

## MOTOR TRUCK DRIVEN WITHIN TWO DEGREES OF THE ARCTIC CIRCLE

Government Engineers Send a Loaded Machine From Valdez to Fairbanks and Back.

Valdez, Alaska, Sept. 22.—United States Army engineers have just completed a remarkable expedition with a motor truck, driving half way across Alaska to a point within two degrees of the Arctic circle, the farthest northern point ever attained by a motor vehicle and officially confirmed.

Fording scores of glacial streams, running through canyons and crevasses of solid ice from 800 to 1000 feet in depth, crossing the Alaska and Chugach mountain ranges on steep and icy trails over unused passes, blasting their way through forests and giant boulders, the party drove from Valdez to Fairbanks and return, a distance of 826 miles in 19 days. Thrilling experiences with snow slides, washouts and quicksand were reported by the party.

Although the trip was undertaken primarily to determine the possibility and practicability of motor transportation in Alaska, the engineers mapped out a route which reduces by at least one month the time required to reach the larger interior towns, particularly those on the upper Yukon and the headwaters of the Tanana river.

**Expedition Was Typical.**  
The fact that a standard truck of a design already employed in the army, successfully carried its rated load over the entire route in both directions, will undoubtedly give great impetus to the construction actually being carried on by the Alaska Board of Road Commissioners along the trail of the military telegraph line.

The expedition was typical of Uncle Sam's method of getting important information. A 37-horse power truck had been shipped to the Alaska road commissioners early in the summer. It was delivered in Valdez on July 26 and two days later it was started on the trail to Fairbanks, there to be joined by Lieutenant Colonel Richardson, president of the board of road commissioners, and other engineers.

The truck left Valdez with a load of supplies and a quantity of mail for camps along the military telegraph line. Considerable mail was carried to points where none had been received in over a year. In order that the trip might reveal average conditions, the truck was not especially equipped, except in the matter of fuel and road tools. Food was carried for use only in the desolate regions where there are no "road houses" or settlements.

**Walls of Ice Towered.**  
Leaving Valdez they crossed the delta of the Valdez glacier and almost immediately entered Keystone Canyon, 14 miles long, whose walls of ice and rock rise nearly a thousand feet above Lower river, a typical glacier stream. The trail leads along narrow cliff trails, blasted out of solid rock and running almost at the foot of a number of beautiful cascades.

After spending the night at a settlement known as Workman's, they resumed the journey through the canyon and commenced the real ascent on the trail over the Chugach mountains, with a rise of 25 miles to the summit at Thompson's Pass, an elevation of 2000 feet. While the temperature was decidedly lower at the summit, the danger of melting snow and ice was not entirely abated and the truck ran into snow slides at four different points.

Fortunately the crew escaped with nothing worse than the extra work of digging themselves out. The descent from the summit was found to be much sharper than the ascent and the truck rapidly descended another delta region and forded half a dozen glaciers streams before they reached a camp at Beaver Dam.

**Headway Was Slow.**  
The next three days were spent on trails that have been opened in the last three years by the Alaska Road commission in the mountainous Copper and Gulkana rivers. Corduroy trails, made of scrub timber, extremely rough and narrow at best, prevented the party from making rapid headway. For many miles the trail passed through dense spruce and hemlock forests, and in places heavy objects would sink three feet or more.

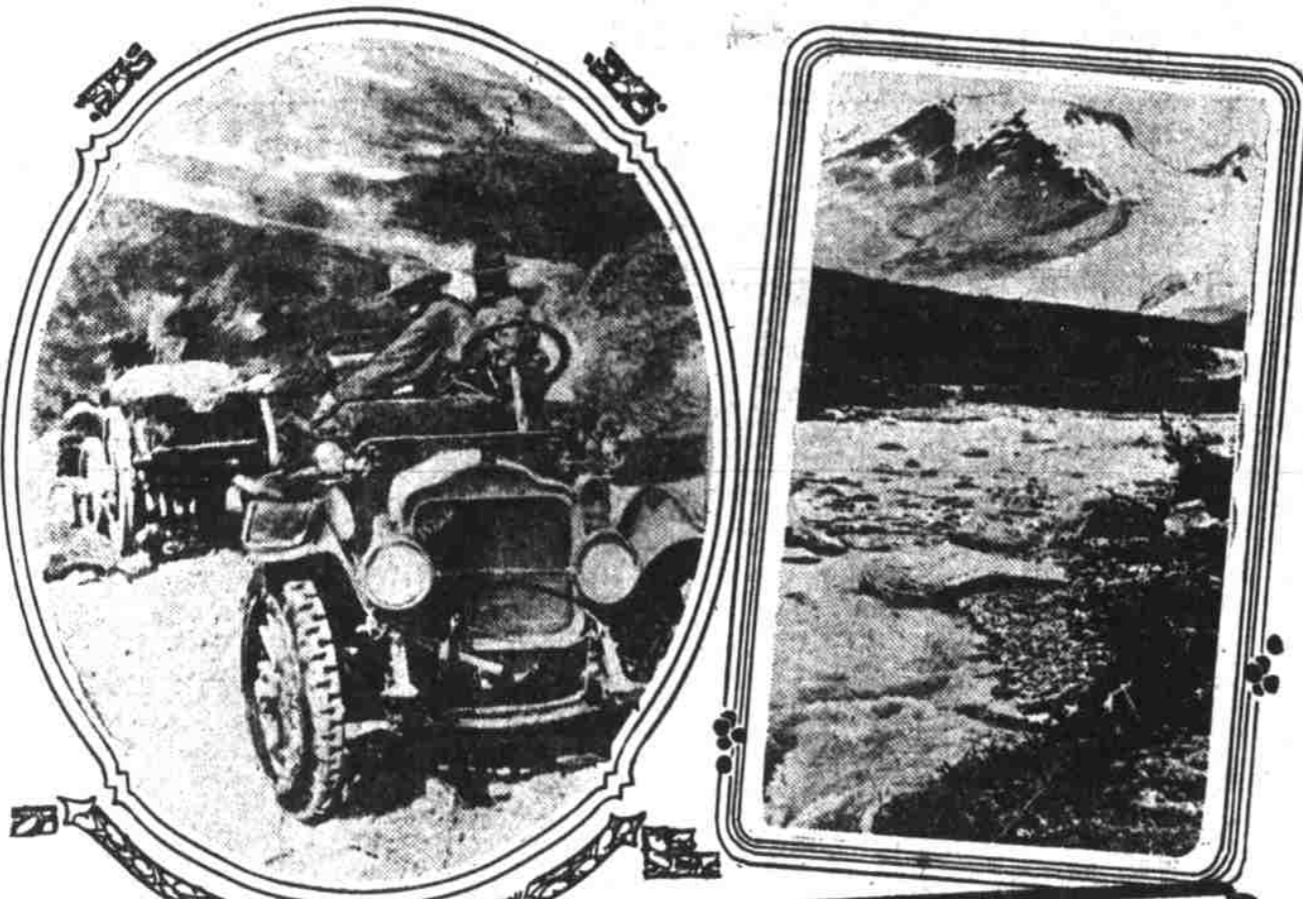
From Beaver Dam north, the engineers experienced the greatest difficulties of their trip. Following the Copper river valley to the fork of the Gulkana, they crossed a vast area of delta lands where tractive conditions were worse than the region they had just left. The military trail, passing through a low and marshy country, was alternately covered with ice and glacier mud. In the worst places the wheels were wrapped with stout rope and the truck had no difficulty in pulling through, but it was operated on low gear the entire afternoon. To pass through several timber tracts it was necessary to cut down scores of trees and blast out stumps, rocks and logs.

**Grades Averaged Six Per Cent.**  
Three days of constant trail blazing and patrolling brought the truck to Paxson on the Gulkana river in the foothills of the Alaska range. Following the military trail straight north they began a gradual ascent into the ice clad mountains of Alaska's principal range. According to the engineers, the grades averaged only six per cent but there were many places where it was necessary to climb a 15 per cent grade on a solid and rough surface of ice.

To guard against skidding, and the possibility of sliding off the numerous steep cliffs, the crew made use of a coil of steel cable and wound the wheels the same as they had previously done with rope. This expedient proved highly successful in giving traction for the climb but did not eliminate skidding. While climbing cautiously through one of the passes, along the edge of a steep precipice, the bank gave way under the weight of the truck and the entire outfit had a narrow escape from sliding off into a violent glacier stream.

At the finish of the trip on August 15, the truck was again placed on the trail to carry supplies and mail to road camps and settlements in the vicinity of Valdez. Colonel Richardson said he believed that the road work contemplated by the Alaska commissioners will make it possible to go from Valdez to Fairbanks in four days next summer.

## CAR WAS DRIVEN FROM VALDEZ TO FAIRBANKS OVER ROUGHEST ROADS



## LACK OF DAILY CARE FOR CARS ON TOURS MAY CAUSE TROUBLE

Novices Rarely Make Systematic Examination Each Day to See Motors Right.

There is one element in long distance touring neglect of which often causes the untimely end of a trip before the original destination is reached. This element is the daily inspection and care of the car at the end of the day's run. Amateur tourists as a general rule do not realize the necessity of constant watchfulness for indications of future trouble in a tour of several weeks' duration. They are prone to prefer a hot dinner and bed after a long day's drive through unfamiliar country to sitting up for an hour or so with a vehicle that seems to be in prime condition.

Nevertheless, if it is to remain in that condition, it is the part of duty for the driver to see to it personally that the car receives a certain amount of nightly attention. No one realizes this fact better than the experienced drivers who pilot the cars in long reliability tours such as the Indiana tour to the coast which finished in Los Angeles, August 4.

With these drivers there was a certain definite nightly routine in caring for the cars, and this was gone through before they washed for their evening meal. While this program varied slightly, depending upon the individual idiosyncrasies of the different cars, nearly the same procedure was followed with each. The first thought of the driver was to see that the fuel and oil tanks were filled for the next day's run. Then the car was gone over carefully and all grease cups given a turn. Particular attention was paid to the spring shackles. This was particularly important through the rough, hilly country encountered part of the way.

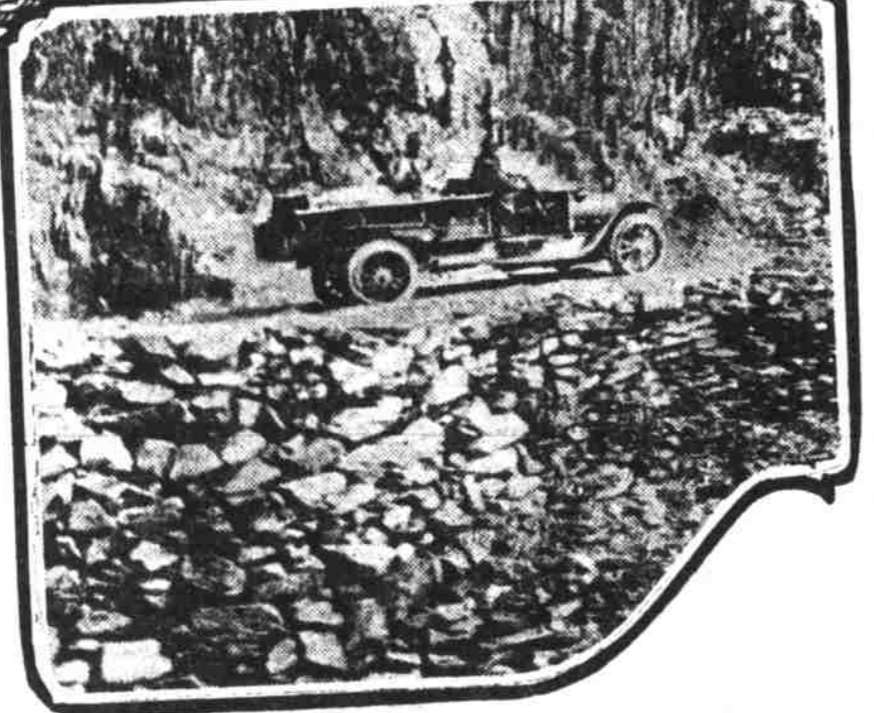
**Grease Cups Cared For.**  
Spring clips and shackles are examined to see that they are not spreading or wearing. Clutch and gearset are examined to see if they are in need of lubrication. One driver made a practice of putting oil in the clutch housing every other night. Others attend to this only once a week. An important part of the evening program is the attention to the grease cups all over the car. When the clutch cone is equipped with grease cups they are given a slight turn each evening. One of the drivers made it a rule to put graphite grease in the universal joints each night.

Another part of the nightly routine is to glance under the engine for leaks of oil or water and an examination of the radiator. Special notice is taken for water leaks from radiators or hose connections. Water is a precious fluid in the desert, and in the mountains it is used up rapidly climbing the steep grades, so no chances are taken of losing it. So far as the actual washing of the car is concerned, there is little done except under two conditions. The first of these is when sufficient mud is encountered to interfere with the proper examination of the car or when too much dirt and dust is caked on the parts. In this case they are cleaned up temporarily with waste or a rag so that the parts may be examined.

**Tires Are Tested.**  
The tires are tested to see that they are holding their pressure and are gone over for bad cuts or other evidence of weakness. This constitutes the nightly routine generally followed. Ordinarily, the whole operation does not require more than from one half to one hour. If, however, the examination shows the need of tightening up or replacement of parts, the work requires a longer time. Usually, if any weakness develops, it has announced itself sometime during the day's run to the expert eyes and ears of the driver, and when he pulls into night control he is prepared for the longer session the repair may necessitate.

One of the features of the car which requires attention is the braking arrangement. In the mountainous districts the safety of the car and its passengers may depend on the holding power of the brakes, so that one of the features of the evening program in the mountains is the examination and adjustment of the brakes.

**Cars Washed Once a Week.**  
The real bath of the car occurs about twice a week when the tour reaches a large town with ample garage facilities. Here the car is given a thorough washing, both the body and the chassis being cleaned. The chassis bath is the most important, because then the accumulation of grease and dirt is removed



Above, at left—White truck in volcanic wilderness of Alaska range. At right—Where trail crosses glacial stream in Chugach mountains. Below—Cliff trail through an ice canyon in Coast Range.

## FEDERAL LAW WANTED TO CONTROL TRAFFIC OF INTERSTATE NATURE

Autoists Who Comply With Laws of Home State Should Be Immune in Other States.

"No person who shall have qualified by complying with the laws and regulations of the state, territory, or district of his residence to use and operate such vehicle or vehicles (self-propelled) shall be required in any other state or territory or district into which he may go for business or pleasure to make any additional registration or take out any additional license in order to use or operate any such machine."

This is the kind of a federal regulation which thousands of motorists believe should be enacted, and that is why the executive board of the American Automobile association, at its monthly meeting endorsed the brief and concisely worded measure containing this proviso introduced in the house of representatives by Congressman William P. Adamson of Georgia, chairman of the committee on interstate and foreign commerce. The title of the bill designates it as an act "To regulate the interstate use of automobiles and all self-propelled vehicles which use the public highways in interstate commerce."

It is to be remembered that the A. A. A. on two occasions in past years made vigorous contention for a law that would open the country's roads to a motor car owner in the same manner that is within the discretion of all other interstate travelers. Sentiment has changed, and over a million motorists testify to the great disappearance of an unreasonable prejudice, which Chairman Charles T. Terry of the association's legislative board hopes will evaporate entirely when the Adamson bill receives attention at the regular session of congress next winter.

The Buffalo meeting also saw the first draft of the uniform traffic regulations prepared by a special committee, the chairman of which is Dr. H. M. Rowe, president of the Automobile club of Maryland. When the report is completed the A. A. A. will recommend the regulations to its 500 odd clubs in all parts of the country.

Abolishing of grade crossings and efforts to lessen these menaces to travel will be taken up by a committee the head of which is Preston Belvin, president of the Virginia State Automobile association. That this matter demands urgent national consideration is attested by the multiplying of fatalities at railroad crossings which in many instances are marked by warnings that are inadequate for modern needs.

Upon invitation, Dr. E. Stage Whitin, executive chairman of the National committee on prison labor, was present, with the result that there will be cooperation between the committee and the A. A. A. in furthering the employment of prisoners in roads building.

Since Chairman George C. Dietz of the A. A. A. National Road Board is Erie county's engineer, there took place in connection with the meeting various trips over some excellently constructed roads, vitrified brick, concrete, asphalt, and oiled macadam being included. The brick boulevard to Niagara Falls proved especially pleasing.

The dates for the annual meeting in Richmond, Va., were set for December 1, 2 and 3, and a record breaking attendance is expected.

night and day the factory operates an automatic riveting machine, making more than 1000 strokes a minute, the noise from which is "terrific" that it operates several machines for testing axles which make a continuous hissing noise 24 hours of the day, that it operates intermittently a milling machine, which gives out a "hideous groaning noise" day and night; that it uses emery wheels upon which workmen grind tools at all hours, and that heavy iron and steel parts are unloaded on the pavement near the building.

C. H. King of the Keats concern seems to be very proud of the fact that at least one automobile concern in the country is running all the time. The new electric received at the Keats show room recently are of the highest type of perfection.

## FACTORY IS RUNNING BOTH NIGHT AND DAY

Noise, to Be Sure, but It's Business That's Driving Wheels of Plant.

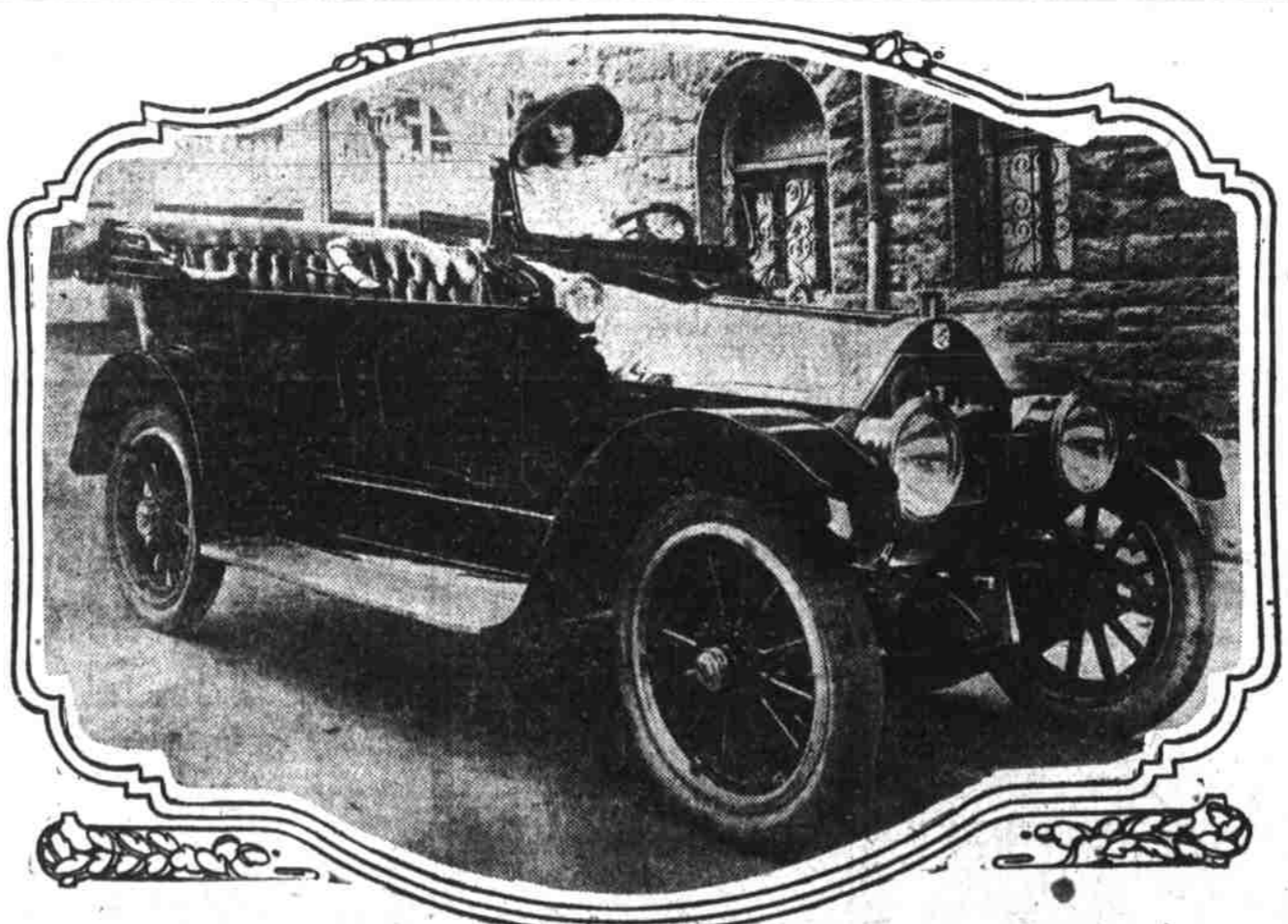
The Keats Auto company is in receipt of an unique complaint filed in court by the citizens of Cleveland recently in a picturesque description of noises said to emanate at night from an automobile factory that operates 24 hours a day.

The agitated west siders ask an injunction against the Rauch & Lang Carriage company, 2130 West Twenty-fifth street, to prevent it from operating "noisy machinery" in the part of its plant fronting on West Twenty-sixth street, and from doing any, but quite work at night.

The part of the factory on West Twenty-sixth street is operated in a manner that renders occupation of nearby dwellings "unbearable," the petition states. Aside from the noise, there are vibrations that cause buildings to rattle and shake, say neighborhood residents.

The petition charges that through

## WOMEN DRIVERS WHO ARE MUCH ADMIRER



Miss Alice Shalstrum at the wheel of her 1914 Cole car. Miss Shalstrum has had considerable experience handling automobiles both in the city and on the country roads. This is the first of a series that will appear in the Sunday Journal.

## NEW SERIES OF CAR IS LIGHTER AND MORE HANDSOME THAN EVER

Lines of Body of Franklin "6-30" Modified; Changeable Chassis Is Feature.

Retaining all the features of the famous little six, that sold for \$3000 last season, the announcement of the new series Franklin "6-30," to sell for about \$2450, completely equipped, in this city, has caused much excitement at the J. C. Braly Auto Co., Oregon distributors, for this line. The new series Franklin will weigh, with touring body, under 2700 pounds. As the Franklin has always been an especially light car, in consideration of its capacity and rating, the reduction in weight to this figure is remarkable.

The lines of the body have been greatly modified, although the characteristic sloping hood, with its graceful expansion into the full development of the body lines, is retained.

**Wheel Base Longer.**  
The lengthening of the wheel base to 120 inches gives additional grace to the contour of the body development, and makes the car a size approximately equal to the last year's model of the "6-30."

Six body styles are offered in the new series "Little Six" chassis, all of which are interchangeable. This makes it possible for an open body to be put on the chassis for summer driving and an enclosed one for the winter's use.

As heretofore, the new model should be one of great economy. Its 2700 pounds of weight are carried on 34 by 1/2 tires, that should be about the right size. The well-known direct cooled Franklin motor is continued, the motor dimensions remaining unchanged, the bore being 3 1/2 and the stroke 4 inches.

The "non-stalling" Emv electric starting and lighting system is a prominent feature of the new model, having been retained from the preceding series. Additional equipment has been added and brought up to the minute in every respect.

As has been characteristic of the Franklin line for many years, full elliptic springs and chassis frame of wood, with lightweight construction throughout, will be found in the new model, all contributing to riding comfort and easy motion.

Mr. J. C. Braly, manager of the Braly Auto Co., expects a carload of demonstrators to arrive in Portland within the next few days.

## AUTOMOBILE CLUB IS SCENE OF BANQUET FOR EX-CHICAGO PAIR

Copperthwaites Are Guests of Honor at Function Given by Hahnemann Round Table.

Wednesday evening a banquet was given at the Portland Automobile club-house in honor of Professor Copperthwaite and wife by the Hahnemann Round Table. Dr. Copperthwaite, formerly of Chicago, has resided in Oregon the last year and now goes to take up his residence in Los Angeles.

Dr. Byron E. Miller had charge of the affair, which proved to be one of the most enjoyable events of the Round Table.

The 16 mile ride to the clubhouse was greatly enjoyed. The roads were first class and the weather ideal. In the Coast range of mountains towered the mighty sentinels, St. Helen, Mt. Adams and Mt. Hood, with the pink of the sunset reflected from their mantles of eternal snow. The clubhouse stands among mammoth Oregon fir trees on the banks of the Sandy river, and is one of the most attractive and picturesque spots in the west. Mr. Seigleman, the genial steward, received the guests and ushered them into the banquet hall, where the cheerful glow from the log fireplaces extended a warm and cheerful welcome to the guests.

The banquet table was decorated with ferns and autumn leaves and wild flowers. After the dinner, toasts were responded to by Dr. John F. Beaumont, Dr. Frank F. Casseday and Dr. Daniel O. Webster. Mrs. Eggert also made a few remarks and then Dr. Copperthwaite replied in his pleasant way. Dr. John Besson, president of the Round Table, was toastmaster.

The orchestra furnished music during the banquet, after which the guests joined in an informal dance.

The following guests were present: Professor and Mrs. Copperthwaite, Dr. and Mrs. Byron E. Miller, Dr. and Mrs. Frank F. Casseday, Dr. and Mrs. Arthur L. Canfield, Dr. and Mrs. David Breuer, Dr. and Mrs. John F. Beaumont, Dr. and Mrs. Charles Billington, Dr. and Mrs. John E. Worcester, Dr. and Mrs. Daniel O. Webster, Dr. and Mrs. John Besson, Dr. P. L. McKenzie, Dr. and Mrs. H. S. Nichols, Dr. P. E. Hale and Mrs. Eggert.

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