

# Automobiles and Good Roads

A Department Designed to Help Farmers With Progressive Road Ideas.

**MONEY TALKS.** There are about \$18,000,000 that are talking about coming to Oregon and Washington next year—but the probability is that most of them will stop somewhere else unless the Columbia Highway is completed. The money will be brought to the Pacific Coast by automobilists who visit the San Francisco Fair.

S. Benson, of the Benson Hotel Company, makes the estimate. It is founded on data gathered in California, and is the result of a careful canvass.

"It is estimated that at least 150,000 machines will come to California for the fair, and that their occupants will spend \$150,000,000 before they leave the state," said Mr. Benson. "Now, that is no rough guess."

"A careful canvass of automobile associations and clubs was made through the country to find out how many expected to come to California next year. Even in years when there is no unusual attraction 35,000 cars come to California from other states."

"With three persons in a machine they can keep their expenses down to \$20 a day. That doesn't provide for a chauffeur or for wines or cigars for the party. I can run a machine on that because I don't smoke or drink, and I drive my own car. There will be four and five persons in many of the cars. The machines will stay at least two months in the state. Three to a car figuring the least possible expense would mean that each machine spent \$1,200 in the state."

And here is where Oregon and Washington come in—or doesn't come in.

"The one thing that brings auto tourists to California is her good roads. If we had the good roads we could attract the tourists and profit by what they spent. There are 100,000 automobiles in California. About 30,000 of these make tours out of the state every summer. They never come to Oregon because we haven't the roads to attract them. It is certainly taking the lowest figure to say that 30,000 of the Eastern tourist machines would come to Oregon if we had the good roads and let the owners know about it."

"Now ten days is the shortest possible time in which a machine can get into the state and out again. One summer's crop would be \$18,000,000 or \$20,000,000. By spending 10 per cent of that much we could have the tourists. Not only would the state be enriched by the wealth they brought in and left, but it would have the roads for its own use, with a growing number of tourists every succeeding year."

"The people of California have seen what riches the tourists bring with them, and they have become artists in attracting them. Oregon has never been brought face to face with the possibilities of the matter, and the state slumbers peacefully. In California they pick out a little hill, and first they build a road around it. Then they give it a fancy Spanish name and have its picture taken from 17 different points of the compass. These pictures are put into a pamphlet, surrounded by reading matter that makes you think your life is misspent unless you see that hill, and the books are sent broadcast."

"Within an hour's drive from Portland, Tacoma, Seattle and Spokane there is scenery that can't be equaled in the entire state of California. Few people know it. The tourists from California can't reach it now. They get as far as The Dalles, and there they run against the gate that bars them out. The good road from California goes that far. I saw an Eastern man there last week, who had to leave his car at The Dalles and come into Portland by train. He didn't want to pay \$10 to ship his car here by boat. Besides, the boats have so many cars now that they can't take all of them."

"In addition to the tourist feature, the good roads will benefit every farmer within reach. It has been the common experience in California that if one of the good highways passes a place its value is increased automatically 50 per cent."

"It was a full realization of all these things that made the State of California appropriate \$18,000,000 for good roads in the last two years, and the counties add \$16,000,000 to that."

France in 1913 imported goods valued at \$1,642,117,000.

## Extravagance in Oiling

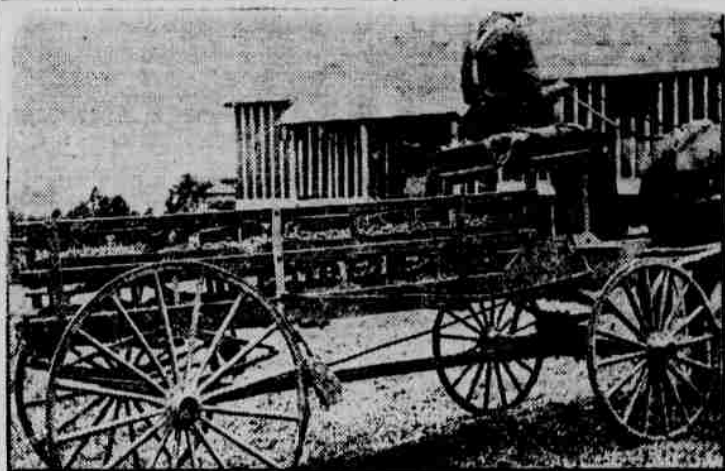
**T**HE winning car at the Indianapolis 500-mile race consumed less than two gallons of castor oil during the race, and another car which finished near the tail-end of those that completed the 500 miles used 35 gallons of oil. The difference between two gallons of castor oil and 35 gallons of high-grade cylinder oil must not be taken as any indication of the relative lubricating merits of these two products, but these two figures show the differences in lubricating systems of some of the racing cars that competed in this speedway classic.

If a car can average 82.47 miles per hour for 500 miles on two gallons of oil, then why waste 35 gallons in another car going the same distance and not averaging 70 miles per hour? It is inexcusable extravagance where such quantities of oil are used. Using 35 gallons of oil for 500 miles is equivalent to 1 gallon for every 14 miles. Aside from the expense factor in reality there is no excuse for such a condition of affairs. It is impossible to use such an amount of oil effectively in a motor traveling 500 miles. The condition of the speedway before the race was half over demonstrated that the oil was not being used but burned. In some cases great quantities of oil leaked from the crank case of the motor or through the end bearings, and so was not made use of. There were other examples of where a fracture in the crank case allowed the

oil to drain out and become a menace to the safety of others on the track.

It is to be hoped that 1915 will not only see the Indianapolis speedway entirely eliminate the smoke nuisance due to the burning of oil, but that it will also be necessary for every racing car to be fitted with some compact style of metal underpan which will prevent oil leakage from getting on the tracks to the danger of other contestants. It would be desirable that these underpans be provided with felt lining which would absorb the oil, and make it impossible even in case of a rupture of the crank case to have the safety of the track interfered with.

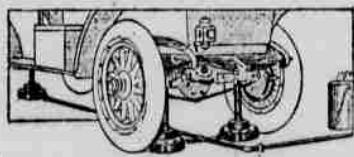
The consensus of opinion of many of the drivers is that it will be possible to have for 1915 speed averages of 85 miles per hour for the 500 miles provided the track is kept free of oil. In the recent race the oily condition of the turns greatly interfered with many of the contestants by way of cutting down speed and also making driving more dangerous. If we are to get that benefit from racing which we should, then the oil question must be taken under consideration. Rigid regulations must be laid down for next year's race and our manufacturers must build to meet these improved conditions the same as the foreign maker has had to do. It may be necessary to maintain a higher speed on the turns next year.



A Light Wagon for Short Hauls, Showing the Carriers Filled With Berries.

### Jack For Relieving Automobile Tires.

The automobile relief jack provides means for relieving the tires of motor fire trucks, and other apparatus, from the constant dead weight resting on a small surface of the tire while the apparatus is in the fire station. The de-



vice consists of a heavy diaphragm made of ducking treated with rubber, placed between two concave plates, one fixed in position and the other acting as a piston. The jack is operated by forcing water or other liquid through piping into the diaphragm, which is then locked in position.

### Lights Turn With Front Wheels.

David Hughes of Racine, Wis., has engaged in the manufacture of an appliance by means of which motor car headlights are focused in the same direction as the front wheels. The device is being given a thorough tryout on all Racine fire department vehicles. Patents have been applied for.

### Students Build Fireproof Garage.

A model fireproof garage is being constructed by students of the LaCrosse county agricultural school at La Crosse, Wis., as a part of the course in practical construction work. The building will be equipped for private garage and repair shop purposes and have room for a gymnasium. The structure will be practically a monolithic mass and all the work will be done by the students under the direction of a competent instructor.

## PREMIER

# "Non-Puncture" Auto Tires

Guaranteed 7,500 Miles Service

These tires bear the greatest known mileage guarantee, yet are sold at a price even less than tires of ordinary guarantee. This guarantee covers punctures, blow-outs and general wear. Guarantee covers 7,500 miles' service against everything except abuse. These tires are intended to most severe service.

Orders have been received for these tires for use in United States Government Service.

As a SPECIAL INTRODUCTORY offer, we will allow the following prices for the next ten days.

### TIRES—TUBES

	Tire	Tube
28x3	\$ 9.20	\$2.00
30x3	10.25	2.30
30x3½	13.50	2.80
32x3½	14.05	3.00
34x3½	15.25	3.20
31x4	17.00	3.25
32x4	18.00	3.30
33x4	19.50	3.40
34x4	20.40	3.60
35x4	21.00	3.80
36x4	22.00	3.90
35x4½	26.00	5.00
36x4½	27.00	5.10
37x4½	27.50	5.15
37x5	32.00	5.40

All other sizes. Non-Skids 20 per cent extra. 5 per cent discount if payment in full accompanies order and if two are so ordered, shipping charges will be paid by us. C. O. D. on 15 per cent of amount of order. Our output is limited, so we suggest early ordering. We sell direct only, giving purchaser the advantage of all middlemen's profits.

### NON-PUNCTURE RELINERS

Use our famous reliners, they eliminate blow outs and 90 per cent of punctures besides giving many thousand more miles' service to each tire. When in your tires you ride without worry or tire troubles.

For all 3 inch tires	.....\$1.95
For all 3½ inch tires	.....\$2.20
For all 4 inch tires	.....\$2.60
For all 4½ inch tires	.....\$2.75
For all 5 inch tires	.....\$2.90
For all 5½ inch tires	.....\$3.00

### NON-PUNCTURE TIRE FACTORY

Dayton, Ohio.



Before You Buy Investigate  
**DAYTON MOTORCYCLES**  
Single and Two Speed Models, With Many Exclusive Features.  
Write for Catalogue and Details.  
Bargains in Used Machines.  
**DAYTON CYCLE CO.**  
Oregon Distributors.  
210 Broadway. Portland, Oregon.

## TYPEWRITERS

RENT a Typewriter from the manufacturers, \$5 for three months; Remington No. 6 or No. 7; Smith Premier, No. 2 or No. 4; visible Remington, Monarch, Smith Premier, \$3 per month delivered anywhere. Rebuilt machines sold on easy payments.  
**REMINGTON TYPEWRITER COMPANY.**  
86 Broadway, Portland, Ore.

## Automobile Tires AT FACTORY PRICES

SAVE FROM 30 TO 60 PER CENT

	Tire	Tube
28x3	\$ 7.20	\$1.65
30x3	7.80	1.95
30x3½	10.80	2.80
32x3½	11.90	2.95
34x3½	12.40	3.00
32x4	13.70	3.35
33x4	14.80	3.50
34x4	16.80	3.60
36x4	17.85	3.90
35x4½	19.75	4.85
36x4½	19.85	4.90
37x4½	21.50	5.10
37x5	24.90	5.90

All other sizes in stock. Non-Skid tires 15 per cent additional, red tubes ten per cent above gray. All new, clean, fresh, guaranteed tires. Best standard and independent makes. Buy direct from us and save money. 5 per cent discount if payment in full accompanies each order. C. O. D. on 10 per cent deposit. Allow for examination.

**TIRE FACTORIES SALES CO.,**  
Dept. A Dayton, Ohio.

## \$82 WEEK EARNING CAPACITY

### "KING OF THE WOODS" DRAG SAW

With or Without Buzz Saw Attachment  
Will saw 20 to 40 cords of wood per day at a cost of \$1.00. PULLS ITSELF up the steepest HILL and over the roughest ground. Costs less than other makes. One man writes he sawed 56 ricks in 10 hours. Another sawed 40 cords in 9 hours. There's more you ought to know. Write for FREE catalog containing full description with testimonials from enthusiastic users. WRITE TODAY.

**Reierson Machinery Co.**