

### WONDERFUL DRIVER IS TRIUMPHANT IN UNIONTOWN RACES

Tommy Milton Squeezes Out Victory in Contest With Louis Chevrolet and Ralph Mulford.

### USUAL THRILLS ARE PRESENT

Toft Throws Wheel and Joe Thomas Strikes Outer Rail and Spins Around Several Times.

The opening of the 1919 automobile racing season in the east, at Uniontown, Pa., May 19, proved a big triumph for Tommy Milton, the youthful speedster from St. Paul.

At the wheel of his Duesenberg he out-distanced a field of 13 contenders, winning the 11 1/2-mile victory sweepstakes in the phenomenal time of 1 hour, 10 minutes, 2.22 seconds, maintaining an average speed throughout the race of 56.24 miles an hour—a new track record for this distance.

In capturing the Universal trophy and setting a new speed mark for the track, Milton verified the track tradition that no driver can win at Uniontown without making a continuous run, for he drove a wonderful non-stop race and at the finish crossed the line at a speed better than 100 miles an hour. He drove on Goodyear cord tires of the straight side type.

The veteran, Louis Chevrolet, in a Frontenac, led the field for the first five laps, when he was passed by Ralph Mulford, also driving a Frontenac, and for 52 laps the contention between these two seasoned speed demons provided thrilling entertainment for the spectators. But in the closing laps Tommy Milton was gradually creeping up on the two leaders and on the fifty-second lap assumed the lead, holding it until the finish.

### CHEVROLET IS SECOND

Chevrolet stormed across the tape but a few seconds behind the flying Milton, closely followed by Ralph Mulford, Cliff Durant, in a Chevrolet Special, Joe Boyer, driving a Frontenac, Louis LeCocq, at the wheel of a Roamer, and Earl Pitke, also piloting a Roamer. Finished in the order mentioned, Chevrolet, Durant and Pitke also finished the race without a stop for any purpose. All the finishing drivers piloted cars equipped with Goodyear cord tires and Goodyear tubes.

The race was not without the usual thrills. On the sixteenth lap Omar Toft, driving a Toft Special, threw a wheel just after passing the grandstand, while traveling 95 miles an hour. In a wonderful exhibition of driving skill and daring, Toft brought his three-wheeled mount to a place of safety near the inner rail while the other drivers whizzed by. The runaway wheel, with its tire inflated, rolled down the track and took the curve beautifully, traveling about 500 feet, when it took a bound and disappeared over the fence.

### THOMAS HITS RAIL

Only a few seconds later, the big Mercer car, driven by Joe Thomas, the Pacific coast racing star, in coming down from the famous death curve, struck the outer rail and whirled around the track several times, with the spinning wheels emitting sparks of fire, finally crashing into the opposite rail, without injury to the driver. Inspection showed a broken spring and a sprung axle, putting the car out of the running.

On the ninety-eighth lap as Chevrolet was rounding the same curve, his car was seen to swerve from one side of the track to the other, and the crowd rose in apprehension of a serious disaster, but the master driver soon regained control, straightened out his car and continued on his course. In the opinion of many he might have finished first but for the time lost in this maneuver.

### Trucks Are Intended To Be Fully Loaded

The majority of truck operators do not realize the full strength of their trucks and consequently are allowing the big draw-bar pulling power which is far greater than the actual rated carrying capacity, to go to waste. All standard trucks are equipped with motive power from two or five times greater than their maximum rated carrying capacity, and loading a truck to full capacity increases its pulling power by giving additional traction to the drive wheels. It has been proved by careful tests, under various working conditions, that it is practical for a truck to pull a properly constructed trailer of at least the same capacity as the truck to which it is attached, thereby making it possible for a truck to more than double its hauling capacity without increasing the operating cost to exceed 10 per cent.

### Delays of Trucks Should Be Recorded

In motor truck service where there are opportunities for delay on the road, the owner should by all means install some accepted type of recording device, that will give him each day a complete record of the truck's movement. It has been found that an accurate record of this kind reduces the time lost on route anywhere from 10 to 50 per cent. Many of these devices are not as expensive as might be thought.

### Wood Wedges Cure Sagging Auto Doors

When the doors on one side of the body do not fit properly, either because they are hard to close or fit too loosely, with so much clearance that the catch will not snap, the trouble may be cured by placing wooden wedges under the body at the rear. Metal plates may also be used. In either case the wedges should be bolted through the frame so that it will remain firmly in place.

### Inserting Tubes

In inserting the tubes in giant pneumatic tires as used on trucks today, it is particularly necessary to see that the flap is evenly distributed around the circumference of the tire. It may seem to be too short at first glance, but after it has been smoothed down firmly, it will lie so that its base is in line with the base of the beads of the tire.

### SNAPPY CAR IS ONE OF BEST SELLERS



Lewis E. Obye and four passenger Paterson roadster

### LOST LAKE MAY BE GOAL OF NEW ROAD

Committee at Hood River to Solicit Subscriptions for Building of New Highway.

Hood River, May 31.—At the suggestion of a member of the Game Protective association, a committee has been formed to solicit subscriptions from the general public toward the building of a road from Dee to Lost Lake, one of the most beautiful of all the Oregon lakes. The county recently voted a sum of \$250 toward this road, but owing to the increased cost of labor and material, it was realized that this sum would not be sufficient to complete the work.

In a canvass lasting a few hours, the local committee has raised considerably over \$400 and further contributions to the amount required are already in sight. This road will connect the Columbia River highway, through the valley, to the edge of the forest reserve, and at the same time the forest department will commence work on the four-mile strip between the forest boundary and the lake. "Through to the lake this summer" is the slogan of those behind the project here, and there is every prospect of their plans being realized. What will undoubtedly be one of the most beautiful camping resorts will be opened to tourists and residents of this section.

This news will also be of great interest to anglers, inasmuch as good fishing has been reported by the few who have undertaken the hardships of a journey up the Lake branch of Hood river and through to the lake. Lost Lake is well protected from the wind, with the result that Mount Hood is perpetually mirrored in its placid waters, forming a picture that, when the road is opened up, will become famous throughout the whole of America.

### Automobile Men Go On Trip to Wilson

C. C. Hurley, manager of the Portland Used Car store, and a party of Oregon Motor car company's salesmen, including Dale Chessman, left Thursday noon for a few days' fishing on the north fork of the Wilson river. Clyde says he hears that the fish are biting anything from a fly to a wooden minnow up there, so he is going to try his luck. The party expects to return Monday morning.

### Thick Disks Solution For Adjusting Valves

In many of the older car models no means of adjusting the valve clearance is provided. By slipping one or more fiber or metal disks of sufficient thickness to take up the excessive play between the bottom of the valve stem and the push rod this trouble may be obviated. A metal retainer cut from sheet metal will keep the disks in place.

### ROAD DEPARTMENT HAS 498 EMPLOYEES

Salary List Increases Commensurate With Increase in Highway Construction.

Commensurate with the large amount of state road work under way is the growth of the state highway department. The number of employees now stands at 498. Of these 434 are employed in construction and field engineering and 64 in the main and division offices. In February the total number was 270, and in March 393.

Those employed in the Salem office number 49 and are thus classed: Administration, 4; division engineers, 4; office engineers, 4; blue printing, 2; drafting department, 10; bridge department, 11; auditing department, 7; purchasing department, 3; legal, 2; filing, 1; telephone and mail, 1.

For the month of April the salaries and traveling expenses paid amounted to \$42,484.28. This is an increase of \$12,715 over the amount paid out in March, \$29,768. For February the amount was \$21,205.78; for January, \$15,270.65; and for last December \$11,398.65.

Of the \$42,484 paid out in April \$33,761.06 went for field engineering. The remainder was distributed as follows: State highway engineer and assistants, \$3,158.99; office engineering, \$13,236.63; bridge department, \$10,114.44; general administration, \$485.82; highway commission, \$161.25; auditing department, \$887.92; purchasing department, \$360.32; legal department, \$517.50; Portland office, \$787.32; Medford office, \$56.

### Road Tar Should Be Removed Promptly

Unless washed off promptly with soap and water, road tar will quickly harden on a car, leaving unsightly streaks and spots. There are several good ways of removing it, however. One consists in the application of butter or oleomargarine, which will soften the tar without injuring the varnish. Another good solvent is cocoa butter, which is used in the theatrical profession for removing grease paint. This can be purchased at drug stores and is a harmless solvent for all kinds of oil and grease, as well as tar.

### Routledge Company Buys G. M. C. Trucks

To take care of its rapidly increasing business the Routledge Seed & Floral company has added two GMC trucks to its delivery equipment. During the planting season the company employs from 75 to 100 persons, the normal working force being about 45 persons. The company has purchasing agents in all parts of the world, and issues annually 50,000 124-page illustrated and descriptive catalogues for its customers and prospective customers.

### Oil Reservoir Is Better Than Cups

The car owner who is handy with tools may find it profitable to replace a number of the grease cups which lubricate important parts of the mechanism by an oil reservoir, with leads running to these various parts, such, for instance, as the thrust bearing or throw-out collar of the clutch. This other should be constructed much like a mechanical oiler, with controls for each lead.

**Remove Grease at Once**  
Remove grease, oil and acids from your tires at once by using a cloth moistened in gasoline. Examine clinch-rims occasionally for irregularities and rust.

## TIRES TIRES

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|                             |         |                              |       |
|-----------------------------|---------|------------------------------|-------|
| 30x3 Standard Four          | \$12.75 | 33x4 Goodyear Pl. Q. D.      | 25.75 |
| 30x3 Vitale Non-Skid        | 12.50   | 33x4 Ajax Pl. Q. D.          | 23.50 |
| 30x3 J. & D. Ribbed         | 14.25   | 33x4 Vitale Non-Skid         | 25.00 |
| 30x3 Keystone               | 14.25   | 33x4 Keystone Non-Skid       | 26.00 |
| 30x3 Century Ribbed         | 13.75   | 33x4 Century Plainfield      | 30.50 |
| 30x3 Kelley Springfield     | 19.50   | 33x4 Kokomo Non-Skid         | 33.35 |
|                             |         | 33x4 Savage Non-Skid         | 33.75 |
| 30x3 1/2 Pisk Plain Tread   | 13.75   | 34x4 Congress Non-Skid       | 23.80 |
| 30x3 1/2 Firestone Plain    | 15.25   | 34x4 Flak Plain              | 26.00 |
| 30x3 1/2 Century Non-Skid   | 17.50   | 34x4 Firestone Non-Skid      | 28.25 |
| 30x3 1/2 Keystone Non-Skid  | 18.50   | 34x4 Century Plainfield      | 30.50 |
| 30x3 1/2 Vitale Non-Skid    | 15.95   | 34x4 Savage Non-Skid         | 34.45 |
| 30x3 1/2 Savage Non-Skid    | 20.15   | 34x4 Kokomo Non-Skid         | 34.10 |
| 30x3 1/2 Kokomo Non-Skid    | 20.00   | 35x4 Savage Non-Skid         | 40.00 |
|                             |         | 35x4 Savage Plain            | 34.25 |
| 32x3 1/2 J. & D. Ribbed     | 22.75   | 36x4 Savage Non-Skid         | 40.65 |
| 32x3 1/2 Century Non-Skid   | 21.25   | 36x4 Savage Plain            | 34.75 |
| 32x3 1/2 New McGraw         | 19.50   | 36x4 Paramount Plain         | 29.50 |
| 32x3 1/2 Victor Springfield | 20.25   |                              |       |
| 32x3 1/2 Savage Non-Skid    | 23.35   | 34x4 1/2 Victor Ribbed       | 36.50 |
| 32x3 1/2 Kokomo Non-Skid    | 23.35   | 34x4 1/2 Congress            | 29.10 |
| 32x3 1/2 Keystone Non-Skid  | 20.25   | 34x4 1/2 Goodrich Cord       | 40.25 |
|                             |         | 34x4 1/2 Kokomo              | 38.90 |
| 31x4 Vitale Non-Skid        | 24.50   | 35x4 1/2 Portage N-S. Q. D.  | 35.00 |
| 31x4 Congress Non-Skid      | 22.25   | 35x4 1/2 Congress N-S. Q. D. | 31.90 |
| 31x4 Century Plain          | 19.50   | 35x4 1/2 Goodrich Plain      | 34.50 |
| 31x4 Kelley Springfield     | 28.25   | 35x4 1/2 Kokomo              | 39.00 |
| 31x4 Perfection             | 25.30   | 35x4 1/2 Perfection          | 39.50 |
| 31x4 New McGraw             | 24.30   | 35x4 1/2 Savage              | 47.85 |
| 31x4 Standard Four          | 26.25   |                              |       |
| 32x4 Congress Non-Skid      | 23.25   | 36x4 1/2 McGraw              | 32.00 |
| 32x4 Firestone Non-Skid     | 26.50   | 36x4 1/2 Kokomo              | 40.00 |
| 32x4 Montford Non-Skid      | 21.25   |                              |       |
| 32x4 Perfection Non-Skid    | 30.50   | 37x4 1/2 Savage              | 56.35 |
| 32x4 Savage Non-Skid        | 32.15   | 37x4 1/2 Victor Springfield  | 46.50 |
| 32x4 Kokomo Non-Skid        | 31.85   |                              |       |

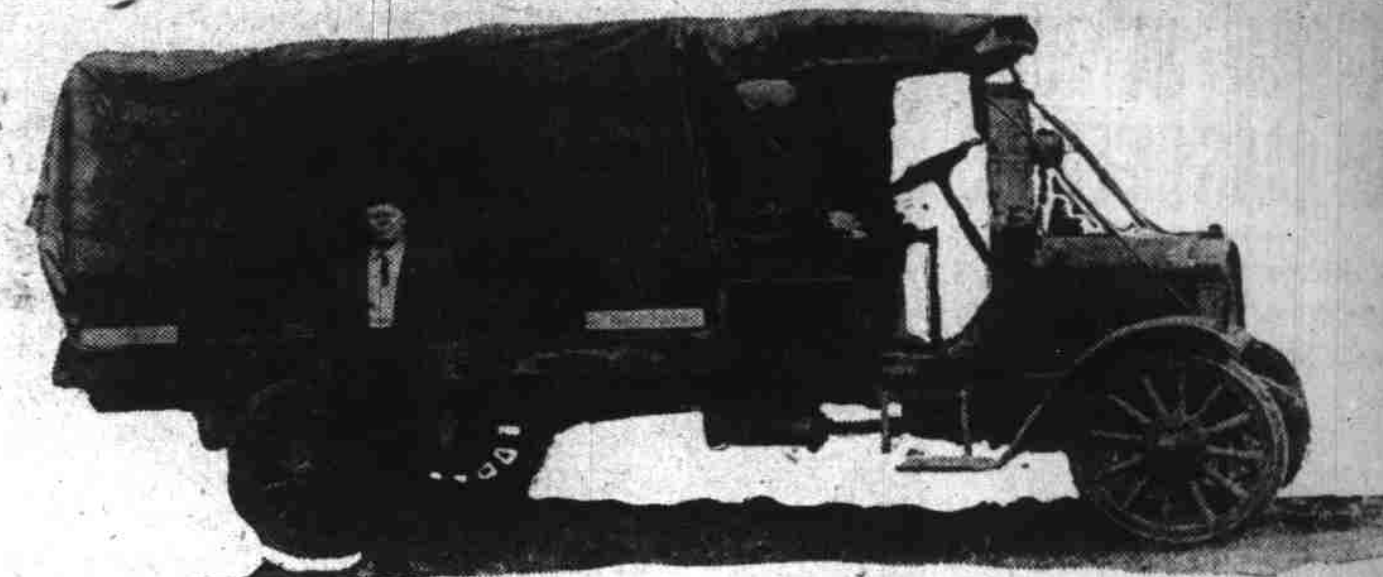
BRING THIS ADVERTISEMENT WITH YOU AND WE WILL ALLOW A DOLLAR FOR IT ON THE PURCHASE OF EACH TIRE SOLD UP TO MAY 31

Mail Orders Given Prompt Attention—Out-of-town customers deduct \$1 from the price of each tire wanted if you inclose this advertisement with remittance.

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### TRUCK USED IN GOVERNMENT SERVICE



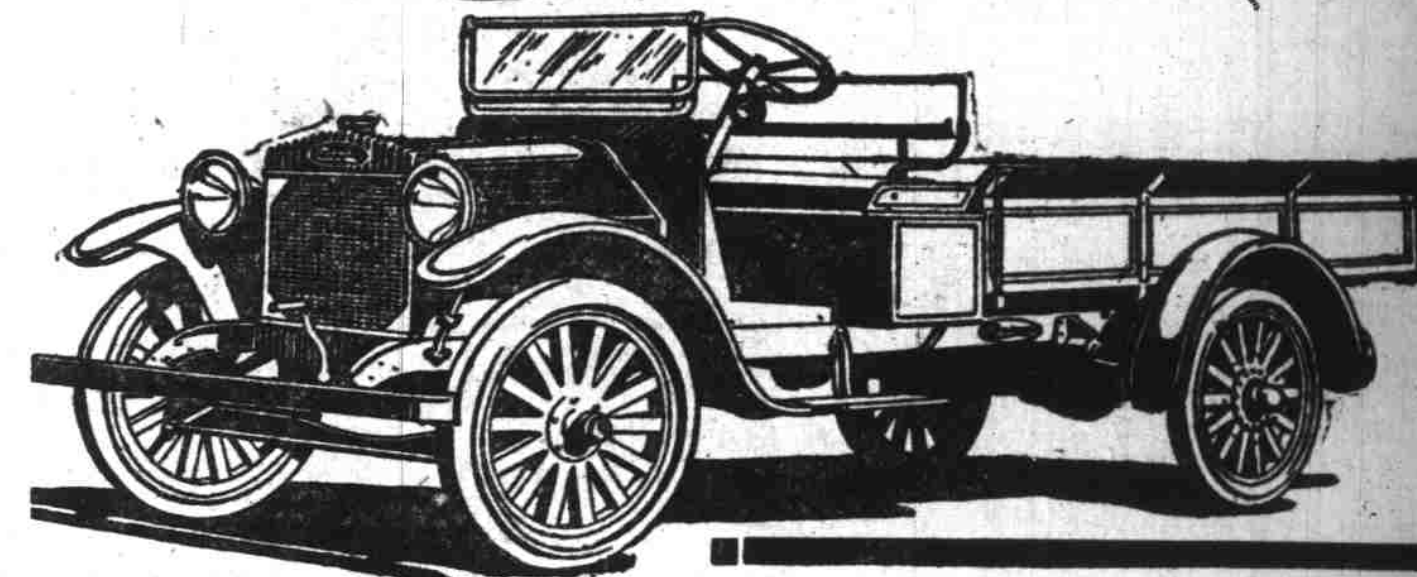
G. M. C. truck used for hauling supplies and equipment for land classification and fire protection service.

of the land classification service and also to the five lookout stations, so you see we are constantly called upon to go into country never before traveled by a motor vehicle."

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Don't let the weight rest on a deflated tire. Jack up the wheel or remove the tire.

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Prevent blowouts by avoiding severe jolts and by maintaining full air pressure.

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