

AUTOMOBILES, TRUCKS AND TRACTORS

MOTORCYCLES — BICYCLES — ACCESSORIES

Full-Blooded Alaskan Natives Are Dying Out

ANCHORAGE, Alaska, Aug. 4.—Within a few decades full-blooded natives along the southwestern coast of Alaska will be scarce, according to Charles Coach, who has spent much time in the lower

Cook Inlet country. The squaws refuse to marry full-blooded men because the white men are better providers and offer better opportunities for social advancement, Mr. Coach explained. Only the educated native who has some regular mode of living has a chance to win a young squaw.

"More Miles Per Car"
Ray McNamara's
Tips for
SUMMER
Trips



HINTS ON DRIVING ON TRANS-CONTINENTAL TOUR

West of Kansas City, or other cities on other routes in the same longitude, the hills are left behind for several hundred miles, mostly flat dirt roads prevail, well dragged, and 250 miles per day is an easy day's drive for the first three days west of Kansas City. Tourists will note that land is about 1000 feet higher every 200 miles, until the foot hills of the Rockies are reached west of La Junta, Colorado; also farms and trees become scarce in the arid section. Therefore, it is advisable to carry an extra supply of water west of Dodge City, Kansas. The usual method of carrying water supply in the west is in

African water bags. These can be purchased in general stores in small towns, or auto supply houses in Dodge City. Their capacity is from one to five gallons, and will keep water cool enough to drink on hottest days. Two bags carrying two gallons each is the most convenient way to carry water. They should be suspended from top bow, or hung on the shady side of car.

As a matter of safety against oversight in filling your gasoline tank and crank case, or the possibility of leakage developing, it is a good plan to carry an extra gallon of oil and two gallons of gas. I personally have never run out of gas, oil or water, but it has given me a lot of pleasure to be able to assist other tourists less fortunate on several occasions.

For the second week-end, Trinidad, Raton, Las Vegas, Santa Fe, or Albuquerque afford very good accommodations. Scenery very interesting through this section, and the first long mountain climbs are encountered, namely, Raton pass, south of Raton; Glorietta pass from Los Vegas to Santa Fe, and La Bajada descent, on the Albuquerque road.

Always sound your horn up and down grades, proceed slowly down grades with motor in low or second gear, depending upon steepness of grade. Save your brakes; you will need them for emergencies. Keep well to the right to give the other fellow a chance coming up. Remember, brakes have to be in pretty good shape to make a 50-foot stop on level roads at 20 miles an hour speed. If an obstacle is in your way going down a 10 per cent grade, it might require 200 feet to make a stop at 15 miles an hour. Be sure that your brakes are good enough to bring your car to a dead stop on grades. Cars with long wheel base may have to back up on some of the La Bajada hairpin turns.

South and west of Albuquerque, on the Cocorro and Magdalena road, care should be used in negotiating the winding descent on Johnson grade, about 10 miles north of Socorro, and in making the ascent up Blue Canyon, west of Socorro.

In negotiating long mountain grades it is best to travel at easy motor speeds on low and second gear, depending upon steepness. To travel with wide open throttle on low and second speed overheats motor and engine oil and causes excessive pressures on main and connecting rod bearings.

Beyond Blue canyon, good fast roads prevail most of the way over Continental Divide, via Datil ranch and Quemado to Springerville and St. Johns, Ariz. On the road from St. Johns to Holbrook, the petrified forests are crossed. From Flagstaff, Ariz., the side trip to Grand Canyon is made, returning to main route again at Williams.

Roads across Arizona were in excellent condition last June via Ashfork, Peach Springs, Kingman, Oatman, where a long climb and descent is made to Topoc bridge, over Colorado river; then via Needles and Mojave desert, (the boiling point of America), which consists mostly of a coarse high-gear sand, with hard surface roads through the sand, which is hard to negotiate.

On account of very hot weather in this section a good many tourists make a night drive of it over the Mojave desert. However, the writer with his 230 pounds did not suffer at 117 degrees in the Needles last summer.

About 90 miles out of Los Angeles the San Bernardino mountains are crossed on good paved roads over Cajon pass, then 64 miles of valley boulevard to Los Angeles, from which point the tourists should visit San Diego, 124 miles south; then to San Francisco via the shore route, through Santa Barbara, or valley route via Bakersfield and Fresno to Yosemite valley and northern California.

For the Owners' Scrapbook. Last week: Arranging Schedule and Equipment for Transcontinental Touring. Next week: Be Cautious on Strange Roads.

OTTO J. WILSON HAS NEW BUICKS

Many Radical Changes in Buick Cars Now on Display By Local Dealer

For some time Dame Rumor has been pretty busy passing along information as to what the 1924 Buick models would be like. As usual, the Dame was mostly wrong. The new Buicks, just unveiled to the public, prove to be sensational both as to advanced engineering and body design, but scarcely along the lines that the loquacious Dame had so freely predicted.

Those of motordom who have been accustomed each year to expect a great deal of Buick are in no wise disappointed. Confronted in the show room by a huge poster detailing a formidable list of "new features," they had only to turn to the chassis to verify its claims in every instance.

A re-designed six cylinder motor—of course, being Buick it is valve-in-head—new four wheel brakes—just as distinctively Buick; increased wheel base—consequently more room; an ingenious new carburetor with simple arrangement for quick heat adjustment; complete automatic lubrication; new springs; new axles heavier frames. These are some of the literally scores of new features noted in the sixes. And many of these apply to the fours, including the four wheel brakes.

The new six cylinder engine of 60 to 70 horsepower, is a big story in itself, the brakes another, body design another, refinements and equipment another. Through adoption of newly designed cams and a heavier crankshaft, unusual quiet in operation has been attained, which adds one more element to the notable power, speed and smoothness of operation attained without a single sacrifice of Buick principles. All this is evolutionary rather than revolu-

tionary, while entirely consistent with past Buick practice.

Buick assures us that there is nothing experimental about the Buick four wheel brakes, they being merely an extension to all wheels of the successful external brakes formerly employed on the rear wheels. The change required, of course, a new and heavier front axle and front wheels, but no other chassis revision of consequence. The final approval of these brakes was made after a year's study in Europe of foreign design and more than 150,000 miles of road tests in this country. Demonstrations prove that these brakes, operated by the light pressure of a foot pedal, will stop the car at least twice as quickly as formerly and reduce to a minimum the possibility of skidding. On the whole they, without question, constitute one of the crucial advances in the history of Buick engineering.

The new body design immediately impresses the visitor as uncommonly graceful and beautiful, without being in any sense freakish. The radiator and hood are suggestive of the best foreign design, than on the sixes being fully nickleled, on the fours enameled. The headlights, with non-glare lenses, are of new and handsome contour, and, in noticeable harmony, the instruments on the operating board and the tail lights are of the same shape. Both sixes and fours have a flush type ventilator in the cowl.

On the various sixes the wheel base has been lengthened from two to four inches, affording much more room. In the larger cars, the auxiliary seats are four inches wider and afford riding for three persons. In fact, the so-called seven-passenger models can accommodate nine persons if necessary.

There are 10 body models on the six cylinder chassis and four body models on the four cylinder chassis. Of these, three types are new in the 1924 line. These are a five-passenger Brougham touring sedan and another five-passenger sedan designated as the "Double Service" both sixes, and a four-cylinder four-passenger coupe.

the custom quality of finish, appointment and equipment in all of the closed models. Nothing seems to be lacking to provide the utmost comfort in riding and driving ease, as well as in pleasure to the eye and sense of refinement. It is impossible to do even the justice to this line that a complete listing of the new advantages announced would do, owing to lack of space.

Great crowds have visited Otto J. Wilson's showrooms during the last four days and "have you seen the new Buick?" seems to be on everybody's lips.

PHONE SHORTCUT HITS

YOKOHAMA, Aug. 4.—It costs \$175 to have a telephone installed in this Japanese city, and of the 4500 applications for instruments on file, only 450 have been cared for since the first of the year. The trouble arises from lack of equipment.

Divorce records show that a fool and his "money" are soon parted.




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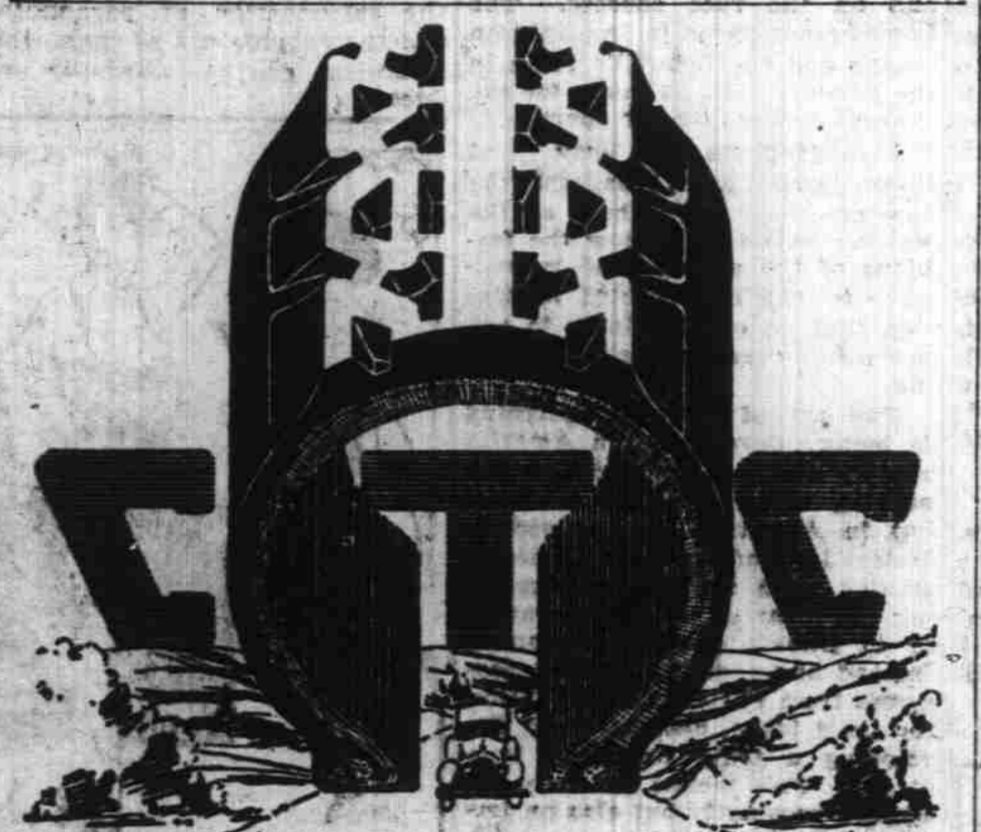
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