

THE JOURNAL CAR BLAZED TRAIL ON PRESIDENT'S TRIP

Chandler Driven by A. R. Brown
of Twin States Motor Car Co.
Carried Press Party.

PICTURES ARE SECURED

Photographic Negatives Brought
Back in Time for Reproduction
on Same Afternoon.

When the parade in honor of President Wilson went over the Broadway bridge and became a formal sight-seeing tour, a Chandler Six in the capacity of Journal press car, and driven by A. R. Brown of the Twin States Motor Car company, Chandler and Cleveland distributors, was waiting at Broadway and Larabee with the intention of reaching Vista House and getting the picture of the president's visit there back in time for the daily paper.

When the head of the procession appeared over the slope of the long steel structure, the Chandler got away to a quick start, and led the line of cars out Broadway, along Sandy boulevard, and so out the highway.

Around bends, under the shade of trees bordering the way, the coloring of some of them just beginning to turn at the first suspicion of the approach of autumn, along the bluffs where the road gave the traveler a wide view of the spreading lowlands, or the department of the river, the car never paused, always seeming to have in mind the necessity of bearing its passengers out to the point of vantage before all others.

Looking back over the folded top of the machine, The Journal party was given the opportunity of observing the reception accorded the president at various points along the road, and of hearing the delighted cries of the little company of school children at Park Rose.

"He must not be far behind. There's the press car," were the words that came to the ear as the car whizzed by.

"He's just behind us. Look out, or you will miss him. Get your camera ready."

Such was the reply, and some little head would come up with a snap as the neck of a little watcher by the way stiffened, and a pair of eyes bright with anticipation would peer down the road where the harbingers of the department came whizzing along on the speeding motorcycles and to the car behind the one containing the fluttering flag.

So it continued as the Chandler sped along the harbingers of the coming of the nation's chief executive. People along the roadside, others in machines made in years far gone, or still others in cars of the latest make were seen and whisked past in the race for a story. An old weather beaten stage drawn by four horses rattled along, the relic of a bygone day, and two boys, attired in the garb of "regular cowboys," ambled along astride their friendly ponies, all four loitering in the road, held back from every other pursuit by the chance to see a president.

When the Vista House had been reached by the presidential party and the much desired pictures obtained, the Chandler slipped out with the procession, and taking the cutoff went on ahead, and crossed the river near the Automobile club. A run up the hill, and soon the long stretch of the Base Line lay out in front like a long asphalt ribbon.

Raising the speed to a good fast clip, the car raced through the peaceful noonday quiet of the country back from the river to the city.

Boiling Water in Radiator Is Bad Thing for Engine

The car owner frequently notices that when he is obliged to climb a steep hill with the spark retarded to keep the engine from knocking, by the time he gets to the top his radiator is steaming. If this is characteristic of any given engine the owner of that outfit had better get at the fundamental cause of it and cure it, so that the spark lever may be kept further advanced on hills.

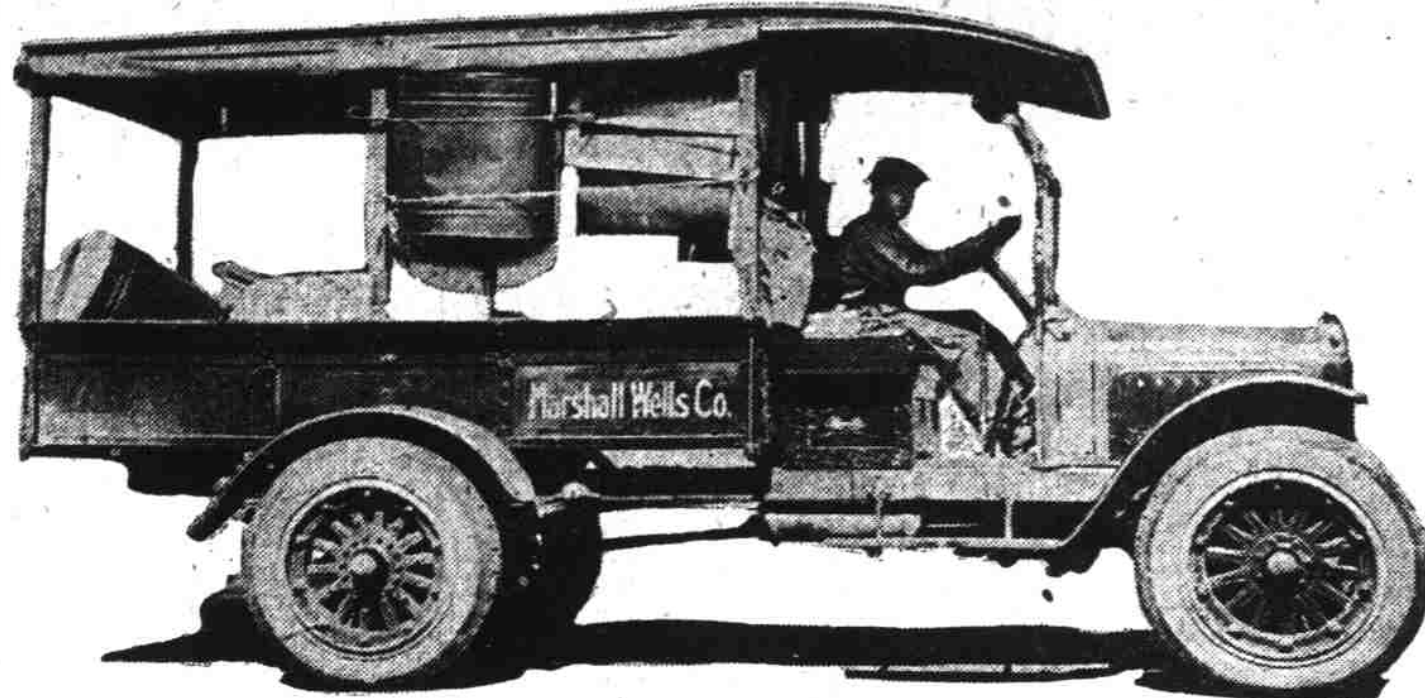
In the race to determine the most prolific cause to overheating our old friend carbon is well in the van, if not the actual leader. Carbon deposits cause preignition with just the same effect as if the spark lever had been too far advanced. The specks of carbon become incandescent and fire the incoming charge before its proper time.

In this case also the flame occurs when an undue area of cylinder wall is exposed, so that an excessive amount of heat finds its way through into the water. The symptoms of this cause of overheating are knocking, backfiring and a noticeable falling off in power. The only cure, of course, is removal of the carbon deposits, which may be done by scraping or by the oxygen method.

Many Motorists to Be Police Specials

The Illinois secretary of state, Louis L. Emmerson, has outlined a plan for better enforcement of traffic laws and regulations. He states 2000 motorists will be commissioned by him as special investigators, with no compensation, to report all violators immediately to local authorities. They are not required to report to the secretary of state, as he has no police power. A book of instructions has been issued to each appointee.

HARDWARE FIRM LIKES PNEUMATIC BEST



New Republic truck equipped with Firestone Giant Cord tires recently purchased from the Roberts Motor Car company by the Marshall-Wells Hardware company. This firm reports delivery costs considerably lower with pneumatic tire equipment than with solid tires.

BURNER DECLARED EFFECTIVE DEVICE

Invention Said Properly to Vaporize and Prepare Low Grade Fuel for Engine.

The problem of fuel cost and fuel consumption is one that has been getting the attention of the foremost engineers and chemists of the motor world, and many attempts have been made, and will be made, to arrive at a correct solution as the amount of fuel consumed increases, and as the use of gas driven vehicles becomes more general.

One of the greatest steps that has been made recently is the invention of a burner for the purpose of vaporizing and preparing low grade fuel for effi-

cient consumption, a device perfected by L. C. Allison, an American inventor and graduate engineer.

The successful use of low grade fuel, says the inventor, demands the perfect gasification of the fuel into minute particles, and with the admixture of air, the rendering of it into combustible, power producing vapor. The Allison burner takes the vapor of the fuel after it has left the carburetor and scientifically converts it into a dry and highly explosive gas.

The "burner block" is installed between the carburetor and intake manifold and receives the fuel vapor as it leaves the carburetor. This dries it thoroughly. Besides the burner block, the equipment consists of the flexible metallic fireproof hose, the spoon flame transmitter, auxiliary priming tank, needle valve dash priming pump and the inlet spray nozzle and connections.

The working of the burner is interesting and many have pronounced it to be a highly efficient device. All who have had the burner installed declare increased power at less cost has been the result. Affidavits from automobile associations and clubs seem to bear out the cordial reception with which the burner has come in contact.

The burner will fit any car and is easily installed. Users say less carbon

has been one of the results following the installation of the device.

The distribution of the burner for the local territory is being handled by the Jager & Edwards company, located at 92 North Broadway. This firm has been established recently on the local row, though both partners have long been in the automobile field.

Mr. Jager is looking forward confidently to the burner finding its way into the list of necessities of automobile owners and feels that the device will succeed because of its proved merits.

Circus Planning to Travel in Motors

The American Combined Motorized Circus company has been incorporated, with a capital of \$100,000, to operate a completely motorized circus. The first performance of the circus was held in Columbus, Ohio, recently, and it is planned to make an extensive trip through Ohio and adjoining states during the remainder of the summer and fall.

One of the novel features will be an entirely motorized circus parade.

More than 66 per cent of all the rubber plantations in the world are in British colonies.

LICENSE MONEY TO GO FOR HIGHWAYS

One Quarter Goes to Counter and Rest Goes Into the State Fund.

The motor vehicle license law provides that one quarter of the net receipts are to be returned to the counties in proportion to the amount received from them. The other three quarters go into the state highway fund.

The money going to the counties is to be a special fund known as "motor license fund." In its disbursement certain restrictions are imposed. It must be disbursed preferentially in the following manner:

First, for the payment of interest and retirement of bonds issued for road purposes.

Second, in case the county has no bonded indebtedness the fund is to be applied in the preparation of road bed and bridges on the state highway where the county prepares the road bed and the state lays the surface.

Third, in case no funds are required for this object the county may devote the fund to general road improvement in the county in the discretion of the county court.

These regulations apply to all counties except Multnomah county. In Multnomah county the fund may be used to assist other counties in improving roads which form a connection with Multnomah county roads. The Multnomah county commissioners may deposit the fund with the state treasurer to be expended by and under the direction of the state highway commission for the general improvement of roads outside Multnomah county but leading into roads of Multnomah county.

It is estimated that the motor license fund of Multnomah county will reach approximately \$150,000. The county provides about one third of the total motor vehicle revenue of the state.

It has been suggested that, owing to the important interest of Portland in the Mt. Hood loop highway it would be good business for the county to direct that the money be spent on this road in Clackamas county.

Warp May Cause Leak

If there is a lack of compression and on examination the valve heads seem clean and perfect, give the valve stems a careful looking over to see if they have not become warped by the intense heat of that part of the engine.

Bicycle Buying Is Result of Higher Streetcar Fares

"One of the immediate results of the increase in street car fares in many cities has been a wave of bicycle buying that is keeping the wheels humming in bicycle factories," says Fred T. Merrill of the Merrill-Strine Cycle company, distributor of National bicycles. "In the past few weeks several bicycle plants that have been closed for years have opened their doors and resumed operations with big orders ahead."

"As a means of getting back and forth from work, the bicycle seems to be winning back much of the prestige it enjoyed a score years ago. Men living within a mile or two of their work find they can pedal to business in a few minutes and even can get home at the lunch hour. There are few factories today where special arrangements are made for the storage of employees' wheels while the men are at work."

"One of the most promising features of the bicycle business is the big foreign demand, both for American bicycles and tires."

Set of Tires Has Run 52,000 Miles

How long should a tire wear? Some tires run 5,000 miles, some 10,000, some 20,000, depending largely on the care with which they are used. Occasionally a set of tires with careful driving renders service away beyond what the best of tires are ever asked to deliver. For instance, S. F. Webster of Fort Collins, Colorado, has just removed from his Franklin roadster, bought in 1915, two Goodyear rear tires that have served him ever since the car was purchased, with 52,000 miles to their credit. The two front Goodyears are still on the wheels rendering good service, apparently good for several more thousands of miles.

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RATIONING PLAN MAKING NO HIT

England's New System of Admitting Trucks Proves Big Disappointment in America.

Although Great Britain has repealed its restrictions on the import of motor cars, it is reported that the abolition of these restrictions may be only temporary. A new rationing plan allowing cars and trucks to be imported in proportion to the average number imported in 1912 to 1915 may be adopted. Up to September 1, 1919, imports have been rationed on the basis of 50 per cent of the 1913 imports in average monthly quantities.

Under present uncertain conditions surrounding the exporting of cars to European countries and the desire on the part of all American makers to obtain a wider distribution of their products in foreign fields, it has been noted that the final apportionment announced

by the British government permits the entry of but three makes of American made automobiles.

In a special communication to "Automobile Industries," the London correspondent says:

"The American apportionment of the 2000 cars which the British government will allow to be imported, in addition to the former rationing scheme, have been apportioned as follows: Ford, 2579; Studebaker, 769; Overland, 4941 total, 3842."

"The rest of the 6000 are to come from the French and Italian makers. It was at first presumed that the American factories would get the entire allowance. "The American figures are proportional to the total imports during the years of 1912 and 1915, exclusive. "American importers here have been greatly disappointed by the failure of the government to give them a definite statement on what they may expect in the way of business prospects beyond this allowance, which was undoubtedly made to partially meet the public demand for cars. British manufacturers are still struggling with slow production and are keeping up demands that their industry be protected by keeping out cars of foreign makes."

Try Some Graphite

The addition of a little pure flake graphite to the lubricating oil is a help to the motors that have seen some wear. Only pure motor graphite should be used. It forms on the metal surfaces, reducing wear and filling up scores in the cylinders.

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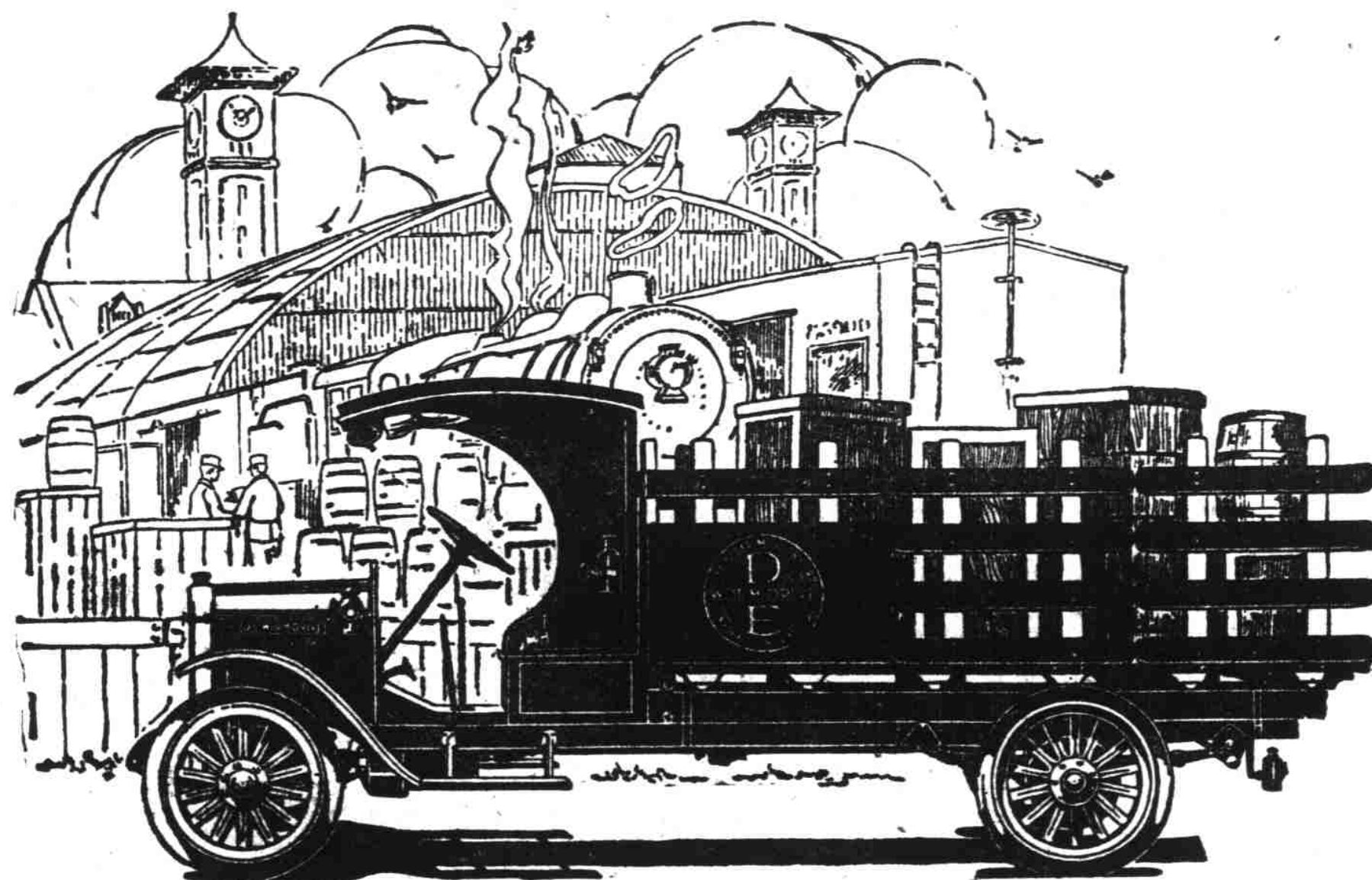
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