

# ROAD FROM KANSAS TO OREGON IS IN FAIR CONDITION

Party From Middle West Taking Its Time and Seeing Country as It Goes Along.

CAMPING MUCH ENJOYED

Tourists Will Go to California From Here, Where They Will Spend the Winter.

The roads from Central Kansas are in fairly good condition, according to the information furnished by travelers from that state, and a recent trip by George Thompson, P. H. Walter and Peter Cullen, with their families, serves to bear out the information previously received.

The party from the Middle Western state is taking it easy and seeing the country as it goes. Camping has played a large part in the enjoyment of the trip, and since a touch of nature makes the whole world kin, the transportation vehicles consist of two Ford cars, a Dodge and Maxwell. The members of the party claim that all four of the machines are regular fellows, and fond of hard work. All of them have stood the tests provided in true tourist style, taking hills and level stretches as part of the day's work, and betraying no preference.

The tourists left Smith county, Kansas, about the middle of August, going north over the Golden Belt road to Fort Morgan, and then to the O. L. D. trail. The roads were found to be in excellent shape through this section, and the smooth sailing continued after striking the Lincoln highway. The party passed through Denver and went from that post to Fort Collins, in Colorado. Some days were spent in Denver.

**NO SIGNS OF PAVING**

No information was obtained along the Lincoln highway that would lead one to believe that there is a plan for the immediate paving of any of the sections driven over. The roads are of gravel, smoothly rolled in most places, and well cared for. Numbers of tourists were noticed along the route, and the method of living was the roadside tent or camp car parked under the shade of a grove of trees back a bit from the highway. Everywhere existed the communism of the road, and the saw of "Judy O'Grady and the Colonel's Lady" seemed to be the spirit of the highway.

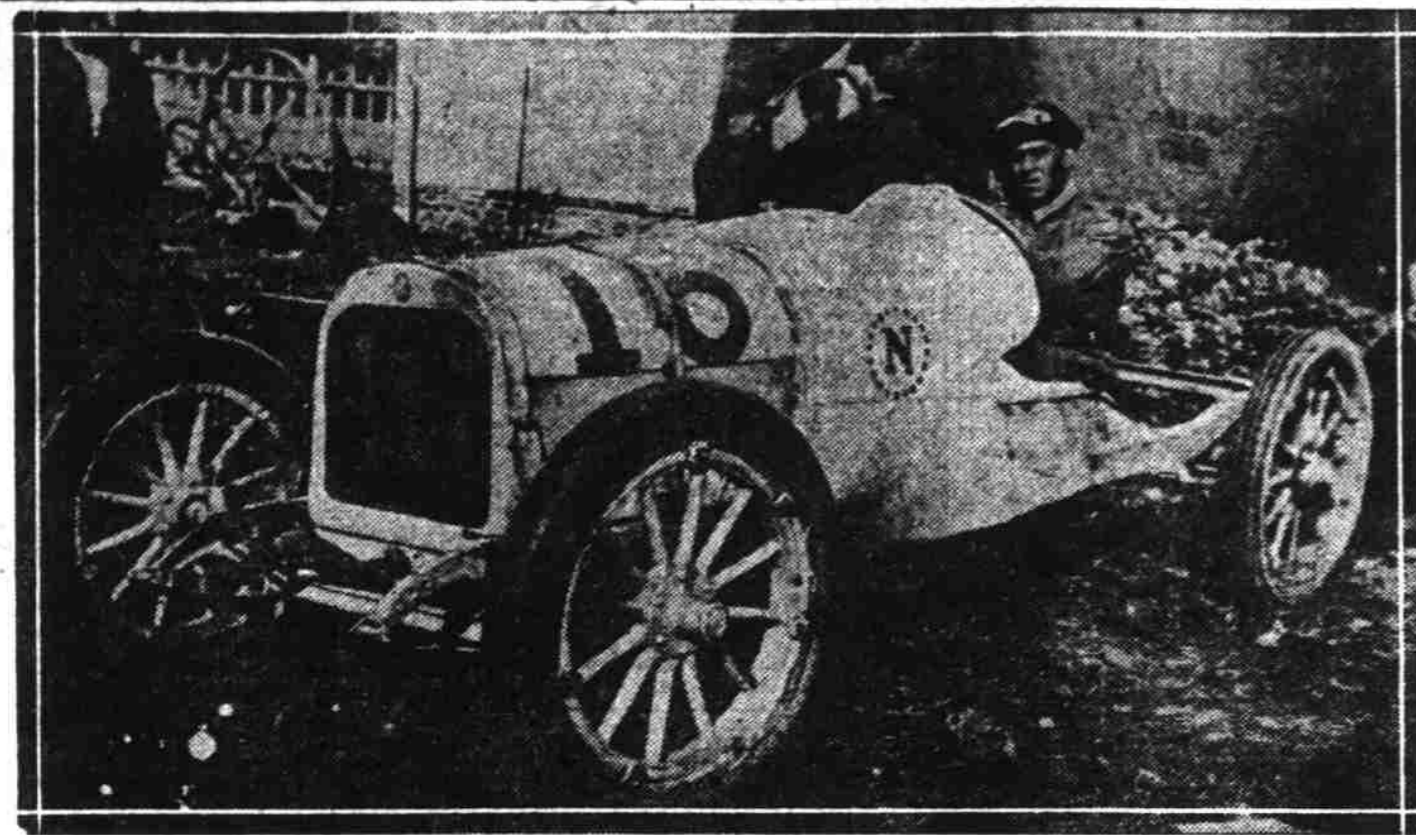
From Fort Collins the road led to Cheyenne and then northwest to Laramie, Wyo., the town being reached by means of the new cut off. The way continued to stretch along in the most inviting condition, and while no paving was encountered except in the towns, the hard dirt or gravel roads gave little need for the harder surface. A few rough places were met with on the way to Laramie, but were due chiefly to road construction, and excellent places for camping. From Laramie to Granger the going was not so good, the road being very rough and rutty, and filled with the ubiquitous "chuck." There was no evidence of much work going on along that part of the highway, the crown of the road work having gone pretty much to the dogs. Green river is crossed east of Granger, the scenery along the route calling for much stopping, and great amounts of conversation in regard to the beauty of the country. For the sportsman there is an abundance of fish in Green river, and excellent places for camping. During the hunting season numbers of people are attracted here from all over the country, say the tourists.

**IS HISTORIC COUNTRY**

The main highway does not go directly through Granger, but skirts the borders of the village about three quarters of a mile from the center of the town. The route along this section of the country is one replete with historic anecdotes, the fumes of gas now floating where roamed the bison and Indian not many years ago. History and the blue books say, and the tourist hears, that he missed a good many interesting things by not taking the trip a couple of decades ago. Then there might have been the pleasurable anticipation that while one was changing a tire, some one of the redskin tribe might get playful and execute one of those quick hair cuts for which they were so famous. No chance for that sort of thing these days, though, says Mr. Walters.

From Granger the road leads over the Wasatch mountains, and among them the Green river has caused for an attack

# BATTLE SCARRED TRUCK BECOMES RACER



Racing machine made out of battle-scarred Dodge light delivery truck. The truck, after making a record for itself in the carrying of needful things for the troops of the A. E. F., was torn down and remodeled by the soldier boys into a racing machine that bore away the winner's trophy at the Memorial day races at St. Nazaire, France.

of stage fright, and the chap with long experience feels that the drive may be interesting, after all. The road is rather narrow in some places, but is not dangerous if there is sufficient care used in the handling of the car. The roads are mostly dirt, and packed well.

## OVER OREGON TRAIL

The party spent a number of days in Salt Lake City, and then went over the northern route to Pocatello, and out the Oregon trail to Twin Falls and Shoshone Falls, thence to Boise. At Boise there is a wonderfully equipped camp for the use of tourists, according to the Kansans, where one may find every convenience for the use of travelers. There are electric cooking plates in the central cookhouse, and for a small charge to cover the cost of the fuel, use may be made of the facilities contained therein. Water is piped to several points in the camp grounds, and a bath house is being erected, the carpenters building the structure donating their time, and doing the work after hours. The night the motorists from Kansas spent in Boise these men worked far into the night getting the framework of the building completed. Every person in the town seems to have the same feeling toward travelers, many going out of their way to make the strangers feel at home.

From Mountain Home, south of Boise, to Baker City, the road was discovered to be in fair condition and rather smooth. The roads are constructed chiefly of fine gravel and the desert sand gleaned from the roadside. The roads were better between Baker City and La Grande, but became mere tracks for parts of a highway in the crossing of the Blue mountains.

**NOTHING BUT TRAILS**

The route through these hills consists of narrow trails, and too rough for comfortable travel. The road work on the highway between La Grande and Pendleton is going forward slowly, the gangs working out from each town. The construction has not reached into the Blue mountains as yet, but when the road there is improved, the tourists say that it will be one of the best parts of the trip. Farmers have been hauling wheat, and the cutting up of the roads by the heavily loaded wagons is largely responsible for the rough travel.

From The Dalles the going was easy, the Mosier hill being a mere trifle to what they had already gone through. All four machines made the grade without trouble. The party reached the Vista House last Monday, just after the president had left.

"It is the plan to go on to California in the winter, and return next spring to Kansas by the southern route."

## Engine Should Be Properly Aligned

The engine must always be properly aligned with the other units in the chassis and rest squarely on the brackets intended to carry it. No unnecessary strain should be put upon any part of the crank case when the engine is bolted down. All bolts should be kept tight, as any looseness in these bolts permits a hammering and pounding of the engine upon its brackets, which in time crystallizes the metal and breakage results.

Don't allow animals to stray on the highways.

## PROGRESS OF NEW HOME IS PLEASING

August Junge Has Outgrown Business Structure Occupied by Him for Past Few Months.

August Junge, one of those men with the building bug, or bee, in their bonnets, and who announced last week that he would shortly be smiling through the windows of a nice new structure, is well pleased over the progress that has been made with the plans for the new home for the lines he represents.

The building on Ninth street, near Everett, where he has been lately handling the distribution of the Diamond T truck, and which was constructed especially for his use, has become too small with the addition of the Jones car and the Traffic truck to his list of necessary vehicles for the public. For the present Mr. Junge will werry along in the old quarters, but as soon as the new home is completed, over he will go without a regret.

The new building for which arrangements have just been made will be located at Tenth and Flanders streets, and will house the newly-formed Rex Motor company. The building will measure 100x100 and the cost of the structure will be approximately \$20,000. The plans have been put in the hands of an architect, who has put the wheels of construction in motion, and predicts completion of the work in 60 days.

The development of the firm handling the Diamond T truck has been little short of wonderful, for in a few months Mr. Junge has been in the local field the activity of the truck line has increased in the most pleasing manner, and many are the compliments that have fallen to the lot of the local distributor from the spare hand of the factory officials. The old location on Burnside street was quickly outgrown, and now the second rung in the ladder has been passed. The Traffic truck is a vehicle of standard specifications, and is built in two-ton size only. In a recent contest in Seattle, '88 of these trucks were sold in 60 days.

The Jones Six is manufactured at Wichita, Kan., and is a new car in the local field, though not a new one as far as popularity in the east is concerned. Mr. Junge is arranging for a complete service for all these lines, and expects to have a well equipped station for the care of the vehicles.

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## Cord Tires Must Be Kept Inflated To Right Pressure

Because cord tires do not need quite as much air pressure as fabric tires, many car owners are making the mistake of under inflating the cords.

A few days ago the United States Tire company decided to make an inspection to see whether there was any substantial laxity in the matter of air pressure in cord tires, so it sent an inspector out on the streets of New York to make as many tests of air pressure in cord tires as possible.

This inspector tested tires on many cars, no attention being paid to the make of the tire. His report was that nearly all cord tires were under inflated to a degree that meant real loss in the wearing qualities of the tire.

The inspector's report indicated that motorists are taking it for granted that because the cord tires do not require as much air as fabric tires, they can afford to be careless about the inflation of their cords. Cords require about five pounds less air than fabrics of the same size, but any inflation under the required figure means a shorter life for the tire.

## Kelly - Springfield Truck to Be Handled By a New Company

E. J. Jeffery and C. S. Hanawalt have combined under the name of Jeffery & Hanawalt, Inc., and announce this week that they have secured the rights for the Oregon distribution of the Kelly-Springfield truck.

Mr. Hanawalt is a truck man of wide experience and formerly was with the Portland Motor Car company. Jeffery was formerly with the Kenley Auto company, when that company was handling the Kelly agency.

The Kelly-Springfield truck is manufactured in Springfield, Ohio. Men coming back from overseas report that the continental roads, and gave excellent service. Numbers of them were in use in the air service and were used for the transportation of planes, equipment and supplies to the various fields.

The home of the new firm is to be located at 65 North Twenty-third street.

## Electrical Service Is New Feature of Battery Station

Charles S. Harper, manager of the local Willard service station, announces that an electrical department has been opened in connection with the main plant and has been put in charge of the Willoughby brothers, men who are experienced automobile electricians and thoroughly familiar with Willard service. The Willard manager thinks this is a combination that will appeal to motorists who are interested in battery service, as the new department is well equipped to handle all phases of automobile generator and ignition work.

The idea behind the installation of the department, says Mr. Harper, is the desire to get at the real seat of the trouble with the electrical system and to educate the public concerning battery care. When the battery goes wrong, sometimes it is the fault of the electrical equipment rather than that of the battery.

Every effort will be made, says Mr. Willoughby, to keep up the high standard of service that has been maintained by the Willard branch in the past.

## Silk Manufacturer Likes Motorcycling

M. M. Belding Jr., a well known silk manufacturer of New York city, is an enthusiastic motorcyclist despite the fact that he also owns four automobiles. He uses a Harley-Davidson model mount on Goodyear tires and for real sport prefers it to any one of his four cars. During the past season at Palm Beach, Fla., he was often seen enjoying a spin on his two wheeled mount.

**Vaseline for Terminals**

The car owner should not forget that ordinary vaseline is perhaps the best medium available for coating battery terminals and connections. The vaseline has the great advantage of preventing corrosion from acid or water that may have been spilled.

**Willard SERVICE STATION**

# MAKING SPECIAL TRACTORS TO PULL LOADED TRAILERS

Manufacturers Recognize Latest Methods in Transportation Are Making for Efficiency.

FIFTH WHEEL IS ADDED

Over Good Roads Most Any Truck Is Capable of Pulling More Than Its Own Load.

Many well known motor truck companies have been so thoroughly convinced, after investigation, of the advantages and economies of trailers and semi-trailers in various lines of business that they not only recommend their use, but are themselves manufacturing special tractors for hauling trailers.

Among the companies offering such tractors as regular models are the Pierce-Arrow, International Motor, Garford, G. M. C. Locomobile, Sterling, Gramm-Bernstein, Indiana, Service, J. C. Wilson, Acme, Wither, Maister, Fulton, Armleder, Moreland, Koehler, Day-Elder and Oneida.

Other companies, including Kelly-Springfield, Lewis-Hall, Macocar and Dart, build tractors on special order. In nearly all cases where the truck manufacturers do not build tractors they recommend the use of trailers with their regular short-wheel base truck models.

**SPECIAL DESIGNS**

The tractor trucks are designed especially for draft work, having short wheel base, extra strong frames, heavier axles, wheels and springs, larger tires, lower gear ratios and special built-in attachment devices for the trailers or semi-trailers.

The foregoing facts, developed by an investigation just made by the Trailer Manufacturers' Association of America, show that motor truck manufacturers now recognize the trailer as the newest development in economical and efficient haulage by highway and an important aid to them in selling transportation to industrial and commercial concerns.

A considerable number of truck companies employ transportation engineers who have made a special study of all phases of haulage and whose duty it is to analyze the customer's requirements and recommend the particular equipment best suited to meet them.

**EXPERT CONSULTATION**

By calling such experts into consultation the prospective purchaser of haulage equipment finds a solution for the most difficult transportation problems and avoids costly mistakes.

The use of trailers enables the truck owner to greatly increase the capacity of his truck at a very slight additional expense and in many cases makes truck operation economical where otherwise it might not compete successfully with haulage by team.

On good, hard roads, with moderate grades, almost any good truck has sufficient excess or reserve power to haul, in addition to its own capacity load, a trailer with an equal load, or by the substitution of a fifth wheel for the truck body, to haul a load of double or triple its rated capacity with a semi-trailer or two-wheeled trailer.

**"FIFTH WHEEL"**

In the latter case, half the load is carried on the rear of the truck and the other half on the trailer wheels. The fifth wheel is attached to the truck frame directly over the rear axle and supports the front end of a semi-trailer.

It permits an up-and-down rocking motion and commonly is provided with springs to take up the shock of starting the semi-trailer with its load. The fifth-wheel trailer provides the most economical and convenient means of transporting excessively long timbers, poles, pipes, stage scenery, derricks, etc., or unusually heavy articles such as steam boilers and engines, structural beams, stone columns, etc.

# WORLD RECORD BROKEN BY PORTLAND DRIVER



Walter Hadfield, who negotiated the course from Blaine, Can., to Tia Juana, Mex., in 51 hours 22 minutes.

## PORTLAND BOY IS RECORD BREAKER

Walter Hadfield Makes Distance From Canada to Tia Juana in 51 Hours 22 Minutes.

The Three Flag record has been broken again. This time it was a Portland boy, Walter Hadfield, astride a Harley-Davidson that did the trick, and the old record of 81 hours 15 minutes, the time made by "Cannonball" Baker over the course from Blaine, Canada, to Tia Juana, Mexico, back in 1915, is a thing of the far distant past. Baker broke his own record later, but when it is seen that in the four years since the first official run was made the time has been cut down to 51 hours 22 minutes, the follower of the motorcycle game can well be proud of the step that has been made.

Hadfield left Blaine, Canada, at 10:00 a. m. last Monday morning, and arrived in Portland at 7:20 the same night. Stopping here for a few minutes for supplies and food he started out again, and passing through Cow Creek and Pass Creek canyons, where many motorists have been stuck recently, he made excellent time over the route through San Diego to the end of the course in Mexico.

The total distance of 1716 miles was made in 51 hours 22 minutes. A glance at the chart showing the gradual cutting of the original record shows the improvement in machine, model development, and increase in driving ability that has been made:

Baker (Indian)	81 hrs. 15 mins. 1915
Artley (Henderson)	72 hrs. 25 mins. 1917
Bennett (Excelsior)	70 hrs. 0 mins. 1918
Scherer (Harley)	64 hrs. 58 mins. 1919
Baker (Indian)	59 hrs. 47 mins. 1919
Bennett (Excelsior)	53 hrs. 23 mins. 1919

**"Ninth and Everett"**

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Hadfield (Harley)... 51 hrs. 22 mins. 1919  
The run this year has been stiff because of the many detours, but obstacles were not sufficient to prevent new records from going up. The three flag record is so named because of the three countries through which the course runs.

**Damages Are Lien**  
In two recent cases in Tennessee it was decided that an injured person's right to a lien on a car, after obtaining judgment is a prior right to that of a dealer to whom payments were still due and owing.

**Keep Out of Middle**  
Don't leave car standing on main traveled portion of road while being repaired or while camping.

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From Mr. David Butek, founder of the BUICK MOTOR CAR CO. and inventor of the Overhead Valve MOTOR: "I would not be without MIRACLE OIL in my cars, as I find a much smoother running motor, with a great saving of gasoline."

From Mr. Blakader, MANAGER STUDEBAKER CORP. OF CANADA: "I am forced to say I find through the use of MIRACLE OIL my motor is running much smoother, with freedom from carbon trouble and a big saving of gasoline."

From Mr. Atkinson, CHIEF ENGINEER IN CHARGE OF METALLURGICAL DEPT. MAXWELL MOTOR CO., DETROIT: "Your theory of UPPER LUBRICATION is the correct one, and the motor public should receive MIRACLE OIL with open arms."

From Mr. Carlson, MANAGER PACKARD SERVICE AT PACK-PAID PLANT, DETROIT: "Your theory of UPPER LUBRICATION is absolutely correct, and we find through the use of MIRACLE OIL much smoother running motor, a big saving in gasoline and no carbon troubles."

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