

COURTESY NEEDED AMONG MOTORISTS

Many Opportunities for Good Manners Come Up on Tour.

HORN CAUSE OF TROUBLE

Driver Who Is Himself Selfish Usually First to Criticize When Others Won't Give Way.

As the number of automobiles increase, so does the opportunity for good manners in motoring. After all, the streets and highways belong to everybody and no one who is at all considerate of others' rights will forget this.

Most lapses from the golden rule of courtesy are due to thoughtlessness rather than deliberate selfishness—but thoughtlessness and automobile driving are a bad combination. The man whose car waits for five minutes at an unpoliced intersection for a chance to cut across the traffic wonders why none of the score of hundreds of cars will hesitate long enough to make a gap for him, but this same man will not make a gap for traffic himself, probably would not stop.

Make It Easier for Others, Please. Those who expect courtesy should themselves be courteous. Every day every motorist has at least one occasion upon which he could courteously slow down and allow a fellow motorist to turn his car or could steer to the right or left to make it easier for the other man to turn into the main highway from an intersection.

In almost every city there are some streets so frequented during the morning and evening rush hours that the people who live on these streets and own cars can hardly get into or out of their own driveways—because the passing motorists are supremely indifferent. The courteous motorist will not weave in and out of traffic on narrow roads and force other motorists to give ground to avoid collision, or slip in between two cars so as to compel the man behind to use his brakes for safety.

It isn't courteous to take the corners swiftly and swing wide so that approaching drivers, especially women, are forced to slow down or even be momentarily frightened.

Where cars are parked and space is limited, the considerate motorist will give thought to those who will come after him and will not park carelessly so as to waste space.

Horn Is Safety Signal. A special chapter might be written on the courtesy of the horn. The horn is a safety signal—not a medium for the expression of impatience when traffic is delayed by a stalled motor a few cars ahead. The horn is not a door bell to summon friends whom one is picking up to go out to dinner or for a drive.

In every block there are sensitive, nervous and sick people who have a right to more consideration than is shown by repeated full-strength, prolonged sounding of the horn. The merit of the modern automobile horn is its carrying power and its distinct tone. A very gentle touch on the horn button will warn pedestrians quite as effectively as a blast that paralyzes them with fright or redoubles their rights, too, the right to cross to the intersection without waiting five or ten minutes, the right to be warned courteously, if warning is needed at all.

There are some people who contend that automobile horns should be prohibited and the burden of caution placed on the motorist. This is an extreme view—but the reasons that lead to it are plain enough, the abuse of the horn. It is the inconsiderate, discourteous motorist who brings down the wrath of the public on all motorists. Men and women who are fortunate enough to own cars, but who have no motoring manners, are to blame for all the annoyances which at times break forth and threaten to enact itself into speed laws of ten miles an hour and higher automobile license fees.

Even the habitually discourteous motorist suffers and resents the selfishness of others who inflict annoyance upon him. There is only one remedy—to get the courtesy, courtesy must be given, a square deal all around.

AUTO CAMPS ARE ESTABLISHED U. S. Forest Service Begins Important Work in California.

LOS ANGELES, Cal., May 14.—Uncle Sam's forest service is cooperating with the towns in southern California in the establishment of automobile camp grounds for tourists on wheels. Southern California members of commerce and city officials recently got together in convention and standardized their auto camp service. Now comes the government and announces that a series of free automobile camp grounds have been established in the national forests of California by the forest service. Many of these are equipped with garbage pits, tables, benches, fireplaces, etc.

In announcing this innovation, the forest service states that in 1920, 1,500,000 persons visited the national forests of California. Most of this number traveled by automobile and camped in the forests. In this connection, the government announces that campers will be closely watched, as last year they were responsible for 244 forest fires. It is estimated that this year will bring the number of visitors to the national forests of California up to 2,000,000.

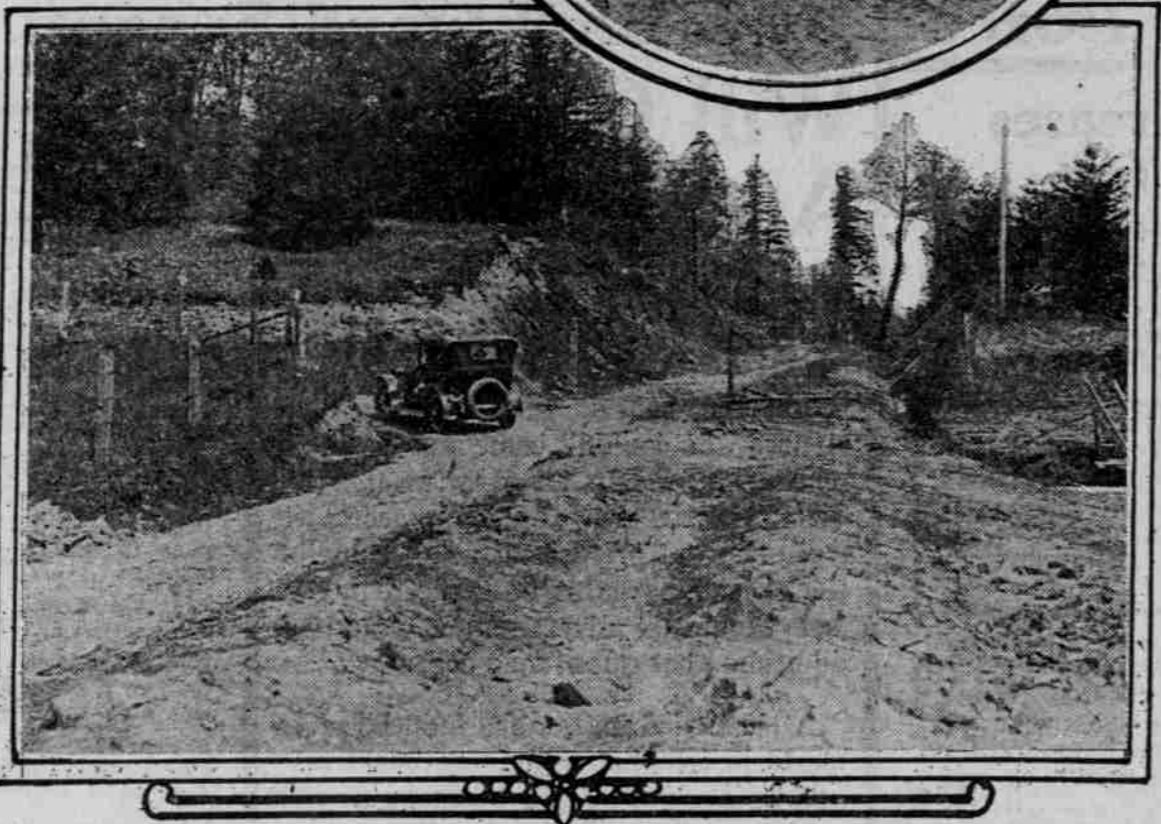
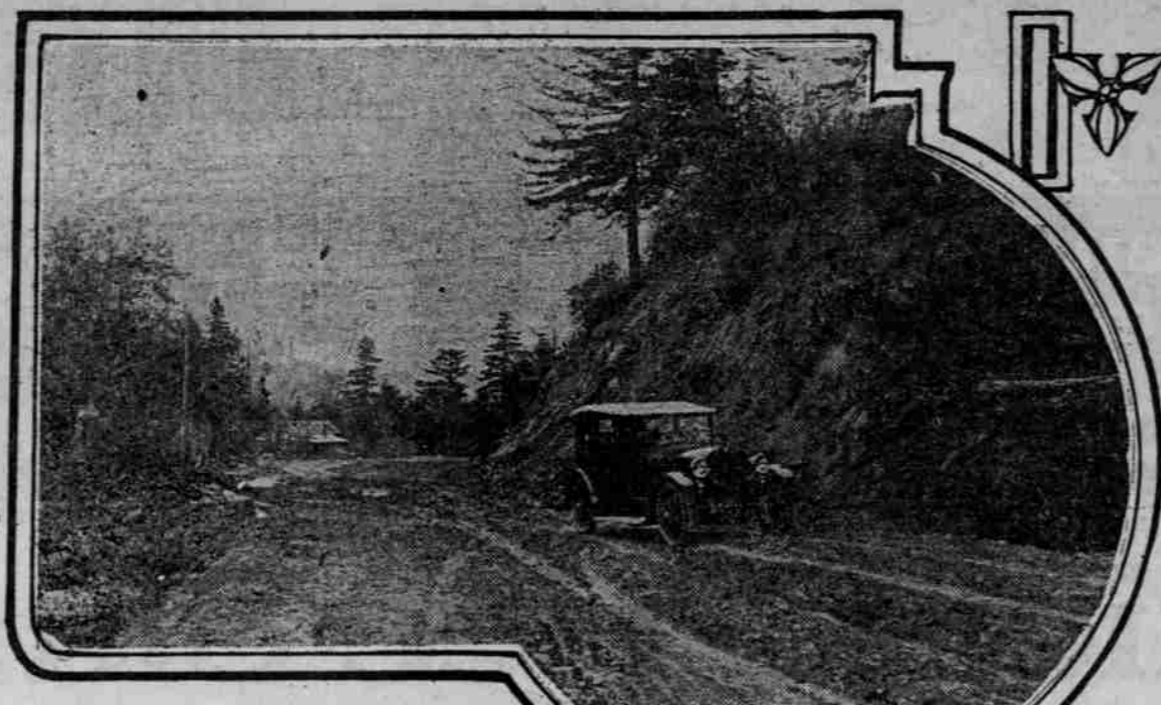
JOHNSON TIMER OFFICE HERE Northwest Headquarters Opened for New Ford Equipment.

News of interest to Ford owners is the announcement that the Johnson automatic timer corporation of Chicago will distribute its "burn-proof" automatic timer for Fords and Fordson tractors throughout the state of Oregon, Washington and Idaho from this city. Offices for the corporation have been opened in the Couch building.

The timer is new to this section, although it has been distributed throughout the middle west for some time. It is the invention of J. W. Johnson, the inventor of the U. & J. carburetor, and is designed to eliminate the arc or burning element from the timer.

G. E. Robinson, who is general manager of the northwest distribution organization, is well known in the automobile industry in Portland, having introduced and promoted on the Pacific coast the "air friction" carburetor, the Boyce motorometer, Thermo gaskets and other automobile accessories.

NEW GRADE WILL STRAIGHTEN OUT KINKS IN NORTH BANK HIGHWAY IN WASHINGTON.



Two views of new right of way near Skamania. Although location for the permanent North Bank highway has been made all the way from Washougal to White Salmon, the Washington highway department has started permanent grading only in a few places, among which is the above stretch near Skamania. The new grade is being laid out along the lines adopted for permanent road work in Washington, including ample width of road, wide curves and easy grades. The car in the photographs is a new Haynes '20,' the little-six model recently received here by A. C. Stevens, local Haynes distributor.

\$3,000,000 YEAR IS SAVED

DECISION ON FREIGHT RATES HELPS COAST DEALERS

J. S. Marvin, General Traffic Manager of National Automobile Chamber, Makes Report.

NEW YORK, May 14.—(Special.)—A saving of \$3,000,000 a year for the automobile dealers of the Pacific coast has been effected as a result of the decision of the Interstate Commerce commission in the Pacific coast rate case, according to a report given by J. S. Marvin, general traffic manager of the national automobile chamber, acting on behalf of the National Automobile Dealers' association. The Interstate Commerce commission had just handed down its decision, upholding the industry's position.

The National Automobile Dealers' association was drawn into the case through the representatives of the Motor Car Dealers' associations of Los Angeles and San Francisco, which are affiliated with the national association. Acting on behalf of the National Automobile Dealers' association, the case from the standpoint of the Pacific coast dealers was presented by Marvin, as well as the case from the standpoint of the manufacturers of motor cars. In discussing the case with Vine, Mr. Marvin said:

"The Pacific coast rate case involves approximately \$3,000,000 a year to Pacific coast dealers. The carriers asked for a readjustment of transcontinental rates, which included the cancellation of the special (or so-called commodity) rate on passenger cars and trucks, which were lower than the first-class rates. "Incidentally in all other freight territories the class rates are charged. The western lines made a great point of this fact in the latest hearing before the Interstate Commerce commission.

The increased charges on passenger automobiles from Ohio, Michigan and Indiana territory would have varied from \$62.50 up to \$264 per carload. The increase on trucks would have been from \$133.75 up to \$387.50 a carload. From eastern points the increases would have been even greater, in some instances as much as \$450 a carload. These increases have no reference to the general increase in freight rates which have been made

on all lines, and would have been in addition to those most recent increases to the carriers.

"Evidence was offered to the Interstate Commerce commission to show that 31,500 carloads of motor vehicles were shipped to the Pacific coast in 1919, upon which \$15,000,000 of freight was paid. The class rates average about 20 per cent higher than the special commodity rates."

"The industry and the automobile-owning public owe a debt of gratitude to Mr. Marvin," commented Harry G. Mook, general manager of the National Automobile Dealers' association, when told of the Interstate Commerce commission's decision. "The saving of \$3,000,000 a year for what these two great associations, dealers and manufacturers are doing for the interests of the entire trade. The dealers would have been hard pressed to have found a traffic man so thoroughly conversant with their transportation problems as Marvin, yet it needed a man of his type and equipment to successfully handle the case. Pacific coast dealers have saved enough on freight rates to pay their membership dues in the National Automobile Dealers' association from now until eternity, one might say. Yet this is only one of a hundred things that the National Automobile Dealers' association is doing for the industry."

Testing Vent Pipes.

In filling the radiator of the car allow enough water to pass in to bring the level over the end of the vent pipe. If this pipe is clear, as it always should be, the fact will be indicated by the overflowing of the water through it. If it is not clear, the water will overflow through the filler cap and not through the vent pipe, which should be attended to at once.

Enlarging Bushing.

It is possible to enlarge a bushing without the help of a reamer, by cutting down a stick to fit the bushing, putting some grinding compound in and rolling the bushing back and forth on the stick and keeping it from turning. The resulting hole is practically as true as if done with a reamer.

Acid for Electrolyte.

In preparing electrolyte for storage batteries, nothing but chemically pure sulphuric acid and distilled water should be used. Commercial grades of acid and ordinary drinking water contain enough metallic impurities to cause disintegration of the active material, inducing sulphating and ruining the battery in short order.

FULL TOOL KIT IS NEEDED

MOTORIST SHOULD TAKE SUCH EMERGENCY THINGS ALONG.

Wrenches and Nuts, Lights, Fuses and Good Tow Rope Are Among Equipment for Tour.

One of the best ways to "dole up" a car at this time in anticipation of a series of enjoyable tours this spring is to equip it for every reasonable emergency that may arise. While "doling up" may be interpreted to deal more particularly to fitments that appeal more particularly to the eye, any veteran automobile tourist will tell one that "it's the things you don't see and don't think of that make motoring a real joy-ride or a slide into gloom."

ONE REASON FOR EASY RIDING

Central Point Between Extremes of Wheel Base Best.

"Getting the seats located as nearly as possible between the extremes of the wheelbase is one of the surest ways to insure comfortable riding," says H. L. McIntosh of the McIntosh Motor Car company, local Kissel distributor.

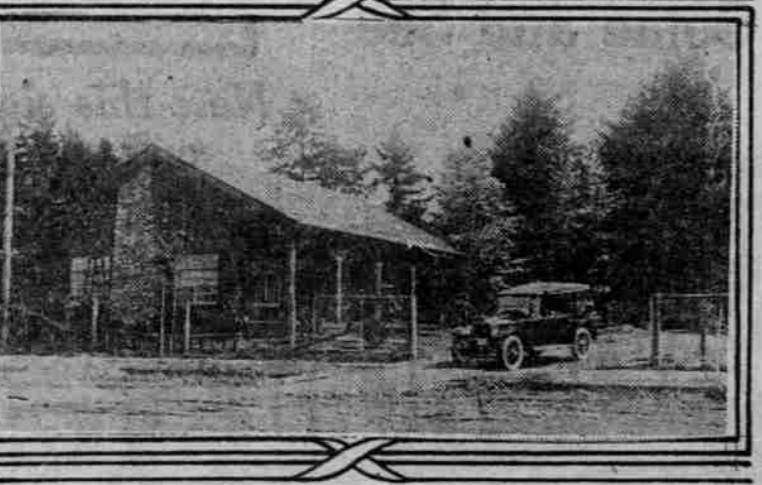
"This is of course the reason the coupe seems to glide over streets that are so sadly in need of the paver's art. "To take advantage of this well-known principle in the designing of larger cars has been one of the reasons for the long wheelbase some cars possess."

"The designers of the new Kissel coach-sedan have taken a step in another direction. They have made this new closed car more compact and wider, giving the interior a very roomy effect and placing the seats very close to the much-desired central point. The result is a car that seats six passengers and gives all the riding comfort of the 'front seat.'"

Drop Light Arrangement.

A convenient arrangement for taking up slack in drop light cords is to put the cord on two pulleys placed

GUEST HOUSE, MAIN BUILDING OF AUTO CAMPING PARK, COMPLETED.



TOURIST PARK ON ALBINA AVENUE, ALREADY THROGGED BY MOTORISTS.

Portland's first adequate automobile camping park, located on Albina avenue, right across the street from Peninsula park, is already drawing scores of motor tourists, although it has only been open a few weeks. The crowds which are already gathering there, this early in the season, indicate that soon Portland will need a second and perhaps a third auto tourist park. The guest house, shown in the above picture, is the principal building of the Albina camping park and provides office space for caretaker and an attractive room for visitors. The booking, washing and lavatory features of the new park are already in full operation and being used every day by visiting motorists. The car in the photograph is a Hupmobile.

Vulcanizers—Attention

New and used vulcanizing equipment for sale. The Osaukee Kerosene Oil Gas Burner. Specially adapted for vulcanizers. Call or write for folder.

HARPER & HALL, Retreaders and Repair Works, 421 BURNSIDE ST., PORTLAND, OR.

CHANDLER SIX

Famous For Its Marvelous Motor

\$1930

Chandler has No "Mark Up" to Mark Off

CHANDLER built the first Light Six and the first Six to sell for less than \$2000. That was eight years ago. It's a bigger car today, more powerful, most highly refined. And it still sells for less than \$2000.

In this period of eight years more than 140 manufacturers making automobiles at the time Chandler entered the field, or who have gone into the business within this period, have discontinued for one reason or another. The Chandler lives and thrives.

Chandler price has never been marked up because of an over-sold condition. And today Chandler has no mark up to mark off.

We repeat, Chandler is the Most Closely Priced Fine Car

- Seven-Passenger Touring Car, \$1930
- Two-Passenger Roadster, \$1930
- Seven-Passenger Sedan, \$3030
- Four-Passenger Dispatch Car, \$2010
- Four-Passenger Roadster, \$1930
- Four-Passenger Coupe, \$2930
- Limousine, \$3530

Cord Tires Standard Equipment

TWIN STATES MOTOR CAR CO. Distributors

601 Washington, Corner Nineteenth

THE CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO



Be an Optimist; Own a MACK

WOULD you like to get up each morning secure in the knowledge that the day will be free from troubles and grief caused by transportation difficulties?

That would mean a pleasant start for the entire day. It would make an optimist of you.

You can be an optimist if you own a MACK truck. We know a MACK owner who says he cranks his truck each morning with the same certainty that he winds his watch, knowing that both can be depended upon.

MACK trucks lighten life's burdens. That's the purpose they are made for—to bear burdens. They keep on bearing them year after year with never a complaint. They have been transport carriers for 22 years and that accounts for their being recognized as the standard by which all trucks are measured.

Performance Counts

MACK-INTERNATIONAL Motor Truck Corporation Tenth and Davis Sts.



KEATON

Non-Skid Cord and Fabric Tires and Tubes

REDUCED

Mileage Guarantee Increased To 10,000 Miles

Keaton Tire & Rubber Co. Sixth and Main.

West Side Highway Bad.

MEMPHISVILLE, Or., May 17.—(Special.)—Travelers report highway conditions between this city and Corvallis as very bad. A 1700-foot section of the West Side highway, which was not paved last summer, is now in soft grade, is now nothing but a mud hole and cars have to be hauled out by teams. This is near McCoy, between Holmes Gap and Rickreall and between Independence and Wells. The old county roads are in very bad shape and difficult to drive. It does not seem probable that any improvement will be manifest until the Polk county court gets into an agreement with the highway commission. This matter is