Oakland, Los Angeles, San Diego, Seattle, Portland.

Studebaker SPECIAL-SIX SERIES 20. WHILE its beauty and grace appeal to your pride, its reliable power convinces your reason. Under its hood is the demountable head motor of 50 horsepower; under its beautiful body a perfectly balanced chassis of 119-inch wheelbase giving riding ease over all kinds of roads. The rugged dependability of this car will prove itself in the most strenuous service. Five-passenger capacity; outside and inside door handles; genuine leather upholstery; improved windshield with bullet-shaped cowl lamps; extension tonneau lamp; black walnut instrument board and steering wheel; cord tires as standard equipment. \$1785. Oregon Motor Car Co., Broadway at Burnside, Phone Broadway 616.

Maibohm Kick in every line. A beautiful motor car, conservatively individual, fast looking—You sit in deep cow-hide covered cushions, relax into the just-right driving position. You shift noiselessly through gears, then a gentle pressure on the throttle—zaster! what a terrific getaway—faster, faster with no shivering, no periodic vibration; just a smooth power flow as even as a dynamo; or you loaf along, jog along, whatever your haste or mood—happy motoring is yours when you drive a Maibohm. A. M. BEAVER MOTOR CO. 354 EAST BROADWAY AT EAST THIRD. MAIBOHM MOTORS COMPANY SANDUSKY OHIO.