

OREGON MOTORISTS  
CAN AVOID TROUBLE

California Highway Rules  
Are Full of Pitfalls.

TOURISTS ARE WARNED

Knowledge of Regulations and  
Strict Compliance Fortify  
Drivers Against 'Joits.'

For the motorist who is out on a vacation trip there is nothing that takes the joy out of life so much as trouble. He is motor trouble, trouble with a "cop," trouble getting on the wrong road, or any other variety. A few hints collected before the beginning of the trip sometimes does a world of good in steering the motorist away from trouble. Suggestions for drivers who plan to visit California this summer are given by Dennis H. Stovall of Corvallis, who recently made the trip southward, and writes from Sierra Madre, Cal.

"Oregonians and other non-residents driving in California should, first of all upon entering that state, register with the officials as a non-resident driver and get his permit. Motorists who fail to register within the prescribed 24-hour limit very likely will be "nabbed" by some sharp-eyed traffic officer who notices the absence of the necessary "blue hell" on the windshield.

"There is a station just south of the state line where one may make out an application for registry. This can be completed and the necessary papers, tags and other paraphernalia secured at Sacramento, San Francisco, Fresno or Los Angeles. The visiting motorist should not fail to carry his registration certificate and tags with him. Otherwise he will be obliged to wire back to the capital of his home state to get a verification of his license and give number. The California vehicle registration department is very strict about this, and the rule, 'no body's word goes,' holds in every case. The writer can testify to this, as he was made to do this little trick, having lost or misplaced his registration card. No fees are charged for the non-resident permit, and once secured, it is good for three months' going in sunny California.

"Spotlights are taboo down here on all the streets and highways. To be caught using one means a fine. The proper dimming of lights, too, is a little matter to which the traffic officers give all due attention. Because of the million or so motorcars that are on the highways, this is really a worthy precaution.

"Tourists who carry the usual big load of camp stuff should be careful that their front and rear-end license plates are not hidden. Here again the writer of these lines can have the floor, for he had to hang out his yellow and black tag where it was more obvious. We had built on a sort of cover for the license as a dandy place to carry three camp coats. This was all right in that direction, but it put the forward license plate out of view when a road cop down Red Bluffs way took a squint at our outfit. Just to accommodate him and the others who were interested in sitting our number we hung the tag on the left front fender. If this isn't plain enough we will put a magnet on the radiator and hang it from that. It is just as well to be accommodating when these California 'coppers' ask favors.

"From all accounts it is advisable to take the coast route south from Oakland or San Francisco. It is not enough in the Sacramento valley, but hotter still in the San Joaquin. But the route through San Jose, Gilroy, Salinas, King City, San Pablo, San Luis Obispo, El Pizmo, Santa Barbara and Ventura is very cool and pleasant, this for the reason that it follows the ocean beach much of the way and is not far from the sea at any point. In the vicinity of King City, through the Salinas desert region there is some sun-baked country. This is soon crossed, however, and the traveler finds an overcast comfortable when spinning along the highway that skirts the southern California seashore. Unless thousands of motorists are at the southern beach country now. From El Pizmo to Santa Barbara, and on further south, the beach is dotted with auto camps. Beach bathing is the popular thing, and not a few of the motorists find good fishing from the rocks where the surf favors.

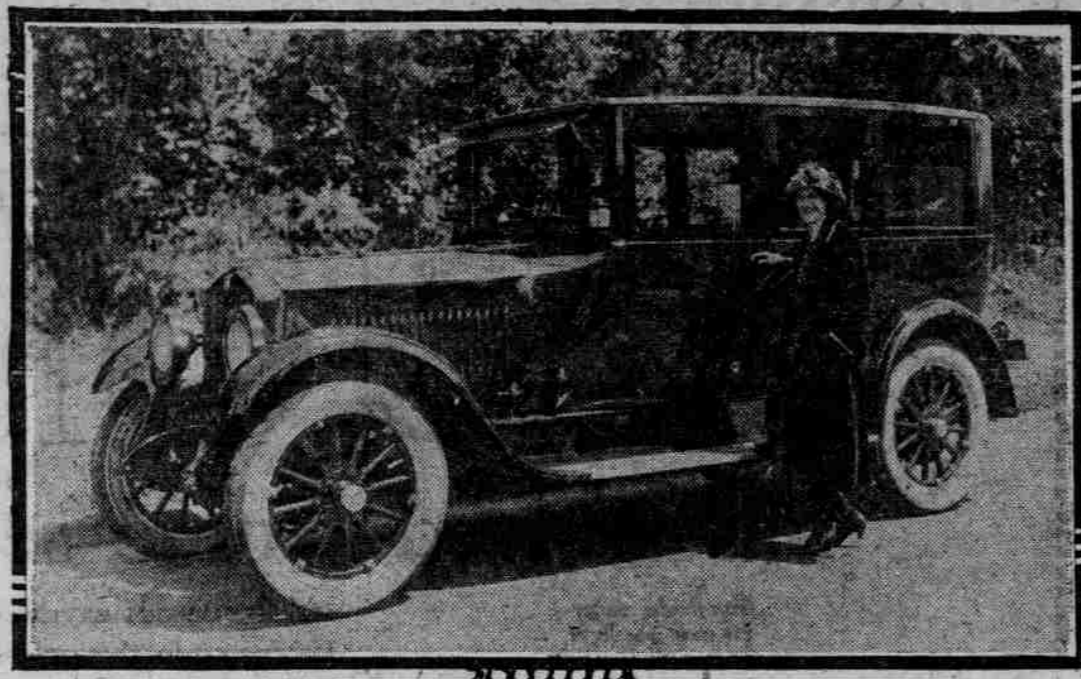
"There are any number of auto camps in Los Angeles county. A great number of these are provided by the municipal authorities or by public-spirited organizations. A multitude of private camps are provided, where a nominal fee of 25 cents is charged for a night's stay. Fruits, vegetables, meat and fish can be purchased cheaply. To tell the truth about it, California is no less than Oregon, is kind to the tourist. It pays. At no point on the line were we overcharged for anything. On the contrary, we found the wayside shops and stands selling their stuff at as low or lower price than that charged at the regular stores.

AUTOS USE THIRD OF GLASS

Motor Car Industry Big Consumer  
of Nation's Raw Material.

During the past three years 635 American automobiles and trucks, valued at \$1,153,931, were reimported from France, and 1,801, valued at \$2,819,638, were reimported from Great Britain.

FAIR STUDEBAKER OWNER REGISTERS SATISFACTION OVER HER NEW CAR.



Mrs. R. L. Balzer and handsome Studebaker big six sedan recently purchased by Mr. and Mrs. Balzer from the Studebaker corporation. The deal was handled by H. N. Neale of the local sales force.

RECHARGING OF STORAGE  
BATTERIES FAIRLY SIMPLE

Five Sockets and Five Ordinary 32-Candlepower Carbon Tubes  
Necessary for 60-Ampere-Hour Capacity.

PRESENT-DAY vacuum tubes usually draw a current of about one ampere, and when several tubes are used the current mounts up considerably. A storage battery has proved the only satisfactory and economical source of supply for this comparatively large current. If the set is used much a set of dry cells will have to be discarded within a week, whereas a storage battery can be taken to a charging station and recharged for a few cents.

Recharging is simple. If you have a direct current in your house it is quite a simple matter to recharge a battery yourself. If your battery is of a 60-ampere-hour capacity, all that is necessary are five sockets and five ordinary 32-candlepower carbon tubes. Connect these bulbs in parallel and connect one side of this lamp bank to one of the house current wires and the other to your battery. The other power wire goes direct to your battery. The question of polarity is all-important. Be sure that the positive side of the line goes to the positive pole of your battery, otherwise the electrolyte will discharge into the lighting circuit and be ruined. To ascertain the polarity of the line dip the two ends in a solution consisting of water to which a little salt has been added. The wire at which the most bubbles form is the negative wire. Batteries are rated according to "ampere hours." For instance, a battery of 60-ampere-hour capacity will give a steady current of one ampere for a period of 60 hours, or two amperes for 30 hours. The plate fastened on the front of the battery box usually gives the normal rate of charge and discharge. These are the rates at which the battery will give greatest service. With the charging apparatus described and with the battery before mentioned, the duration of charge should be about 14 hours.

TINY RACER IS SPEEDY

SMALL POWER PLANT TO BE  
SEEN ON TRACKS SOON.

Car of French Make Said to Be  
Something Entirely Different  
in Speed World.

LOS ANGELES, Cal., July 29.—Two and thirty-two hundredths and three and fifty-four hundredths. That, the merest detail, standing by itself, means nothing to the people, but it speaks worlds to automobile manufacturers, and particularly those who are interested in the building of racing cars. It is introducing the latest in racing cars, the 123-cubic-inch motor, the first one heard of in California racing circles. These are the cylinder dimensions, bore and stroke, of the newest—the Bolland-Pillaine—of French design and construction.

Imagine, if you can, a power plant that is as small, if not smaller, than a great number of motorcycle engines, and then imagine that same power plant pushing a racing car over the speedway at upward of 100 miles an hour. And despite the fact that southern California racing fans who have seen the 123-cubic-inch jobs perform on the Los Angeles racing plant at Beverly Hills and on other California tracks may seem a bit dubious as to the possible result, the manufacturers seem to know their business.

They were met with the same doubts not only from the motoring public, but from racing enthusiasts who were "in the know" when the 123-inch motors were first announced and successfully tried out. Notwithstanding the fact that it will probably be a long time before Los Angeles fans are given the presentation bow of one of these small speed monsters, the first news of the first car is interesting. The Bolland-Pillaine is basically the same as the present type of race car, save that it is much smaller in every detail. As to exact weight and other details, nothing is known here. The motor is of overhead camshaft and valve construction and eight-in-a-row, and the fans are fairly acquainted with this type of engine.

The car will weigh, it is believed, in the neighborhood of 1200 pounds, or about 500 to 600 pounds less than the 123-inch jobs, which can be taken as an average save for the small four-cylinder Frontenac job, which weighs approximately 1450 pounds. The seating capacity, however, is for but one; no mechanic will be carried or needed, save in the pits.

It is interesting to note, also, that no American manufacturer is known to have started work on this type of car, and racing fans, particularly in the east, have passed

**WANTED**  
Two Retail Salesmen  
for  
**OAKLAND SIX**  
See Mr. Brown  
344 Burnside Street.

OAKLAND LOWERS PRICE

POPULAR LIGHT SIX NOW IS  
BACK TO 1917 LEVEL.

New Models Received by Northwest Oakland Company Here  
Attracting Wide Interest.

Reduction in the prices of Oakland cars, said to bring this popular six-cylinder line to a lower figure than any that has prevailed since 1917, were announced last week by the Northwest Oakland company, following receipt of the new schedules from the Oakland factory. The Northwest Oakland company, which has for a long time acted as the wholesale distributor for the Oakland in the northwest, with branches in Seattle and Portland, recently took over the retail sales of the car in the Portland district as well. "As a result of the reduction the new Oakland six touring car now bears the lowest price in dollars and cents of any Oakland since 1917," said A. H. Brown, manager of the Portland branch of the company, in discussing the reduction. "If the automobile excise taxes, which did not exist in 1917, and the increased freight charges are taken into consideration, the new price for the Oakland, ready for delivery in Portland, is the lowest since 1917."

In addition to reducing the price the Oakland company recently brought out new models with a number of changes designed to make the car sturdier than ever before, and refinements tending to make the car more attractive and comfortable. The new models have been received by the Northwest Oakland company and have attracted wide interest.

TRUCK INTERESTS MERGED

Industrial Motors Corporation Is  
Formed as Holding Company.

NEW YORK, July 29.—Action of significance in the motor truck industry is involved in the formation of the Industrial Motors corporation under the laws of the state of Delaware, announced this week. The new corporation is a holding company with an authorized capital of 1,000,000 shares of no par value, all of one class.

The announced purpose of the corporation is to acquire and hold the stocks, securities and properties of motor vehicle and accessory manufacturing and selling corporations and to manufacture and sell motor vehicles and accessories. The first two units included in the new corporation are the Selden Truck corporation, Rochester, N. Y., and the Atlas Truck corporation, York, Pa. Both of these companies occupy an important position in the truck industry. Their business, as stated by their officers, has shown steady improvement during the past few months.

It is expected by the officers of the corporation that other important units will rapidly be acquired. The organization of the Industrial Motors corporation is under the direction of a committee which includes John J. Watson Jr. of New York, vice-president and treasurer International Agricultural corporation and president of the Lee Tire & Rubber company; Frederick M. Small, president of the Martin-Farry company, York, Pa., and

**The New Oakland Six**  
\$995  
Touring Car  
**Effective August 1st**  
Oakland prices are lower! The extraordinary popularity of the New Oakland Six-44 model has enabled us to effect the numerous economies natural to large production, and to share these savings with Oakland buyers in the very desirable form of these materially reduced prices, f. o. b. factory:

	OLD PRICE	NEW PRICE
Chassis	\$ 895	\$ 795
Roadster	1120	975
Touring Car	1145	995
Sport Car	1265	1165
2 Pass. Coupe	1285	1185
4 Pass. Coupe	1685	1445
Sedan	1785	1545

We urge you to examine the New Oakland at its new low price. The high quality remains unchanged. The written 15,000 mile engine guarantee is continued. The more closely you analyze its construction, the more fully will you realize its unequalled value.

OAKLAND MOTOR CAR COMPANY, PONTIAC, MICHIGAN  
Division of General Motors Corporation

**Northwest Oakland Co.**  
344-348 Burnside St. (Just west of Broadway) Telephone Broadway 0082  
For Over Six Years Oakland Distributors  
PORTLAND SEATTLE

**The New Oakland Six**

Indianapolis, Ind.; Reeve Schley, vice-president of the Chase National Bank, New York City; George C. Gordon, president, and Robert H. Salmons, vice-president of the Selden Truck corporation, Rochester, N. Y.

Asphalt Filler Preferred. In line with its recent action in simplifying and standardizing the sizes of paving brick, the National Association of Paving Brick Manufacturers has approved asphalt filler as the preferred type for brick streets and roads. A resolution to this effect adopted by the association sets forth that its researches have shown for some time a decided trend toward the use of asphalt filler; that 40 per cent of the brick pavements laid during the past year were so filled, and that it was clear that the majority of engineers and public officials were convinced that asphalt filler insured the construction of durable and economical pavements.

Pennsylvania Prepares Movie. State police and health authorities in Pennsylvania have prepared a thrilling moving picture to be exhibited all over the country as a

warning to motorists against the driving on highways. The scenes authorities work together when a tragedy resulting from reckless show how state police and health fatal motor accident occurs.

After you buy a car—  
then what?

It matters not what car you buy or the price you pay—occasionally—you'll require service. Here at the H & E we are particularly fortunate in having the most highly specialized factory experts on the coast. This is substantiated by the fact that increasing numbers of car owners are coming here for service. Cleanliness, too—is paramount in our service—every car is washed and polished before it is returned to the owner. These factors combined with the genuine dollar for dollar value—in Marmon and Stephens Cars—explains why we are "oversold." However, we shall be glad to demonstrate either make—and take orders for future delivery.

**H and E**  
**AUTO CO.**  
Washington and Nineteenth  
Distributors  
for  
MARMON STEPHENS

**Templar**  
Owners Tell You Their Own Story  
of Templar Performance

McCarley Motor Company,  
62 Cornell Street, Portland, Or.

Gentlemen—Last fall I purchased a new Templar car from the Portland dealer and to date I have driven the car over 9000 miles. I am certainly pleased with its performance. The upkeep to date has been nothing, and my tires look nearly as good as new.

I have just returned from a vacation trip to the Rainier National Park and British Columbia. The performance of the Templar on this trip was certainly all that the most particular driver could wish. The car holds the road wonderfully and I could keep up a good pace with ease over all kinds of roads, frequently passing big expensive cars on rough roads and hills. The trip certainly proved the economy of the Templar. On this 1200-mile trip I averaged better than 20 miles per gallon of gasoline. I changed oil in the motor once; it is never necessary to add oil.

I can certainly recommend the Templar to anyone who wants power, speed, economy and absolute dependability. Yours very truly,  
**BOB CLEVELAND,**  
Cigar Stand, Northwest Bank Building, Portland, Or.