

MOST EXASPERATING PEST IN MOTORDOM IS 'EXPERT' DRIVER

Class of Autoists Is One Mostly Responsible for Animosity of Pedestrians.

One of the most exasperating pests in automobiles is that big little man—the "expert" driver.

Speaking of him, we do not think of the painstaking mechanic, says the American Motorist, who, by dint of study and experience gained in actual practice, familiarized himself with motor cars until he is able to obtain from them the maximum of service with a minimum of necessity for repair and adjustment; him we would call the "expert motorist." But we have in mind the fellow who is an expert "driver," nothing else.

It is almost needless to say that since the exhibition of stunts in driving is apt to be an expensive habit, the expert driver is rarely found among the owners. Usually he has graduated from the washstand garage, while sometimes he is a specimen of the so-called natural born mechanic—a species that neither mechanical progress nor scientific training seems to have been able to exterminate.

Responsible for Animosity It is the expert driver who is chiefly responsible for the animosity of the pedestrian against the motorist. It is he who scares old ladies into hysterics while bearing down upon them with a rush, only to clap on his brakes with a bang and bring his car to a stop half an inch from the pedestrian's shin.

If you want to watch him, stand in front of a busy garage for a while and you will have ample opportunity to observe his doings. He will come out of the garage at full tilt, clear the opposite curb by ripping the steering wheel around with all his might, and disappear around the next corner in similar fashion.

When he returns he will rush down the block at a speed of 50 miles an hour, throw on his brakes some eight or 10 feet from the stopping point and bring his car to a halt almost within its own length; all of which, of course, looks very clever for the expert driver and costs money for repairs and excessive deterioration to the owner.

Trust Him to Do It This sort of a driver is the one to whom an open muffler is music in the ears; who imagines himself a miniature Oldfield who would have broken every record had he only been given a chance.

As to climbing a hill on high gear every time, trust your expert driver to do it. Often he will accomplish it, too, even though the motor knock its head off, in utter oblivion of the fact that the lower gear ratios are made for hill climbing.

If you do not drive your car yourself beware of the expert driver, or at least nip his ambitions early in the proceedings.

Defective Contact Shown An unsatisfactory contact usually shows a defective contact between the commutator and brushes.

KISSEL MEN TAKE FORD AGENCY



A. S. Robinson and A. E. Smith of the newly formed Robinson-Smith Co.

Two new figures made their appearance among the authorized Ford agents in this city, those of A. S. Robinson and A. E. Smith, who bought out W. H. Wallingford's Ford agency at Sixth and Madison streets. Final arrangements were completed last week whereby Wallingford closed out his interests to spend his entire time at the distribution of the Liberty and Premier.

Mr. Robinson and Mr. Smith are well known Kissel-Kar men, having been identified with that company for a number of years. Until last week Mr. Robinson was northwest manager of that concern, and prior to that time was manager of the Portland branch, after representing the Kissel branch in California.

Commission Places Crushed Rock Order

The state highway commission has contracted with the Columbia Contract company for 5,000 cubic yards of crushed stone to be delivered at Shedd. The price to be paid is \$1 per yard.

The rock is to be used in the pavement which it is proposed to lay in Marion county next summer by the state highway department with its own plant. In this work the federal government is to cooperate under the provisions of the post road act. The pavement is to be laid on the Pacific highway between Salem and the Clackamas county boundary.

In addition to the Columbia Contract company's bid, the highway commission received one from the Warren Construction company which offered to supply the rock at \$1.25 per cubic yard at Turner.

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EQUADORIAN CONGRESS AUTHORIZES HIGHWAY INTO INTERIOR POINTS

Will Be First Ever Constructed in Lowlands of the South American Republic.

At its recent session the Ecuadorian congress enacted a law providing for a public highway leading from the city of Guayaquil toward the interior, which will be the first ever constructed in the lowlands of the republic. The road will extend from Guayaquil northward for about 50 miles to the town of Pasquales on the Daule river.

The funds provided include a monthly tax of 2 sucres (\$0.97 at normal exchange) on each public taxicab and 4 sucres (\$1.95) on each private automobile; 3 per cent ad valorem on each automobile imported into and to be used in Guayaquil; 2 per cent ad valorem for each carriage imported for Guayaquil; 50 sucres (\$24.54) assessment on each lineal kilometer (0.62 mile) of property through which the road passes; and such sums of money as the municipality of Guayaquil may appropriate from its own funds.

After the construction of the road shall have been completed, for its upkeep an annual tax of 5 sucres (\$2.43) for each kilometer of road will be imposed on the adjoining property; a monthly tax of 1 sucre and 2 sucres (\$0.45) and (\$0.90) on the taxicabs and private automobiles, respectively, used in Guayaquil; and the import duties on automobiles and carriages mentioned above, which are to be collected by the municipality of Guayaquil, which is also authorized to make the necessary expropriations of land, to be paid for by the funds collected.

The municipality of Guayaquil is placed in charge of the construction of the highway, which may be done administratively or by contract. Doubtless this is the beginning of a plan to construct public highways in the Ecuadorian lowlands, where they are greatly needed, the credit for which is due to the advent of the automobile.

THE INTAKE

Ferry Passes Through—Charles H. Ferry, sales manager of the Western Truck Attachment company of Seattle, passed through Portland last Tuesday en route to Spokane where he will make a study of local conditions.

Elgin Factory Man Here—E. Ryder, factory manager of the Elgin Motor Car company of Chicago, is spending several weeks with A. C. Stevens, local Elgin distributor. Mr. Winter, Elgin Pacific representative, also spent a few days recently in Portland.

A. P. Nute Visits—A. P. Nute, manager of the Northwest Motors company of Seattle, Packard distributor, was a Portland visitor during the past week. While here Mr. Nute conferred with W. S. Froude of the Portland Motor Car company.

Goodyear Coast Men Meet—J. A. Leatherman, manager of the Portland branch of the Goodyear Tire & Rubber company, left Saturday night for San Francisco to attend a special conference meeting of the Pacific coast branch managers of the Goodyear organization.

Haynes Prices to Advance—A. C. Stevens, Oregon distributor for the Haynes, received notice last week of an increase in the price of Haynes models of \$125 to take effect March 1. According to the notification this increase is due to the advanced cost of labor and increasing price of materials.

New Chalmers Representative—George Pearson Jr., newly appointed Pacific coast supervisor of the Chalmers Motor Car company, dropped into the Western Motor Car Sales company's office last week on his initial trip through the Northwest. Pearson makes his headquarters in San Francisco.

Wiggins is Host—The annual banquet of the sales and service forces of the Archer & Wiggins company was held at the Hazelwood last Saturday evening. E. R. Wiggins, manager of the firm, acted as toastmaster and expressed appreciation for the gratifying increase in sales over the previous year.

Reo Engineer in Washington—Horace T. Thomas, chief engineer of the Reo Motor Car company since its inception, is devoting his entire time to government work in Washington, according to information received by the Northwest Auto company last week. The Reo engineer is chairman of the committee on designing this new government standardized three quarter ton truck.

New Chalmers Pleasure—F. Vaughn, automobile dealer of Heppner, Or., spent a few days in this city last week and while visiting with Roy Hemphill, manager of the Western Motor Car Sales company, they tested out the new 1918 Chalmers and Mr. Vaughn was delighted with the improvement over the old models.

Motor Sales Corporation Expands—The southeast corner of Park and Burnside streets, formerly held by the National Cash Register company, has been taken over by the Motor Sales corporation, local Oakland and Garford truck distributors, and added to their present space. The additional space will be devoted to the display of Garford trucks.

Three New Members—Three new members were added to the Dealers' Motor Car association of this city last week at the regular meeting. The Reo Motor Car company, distributor of the Lexington, of which Isaac Brunn is the head; the International Harvester company, distributors of the International truck, and the Portland Tire & Truck company are the new members.

E. E. Ransome Joins Colors—The interest of E. E. Ransome, of the firm of Rushlight, Ransom & Penney, has been purchased by Rushlight and Penney, and the firm hereafter will be under the name of Rushlight & Penney. Mr. Ransome passed the examination for the aviation service last week and decided to close out his interest in the concern. He is awaiting his call for training.

Vogler Visits Washington—While Fred W. Vogler was on his way to the New York show he stopped off in Washington and spent a few hours with Horace T. Thomas, chief engineer of the Reo Motor Car company, who is now devoting his entire time to government work in that city. The Reo engineer is chairman of the committee on designing the new government standardized three quarter ton truck.

Johnston Off for Detroit—Thomas J. Johnston, assistant manager of the Portland branch of the Ford Motor Car company, left last week for Detroit to attend the annual education conference at the Ford Motor Car company's headquarters in that city. These conferences in the sociological department of the Ford factory are held annually and are attended by representatives from all Ford branches throughout the United States and Canada. Mr. Johnston will visit several other points before returning to Portland.

CHUBBY IS "REGULAR" HORN



The dog Chubby, belonging to S. F. White and guardian of his motor truck.

While there is no immediate danger of its affecting the sale of motor horns generally, there is one man at least to whom the local supply men will never be able to sell a sound device. His is automatic in the highest sense, inasmuch as it finds its own time to sound and is so placed on the truck that it guards—that dangers are discovered before the driver sees them.

The horn is a "Chubby," and probably the only one of its kind, a fluffy, alert little bundle of dog, 100 per cent efficient in the art of seeing everything and letting its owner know all about it.

The owner is S. F. White, manager of the O. K. & Rose City Wrecking Company, who has been driving a Federal truck in his business for several years. The truck has a cab mounted on its top, pacing the deck like a mariner in a storm is "Chubby," seeing everything that goes on about him in

the seething traffic and making way with his furious little bark the minute anything gets in the way.

"Chubby" really knows his business better than people would imagine, and he never takes his eyes off the road when the truck is moving," says his master. "He knows troublesome pinches and I can tell by the way he barks just what he is guarding me against. He is the best horn I would ever want."

Once in a while the little dog takes a spill when the truck has to swerve to avoid a collision or makes some other unexpected turn. Once or twice he has been thrown from his lofty perch, but he always comes back and usually is as secure on that platform as he is on the ground.

And rain or shine he sticks to the job as constant as the Federal under him.

Another New Model Is Just Announced

Another new model has just been announced by the Apperson factory at Kokomo, Ind., according to word received last week by G. F. Horn, head of the Apperson Motor Car company

of this city. This new model will be known as the Tourer and, as the name indicates, it is designed so as to combine the convenience of the roadster with the comfort of the touring car.

This new model will carry the improved Apperson eight engine without the trigger board mechanism and the single cam shaft, and but two cam gears.

3 Oregon Branches For National Carbon

Three battery service branches have been installed in Oregon by the National Carbon company, one of the largest concerns in the country that manufactures storage batteries, makers of the Columbia storage battery. The Portland service branch has been installed on lower Broadway, in the Dundee block, and has been placed in charge of H. M. Nisbeth, who is well known in this city. Expert assistants are working with Mr. Nisbeth in the sales and service work of the Columbia battery. The other two branches in this state are located at Astoria and Baker.

OF OLDFIELD'S CARS OLD GLORY SURVIVES AND IS IN RUNNING

Property of Baltimore Attorney, Famous Racing Car Is Still in Service.

Barney Oldfield, who this season has celebrated his sixteenth year as an automobile race driver by campaigning a novel mount featured by an inclosed egg-shaped body, has seen many of his racing cars carried to the highest crest of fame and then dropped to the trough of obscurity. Most of the cars that Barney drove in the golden yesterday, when he was hailed as an absolute monarch of the dirt tracks, have passed to the realm of remembered things. They are mechanical ghosts. No more is the triumphant song of their motors and the arrogant bark of their exhaust heard.

If there is a grave-yard for racing cars, Oldfield would have to bury his discarded mounts. Having a big heart and being somewhat of a sentimentalist, he probably would mark the last resting place of these steel thoroughbreds of the past with tombstones, carved with the following inscriptions:

"The 99. My first car, at the wheel of which I became famous."

"The Bullet. Fast while she lasted, but not strong enough to stand the awful punishment."

"The Green Dragon. Laurel crowned on dirt track and on the stage. Record breaker extraordinary and co-star with Elsie Janis and Barney Oldfield in the musical comedy, 'The Vanderbilt Cup.'"

"The Darracq. Winner of the first Vanderbilt cup race."

This is one of Barney's old cars, however, that is not ready for interment. That car is famous "Old Glory," built for Oldfield in 1909 by the National Motor Car & Vehicle Corporation of Indianapolis, and having the American flag painted on each side of the hood. Old Glory is just as fast and sturdy today as when the veteran American race driver rode to fame in it. The car is owned by Robert J. Gill, an attorney of Baltimore, and rules the boulevards of Maryland's metropolis and the highways adjacent to that romantic city.

When writing to or calling on advertisers please say you saw ad in The Journal.

MOTORIST WHO FAILS TO CARE FOR BRAKES DANGEROUS PERSON

Writer in Leslie's Pronounces This Class of Individuals as Suicidal, Homicidal or Fools.

The motorist who does not keep his brakes in first class condition and who does not attach prime importance to their efficiency of operation is considered either a suicidal or homicidal disposition—or a fool, according to H. W. Slauson in Leslie's. Defective spark-plugs, leaky valves, extravagant carburetors and other features of a poorly kept car can affect only the peace of mind of the driver and the personal enjoyment and utility which he can obtain from his vehicle. Defective brakes, on the other hand, are a menace, not only to the lives of the driver and his passengers, but to every other road user in the vicinity as well. It is not too radical a prediction to state that in a few years municipal, if not state, authorities, will require frequent and rigid brake tests which must meet certain requirements before any car will be licensed to use the city streets and country highways.

The car manufacturer is responsible originally for the construction and the proper design of brake mechanism, the selection of a suitable quality of brake lining and the correct adjustment of the operating parts of the brake connections. But even though he has met these conditions as far as he is able, the severe service to which the brakes on the average car are subjected makes constant attention necessary, and it is distinctly the duty of every car owner to see that his brakes are kept in proper condition to meet certain rigid tests, and that the proper quality of brake lining, correctly applied, is selected when the first set has seen its day.

Portage Tire to Be Represented Here

Portland is rapidly becoming headquarters for all the principal makes of automobile tires. One of the latest announcements to be made on "rubber roving" is introduction of the Portage tire to be handled by the Stubbs Electric company at Sixth and Pine streets.

Bert E. Lucas, manager of the Stubbs company, made the announcement last week that his company had taken the agency for the Portage tires for the state of Oregon and Southern Washington. Mr. Lucas selected the Portage line after a careful study of its merits and a number of others that were available at that time.

The Portage tire is made in the smooth, non-skid and cord types and guaranteed for 5000 miles. All adjustments will be made by the Stubbs company.

Application of Vaseline The application of a light film of vaseline in the commutator will lubricate and prevent squeaking of the brushes.



When You Need a New Battery

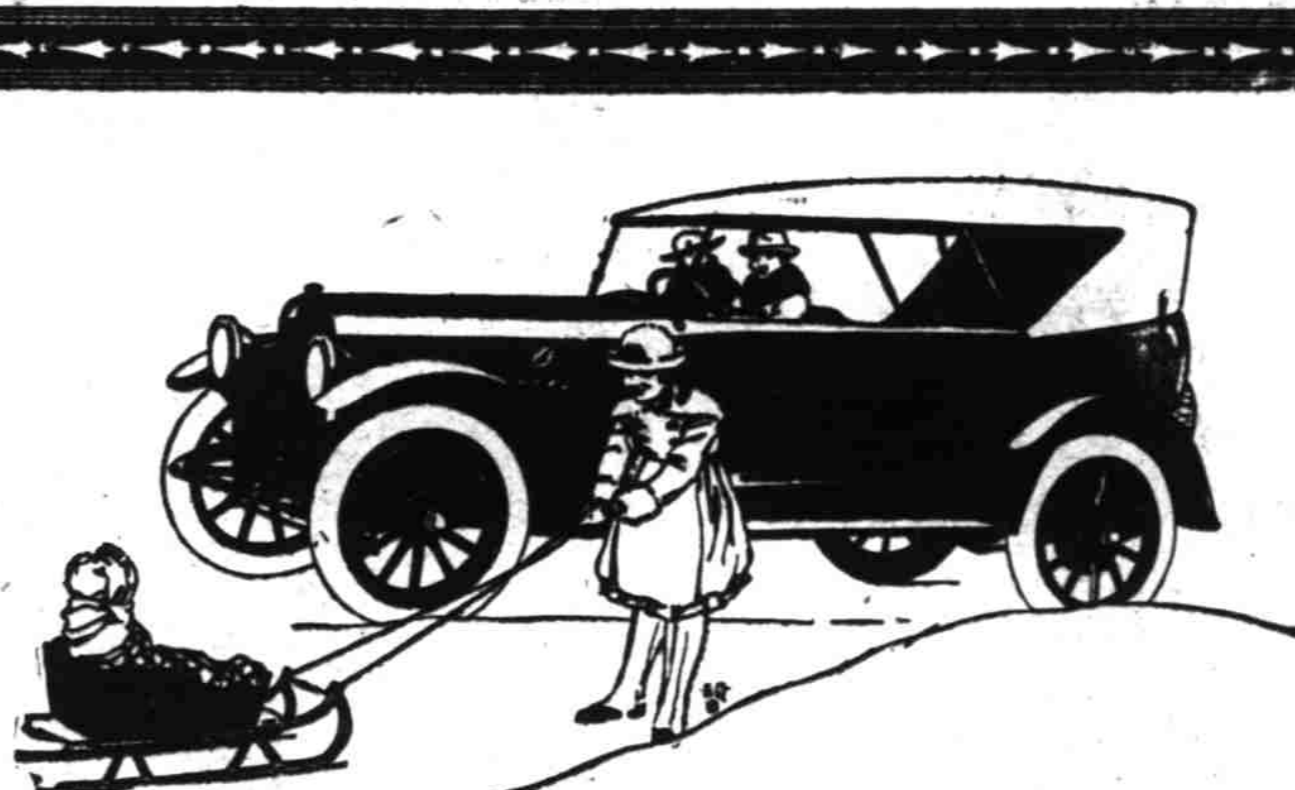
The Willard trade-mark branded into the side of the battery tells the whole story. For that mark is the sign of the Still Better Willard with Threaded Rubber Insulation.

It is the outward and visible sign of the biggest storage battery improvement in years.

It stands for durable, Threaded Rubber Insulation—for a battery in which the need of re-insulating is indefinitely postponed.

Next time you're in, ask us for the booklet B-3, "A Mark with a Meaning for You"—it tells exactly what the Willard Mark stands for.

AUTO ELECTRIC EQUIPMENT CO. Sixth and Burnside Streets—Broadway 1073



PAIGE The Most Beautiful Car in America

THE modest price of the Paige Linwood "Six-39" fails to measure the real value offered in this popular five-passenger car.

Even five hundred dollars more could not buy you greater utility, because the Linwood provides everything a family could possibly require for daily motoring service.

Comfort, roominess, sturdiness, reliability and beauty—those are the five qualities that especially distinguish this car among the light sixes of popular price.

You will like the Linwood and become as enthusiastic over its merits as the thousands of owners now driving it. Ask for a demonstration.

Prices: "Six-55" 7-passenger \$1775; Coupe "Six-55" 4-passenger \$2850; Town Car "Six-55" 7-passenger \$3230; Limousine "Six-55" 7-passenger \$3230; Sedan "Six-55" 7-passenger \$2850; Brooklands 4-passenger \$1795; Linwood "Six-39" 5-passenger \$1330; Glendale "Six-39" Chummy Roadster \$1330; Dartmoor "Six-39" 2 or 3-passenger \$1330; Sedan "Six-39" 5-passenger \$1925. All Prices f.o.b. Detroit.

PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN

COOK & GILL CO., Inc. Distributors BROADWAY AT EVERETT