

## CARS MUST DETOUR NEAR CASTLE ROCK

Crossing Cowlitz Again Necessary on Seattle Run.

## CONSTRUCTION IS CAUSE

Work Is Under Way on Deep Cut for New Pacific Highway Grade to North of Castle Rock.

KELOSO, Wash., May 22.—(Special.)—Just north of Castle Rock, Wash., on the Pacific highway route from Portland to Centralia, Olympia, Tacoma and Seattle, construction work for the new grade of the highway involves a high cut and a deep cut of the present road. This has made it necessary for Henry & McFee, the contractors, to close the highway to travel for eight hours each day.

The closed hours are from 7:30 to 11:30 A. M., and from 12:30 to 4:30 P. M. At other times the highway is open, but during these hours all travel over the Pacific highway between Castle Rock and Olesna must follow the detour road on the west side of the Cowlitz river, crossing the river on the bridge at Castle Rock and re-crossing at Olesna, via the ferry.

This detour road is now passable at all times, but is rather rough. In case of heavy rains motorists are advised to have chains.

The main highway from Castle Rock north to the Lewis county line is rather rough on account of construction work. The same conditions prevail on the highway between Kelso and Castle Rock, except for about three miles immediately south of Castle Rock.

Around Ostrander hill, where a heavy cut is under construction, the going is quite hard. However, it is passable to automobiles at all times.

From Kelso south to the Lewis river the condition of the highway is the best ever known. There are some rough places, but Fred C. Cramer, county engineer, is preparing to gravel the worst spots.

## TROUBLE LIGHT IS HANDY

PORTLAND MEN INVENT UNUSUAL DEVICE.

Magnetic Pick-Up for Tools Is Combined With Light for Seeing Way Under the Car.

Two Portland men, H. J. Segur, automobile mechanic, and George L. Tillotson, salesman for the A. M. Beaver Motor company, have invented an unusual little device that will make life a whole lot more worth living for the motorist who has trouble with his car on a dark night.

They call their invention a magnetic pick-up and trouble light, which pretty well describes it. The device consists of an electric light cord, to be connected with the dash light socket of the car, and at the other end of which is a hollow iron core with windings, and a trouble light. The trouble light burns when the wire is connected with the dash light socket, and a button on the end of the lamp frame is magnetized and it will pick up any iron or steel tool weighing up to six pounds or so that it can be taken under the car if the owner is unfortunate enough to have to crawl there. Not only can he see his way in place of having to feel it, but he can by means of the device pick up tools which he has lost.

Mr. Segur and Mr. Tillotson have applied for a patent on their invention.

## SAVE MOTORISTS FROM GAS

Hudson River Tube Presents Problem but Proves Benefit.

The strike of the towboat men in New York makes it apparent that the Hudson river tube for motor vehicle use only is an immediate requirement, and that its construction cannot be begun a moment too soon, according to advices from Gotham.

The tunnel is now being designed, which is to make New York and New Jersey one by land, and when once built, the services of a great portion of the New York towboat fleet will be rendered superfluous, and it will never be possible again for such a small body of men to threaten the population of an entire metropolis with starvation.

The chief obstacle now confronting the engineers of the tunnel is the necessity of keeping it properly ventilated, and free from noxious gases thrown out by motor exhausts. The bureau of mines is hard at work on this important problem, and at its Pittsburgh station is making tests on hundreds of different trucks to determine the composition of exhaust gases. No effort is being spared to determine how much air will be needed to sweep the poisonous exhaust gases clear of the new underground passage.

The tunnel will mark another great stride forward in the development of the motor-truck industry. Motor-trucks ferrying back and forth under the bed of the Hudson will make New Yorkers independent of the now striking towboat men, and will assure the largest city of an adequate food supply at all times.

## BOYER IN FIRST SMASHUP

Millionaire in Wreck on Try-Out for Indianapolis Races.

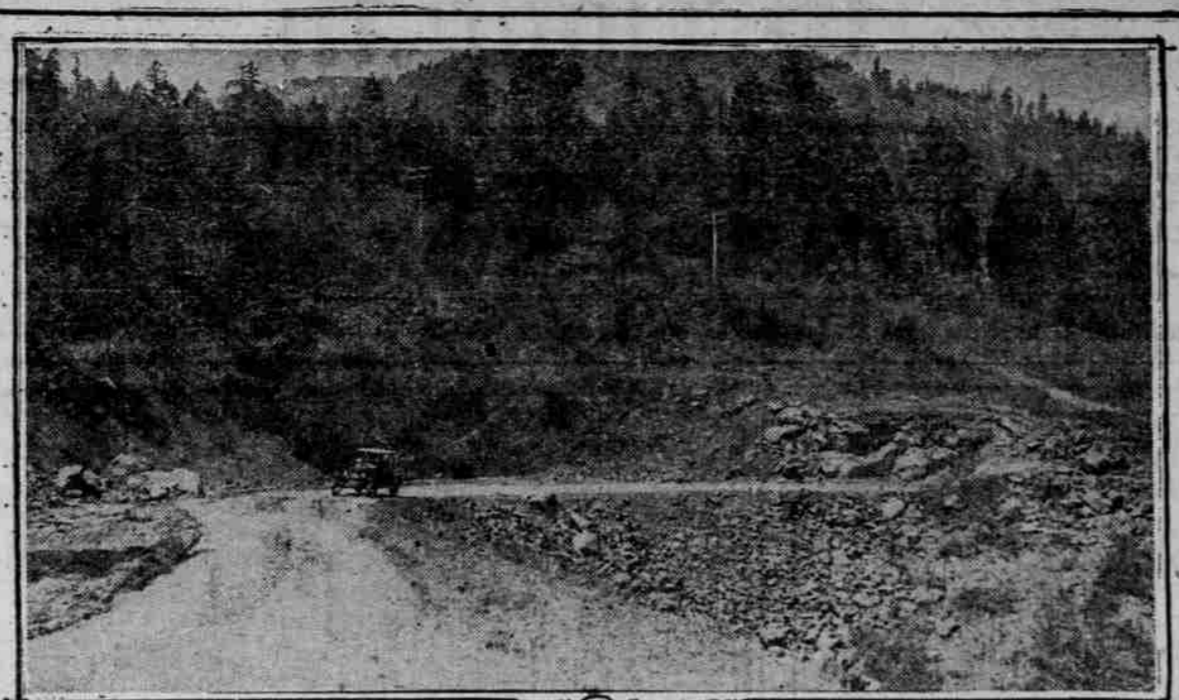
INDIANAPOLIS, May 22.—Joe Boyer, who is going through his training stints for the 500-mile run for \$50,000 to be held at the Indianapolis motor speedway, thrilled the railbirds in the first smashup of the season.

Boyer was hitting it up in a Monroe and had just negotiated the curve turn; as he came out of the curve he worked the "heavy foot" stunt and the car nearly jumped from under him. It spun around eight times, then smashed into the retaining wall and bounded back to the center of the track again. He was uninjured and a few hours' work will put the damaged Monroe shipshape again.

Practically every driver at the speedway has forsaken the garage for a whirl about the brick saucer and Boyer, Detroit's millionaire speed merchant, thrilled the railbirds with a 23-lap—32½ miles—spin at an average clip of 90 miles an hour.

Pennsylvania is engaged in the greatest road-building programme ever undertaken by any American state.

## TWO VIEWS OF THE PACIFIC HIGHWAY ON OREGON SIDE OF SISKIYOU.



## SPEEDING IS DANGEROUS

EXCESSIVE MOTION REPRESENTS LOSS OF ENERGY.

Damage to Moving Parts Is Not Only Thing to Bother Motorists' Costs.

Oversteering is not only dangerous to others, but, like overloading, is a factor which greatly lessens the normal life of your truck. Most trucks are equipped with governors to prevent excessive driving speeds. It is just as essential to keep down the speed in coasting.

A heavy truck in motion represents a tremendous amount of energy, whose destructiveness increases at a much greater ratio than the increase in speed. It therefore requires much more effort to control and it can do untold damage should it get beyond the driver's control.

Excessive speed causes excessive wear. The driving shafts are designed to run at certain speeds below their critical or bending speeds. Whipping of drive shafts does not tend to increase gradually, but is almost instantaneous in its action once the critical speed is reached. Much damage is done to the shafts and surrounding parts may be the result of a shaft whipping out of its proper position. The engine flywheel and clutch parts may also be damaged beyond repair should they run at an excessive speed.

Truck tires, particularly the usual solid type, are rapidly destroyed by abnormal speeds. It is here that the cost of oversteering is most quickly felt by the truck owner.

In fairness to yourself and to other users of the highways, do not tamper with the governor on your truck nor do not permit of driving beyond a rational speed if your truck is not so equipped.

## LAW TO HELP MOTOR TRUCKS

Measure Before Congress to Develop Truck Routes.

A bill will soon be laid before the committee on interstate and foreign commerce of congress, which will provide for through bills of lading and a division of through rates for the motor-truck transport lines. It is the aim of the bill's sponsors to develop the motor-truck routes, as the short line railroads have developed as feeders to the railroads.

When properly legislated, on a selective schedule of rates, with both the collection and distribution ends worked out, this system of through transportation from consignor to consignee will add an unlooked for impetus to motor-truck transportation.

## Ford Gaskets.

Carelessness in replacing manifolds of the Ford car so that the small gasket collars do not make airtight joints, is a cause of trouble often overlooked. It is well to fasten these gaskets in the holes in the manifold by using small pieces of paper to temporarily hold them in place until the manifold is bolted to the cylinders. This plan obviates dropping them or getting them out of true.

Nearly all European-made automobiles are now fitted with electric lighting and starting systems and in the great majority of cases the two units are employed.

## CORD TIRES

Factory Firsts New Stock

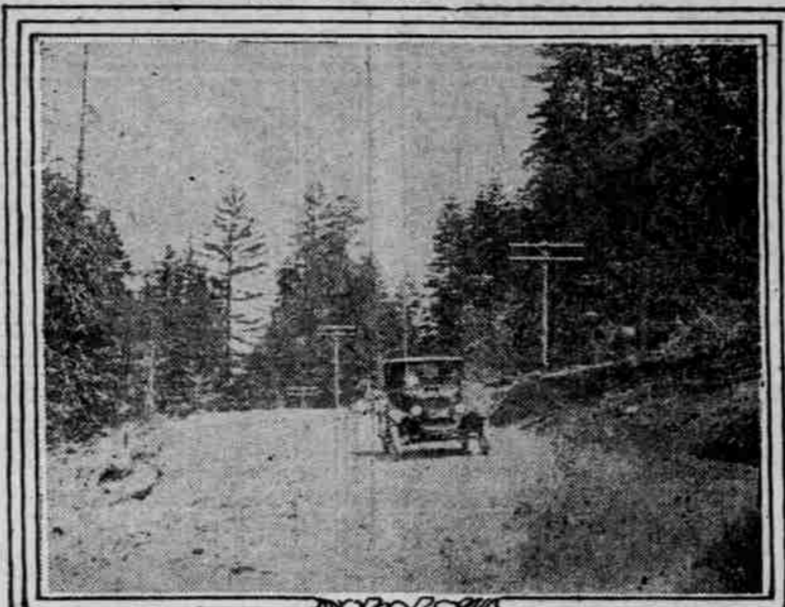
On account of large contracts made early in the season we are in position to sell these high-grade Cord Tires as follows:

8000 MILE GUARANTEE	
30x3½ non-skid.....	\$23.95
31x4 non-skid.....	23.95
32x3½ non-skid.....	27.30
32x4 non-skid.....	41.70
33x4 non-skid.....	42.90
34x4 non-skid.....	44.50
33x4½ non-skid.....	50.40
34x4½ non-skid.....	51.75
35x4½ non-skid.....	53.00

Be sure and see us before you buy. Mail orders given prompt attention.

## MALCOM TIRE CO.

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Commercial and Court Streets  
Salem, Oregon



It is a little more than 13 miles from the north side of the Siskiyou climb over the summit and down the south slope to the California line, and of these 13 miles only five are paved as yet. The other eight are very rough, with a couple of miles of crushed rock that has been laid preliminary to paving. Heavy trucks have made big ruts in the former good gravel surface. However, with Oskar Huber on the job, the whole Siskiyou paving contract will be completed in a few months. He is making fast time on the work. These views show a couple of good stretches of road in the Siskiyou, which has much fine scenery. The tourists will enjoy the scenery more, however, when the highway is in better shape for touring.

## LEXINGTON PLANT GROWS

MINUTE MAN SIX SOON TO BE IN QUANTITY PRODUCTION.

Modern Equipment in New Factory and Laboratory Building Almost Completed.

Vast improvements, all tending to quantity production, are under way at the plant of the Lexington Motor company, Coneraville, Ind. The improvements already have reached a point where a portion of a progressive assembly track is in operation, enabling the Lexington to speed up production to the highest point in its history. This production mark will be greatly increased as soon as another building, now nearing completion, is ready for occupancy.

All the buildings are of the most modern construction, in concrete, brick and steel. Even the office building is being enlarged and remodeled. Adjoining the offices in the rear will be the new home of the Lexington engineering and laboratory departments under personal direction of John C. Moore, inventor of the Moore multiple exhaust system, an exclusive Lexington feature, for which is claimed power with less fuel.

This will be one of the most complete laboratories in the country. In this engineering department and laboratory every piece of material that enters into the construction of Lexington cars will be tested to make sure it provides just the right strength and weight demanded by Lexington specifications.

All the equipment installed in these various new buildings is of the latest design. When the work is completed, the Lexington will have one of the best equipped and most modern factories in the country.

REAL LIGHT CAR TO COME Distribution, Not Weight, Makes Auto Easy Riding.

A rather queer discussion arose in our automobile circle some time ago and I am anxious to have some matters straightened out. One of my friends says that it is possible to get a very light automobile to ride as easily as a heavy car, while I contend that extreme lightness results in the roughest sort of riding. While I know there are some easy riding light cars and some hard riding heavy ones, is the matter one of weight alone? Now about the foreign cars—are they, on the average, lighter or heavier than ours?

Without question it is possible to get a lightweight car to ride easier than a heavy car, because the question of weight does not determine the riding qualities of a vehicle. It is weight distribution, spring suspension and other factors that determine this. It is for these very reasons that you see some very easy riding lightweight cars, but as a matter of fact the real light car has not come yet. Foreign cars are practically all lighter than ours, considering power performance, passenger capacity, etc. The lightweight idea has spread all through Europe. Small four passenger cars weighing 1100 to 1400 pounds have demonstrated their ability to ride as well as the heavier foreign cars. English trade journals recently tell of trials of these light cars which averaged from 20 to 25 miles per gallon of gasoline and benzol mixed.

## Auto Featured by Circus.

In 1912 a circus was announcing the exhibit of a "horseless carriage" among the freak wonders to be seen under the "big top." But today the world's largest circus is using an automobile as one of its foremost attractions.

## MAGNETO SHOP IS OPENED

Pacific Eisemann Service Corporation Established Here.

With the appointment of the Pacific Eisemann Service corporation as representatives for Eisemann products, the handling of this magneto will be made a main feature. Quarters are at 424 Alder street, in part of the building occupied by the Gibson Storage Battery company.

"A large stock of repair parts has arrived as well as complete magnetos."

L. J. Ranney is president, George K. Taylor, a pioneer ignition man, vice-president and P. H. Hildebrand manager. The shop work will be in charge of magneto specialists and magneto work will be handled exclusively.

## Water in Crank Case.

Not all truck operators realize how much water collects in the crank case, especially in winter, when the cold causes condensation. This water mixes with the oil, forming an emulsion, which has a low lubricating value. All this to emphasize the importance of refilling the crank case with fresh oil every 1000 miles or oftener, if possible, after the crank case has been thoroughly flushed out with kerosene.

## COLD WEATHER REPAIR BILLS

Here Are Some Hints to Save Owners Extra Costs.

"Just a little more attention to the automobile in cold weather will save many repair bills," said Fred W. Houghton of the C. B. S. company, distributor here for the Moon and the Dixie Flyer. "The motor-driving public has ceased to lay up cars for the winter, in fact it is generally realized that additional benefits and comforts are obtained through winter use of automobiles, especially closed cars."

## Backing the Truck.

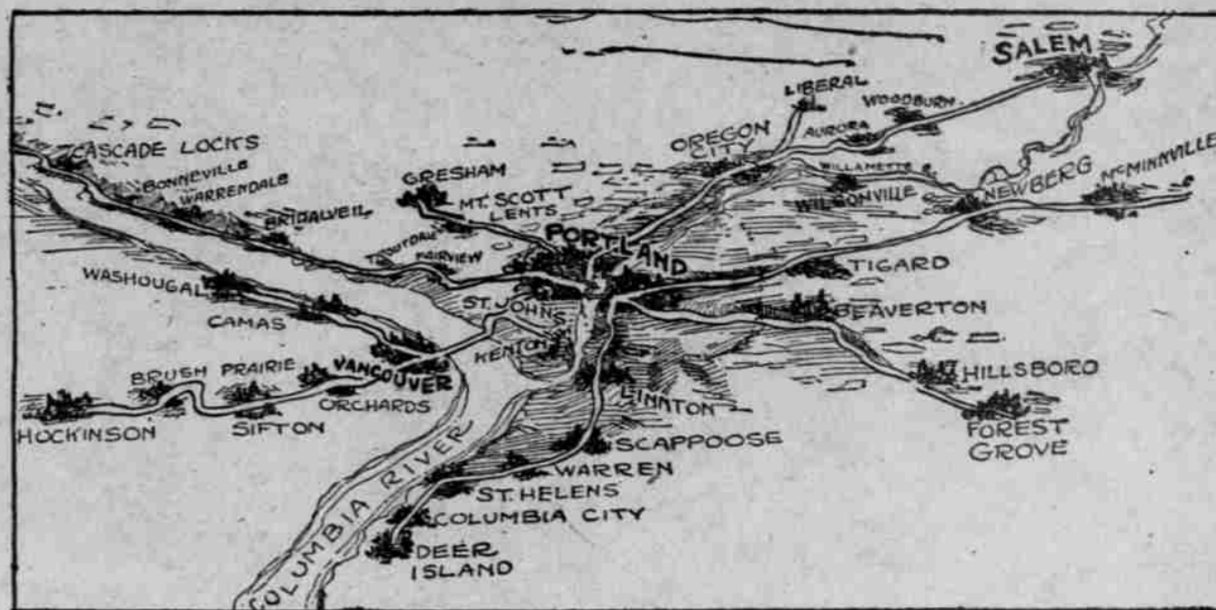
The truck driver should be taught that the first principle of good driving is to back into a curb or platform gently. In driving the front wheels against the curb or any other obstruction the shock must be taken by the springs alone.

## Slow down for children.

# GMC Trucks

Operate in all directions on interurban routes out of Portland and render reliable, dependable service to their owners and to the thousands whom they serve.

G. M. C. TRUCKS ARE THE BOND BRINGING TOGETHER THE PRODUCER AND THE CONSUMERS



The owners of these trucks bought their G. M. C. Trucks after they had tested them against others.

G. M. C. Trucks are being operated successfully by the following on their respective routes:

Paul Meinig, Sandy  
Albert Webb, Silverton  
Willamette Valley Transfer, Aurora, Hubbard,  
Oregon City, Salem, Woodburn  
H. Franzel, Stafford  
W. D. Bowman, Newberg  
Arnold Trucking Co., Forest Grove

Rogers' Auto Trucks, Hillsboro  
Wm. Jossy, Battleground  
C. W. Smith, Camas, Washougal  
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## The Car with a Longer Life

A deluge of little sixes and little fours! Every medium-priced car buyer realizes by this time that a terrific scramble for his business is going on. Small cars of every description are being put out. Westcott has not joined in the scramble. It will not make a little car nor a cheap car nor a flimsy car. Its new five-passenger model on a smaller chassis is a duplicate of the larger Westcott except in size only. Both models are typically Westcott—the car with a longer life—the car with less trouble and more comfort during every year of that long life!

Some territory available—ask for our attractive proposition.

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