

# SOLID TIRES NEED CARE; ADVICE FOR TRUCK OWNERS

### Speeding and Overloading Should Be Avoided; Quick Stops and Violent Use of Brakes Injurious.

Care of tires is one of the most important questions entering into economical motor truck operation, according to H. A. Farr, assistant manager-western district, United States Tire company, who is now in Portland to establish a branch store at Seventh and Oak streets.

"We hear a great deal about the needs and requirements of pneumatic tires, but a great many truck owners seem to entertain the idea that solid tires need no attention as long as they remain on the wheels and run. The man who holds those views will find his tire bills far in excess of what they should be. Solid tires constitute one of the most important details of motor truck equipment and besides, they cost money. For these reasons, if a truck owner expects to realize a satisfactory return on his investment, he should see to it that his tires are looked after in a businesslike manner.

"Perhaps the question of first importance in the care of solid tires is overloading. Observation of trucks in service discloses a general tendency on the part of drivers to overload them. It should be borne in mind that tires must sustain every pound of weight above them and to overload them means their premature deterioration. A load should always be limited to the capacity the truck was designed to carry. This capacity has been figured out by the truck manufacturer and the tire requirement is in accordance with his specifications. Therefore, there can be no possible economy in overloading the truck and imposing an unreasonable burden upon the tires.

**Speeding Abuse.**

"Speeding is another common form of solid tire abuse. There is many a truck owner laboring under the weight of excessive tire bills, who could easily ascertain the cause if he would but station himself at some point away from his place of business and observe the actions of his driver, when he has passed out of sight of the boss. He would find his truck bumping over cobble stones at a rate far in excess of the speed at which it should be driven. The wear and tear on tires is much greater on a truck thus handled than on one sent along at a moderate pace. This is particularly true if the pavements are rough and the load a heavy one. When an operator overloads and then in addition drives it recklessly the owner can scarcely expect satisfactory tire service.

"Drivers also can protect their tires by exercising care in the use of brakes. Quick stops, caused by a sudden and violent application of the brakes, are hard on tires. The action is more than apt to tear the rubber from its base. And in this connection it may be noted that the most difficult problem confronting solid tire makers has been the devising of means to hold the tire together. It has been comparatively easy,

## Family Lives on \$8 a Month, But They Live in an Automobile



J. E. Spencer and wife in their "home on wheels."

How can a person live on \$8 a month and still be happy? J. E. Spencer of Seattle can answer the question, for living costs him no more, he says.

He and his wife, who recently visited Portland in their home on wheels, are traveling around the country in an automobile which is built with sleeping and living compartments. While there is not an inch of room wasted, there is room for another passenger if necessary. Food is carried right along with them, and so is gasoline. These two things are the only ones the Spencers pay for. Water is free, as is the wood used for fuel.

His business judgment tells him he should get, he may discover, upon investigation, that the men operating his trucks are more or less at fault.

Through his department of personal service, the Diamond Rubber company furnishes information as to the condition of roads throughout the state. These reports are for the free information of all motorists, and are published exclusively in the columns of The Journal each week.

From the latest advices received, the condition of the roads leading to Mt. Hood make this a most desirable trip at this season of the year. Rains have laid the dust and much travel has smoothed most of the bad places. The road as far as Montavilla is in splendid condition and out from there on the Base Line road no finer traveling could be had anywhere. While some of the grades are quite heavy, very few automobiles will not negotiate them successfully, and the trip can be made comfortably in one day.

Another good one day trip is from Portland to Salem, going via McMinnville to Salem and returning through Willott and Oregon City along the east side of the river. While mo-

torists have been bothered considerably with repairs in roads and heavy dust, most of this difficulty has been remedied by recent rains, and it is considered a splendid day's outing.

For the first time a considerable number of our local motorists took advantage of a trip to Astoria, with the added inducement of visiting the Centennial. From latest reports, the roads were never better, and after reaching Astoria the roads to the various seaside resorts are better than good.

## MOUNT HOOD ROAD IN FINE CONDITION

### Dust Laid by Rains—Portland to Salem Trip Is Good Going.

## OCEAN TO OCEAN TOUR FILMS READY

### Moving Pictures Taken Along Route From Atlantic to Pacific Ocean.

What are believed to form the greatest set of touring pictures ever obtained are now ready for distribution, following the completion of the ocean-to-ocean run. The pictures start with the dipping of the cars in the Atlantic ocean at Atlantic City at the start and end with the dipping of the same cars at Los Angeles at the finish. Between those points are shown hundreds of intensely interesting scenes.

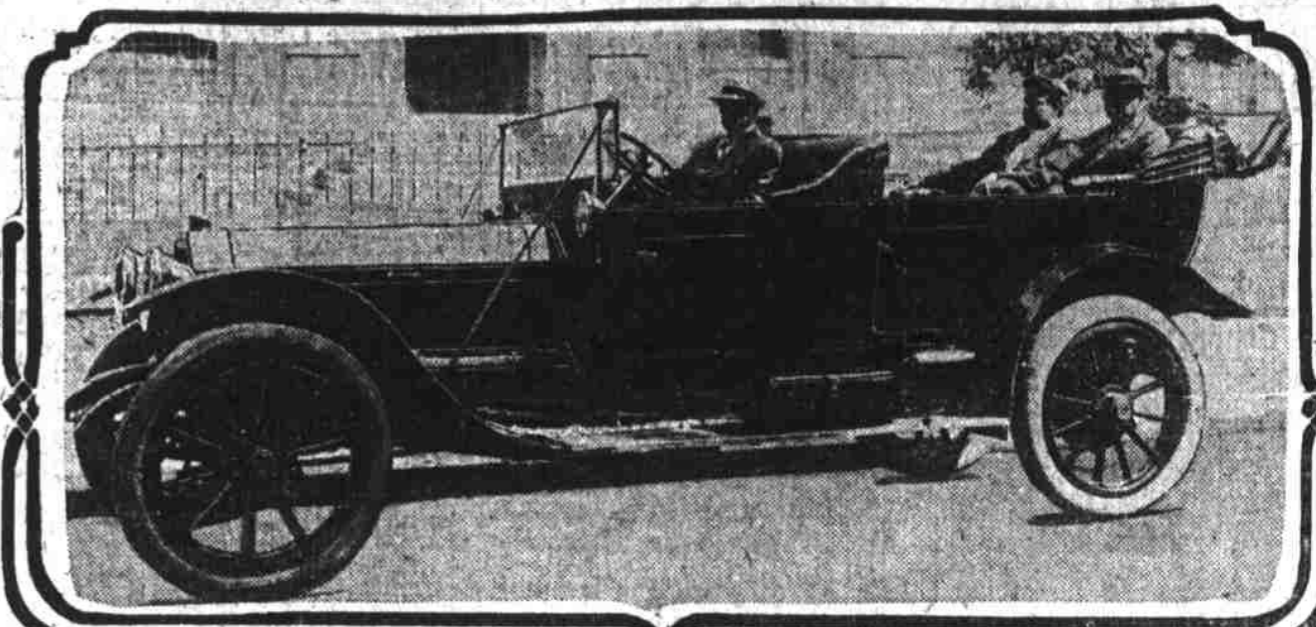
Two expert photographers were members of the party. C. Francis Jenkins, of Philadelphia, the Franklin gold medal and inventor of the moving picture machine, equipped his personal car with one of his "movies" and made the entire journey. J. C. Bell, of the William Rau photographic establishment in Philadelphia, also made the entire trip, carrying three fine cameras. Practically all the interesting scenes in every one of the 12 states crossed in the transcontinental tour were photographed. There are pictures of the visits to President Taft at Washington, and the various governors en route, and miles of roadway. Particular attention was given the roads and it will be possible to determine the road conditions in all the states visited by studying the pictures. The abrupt Alleghenies in the east, the plains of the middle west and west, and the grand and awful Rockies in the extreme west, are vividly portrayed.

Although the first transcontinental tour by a large party of pleasure motorists has been ended successfully, with every passenger that started there at the finish, the after effects will be long lived. The moving picture film made by Mr. Jenkins is not only interesting in the extreme, but it is instructive as well. He believes it will be in a great demand during the next several months, particularly in the west where the good roads question is vital. It will be shown in the principal moving picture theatres in all parts of the country, and is expected in Portland at a very early date.

The effect of these pictures on the "good roads" and "see America first" movements is expected to be far reaching. The forty odd members of the party, including some of the most prominent residents of Philadelphia and New York, who drove their own cars, are now ardent exponents of the "see America first" doctrine. Many of them were previously well versed in the scenic wonders of Europe.

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## 1912 MODEL "48-SIX" PEERLESS CAR ARRIVES IN PORTLAND



R. L. Short at wheel, H. L. Keats, local agent for Peerless, and W. W. Wuchter, in tonneau.

## NO DANGER FROM SPRING BREAKAGE

### Underslung Car Said to Solve Problem Eliminating Much Risk.

With the great wave of popularity for the underslung type of motor car construction, has arisen a question, which, to the untold, may seem important. The problem is this: What would happen if a spring should break?

The frame work of the underslung car is slung below the axle as its name indicates. The natural conclusion, therefore, is that if a spring should break, the car would jar to the ground with more or less serious results. In a car of underslung construction, there are four sets of springs supporting the frame at its four corners, with two points of suspension at each spring. If a spring breaks, therefore, the only result is a sag of perhaps two inches on the side of the broken spring. The other seven points of suspension take up the added weight imperceptibly. In this car, however, the springs are built particularly to stand the hanging strain placed upon them, so spring breakage is reduced to a minimum.

If two springs should break at once, a thing practically unknown in motor annals, the other six points of suspension would hold the car up and keep it clear of the ground.

In fact, there is little possibility of any dangerous accident happening when using a car of this construction. The body being slung below the axles instead of balanced on top of them, means a low center of gravity with the resultant factor of safety which alone makes it a car supremely right for the automobilist. This low center of gravity assures a minimum of the dangerous body sway

which causes the accident of turning turtle, the root of 90 per cent of all automobile fatalities.

The Regal Motor Car company are placing the underslung type of automobile on the market in the shape of machines of superior design and faithful construction. A ride in one of their cars is a revelation. The long, well set springs take up the roughness and irregularities of the road and leave their passengers rested at the end of their day's journey.

## TEXANS IN BACKYARD DODGE A METEORITE

(Special to The Journal.)

San Antonio, Texas, Sept. 1.—It is not often that one has to dodge a meteorite, yet such was the experience of Roland B. Smith, residing near the Corpus Christi road, about three miles south of this city, a few days ago.

Mr. Smith and his wife were sitting in their back yard just after dark and were discussing the unusual brilliancy of the heavens. Suddenly a speck appeared in the sky. It grew larger and larger as it approached, and finally a whirring noise could be heard. In much

less time than it takes to tell it the approaching fire ball, as it appeared to be, struck a pile of clay that had been taken from a well, within less than 10 feet from where Davis and his wife were sitting. Davis at once proceeded to investigate, and a few inches under the surface found the meteorite, almost too warm to handle comfortably.

The stone representing the residue of a burned out planet or star is a little more than two inches in length and in shape resembles a piece of rope with a knot in it. The meteorite has been shown to a number of scientists here and each pronounces it genuine. Mr. Smith declares, however, that he does not care to be bombarded again with celestial shot.

His Eyes Were All Right.

From Chicago Tribune.

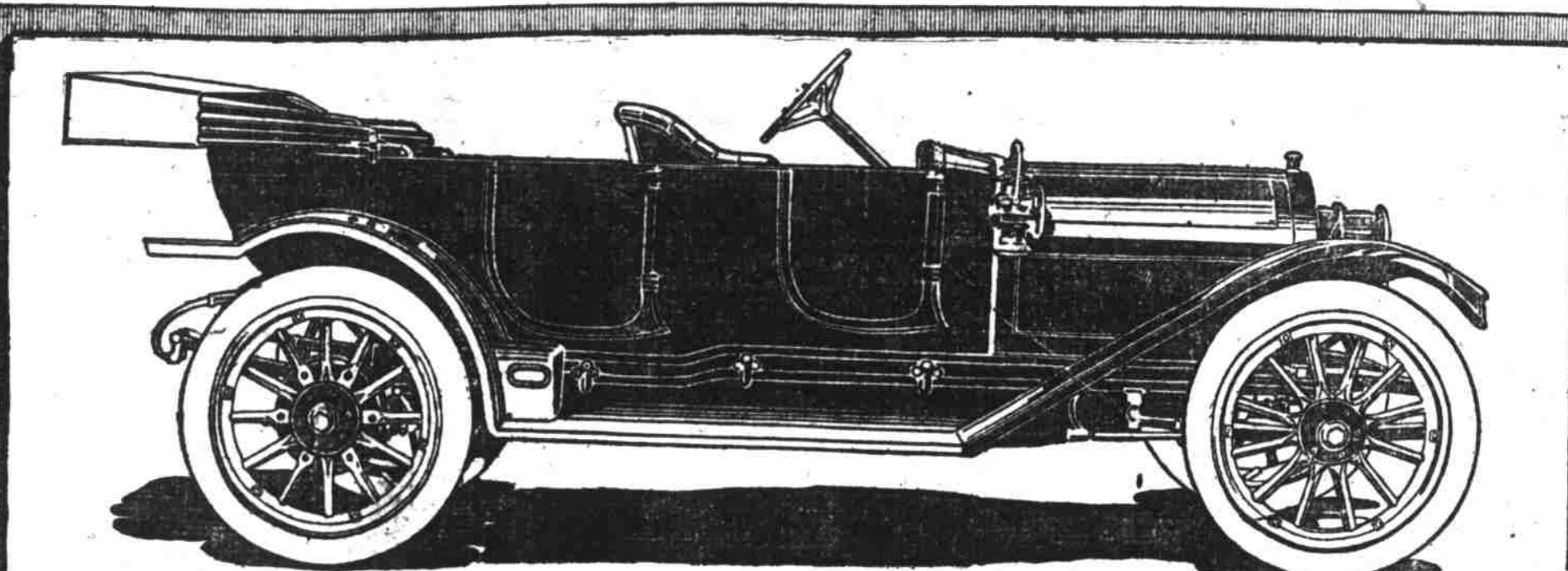
"Yes, madam; we have books printed in raised letters for the blind, but they are rather expensive."

"Oh, but you misunderstood me. He isn't blind; he's deaf. Haven't you some books printed in the deaf and dumb alphabet?"

**"THE TRUCK THAT DELIVERS THE GOODS"**  
 BOTH NEATE AND MCCARTHY INC. M-6374  
 PHONES 694 WASH. ST. COR. KING ST. A-7377.

**FOR CITY**

**COLE 30-40 \$1800**



## 1912 Announcement COLE 30-40

\$1800 instead of \$1650

A YEAR ago we announced our 1911 models and an increase in price. We were told that it was folly for us to increase our price when so many other manufacturers were reducing theirs for 1911.

But we had to increase our price from \$1500 to \$1650. Improvements simply necessitated it. Every cent of the price increase was put into the car and the COLE became more popular than before. The 1911 Cole was one of the few cars whose production was actually oversold.

Again in announcing our 1912 cars we tell of a greatly improved car, and of an increase in price from \$1650 to \$1800.

If we were building cars to fit a price, we would continue the 1911 Cole for 1912. But we are building cars to meet this standard—the best car for the average man at a reasonable price.

### 1912 improvements

THE COLE 1912, is a better value at \$1800 than was the 1911 COLE at \$1650. We believe you will have to pay \$2500 for its equal.

The 1912 COLE adheres to the basic principles of the 1911 car. But the 1912 model is a bigger, longer, more roomy car.

Its wheel-base is 122 inches, instead of 118 inches. It has 36" wheels instead of 34". Instead of brass trimmings the 1912 car has Nickel Trimmings.

The most important new specification of the COLE is the Timken Axle Equipment—the most durable and most satisfactory axle equipment known.

The electric lighting system and self-starter have not yet been definitely settled upon for the new COLE. But as soon as we are sure which of those now under test are best suited to the COLE standard, they can be added.

### One chassis—seven bodies

THE 1912 bodies are more roomy, more luxuriously appointed, more stylish in appearance. All seven models are constructed on one chassis, with bodies interchangeable.

The five-passenger touring car has ventilated fore-doors, and control levers on the inside. It has two seat-sockets, which make it convertible into a comfortable seven-passenger car. The enclosed cars are masterpieces of the coach builders' craft.

- Fore-Door Touring Car.....\$1,800
- Fore-Door Toy Tonneau..... 1,800
- Torpedo Roadster..... 1,800
- Special Speedster..... 1,800
- Limousine..... 3,000
- London Limousine (Inside Drive) 3,250
- Colonial Coupe..... 2,500

The 1912 Cole 30-40 is now on exhibition at our Show rooms. Let us give you a demonstration spin.

"Our Motors Don't Knock" **TWITCHELL MOTOR CAR CO.** Union Ave. and Wasco Sts.—Phone East 322 Our Motto Is "Don't Knock"

**SPECIAL SPEEDSTER**      **LONDON LIMOUSINE**      **FORE-DOOR TOY TONNEAU**      **COLONIAL COUPE**      **TORPEDO ROADSTER**      **LIMOUSINE**