

FORDSON TRACTOR AT SPEEDWAY RACES JULY 4

Trips to Crescent Popular

By S. E. BEOKAW, Assistant Manager Automobile Club of Western Washington.

What has proved by far the most popular tour in this section of the country this year is the trip to Lake Crescent and the ocean at Mora about 80 miles beyond. Starting out from Tacoma via the Pacific highway to Olympia, thence via the Olympic highway thru Shelton, Hoodport, Pottlatch and Quilcene, the roads are reported to be in excellent condition.

A short detour between Tacoma and Olympia is a little rough, and a section of the road between Olympia and Shelton is not receiving any maintenance this year due to the fact that a new road is being built along the present one, but in no place is the road so rough as to cause the most timid motorist to hesitate.

From Hoodport the highway follows the shores of Hoods Canal for 40 miles to Eldon and then winds itself up and around Walker mountain, following the Quilcene river back to the sound at the town of Quilcene. This portion around the mountain is perhaps the prettiest part of the whole trip.

Half-Way Point
Lingerlonger Lodge at Quilcene—109 miles from Tacoma—provides an excellent half-way point for the motorist and good meals and accommodations may be had for the night or for a week, should one desire to remain there for a time. Many fishing streams run into the canal near Quilcene and numerous mountain trails lead back into the Olympic mountains, furnishing delightful "hikes" for the city-worn man.

From Quilcene the road goes via Leland valley to Discovery bay and, after winding up a long steep grade, crosses the county line into Clallam county which boasts of the best dirt roads in Washington. And it is no idle boast, for one need not fear road conditions from her on to Port Angeles and Lake Crescent.

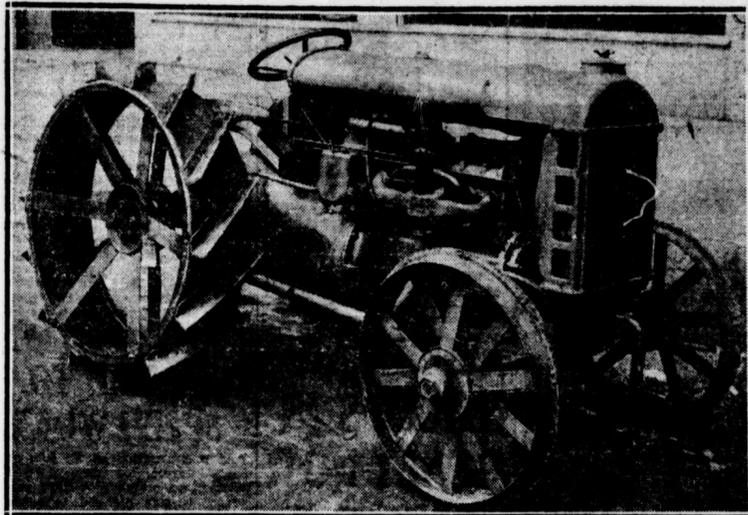
County ferry service at the lake is more limited this year due to one of the ferries being operated exclusively for government spruce trucks. The smaller ferry makes four round trips a day and caters to the tourist.

Accommodations Good
Hotel accommodations at the lake are varied and all are good. The Log Cabin at Piedmont, while not pretentious, is cozy and satisfies many. The Lake Crescent Tavern, reached by the ferry on the way to Fairholm, has all the luxuries of the best appointed city hotels in addition to cottages and tents. Here also is an excellent bathing beach, shooting traps, tennis courts and fishing in the lake is now at its best.

Mr. and Mrs. Singer, the proprietors of this establishment, will give the motorist a very cordial welcome and take personal delight in satisfying every desire. From Fairholm to Mora the road continues thru the beautiful Olympic Forest Reserve, and while a little rough from much trucking is easily negotiable. One driving to the lake, however, should inquire regarding this road as it may be closed to the tourist at any time because of the government work.

The proper tool to use in cutting out rivets that hold together thin metal parts is a sharp chisel. The head of the rivet should be backed up with a weight of some kind so as to prevent tearing of the adjacent metal. An oxyacetylene torch is the quickest method of cutting off rivet heads.

U. S. Agents Will Give a Demonstration to Crowds



Fordson Tractor, Which Will Run Race With Speedsters at Tacoma Speedway, July 4.

A Fordson tractor will run a race with five of the fastest automobiles in the country at the Tacoma Speedway July 4.

While Cooper, Pullen, Hearne, Lewis and Durant are tuning up their great speedsters for the Liberty Sweepstakes, agents of the agricultural department of the state of Washington will be demonstrating the uses of the new tractor, 100 of which have been allotted to this state for the purpose of increasing agricultural production.

It will be a Ford racing against a Mercedes, or a Duesenberg, or a Chevrolet.

The first tractor recently arrived in Tacoma, and was put on exhibition at the Universal Motor Co. When the representatives of the agricultural department found they were unable to show all who wanted to see the operation of the tractor, they went to the president of the Speedway association, W. C. Baldwin, and told him it would be a patriotic thing to arrange for a demonstration at the Speedway July 4 when the crowds would be gathered from all parts of the west. President Baldwin jumped at the opportunity.

No Idle Days
The Fordson tractor is the one advocated by the agricultural department as the feasible tractor for the work of greater soil production. There are to be no idle days for this machine. It is to be placed at cost, and if the man who buys it finds that he does not need the tractor all the time he may

loan it to his neighbor.

These 100 machines are sent here for the purpose of increasing Washington's grain production by the measure of their capacity.

Within the oval formed by the two-mile course is a field of 15 acres. Exhibitions of the workings of the tractor and the specially designed plow which goes with it will be given here during the day by E. A. Mitchell, Washington distributor, and E. E. Har-

kins, his assistant.

Commenting upon the tractor, President Baldwin says:

"The only piece of literature that Henry Ford & Son has published thus far is the parts price list. That significantly shows that the farmer is going to require the tractor. "The handling of crops is vital now. ANY service we may be able to accomplish in helping the government is a worthy one."

Budihl Goes Fishing and Catches a Whale

The Tacoma Radiator & Fender works is a busy place these days. "Everybody wants work done in a moment," says Olin Netkirk, one of the proprietors. "How-

ever, we do our best even if the pace is heart-breaking.

"Sunday comes, however, and both my partner and I blow for the stream or mountainside." And thereby hangs a tale.

Frank Budihl is Kirk's partner and a great fisherman. Last Sunday Frank climbed aboard his '19 Studebaker and hit for the mountains, away off in the wilds.

Frank found a spot where the white man fears to tread, unrolled his sturdy rod and whipped the stream for the speckled beauties his instinct told him were there.

A terrible pull on the line and the battle was won. The line held, and after a desperate struggle of fully 10 times 10 minutes (as Frank tells it) out comes a perfectly respectable, innocent looking load about 100 years old.

Next Sunday Mr. Budihl promises an exhibition of his skill at Point Defiance pavilion pier from 3 to 5 p. m.

THE EXPERTS SAY:

When spark plugs habitually become fouled with oil and soot, it is a good plan to investigate and see whether they may not be projecting too far into the combustion chamber, particularly when they are located in either one or the other of the valve pockets.

If they are screwed into the valve port caps, the removal of the caps with the plugs in them will be the best way to determine the condition.

The points or the outer end of the shell should extend very little beyond the inner faces of the valve caps. Anyway, adjustments to the carburetor or lubricating system should be made to prevent excessive gas or oil feed.

In cases where the starter is out of business and the crank handle is not available, it is possible to start the engine by jacking up the rear wheels, blocking the front wheels and then shifting into high.

after which the cylinders are primed, the spark and throttle are set and the engine is cranked by turning a rear wheel. In doing this the operator should take hold of the tire rather than the spokes and must be careful not to get caught when the wheels start to revolve.

A rough and ready method of testing the alignment of the front wheels is to jack these wheels up an equal distance from the ground and spin them. While they are revolving draw a line on the center of the tires with a piece of chalk. Measure the distance from the line on one tire to the corresponding line on the other tire at the height of the hubs and both before and behind the front axle. The approved method will work out at about three-eighths of an inch.

Do not forget that from now on until the end of the warm weather the battery is going to need extraordinary attention. The electrolyte evaporates much more rapidly in warm weather and the cells should be inspected once a week and the liquid brought up to the proper level with distilled water.

A simple and effective way of conserving dry cells is to place them in a snugly fitting box and fill the interstices among them with dry sand. When the cells rattle so that momentary short circuits develop they are quickly run down.

Every day Tacoma's best real estate offers will be found in The Times.

Prevents Shortage In Autos

"There is no car shortage here," says "Count" A. B. De Castellane, manager of the Tacoma Branch of the Hainsworth Motor Co., representing the Oldsmobile.

And there's a reason. A short time ago, "the count" realized that a scarcity of cars was imminent and knew he would have to hustle some.

From the factory came the cry of "no cars, can't get the rolling stock to send them to you."

"All right," wired back "the count," "whenever you have a car that you can grab, load her up with the unfinished cars and shoot them along in any old half finished condition. I'll have a crew of upholsters and experts ready at this end to carry on the job where you left it."

So now the big building on Broadway has a huge floor entirely devoted to putting the finishing touches on Oldsmobiles that are arriving daily.

Some of them come here without sheets, some without upholstery, minus fenders and all sorts of things, but "the count" is ready, fully equipped with an efficient crew standing on tiptoe straining to get the Oldsmobiles out to waiting customers.

"The 34th car this month, there on the rack, goes out today," says "the count" this morning. "The 35th is upstairs awaiting the final test, and the 36th stands outside and another carload is en route to be delivered a few days after they arrive."

"There is no waiting for cars here—not yet—and immediate delivery if a man says so," he concluded.

FORD MOVIE DEPT. MAKES GREAT FILM

By "Go Get 'Em" Bert Blangey of Capek & Co.

To the average man, the making of a great newspaper is a thing veiled in mystery, only the most vague ideas being permitted him as to what must be done to gather from the ends of the world the happenings of the day and to give it, well illustrated, to the purchaser of the printed page.

Failure has rested up to the present on the shoulders of those who attempted via the moving picture camera to give a comprehensive story of this making of a newspaper—largely because of the construction of press rooms, editorial offices and other departments.

When the Detroit News building was viewed by the experts of

the Ford Educational Moving Picture department, however, the camera men declared that at last the feat was a possibility.

The scenario calls for two great divisions, the editorial and the mechanical. In the first the spectator sees the local and telegraph departments in full swing, the breaking of a story, the reporter securing his facts, how the story is written, read, corrected, readed.

How the sporting department carries on its work, the society, financial, and other editorial departments under full head, do their appointed tasks, how the great library of 7000 volumes is used, the scraporium where pictures and facts of a world's work and people wait their need, intimate views of the art and photographic divisions.

The entire film is absorbing, interesting, educational and made bright with the humaneness of it all. Those who see it have before them one of the wonders of modern progress and an insight into the making of the world's greatest institution for advancement and happiness, the daily paper.

Joe Must Get There

Joe Braund, better known as "Joe," who runs a garage at 114 South Ninth st., says he has the best equipped shop in the city to take care of a wrecked car or a small minor adjustment, that his prices are reasonable and all work is guaranteed. With an outfit like that Joe must surely succeed.

Gain in Sale of Chalmers

The Wever Motor Car company, Chalmers dealers, reports the following sales of Chalmers during the last 10 days:

A. Van Halteren, 940 So. Sheridan; C. B. Leigh, 4125 Sixth av.; Stanley Waseleske, McCormick, Wash.; Fred Schneberger, "Mile Bakery;" G. H. Kaufman, Kaufman Manufacturing company; Miss L. Single, Tacoma Meat company; William Cline, Kinnear apartments; Scott Z. Henderson, Tacoma building; McClellan Barto, Barto Ice Cream company; Henry Conger and L. H. Thomas, attorneys, Fidelity building; Hugh Adams, General Ryerson (Canadian army, retired).

Excess Current?

In cases where excessive current consumption develops in connection with vibrator coils the condition will probably be found to be due to excessive tension on the vibrator springs. The spring adjustment should be loosened until missing develops in the motor and then tightened until the engine begins firing regularly again. When the tension is tightened beyond this point excessive consumption results.

License Bill

Representative Sanders of Louisiana has introduced in congress his bill designed to abolish the practice of requiring registration and tagging of automobiles in states other than those where their owner resides and the levying of taxes as well. The measure which originated with the American Automobile association, was referred to the committee on interstate and foreign commerce.

Clean Plugs

Many car owners do not realize the importance of keeping the spark plugs clean. The points of the plug seldom need cleaning, but grease and mineral dirt do accumulate on the exterior and interior of the porcelain, so that the current passes that way instead of jumping the gap, as is intended. The plugs should be kept clean or ignition troubles will result.

Every day Tacoma's best real estate offers will be found in The Times.

Chalmers Passing Them Up

Plowing thru sand that came up to the hub of the car, Charles W. Kirkbride, sales manager of the Chalmers Co. here, rode his car along with and past several other cars which were stalled for several hours, much to their disgust as the Chalmers rode gaily by.

The sand storm was at Vantage Ferry, on the North Central highway, when Kirkbride was returning from Spokane where he had gone to obtain a seven-passenger Chalmers for S. G. Kaufman of the Kaufman Manufacturing Co.

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