

PORTLAND IS ONE WITHOUT AUTO CAMP

Every Other Hamlet, Town or City on Coast Has One.

OFFICIALS RUN IN CIRCLE

Washington Towns All Go Strong on Auto Camp Projects and Here Is List of Them.

While Portland is running around in circles, with one set of officials passing the buck to another set and nobody getting anywhere in the project to establish a real camp ground for automobile tourists, every town of any size in Washington not only has a good auto camp ground, but is telling the world about it.

Seattle has a park large enough for 100 cars. Yet in Portland there is actually not one place where the visiting motorist may camp over for the night. This, so far as known, is the only city, town or village on the whole Pacific coast without an auto camp.

Commissioner Pier is supposed to be in charge of the auto camp project for the city council, but the commissioner seems badly confused by his responsibilities or something, for under his direction the auto camp has got nowhere, is nowhere and has no prospects. Yet the touring season is here and every night scores of motoring parties come to town and wonder what kind of a city it is that provides no place for them to camp.

Public automobile camp sites in Washington are enumerated and described in a pamphlet just furnished by the chambers of commerce and commercial organizations of the cities represented in the leaflet. The commercial organizations publishing the pamphlet endeavored to get every city and county in Washington having a public camp site to have representative in the booklet in the description of the camp sites follows:

Bellingham—Bellingham maintains two tourist camp sites, one at the Fairview Park at the south end of the city, and one at Cornwall Park at the north end of the city. These two camps are accommodations for approximately 40 motor cars, tables, benches, electric lights, for the same, and comfort stations, all furnished free of charge. Well equipped children's playgrounds are located at each of these camp sites during the summer months.

Suitable signs have been erected directing tourists to these camp sites. Any further information pertaining to these camps is obtainable from the caretaker, Lovely Wooded Park on banks of the Pacific highway, just outside the city limits—city lights, city water, camp stoves and free fuel, bath houses, plenty of tables and benches, all for the convenience of the tourist. Located on the Pacific highway, just west of the Skookum Creek bridge; a safe, clean camping site, a joy of the road.

Centralia—Centralia is just half way between Seattle and Portland on the Pacific highway. It is a gateway to the Willapa Harbor and Grays Harbor, and Pacific Beach, and other popular beach resorts. Tourists are invited to visit the Chamber of Commerce. Registration is required.

Good Bathing Beach. Chehalis—Alexander Park, on the Ocean beach highway, is four and one-half miles in extent, and is one of the most attractive camp sites in southwestern Washington. The Chehalis river washes the southern boundary, where there is a bathing beach, the long stretch of beach, and a fine view of the city. A new and much wider approach is to be built to this park immediately, also bath houses and other conveniences.

The auto camp site, on the Pacific highway, at the corner of Market and Thirteenth streets, near southern limit of city. Electric lights, tables and other modern conveniences are provided.

Elleensburg—Elleensburg has purchased 30 acres of land, the greater part of which is being improved and is ready for tourists. The Yakima river forms the west boundary of this tract, and the quarter of a mile. Among the improvements will be spring water, plenty of shade, good fishing, fine wood, brick, ovens, tables and chairs, electric lights, free telephone, several rest rooms, and lavatories. This site is located on a hard surfaced road, west of Elleensburg two miles.

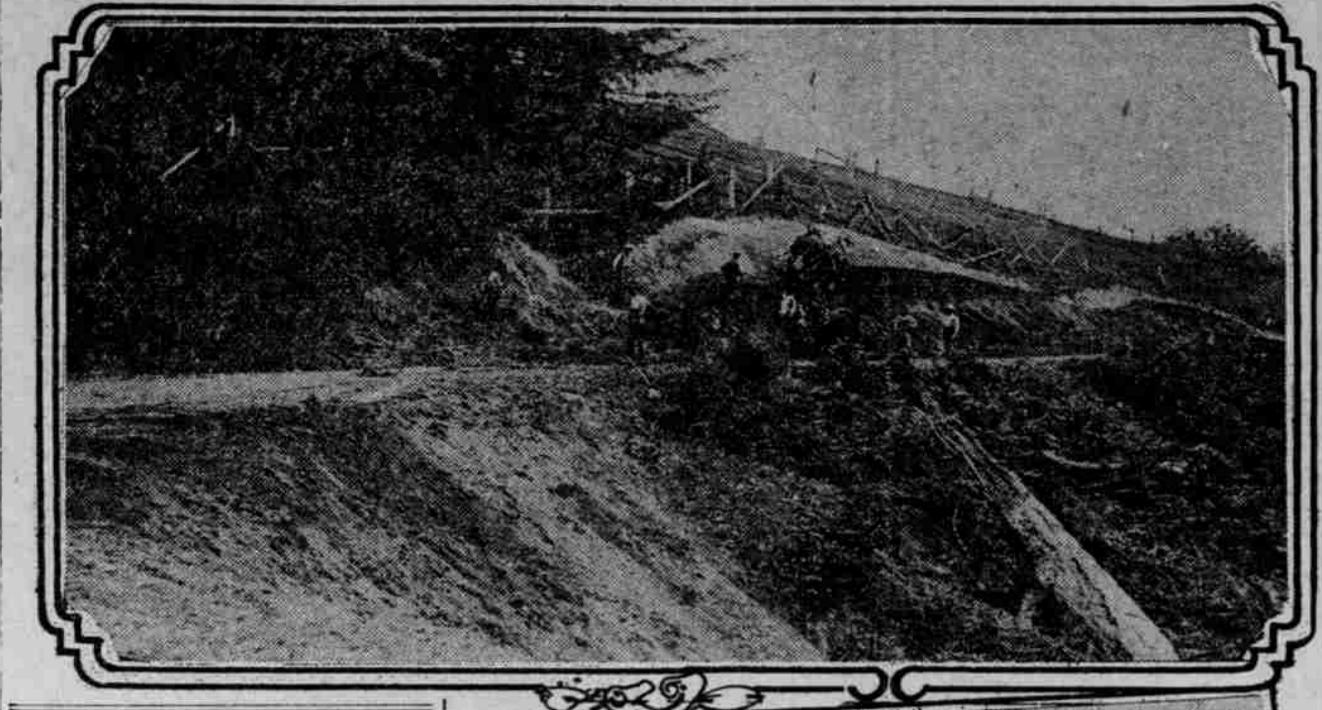
The Kittitas county unit of the Automobile club of Washington will be glad to furnish information. Hoquiam—Hoquiam is a pioneer of the convenience and comfort of auto tourists who seek the invigorating sea breezes and surf attractions of the beaches and the attractions of mountain scenery at Mount Vernon or Skagit county, or want to know where good trout fishing excels, call up the secretary, whose telephone number is 2311, and full information will be given concerning the same.

A tourist bureau is maintained at Mount Vernon by the Auto club, where full information will be given as to routes throughout the county. Olympia—Prest Point Park is just a mile from the heart of the city of Olympia, off the Pacific highway, consisting of 250 acres, owned by the city and provided with every convenience for the automobile tourist.

A permanent caretaker supplies wood, which is piled by the side of the great stone oven in which there is nearly always a fire burning when the hungry and tired tourist arrives. Water is piped—cold, artesian water—in the vicinity of the camping spots. There are electric lights, playground with swings and slides for the children, wild flowers and birds, pretty flower beds, running brooks and natural scenery. There is no charge at all, if you do not stay overnight. Then a small charge is made.

Pasco—Population, 4000. Location, Franklin county, at junction of the Snake and Columbia rivers, also at junction of the Inland Empire and central Washington highways, on the Yellowstone trail and Knappton highway. Free camp ground for auto tourists in city Park, complete with tables, water, fuel, camp stoves and general lighting furnished without charge. Ground is only four blocks from the central part of the city. Bathing beach at dock on Columbia river, but a short distance from the park. A register is kept at camp and all visitors are requested to sign name, giving date of arrival, home town, destination and number in party.

WORK PROGRESSING ON CANYON ROAD, WHICH WILL BE SHORT CUT TO BEAVERTON, HILLSBORO AND FOREST GROVE.



Approximately one and three-quarter miles of the Canyon road, which leads from the head of Jefferson street, in Portland, remains to be hard-surfaced from the end of the present pavement at the Multnomah county line to pavement already laid out from Beaverton. The Warren Construction Co. has crews widening the grade and making ready to lay rock preparatory to pavement. As there is still quite a little grading to do near the Multnomah county line, the work probably will not be completed for a couple of months yet.

Seattle Has Good Park. Seattle—Seattle maintains an auto tourist camp site at Woodland park in the northern-central section of the city, on the shore of Green lake. Last summer accommodations were provided for approximately 100 machines. This summer the accommodations will be considerably increased, and the park board anticipates no trouble in caring for all machines that may apply. Water, fuel for cooking, and camp stoves are furnished free of charge. General lights are also furnished. The length of stay is limited to seven days, but if a motorist can show reasonable cause to stay longer, he may apply for a written permit at the office of the park board. The foreman of the park is allowed to issue permits only for seven days.

Spokane Park Down Town. Spokane—Spokane has opened a new free motor tourist camp only five minutes ride from downtown Spokane. The camp is located on an attractive residential district and is centrally located. The camp is unique among the larger cities of the Pacific coast in that it is centrally located in the heart of the city. The camp is centrally located in the heart of the city. The camp is centrally located in the heart of the city.

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AUTO TIRE VALVES REQUIRE ATTENTION

If Mistreated, It Will Cause Annoyance.

DIRT HURTS MECHANISM

Belief That Valve Cap Is Unessential Is 'Erroneous—Valve Leak Is Likely.

One part of an automobile tire which comes for too little attention is the valve. Treated properly, this inexpensive but highly important part of a tire's mechanism will function satisfactorily throughout the life of the tire, but when mistreated it often causes annoyance.

When a valve begins to give trouble it may be assumed in nearly every case as a practical certainty that dirt has worked into the valve and is the main cause for improper functioning, says the United States Tire company. This being the case, the principal attention a motorist need give the valve is simply to see that all dust and dirt are excluded from the interior of the valve.

There is a rather common belief that the valve cap is an unessential thing and that it makes little difference whether a cap is used or not. But this idea is entirely erroneous, and motorists who do not use a cap in the valve cap are in danger of valve trouble. When the cap is not used there is a strong likelihood that dirt will work down into the valve and ultimately produce a valve leak.

Dirty Sure Leak Cause. While a tire remains inflated this dirt in some cases may do no harm, but when a new inflation is made the air drives the dirt down into the valve and causes an airtight connection impossible.

In addition to keeping out dirt the cap serves another useful purpose in that, if the valve should begin to leak, the cap makes an airtight connection able to withstand a pressure up to 500 pounds. If a cap is screwed on well a breakdown of the valve insides need cause the driver no inconvenience, as the cap will prevent the tire from deflating. The one sure way to avoid valve leakage is to use the cap.

All the large tire companies use the same make of valve, so that the advice given by the United States Tire company is followed by practically all tire users. Valve caps on bicycles, motorcycles, automobiles and trucks are all of one size and if one is lost it may easily be replaced. A common abuse of the tire valve occurs when removing the valve plunger. The user usually drops it in the dirt until he is ready to put it back in place. If, during this careless handling, dirt lodges on the rubber washer, an uneven seating will result and a leak will follow. If dirt is on the washer, it should be brushed throw away the plunger and put in a new one.

Keep Rim Nut Tight. The valve plunger should be screwed in as far as it will go. There is no danger of breaking the plunger if the pressure is exerted through the use of the cap as a screwdriver.

Sometimes there may be a leak around the base of the valve stem. In that case the hexagonal nut should be tightened. This hexagonal nut should always be screwed down tight against the washer at the base, as this makes a satisfactory seal around the opening through which the valve stem enters the tube.

The rim nut must always be screwed tight, so that it closes the hole in the rim. If this is not done dirt will work in between the tire and tube and cause the tube to wear out. An inexpensive valve tool which has a variety of uses might well form a part of every car's equipment. This tool can be used for tapping the inside of the valve stem, for retreading the outside cap thread of the valve stem and for putting in or taking out plungers from the cap which will permit the deflation of the tire without the removal of the valve plunger.

Graphite for the Motor. There seems to be a general belief among motor car owners that graphite has its application only as a lubricant for gears, joints, etc., and not at all for the motor. This is absolutely erroneous; graphite is an excellent lubricant for use in the motor, when the flake form, the proper one, is used in conjunction with the regular lubricant. There are certain forms of lubricant which employ graphite in various combinations with oils, and these often are excellent for the motor, the graphite tending to fill minute depressions in the metal.

Speeder Misses Scenery. Writer in Motor Says Fast Driver Loses All the Fun. "It seems a great pity that the pleasures of motoring should be willfully sacrificed for speed. To be carried on a magic carpet of baggyd over fairlyland, haste should be—no, must be—discouraged, for, to the slave of mileage, there is no fairlyland. With one eye upon the speedometer and the other glued to the

One of the simplest and most efficient methods of cleaning the radiator of the scale which forms in it is by the use of a solution of soda and hot water, running the engine for about 15 minutes. The solution is then drained out of the system and the scale will come with it. Do not race the engine while carrying out this process.

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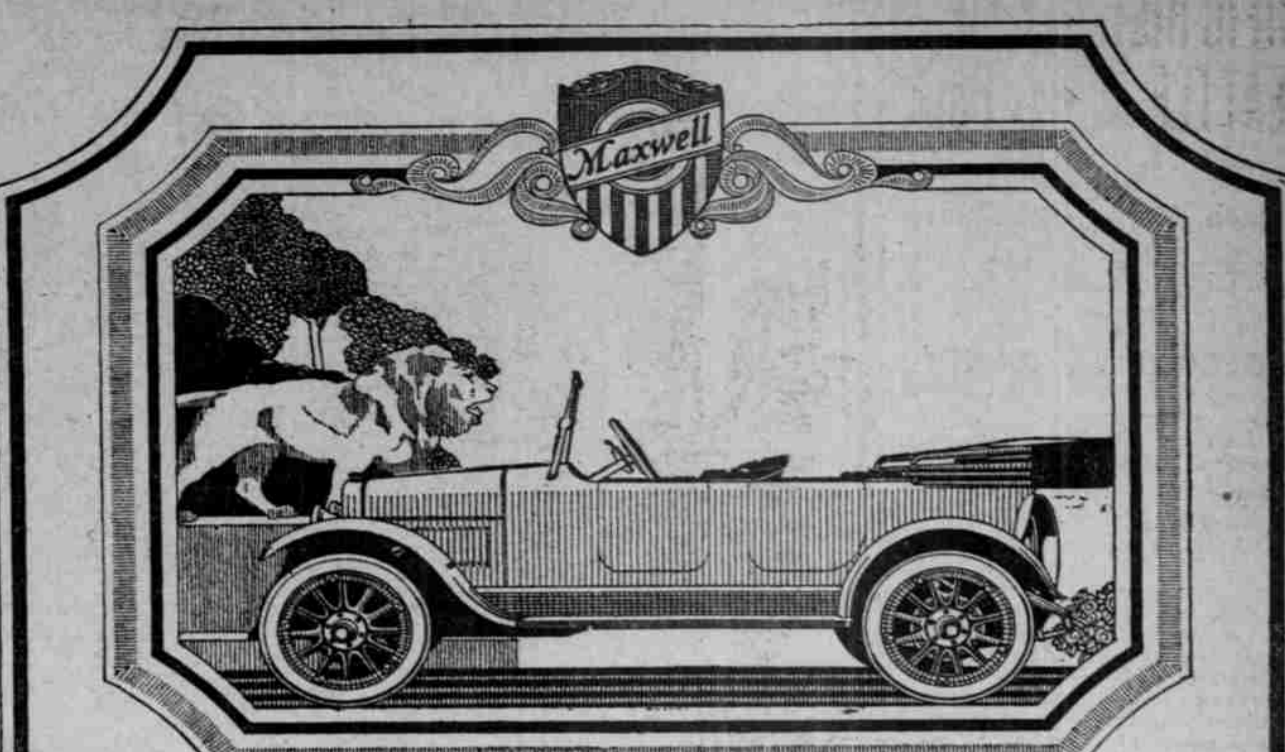
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An Analysis of the "Road Speed" of a

MAXWELL is a tribute to its special steels

Men driving larger cars have often wondered at the "road speed" of a Maxwell.

True, in an open straight stretch they have run away from a Maxwell. But in any "piece of going" in which hills, turns, curves or rough roads enter into the general average, they do not outrun a Maxwell.

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The lightness of the weight enables a Maxwell to take a turn with more ease and less slowing up, come down a hill under better control, ascend a hill as well, and make more time over a rough piece of roadway.

The strength of its steels enables a Maxwell to stand equally as well, or better, side strains, road unevenness, etc. In other words, a Maxwell makes speed when a larger car cannot, and thus evens up to a high average its "road speed" without breaking the speed laws.

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