

Use of Auto With Least Expense

TO what work shall I put my automobile in order to realize the greatest possible benefit? What amount of pleasure and profit can I reasonably demand from it, and what is the least up-keep expense I can calculate on in its operation?"

The answers to the above questions depend on a great many things—in the car as well as in its owner and operator. The wearing quality and working capacity of one car may be so superior to that of another car that any estimate as to up-keep is next to impossible. The care and knowledge and skill of one driver may be so much greater than that of another driver that no matter how efficient the machine may be which he handles it will give only a fair degree of satisfaction. Then there is the element of luck which always plays a very significant part in operating a car. Accidents which cannot be avoided, even by exercising the greatest care, may occur, bringing loss financial and otherwise. One farmer may make the purchase of a car a most profitable investment. His neighbor may curse the day when "the blamed thing was bought." The same make and quality of car, the time of purchase the same, the same care and judgment exercised in its operation, but not the same luck. Therefore it appears that care and skill and knowledge are factors which do not always count. Location plays an important part in the up-keep of a car. There are roads and roads, as every car owner has learned to his everlasting chagrin and loss. And some farmers who built their homes long before the arrival of the modern "road devil" are actually so located that it would be a neck-breaking feat to drive an auto up to their front door—a risk none would undertake except on a high wager.

Proper Care of Machine Necessary.

The best life preserver for any machine is proper care and use. By getting the most out of an automobile we, of course, mean that in point of service it has yielded a full return for the money invested in its purchase in the form of pleasure, utility and whatever has contributed to our benefit without subjecting us to more than a very reasonable expense in its up-keep. It is well, therefore, to spend a little time each day, if possible, in examining the machines, makes a good driver. Who and make necessary adjustments so that when needed the entire car is in tip-top running order. If the farmer takes the proper interest in the looks of his car he will go on for years with an outlay of but gasoline, lubricants and tire repairs. As the machine gets older the expense item will assume greater proportions. Bearings will wear out and need replacing, piston rings, spark plugs and such small items must be replaced by new parts. It becomes necessary therefore to give the car an occasional overhauling in order to ascertain its true condition as to pistons and bearings, etc., and to remove carbonized oil from the walls of the cylinder.

Knowledge of the Machine Necessary.

To know his machine, its various elements and their respective uses, the amount of work and strain to which each can be put without injury, is essential to the car owner. When troubles arise it is necessary to know how and where to locate them in order to make the quickest possible repairs and adjustments. A knowledge of the principle of carbureters and ignition is of great value to one who would properly and successfully run a gas engine. The carbureter troubles so frequently met with are mainly due to ignorance, inattention and carelessness rather than defective mechanism.

Keep Things Clean.

The collection of dirt is destructive to efficiency and economy as well. Care of the fuel, cooling and ignition system is of significant value. Here, as elsewhere, "knowledge is power," and the successful operator has informed himself along the lines indicated. He knows the necessary conditions of working and control, as well as how to meet the many mishaps and disorders which in the course of time every auto owner will encounter.

Care in Driving.

To go to town in the busy season for repairs, provisions, etc., and get back "in a jiffy," is all very well, but un-

less it be a life and death matter, don't speed. It is a senseless, insane practice which finds no excuse. It shortens the life of the tires and subjects the whole car to a needless strain. It often shortens human life as well. The highest degree of efficiency may be attained by driver and car as well if sane methods are employed. A steady hand guided by an intelligent brain are the prime requisites. The farmer, accustomed to the care and operation of machines makes a good driver. Who shows mercy to his beast will show mercy to his car." The careful, merciful horseman knows the commercial value of judicious driving and governs himself accordingly with results satisfactory to all concerned.

Care of Tires.

As the greatest single item of expense is the tire, we will conclude this article with a few "Don'ts on Tires." If heeded the item of tire expense will be greatly reduced.

Don't speed.

Don't apply the brake suddenly unless absolutely necessary. Use the throttle more and the brakes less in controlling the car. This saves both the tires and the machine.

Don't allow grease and oils to come in contact with the tires. They destroy the rubber. So does rust. Paint, on the contrary, preserves it.

Don't allow the weight of the car to rest on deflated tires even when not in use.

Don't allow the side of the tire which shows more wear than the other to remain in the same position. Reverse the sides to insure even wear.

Don't ever run on a flat tire. If absolutely necessary and the distance is short, run on the rim.

Don't fail to transpose the rear and front tires when necessary, as the front tires wear less than the rear ones.

Don't be afraid to burst a tire by too much inflation. A tire, unless old or injured, is seldom over-inflated. The reverse is more often the case and does great injury.

Don't allow stored tires to get damp. It breaks down the fabric and weakens the shoe.

Don't allow blisters to form on the tire. Make prompt repairs.

Don't allow your front wheels to slide in a sidewise direction involving great wear on the treads. See that they are parallel.

High and steady temperature as well as strong steady light are destructive to rubber. Keep your auto when not in use, in a place where the tires are not thus tested.

Don't overload your automobile and see that the rims are straight and true.

GOOD ROADS IN WASHINGTON.

WASHINGTON state understands the value of good highways and is spending money by bucketful to bring the roads up to a high state of efficiency, according to E. L. Champion, northwest manager for the Firestone Auto Tire Company.

Mr. Champion has his headquarters in Seattle, but declares his interests are just as wide and comprehensive as the boundaries of the northwest.

"But there is no getting away from it, Washington is leading Oregon in good road construction," he said.

"Work on the Pacific highway is going ahead rapidly and along other routes as well. Within a short time the highway from Vancouver, B. C., to Aberdeen will be completed, and a large portion will be hard surfaced.

"The Seattle Automobile Club has joined the A. A. A. and is now agitating a proposition of having the state put all the auto tax money back into the construction and maintenance of the highways. The club wants a tax on the horsepower basis, with the understanding that licensed autos are not to be taxed a second time as property, a system now in vogue.

"Under the law as proposed, King county for example, would not get the full benefit of all auto tax money, despite the fact that the county would pay more than any other one. Instead the fun is would go for the construction of highways wherever they were most needed within the state.

"The club, along with the A. A. A., is trying hard to work a scheme whereby the federal government will give \$2 to the state's \$1 for construction of

main travel arteries. We consider that this much construction should be done by the main government. Then of course the communities and several counties could construct laterals, etc."

Owners who are driving cars with electric lighting systems should remember that in taking long trips it would be advisable to carry several extra electric light bulbs in the tool kit.

In order to get best service out of the spring bolts on your new car it is advisable to turn grease cups down every time you take the car out. If these spring bolts are neglected excessive wear will result.

MEDICINES OF THE GARDEN.

EVERY vegetable garden is a medicine chest full of remedies that are recognized by physicians as of considerable value in the treatment of various diseases. Onions, for example, contain sulphur oil and are recommended for insomnia and as an aid to gastric digestion. They should have a prominent place in the diet of sufferers from rheumatism, for they help to allay the pains.

Turnips and parsnips both have peculiar oily principles, which are of value as an aperient and diuretic. It is also claimed that they are good for coughs and hoarseness.

Potatoes contain solanin, which has certain diuretic properties.

The sulphur compound which it contains makes cabbage excellent in cases of scurvy and scrofula.

Spinach has iron in organic form and is used as a laxative on account of its fine digestible fiber.

Carrots are useful for correcting derangements of the liver. They are also excellent as a dressing for painful wounds and swelling.

The tomato exercises medicinal effects which are not completely explained by the presence of alkaline salts. There is a principle present which, when taken in a concentrated state, produces salivation and a free stimulation of the liver.

Sunflower seed should be fed mixed with other grain (one part of sunflower seed to 10 parts of other grain) for the evening meal three times a week. It is considered one of the best feather-growing feeds and will assist the birds in getting through the moult. Growing rye makes the best range. If your birds are more than two months old and fully feathered, the dew or rain will not hurt them except on cold, raw days.

An ordinary piece of mince pie is said to be the equal in food value to a piece of beef, a slice of bread and a potato.

War and Business

life are two vastly different things—but they are alike in this—proper preparation is NECESSARY to success in either.

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Vancouver, Wash.—Geo. P. Larsen, Secretary, September 7-12.

Send, Wash., Arch C. Tweedie, Secretary, September 10-12.

Interstate Fair, Spokane, Wash.—Robert H. Cosgrove, Manager, September 12-20.

Walla Walla, Wash.—Robert H. Johnson, Secretary, September 14-19.

Washington State Fair, North Yakima, Wash.—September 21-27.

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Victoria, B. C.—Geo. Sangster, Manager, September 21-27.

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