

MAXWELL CAR BEATS TRAIN EVERY TIME IN 9 DAY INTERCITY RUN

419 Miles Between San Francisco and Los Angeles Covered on Train Time.

NO STOPS MADE FOR FUEL

Motor Ahead of Crack Southern Pacific Train From 20 Minutes to More Than an Hour.

Ray McNamara, veteran Maxwell driver, recently brought to a successful close the remarkable nine-day intercity run between San Francisco and Los Angeles, one of the severest to which an automobile had ever been subjected.

During the period of the long, continuous drive between the two California cities McNamara put his Maxwell over the 419 miles of road that link these two big municipalities on the schedule of the crack Southern Pacific train, "The Lark," headed by McNamara beat the train to the objective points from 20 minutes to more than one hour. Every start and every check-in was taken by the Western Union Telegraph Company. The telegraph company's records bear out these statements, as they are in every sense official.

Veteran Driver Called Best.

At the termination of the intercity drive McNamara announced that were it not for the fact that the Maxwell factory had called him East to supervise a big economy test having a nation-wide scope to it, he would gladly continue the grind between San Francisco and Los Angeles, fully believing the Maxwell would continue its consistent performance without mechanical trouble of any kind. As it is, the record of the Maxwell stands unique in the history of motorism and constitutes a remarkable tribute to the speed, power, stamina and endurance of that lightweight car.

Motorist and prospective owners up and down the state were attracted to McNamara's unusual demonstration. Enthusiasts in every city through which the route of the Maxwell passed were daily on hand to greet McNamara and the passenger and observer that was carried on each leg of the round trips. Between San Francisco and Los Angeles, after the start of the nightly journey of 419 miles at 8 o'clock, the time of departure of "The Lark," only one stop was made. This usually occurred in Fresno or Bakersfield, where the driver and the passengers "took on hot coffee and slinkers," entailing a loss of from 10 to 20 minutes.

No Stops Made for Fuel.

No stops were made en route for the purpose of replenishing the Maxwell with fuel or oil, a sufficient quantity being carried in specially constructed tanks to more than carry the car through the 419 miles. Besides this special equipment, the Maxwell which was driven every night of the nine-day test was strictly a stock model car.

McNamara's total mileage piled up during the intercity drive was 3771, a total of four and one-half round trips. An urgent message from the Maxwell factory in Detroit prevented the intrepid driver from completing the fifth round trip, as it was originally planned to make the test one of ten days' duration.

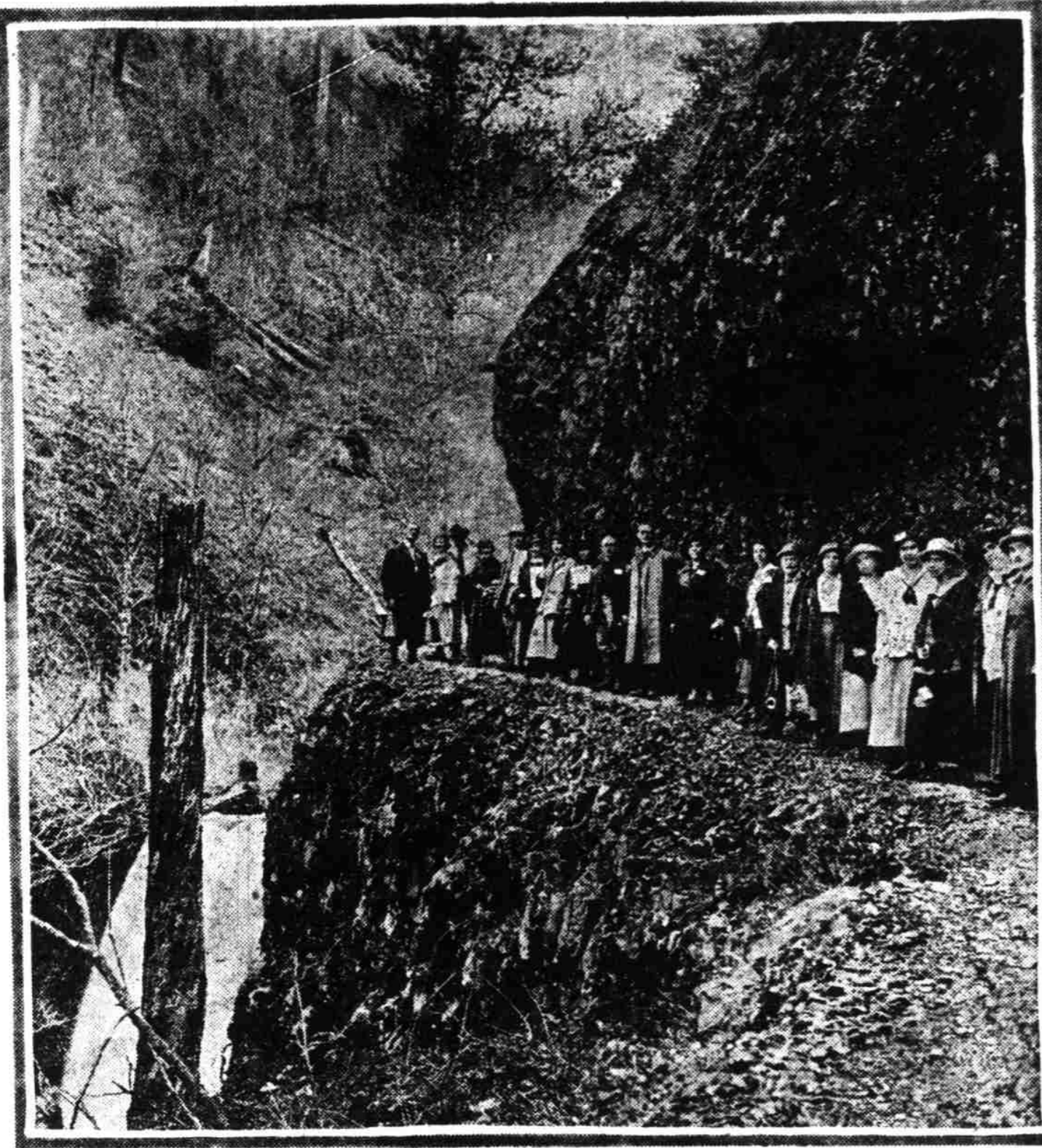
China to Construct Road for Motor Cars

Arrangements have been made for the construction of a road, from Shanghai to Woosung, the deep-water port at the point where the Hwangpu discharges into the Yangtze. As all vessels beyond a certain draft with cargo for Shanghai have to discharge at Woosung, convenient connections between the two are important. A railroad has been in operation for 20 years, but a road passable for motor vehicles has been lacking.

The distance is between 10 and 14 miles, according to the route selected. By the arrangement now made the Hwangpu conservancy board, which is in charge of the maintenance of navigation on the river and receives the proceeds of a customs surtax levied for that purpose, it is to loan from its funds to the public works office of Shanghai the sum of \$40,000 Mexican (\$23,632 United States currency), repayable in 40 annual installments without interest. The remainder of the total cost of the work, estimated at \$60,000 Mexican, is to be borne by the conservancy board itself.

It is understood that immediate action on the project has been delayed by an investigation to assure officials that the proposed work will not impair the bankment of the Hwangpu.

TRAILS CLUB ON LARCH MT. TRAIL



Members of the Trails club at Upper Multnomah Falls on last Sunday's hike.

4 MILLION DOLLARS FOR ARMORED CARS IN THE ARMY BUDGET

Uncle Sam Proposes to Make Good Use of Gasoline Motors in Hauling Supplies.

Four million dollars will be spent by the United States government on armored cars in the near future. The house appropriations committee has reported out a bill that provides \$160,000,000 for war transportation purposes and an additional \$3,900,000 for armored cars.

Out of the \$160,000,000 appropriated will come the money for motor cars and trucks. Special attention also will be given to the motor of military roads, as is indicated by an item for roads, walks, wharves and drainage alone of \$5,539,965. A large amount of money is appropriated for the purchase of sites and the establishment of airplane schools, while \$43,450,000 is set aside for the purchase, maintenance, operation and repair of airplanes and other aerial machines necessary to the aviation section. The sum of \$11,000,000 is set aside for aviation in the navy. Numerous small items for motor-propelled vehicles also are included in the bill, which totals \$2,699,485,291.18 for the new army for the fiscal year ending June 30, 1918.

Ford Built to Make 100 Miles an Hour

"Terrible Teddy" Tetzlaff, once one of the brightest stars of the automobile speed firmament, but who has not driven in the big-time stuff since he campaigned on the Maxwell team in

1914, is at work on a new speed creation. Tetzlaff and his business partner, Shirley Luard, in their Los Angeles shops, are at work transforming a 50-mile-an-hour Ford into a road rocket that will do 100 miles in 60 minutes. Tetzlaff claims a change in construction has already doubled the speed and power of the car. The change consists principally in doubling the number of valves. A body with the minimum of wind resistance, shaped like a torpedo, has been built. This resembles a fat truncated torpedo. The radiator box is the widest part of the body.

250 Motor Cars Operate in Alaska

Alaska has been building roads since 1904. It has built 920 miles of wagon roads, 620 miles of winter sled roads and 2210 miles of trails. None of these roads was built for motor car traffic, but more than 250 trucks and passenger cars were in use over them at the close of the last fiscal year. Much damage has been done to the roads by heavy, narrow-tired trucks, and the board of road commissioners finds troubles of maintenance with them all ways. In addition, they found it necessary to build a five-mile road along a hillside last summer by covering the roadbed with willow corduroy and surfacing the corduroy with gravel, because the material underlying the location consisted of six feet of gravel on the bed rock, 40 feet of clear ice on the gravel, and two feet of moss and tundra on top.

More Stolen Cars Being Recovered

In a report just issued by the automobile theft bureau of the Automobile club of Southern California, the number of unrecovered stolen automobiles in Los Angeles for the month of March increased 50 per cent as compared with the same period last year. The aggregate valuation of the unrecovered cars for the month amounts to \$15,000, as against \$7500 during March, 1916. One hundred and twelve cars were stolen during March from the streets of Los Angeles. Eighty of these were recovered and returned to their owners, while 32 were still unaccounted for.

WAR WILL STIMULATE DEMAND FOR OUTPUT OF FARMS AND MILLS

President of Studebaker Corporation Sees No Reason to Worry These War Days.

Now that this country has been thoroughly embroiled in the titanic world war, there exists in the minds of some men a feeling of uncertainty as to its effect upon business conditions here on this side of the Atlantic. Contrary to a rather general impression that prevails in this country, "big business" is apparently not at all worried over the international complications, according to the following statement by A. R. Erskine, president of the Studebaker corporation, sounding an optimistic note concerning future prospects.

"A state of war always stimulates an active demand for the products of the mines, fields and factories, and the United States has felt this demand from foreign countries for the past three years to an extensive degree. The entry of the United States into the war simply increases the demand, and consequently large increases in prices have ensued recently for all agricultural products, livestock and food supplies generally. The demand for munitions and war supplies continues very heavy, not only from the allies but from our own government, and consequently the industries of the country are and will continue to be operated at full capacity upon these orders. Thus it is evident that our people in all pursuits are receiving large incomes, perhaps greater than ever before in our history, and as long as this condition lasts, business will be good.

"It is no time for any man to feel pessimistic. The great resources of the United States, its energy and power, are being employed in the war, and large expenditures must ensue, which in themselves mean prosperity for our people, in spite of the war taxes, and increased taxes that will prevail while the war continues."

Crude Oil Is Best To Remove Road Oil

For polishing the body and removing road oil, use crude oil applied as follows: Take a piece of gauze or cheese cloth and soak it in water. Then wring out fairly dry and dip in crude oil. Again wring out the rag, and it is ready to rub over the surface to be polished. Never rub in a circular motion, but in straight lines. Another piece of gauze slightly dampened with water must be used to polish and dry the surface after the oil rag has been applied.

To remove hardened grease around the chassis, use clear turpentine; then polish with fine sandpaper, and as soon as possible from varnished parts.

To clean celluloid, use clear vinegar with cheese cloth or gauze.

Speed Record Made In Crowded Streets

The unusual record of 626.2 miles in 24 hours on high gear through the congested streets of one of the largest American cities was made recently by a Paige car of standard stock model, exceeding a previous record by more than 40 miles. This unique test, which was unusually severe because it carried the car during many of the 24 hours through crowded traffic, was made in Cleveland, and under authoritative auspices. Representatives of two newspapers were continually on the job supervising the operation of the car, and at the end of the day attested to its record in sworn statements.

SERVICE STATIONS TO OFFER TIRE ADVICE TO COVER ENTIRE NATION

"We Must Help User to Get His Mileage Out of Tires," Says Goodyear Manager.

PREVENTION IDEA FIRST

Stitch-in-Time Principle is Keypoint of System to Give Patrons More for Their Money.

In the Goodyear Tire and Rubber company's plan for rendering specific tire service to the 3,000,000 motorists of the United States 15,000 service stations are now included, all identified by the familiar Goodyear sign, and scattered throughout the entire country, reaching even the remotest hamlets.

This far flung battle line reaching across the continent, has been established in the interest of this great army of American motorists because it is their due. There are many services that all these motorists have a right to expect from these service stations, and which the service stations expect to be called upon to furnish.

Increase Tire Mileage is Plan.

In commenting on his company's service policy, A. L. Leatherman, local manager for the Goodyear Tire & Rubber company says: "We feel that we have not done enough when we have built mileage into our tires, for the service is not complete—we must help the user to get this mileage out of the tires. We aim to increase tire mileages by meeting and averting those abuses which shorten tire life and boost tire cost."

"We expect all our service stations to render certain specific services, among which are to advise correct air pressures, test under-inflation work, the premature ruin of the tire; to make frequent tests, to ascertain whether the original pressure is sustained; to inspect casings for tread cuts and make the timely repairs intended to combat this condition; to test out brakes to insure that they grip evenly; to interchange tires from rear to front wheels to insure uniform wear and endurance; to explain the uses of tire savers and their value when used opportunely; to examine wheels for correct alignment, and to guard you against the one thousand and one forms of tire abuse you may innocently inflict."

Advance Remedies Offered.

"The service that these dealers render is one of prevention rather than of cure. They are advocates of the 'stitch in time' principle. Like the physicians of China, who are paid for

keeping patients well, these dealers save their patients enough in tire costs to justify their fees. They aim to apply in advance those remedies and safeguards that form an effectual blockade against the tire troubles that might have been avoided.

"So the question 'Why is the service station dealer?' may be answered in this manner—he is for your convenience, pleasure and satisfaction, for your tires' full value and their long life."

GOOD IGNITION SOURCE OF BIG SATISFACTION TO OWNERS OF CARS

Writer Recalls Early Days in Motoring, When He Carried Whole Set of Spark Plugs.

"Good ignition is a source of much satisfaction to the owner of a motor car," observes Chester S. Ricker, M. E., in the American Motorist. "I often find that good ignition is less appreciated by the average car user of late years than it is by the pioneer motorists. When you stop to consider the many miles that you have run without replacing a broken spark plug or even cleaning the plugs in use, you first begin to realize how reliable the little things have become."

"I can well remember how in the early days of my automobile experience I always carried a whole set of spark plugs along, and never thought of it if I had to change a couple of plugs in a 50-mile run. We always carried extra porcelain in those days and few were the motorists who could not take a plug apart and replace the broken part. . . . At that time it was a question whether jump spark with battery ignition or make-and-break ignition was the most desirable. . . ."

"Ten years have rolled around since then, and today the jump spark is universal. This was only brought about by the development of the spark plug which was reliable. Nowadays almost any plug will give better results than the most expensive ones did in the past. Furthermore, the plug of today costs only about one quarter as much as did those of yesterday. Today you can purchase a good plug at prices ranging from 12 cents to \$1.25. Some of the best plugs, however, run into much more money and a charge of \$5 for a high-grade plug, such as is used in airplane and racing motors, is not considered exorbitant."

March Output of Fords Was 72,100

Detroit, May 19.—The Ford Motor company manufactured 72,100 motor cars in March. These cars were all delivered and sold.

ADVANTAGES FOUND IN SHIPMENTS OVERLAND FROM THE FACTORIES

Driving Delivery Furnishes an Ideal Warming-Up Process for New Motors.

METHOD MUCH QUICKER

Willys-Overland Company Delivered 4103 Cars This Way in Month of March.

The 4103 driveway shipments of motor cars made from the factory of the Willys-Overland company at Toledo, in the early months of this year, furnished convincing evidence of advantages of that method of automobile delivery from factory to dealer, according to H. H. Eling, local Willys-Overland representative.

In January, 903 cars were driven overland to the dealers; in February, 1358 were transported in this way and the driveway shipments increased to 2142 in March. With reasonably good roads on which to deliver the new cars, it is said that the driveway method is a most desirable substitute for freight delivery and that it will be common practice in the future, irrespective of freight conditions.

Advantage Found in Method.

"Up to a few weeks ago, the driveway method of delivering automobiles was regarded as simply the only alternative in getting the cars to the dealers when freight cars were not available," said Mr. Eling. "Today, the leading manufacturers have awakened to the fact that there is often a distinct advantage in the overland system and many of them will continue to adhere to it long after the freight car shortage is relieved."

"In the first place, the over-land delivery of a new car furnishes an ideal warming-up process for the new motor. Actual service on country roads, in the hands of experienced drivers, is the best sort of treatment for the motor fresh from the factory. All of the working parts thereby are fitted for the task which they are to perform, and when the car is delivered to the buyer they work more smoothly if possible, than on the day they left the factory."

"In the second place, over-land delivery is much quicker than shipping by freight. When the car leaves the factory you know approximately just when it will reach its destination. There will be no annoying delay in congested freight yards and, furthermore, there is no danger of rough handling of the car in loading and unloading."

"Poor roads alone stand in the way

of over-land delivery of automobiles. With good-roads campaigns assuming greater proportions each year, it is reasonable to hope that the time soon will come when the road situation no longer will be an obstacle in the direction. Besides the state and county good roads support, there is the ever-increasing aid given the movement by the federal government.

"In 1916, there were built under the supervision of federal authorities approximately 561 miles of road 15 feet in width, according to the annual report of the office of public roads in the department of agriculture."

Better Roads Aid Scheme.

"The roads included in the total are experimental roads, county roads and roads in national parks and forests. This is more than double the work of any previous year and still greater progress is expected in 1917. "With good roads on every hand, the driveway will no longer be an unusual feature of motor car delivery. It probably will be the ordinary thing."

Owner Held Liable For Chauffeur's Acts

Under a ruling handed down by the supreme court of New York, a car owner may be held liable for a killing, even though his chauffeur takes the car out without the owner's permission and maims or kills a person. The defendant in the case, the owner, argued that since the car was in dead storage and was taken out without the owner's permission, he should not be held responsible. The plaintiff contended that since the chauffeur was in the employ of the owner, while testifying his car, the latter is liable, notwithstanding the fact that the driver was given orders not to take the car out.

The decision holds that an owner is liable for acts done by his chauffeur in the course of his employment, as such, and mere disregard of instructions or deviation from the line of his duty does not relieve the owner from the responsibility. The important point brought out in the case was whether the act was done while the chauffeur was doing his owner's work, no matter how irregular or with what disregard of instructions.

Auto License Fees Doubled in Missouri

The Missouri legislature has passed a bill providing for double the license fees that have been collected heretofore. Each motor car owner will have to pay around \$10 a year, instead of \$5, the fees being graduated according to horsepower from \$5 to \$12. License fees for trucks are rated by weight, unloaded. From \$5 for 2000 pounds, to \$30 for a truck weighing 10,000 pounds, unloaded. The clubs and dealer associations have been furthering the bill providing for these increases.

Ford Goes Farther on Kerosene.

A test of the kerosene fuel system made recently in Chicago under A. A. A. supervision showed 25.5 miles to the gallon on a Ford car, against 23 miles to the gallon on gasoline and with a stock carburetor.

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