

CARELESS DRIVING CAUSES FATALITIES

Recklessness Not Demonstration of Skill.

ADVICE GIVEN AUTOISTS

Best Drivers Especially Careful at Dusk; Slow Up on Turns. Don't Zigzag.

(Note—This is the eleventh of a series of 12 lessons in automobile driving and mechanics prepared by the national safety council and being published as a weekly series in the automobile section of The Sunday Oregonian through the courtesy of the Oregon and Columbia basin division of the national safety council. Copies of the 12 safety lessons for automobile drivers, which are copyrighted by the national safety council, 165 North Michigan avenue, Chicago, may be obtained from the council at prices ranging from 15 cents for single sets to 9 cents per set in large quantities. Lesson No. 11, which follows, takes up "Safe and Efficient Driving" and "Co-operating With the Police."

Safe and Efficient Driving.

1. A man may have a mechanically perfect car, but because of careless driving he may cause an accident that results in serious injury or death to himself or others.

2. Reckless driving is not a demonstration of skill.

3. A moment or two saved today by reckless speeding is not efficiency, for speeding tomorrow may result in a smashup that will lay up the car for several days and you for several months. Hurrying to get ahead of a train, a streetcar or another vehicle saves only a moment or two at the ultimate destination, and the gain is not worth the price; there is too much danger of accident.

4. The best drivers are especially careful as dusk or twilight. There is then neither enough daylight nor sufficient artificial light to make objects distinguishable at ordinary distances.

5. Slow up for all turns in the road. Blind corners are dangerous. When it is impossible to see what is coming from around the corner, be prepared to stop. Sound horn a short distance before corner.

6. Don't start from one side of the street to the other.

7. When installing chains on the rear wheels, install them on both wheels or none at all. Only one chain may result in a serious accident. Chains on all four wheels help the steering of the car.

8. There are rules at the bottom of almost every hill. Hitting these rules at too high a speed may cause the driver to lose control of the car.

9. Drive slowly at bridges and at culverts. A bad rut or a stone in the road may throw your car against the structure.

10. When attempting to pass another vehicle going in the same direction, start turning out (to the left) at least 75 feet to the rear. If you get up too close your view of the road ahead is obstructed and you may turn directly in front of another car coming toward you. When you have passed a car do not cut back into the road nor slow down too soon.

11. Always be careful when backing. Sound horn three times; signal other cars, and look back (not ahead) to see where you are going. Mirrors are valuable at this time.

12. Clean windshields give you a clear view ahead. Every car should have a secondary windshield (rain visor) or windshield wiper which will prevent snow or rain from obstructing the driver's view.

13. When driving, do not attempt to carry on a conversation with others in the car. Small children should preferably sit in the rear of the car; they should never be held in or between the arms of the driver. Safe driving demands your full and undivided attention.

14. Be sure and signal when driving toward or away from the curb.

15. You should shut off the engine, remove the ignition key and set the emergency brake when leaving the car. Cramp the wheels to prevent the car from moving accidentally.

Co-operating With the Police.

16. The traffic officer has a difficult job at the best and drivers should make every effort to assist him.

17. At times the officer's directions may seem to be contradictory or unnecessary, but we should remember that he may have excellent reasons for his action; reasons which we perhaps cannot understand at the time.

18. He is responsible for all accidents which happen at his station. Let us treat him as we expect him to treat us. His good will is more desirable than his ill will.

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MOTOR TRUCKS HANDLE MULES

New Method Tried Out With Macks in New York Means Saving.

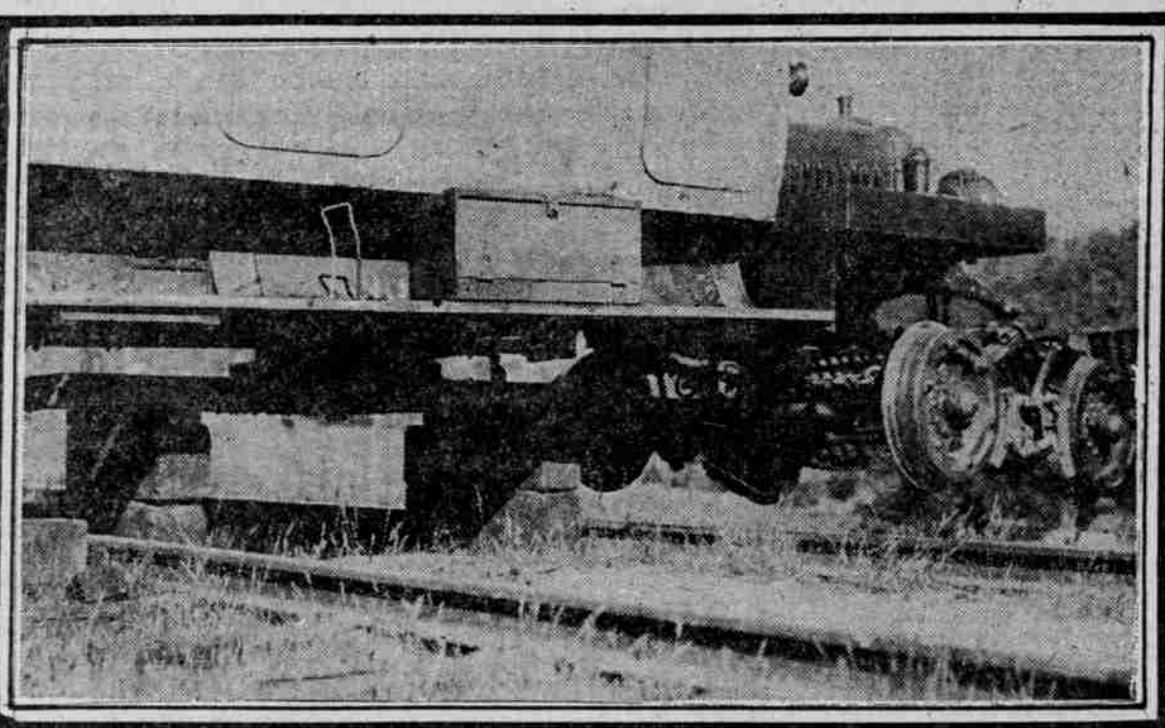
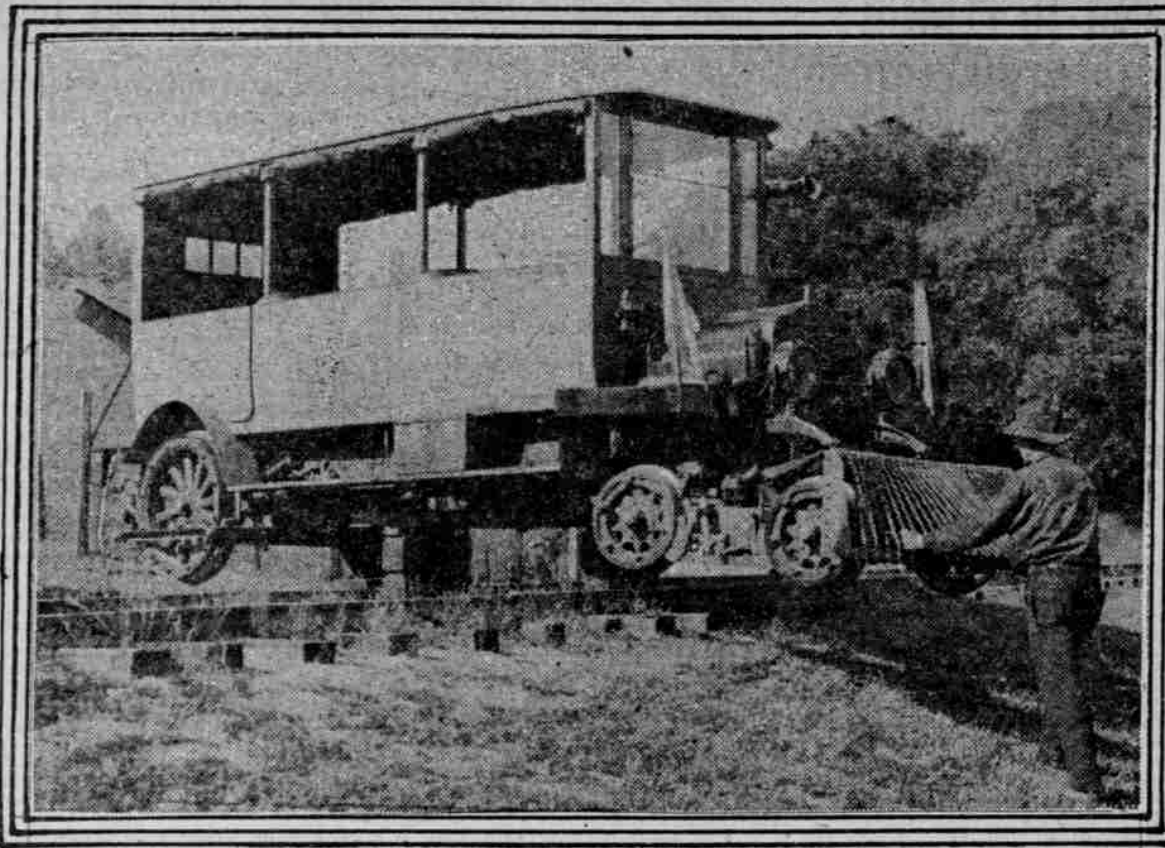
Showing net results of half the cost and much less than half the time, motor trucks have successfully competed with the "mule and lighter" method of shipping live cargo in New York city. Schaffer & Schaffer, truckmen of 44 Harrison street, New York, used three Mack trucks to handle the work which was undertaken on a test basis. A New York brokerage firm, engaged in exporting a large number of mules from this port, were confronted with the necessity of transferring 20 mules, averaging 1000 pounds each, from the stockyards in Weehawken, N. J., to a steamer located at a Brooklyn pier. They had but a few hours in which to make this complete transfer, as the ship was scheduled to leave within that time.

Ordinarily they would have driven the mules from the stockyards where they would be loaded upon a lighter, which in turn would be towed by a tug to the ship. By this method the mules on arrival at the ship would either have to be unloaded on the dock and then driven aboard over gangways or hoisted aboard in slings over the side of the ship directly from the lighter.

Needless to say, the shipment by motor trucks was made with much less effort and expense. The trucks simply backed up to a runway in the stockyards and the mules stepped aboard. At the dock the unloading proved to be a simple proposition. The end of one single gangway was fitted to the rear of the truck, the other end resting on the freight deck of the ship. This brought the two ends at even heights and the mules walked aboard with ease. The total time consumed in the transit, including loading at the dock and several traffic delays, was three hours, which is but a fraction of that required by the old method. Schaffer & Schaffer are to repeat the performance when another shipment arrives, and indications are that a large part of future shipments will be handled in this manner.

Women are employed as drivers of both private and public-hire vehicles in England.

WHITE TRUCKS SERVE AS LOCOMOTIVES AND CARRY THEIR OWN TURN-TABLES.



VIEWS OF UNUSUAL AUTO EQUIPMENT IN ACTION.

If you visit the Hetch Hetchy project in California this summer you have a surprise in store in the way of a group of motor cars running on rails that carry their own turntables. To most people used to roundhouses, Ys and other heavy equipment used by railroads this seems unreasonable. But when the city of San Francisco purchased five railway type white trucks several years ago for the Hetch Hetchy project the city engineers saw an opportunity for saving and had the turntables equipped on each truck. The operation is quite simple. Suspended from the center of the car are two frames. One is fastened to the white chassis and secured to the other frame by a king bolt and fitted with rubber plates—much the same as the fifth wheel of a wagon. When the "engine" wishes to turn around all he has to do is swing the lower frame at right angles to the track, place a jack under each end and lift the car until the trucks carry the rails. Then he blocks and shifts it and the car is easily revolved. The truck trains are used for carrying passengers and freight.

OLD-TIMERS REVIVE CLUB

ORGANIZATION TO INCLUDE ORIGINAL MEMBERS.

New Association to Be National in Its Scope and Will Have Branches Everywhere.

CHICAGO, Ill., June 18.—When the Old-Timers' club was started in 1920, and when more than 6000 signed the roll and received their pins, the question of a permanent organization arose. Thousands who joined the original body evidently have retained the idea that the original organization still exists. One reason for this, according to F. Ed Spooner, secretary of the Old-Timers' club, is that so many of the members of the former body removed residences or changed business addresses without leaving proper forwarding addresses. Every effort is being made to reach the former organization's membership, and a request is now being made from the headquarters established by the club at 420 Book building, Detroit, that correct addresses be mailed there by those who have failed to receive the data in regard to the club. The former Old-Timers' club never was organized in reality. It had no officers and no real objects in view. The father of the movement, James A. Braden, was swamped by the growth of the idea to that point where all time and all money available from the advertising appropriation of the Standard Parts company, which financed the proposition, was taken in carrying out the work of building up the membership. When it was decided to make the Old-Timers' club a permanent national organization, a new start was necessary, and the old membership was taken over when officers were elected at Chicago, with the requirement that application for membership in the new body be made in regular form and along much firmer lines than existed with the 1920 organization. Notification was sent to each of the 6000 original members, and more than 1000 of the letters were returned for better address, and so on. Many hundreds of the original membership applied for membership in the new body, but countless hundreds wrote in to ask information regarding the 1920 body, the pins issued by that body, and for other information. Secretary Spooner wants to make it plain that the former membership lapsed with the birth of the organization of today, and the old pins became obsolete. Requirements for membership today are strenuous as compared with former requirements, and the application must pass a membership committee.

DEAF MUTE USES MOTOR BIKE

Cycling Enjoyed Despite Handicap by Massachusetts Boy.

By way of demonstrating to his friends and others in the vicinity of Holyoke, Mass., that being both deaf and dumb is no reason why a lad can't enjoy motorcycling in all its phases, John Tolpa undertook to carry his own team of mules on his motorcycle over the Mohawk trail, when that famous bit of Berkshire highway was covered with heavy mud.

The trip was made without incident except that everyone along the route, including a crowd of students from Williams college, were amazed at the sight of a motorcycle ridden tandem making its way through the heavy-going toward the trail. Tolpa learned to operate his machine last summer and proved an apt pupil. He does things by sense of touch that folks with a keen sense of hearing often find difficult. He can adjust a carburetor or detect a slight mis-

TACOMA PLANS PAGEANT

PARADE TO FEATURE OPENING OF RAINIER PARK.

Outings in Playgrounds to Be Awarded to Winners in Contest to Be Staged.

TACOMA, Wash., June 18.—Three days amid the grandeur of the north-west's great scenic features—Rainier national park at Paradise Inn is the guests of the park company, is announced as the first prize to the winner of the national park opening day parade to be staged on the downtown streets of Tacoma Friday, June 24. The second prize is two days at the inn with all expenses paid. Entry blanks for the pageant were off the press last week and soon afterward Tacomans were filling their blanks which will admit them to the opening day parade. It is planned to make the pageant an annual affair and it is expected that the opening parade will find many beautifully decorated cars in line.

Judges for the contest are to be C. L. Hutchins, advertising manager of the Jensen-Von Herberg theaters; H. H. Hutchinson, automobile editor of the Tacoma Times, and Mitchell Sutherland, automobile editor of the Ledger. The judges will award the prizes on the following points:

Grace and efficiency of driving, 34 1-3 per cent.

Decoration and appearance of car, 33 1-3 per cent.

Appearance of occupants, 33 1-3 per cent.

Cars entering the parade may be of the open or closed type and of not more than seven seats. All seats must be occupied during the parade and at least half of the occupants women or girls. When the entry blanks have been acknowledged, two numbers will be supplied each car. These numbers must be prominently displayed during the parade, a number showing on each side of the car.

The winner and the occupants of his car privileges at Paradise Inn will include rooms at the hotel, one room with private bath included in room assignment to each winning party. All meals included. Trip with guides to glaciers or on Sky Line trail with saddle horses each day. These trips to include all necessary clothing and equipment. The winners may also select any time during the month of July for their stay at Paradise, except that stay must not include any holiday or a day preceding a holiday, or a Friday or Saturday.

The contest committee urgently requests that all entry blanks be filed as soon as possible. Entries must be in at the contest headquarters, 357 National Bank of Tacoma building, not later than noon, June 20. The parade is to form at Seventh and Broadway at 10:30 A. M. on the following Friday and will move through the downtown streets at 11 o'clock sharp.

The treasury department reports motorcycles and parts to the value of \$1,336,623 were exported from the

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It needs no admission from Hudson that there are great cars, other than the Super-Six, holding and deserving the confidence of owners.

Fine materials, careful supervision and accurate workmanship are no monopoly with Hudson. And wherever practiced the sure reward is a loyal following with faith in that car.

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have found such abiding contentment in their cars, year after year, that they are not even curious to investigate another car.

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C. L. Boss Automobile Co.
615-617 Washington St.

The treasury department reports motorcycles and parts to the value of \$1,336,623 were exported from the

port of New York. These went to Sweden, England, Australia, New Zealand and British South Africa

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Cycol must not be confused with motor oils known as "Eastern" or "Western," because its chemical characteristics are different. It is not a "blend" or a compound. Cycol is a creation—a new and

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Cycol was scientifically tested under actual service conditions in comparison with other oils in our Motor Testing Laboratory—the first of its kind on the Pacific Coast. Here, too, was prepared the Cycol Recommendation Chart which shows the correct grade of Cycol for every type of internal combustion engine.

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