

WATER TRIP MADE TO MOUNT RAINIER

Seattle Auto Party Invades
New Field for the Off-
Season Motorist.

FINE PICTURES SECURED

Thin Coating of Snow Encountered
at Entrance to National Park.
Some Rough Roads Found.
Trip Not All Joy.

BY ROYAL BROUGHTON.
SEATTLE, Wash., Jan. 30.—(Special.)—Mount Rainier, glorious in the summer, but grander, more brilliant and awe-inspiring when decked in the white robes of winter, was the new field opened for the off-season motorist when a Seattle-owned Maxwell car, driven by F. D. Smith, chugged up to the Mount Rainier National Park Inn. The car, which carried four passengers, is the first that has ever negotiated the run in the heart of winter.

The party included F. D. Smith, driver; R. W. Potter, mechanic; Asahel Curtis, photographer, and a representative of the Post-Intelligencer. Although a foot of snow made traveling up the mountain grade difficult and dangerous after the little mountain-side hotel had been reached, the hood of the trail-blazer was turned again toward the summit of the great mountain, and the machine fought the snow for two and a half miles, until an elevation of over 3000 feet had been reached. Here, in the shadow of the huge trees, "earth's oldest living things," with jagged Eagle Point towering above, the party felt amply repaid for its trouble in reaching the inspiring spot, and the car was driven back through the two feet of snow to the inn, where a meal that "hit the spot" awaited the motorists.

Prepared for a long, hard drive, the party, which left Seattle recently, was dressed warmly for the severe weather which was expected on the mountain. Heavy clothes, overcoats and plenty of blankets were worn, for winter in the vicinity of old Rainier is really winter. Taking the bad roads south of Seattle with as much speed as was safe, the wheels of the little car soon were gliding over the paved road, well on the way to Tacoma.

Rough Roads Encountered.
The roads outside of Tacoma were in poor condition. It was not until after the paved road was reached that any speed could be made and much enjoyment could be had from the trip. It was easy going until the well-known and much-dreaded journey to Ashford from 10 miles this side of Elbe. The roads, which make traveling unpleasant in the summer, were actually dangerous to negotiate in the very heart of the rainy season. Large holes, ruts and mud holes were evident at every short interval, and rounding the curves above the small canyons which extend on one side of the road in several places was no small feat to accomplish. It was bump, bump, and then more bumps, during the most of which time the occupants of the car were in the air.

Elbe was reached with a sigh of relief, for, although there was more bad road ahead, most of it had been covered. It was 5 o'clock when, after a minute's stop, the trip to Ashford was begun. It was dark, and the next half hour's drive was the most disagreeable of the three days. Loose boards, puddles of water and the grade combined to make traveling anything but pleasant. During the run one perfectly good hat was left by the roadside when the machine took a leap over a rock, and an occupant of the rear seat displayed a large bump over a bald spot on his head the next morning, which he said had connected with the top of the car.

The day nature gave for the last day's climb was ideal. It is not an attractive road, that strip from the little railroad terminus to the park entrance, but the invigorating air seemed to inject ginger into the party and beauty into every tree, stump and vine by the roadside. The high ridges between the road and Rainier hid the mountain, and every one was anxious for the last few miles' struggle.

The entrance to the national park saw a thin coating of snow. After registering with the clerk the party began the real struggle of the journey. Progress became slower as the snow deepened. The condition of the road at midwinter necessitated careful driving, and the heads of the occupants of the rear seat insisted on coming into violent contact with the top of the car, which held the top of the car on. The driver wanted to put the top down, but Curtis refused to consider the idea, being in the rear seat and claiming that the top was all that kept him from going backward over the top of the seat.

Grand Scenes Viewed.
One of the most beautiful and enthralling pictures met on the way to the mountain was that from the roadway which nestles under the gigantic Tum-Tum peak. That towering solid rock, extending upward into the heavens almost perpendicularly, seemed like a watchdog guarding the real wonder, Rainier.

But the sight that was worth the effort made to reach it, if no other scenes were reached, was the one met when the car, coming out of the woods, stood on a bridge over a mountain stream, and the party was rewarded with the first view of that wonderful creation, the mountain that the Indians called God. It was the first that had been seen of the mountain that day and as it loomed skyward the machine stopped as if by instinct, and all drank in the wonderful scene in silence.

A short time later, laboring through the now deep snow, yet taking the grade well, the little machine rounded a curve that disclosed the inn. The occupants of the lonely little hamlet up in the cold and snow, were ably surprised at seeing an automobile in winter, lost no time in making the travelers comfortable.

The inn and mountain, in winter, is not the same inn and mountain as tourists have seen it. The great quantity of snow, the lack of people, the civilization give it a grandeur which cannot be seen in the warm months. It is almost like one is alone with that great mass of snow and ice. The trip up through the snow toward the glacier was not so pleasant. The bad roads and dangerous curves kept every one holding their breaths, and there was a sort of tension as the little machine struggled upward. Then, although the scenery was grand, when the car was turned and headed for the inn, once more, the quartet was glad to be back beside a warm fire. Twenty-four hours later the little Maxwell rolled the four tourists into Seattle. The car had performed perfectly, the scenery had been even grander than had been expected, and it is needless to state that the "Bucking Snow to Rainier" jaunt was unanimously voted a success.

"BUCKING SNOW AT MOUNT RAINIER" PROVIDES ENJOYMENT AND NO LITTLE HARDSHIPS FOR AUTOMOBILE



Traversing Virgin Snow



Timber And Towering Peak And Snow.



Where Snow Is Really Deep



F. D. Smith, The Driver



Snow Eternal, And Everlasting

FEATURES ARE ADOPTED

IDEAS FROM FOREIGN MACHINES ARE INCORPORATED.

Engine Starter Only Important Part Developed Solely in America, Declares T. J. McMullen.

"Development, design and construction of automobiles," says T. J. McMullen, the Coast manager for Jeffery cars, who was in attendance at the show, "has always been more rapid in Europe than in America. Notwithstanding this fact, though, we have been quick to accept and adopt their good points. We have even gone further. The American is an admitted mechanical genius and he has taken the best features in European design and gone further with them, brought them up to a higher state of development; in other words, Europe has given us the ideas, and we have developed them. As far as I know the engine starter is the only important factor in the automobile world wholly developed in America, and we find that our friends across the sea have been slow to adopt it, but at last are coming to it in flocks."

"Take our Jeffery car, for instance. We have enough European model cars at our factory to start a huge garage. All the best makes were looked over and a model of each of those with good features was purchased. Then we took them to pieces, studied them carefully and incorporated the best designs with improvements. In that way our engine is modeled on the Lancia engine. We have many Daimler features. Renault gives us one or two and so on all down the line. At the Paris show the critics, speaking of the Jeffery, said: 'Except for its cheap hood, so dear to the American public, the Jeffery may be taken as the equal in design and finish of any of the European high-priced cars.' They call our top a 'hood' over there, you know, and all American tops are considered cheap by them. All the same the top of this character and similar developments in the American automobile are the result of the needs and tastes of our own people, which may seem peculiar to strangers,

but which have been tried and proven to be the best for conditions that obtain on this side of the pond."

CHASSIS INTERESTS CROWDS
Mitchell Exhibit at Show Is Propelled by Electricity.

The smallest piece of machinery in motion on the street will attract a crowd of sufficient size to excite the envy of the most gifted political orator. How often one sees men of affairs standing about a silent piece of mechanism in the hope that some one will come along and start it so that they can "see it run." This mechanical curiosity is the second nature of five out of six men in every walk of life. Up at the Auto Show this past week the spirit was shown in the crowd that was almost continuously found about the chassis of the Mitchell car, which the Mitchell people had stripped and arranged so that the motor and transmission were slowly operated by an electric motor.

The motor is exceptionally large and powerful, due to its long stroke and big bore, and this in itself attracted much attention to the car, but the majority of the onlookers were to be found gazing into the mirror placed under the engine, which reflects the slow, majestic revolutions of the crank shaft, which is large and very strongly built.

Glidden Cup Exhibited at Show.

The Glidden cup, most coveted of all American automobile trophies, will be exhibited at the automobile show to be held in the National Guard Armory in Seattle and then will be displayed in the various agencies of the Metz Company in the states of Washington and Oregon. Word that the famous trophy would be sent to the Northwest was received last week by James P. Searcy, manager of the factory branch in this district. Immediately after the close of the Seattle show, which will be in progress February 9 to 14, the cup will be taken on a tour of the Metz agencies.

Historic Trail Followed.
LARAMIE, Wyo., Jan. 31.—(Special.)—The route of the Lincoln Highway between Laramie and Rawlins has great historic interest in this section of the country. It follows the trail laid out by General Fremont and his troops in 1842.

CAR SETS MARK IN RUN

TWENTY AND ONE-TENTH MILES MADE ON GALLON OF "GAS."

Officially Tested Trip Is Made in Chicago Against Wind, With Roadways Ice-Sheeted.

Twenty and one-tenth miles on one gallon of gasoline by a six-cylinder Buick car! That's the mark that the Buick Motor Company may advertise to the world as an official performance. Not only did the Buick "six" set this remarkable economy mark on January 14, but the Model B-25, under similar running conditions, made 22.7 miles per gallon, while a third machine, a Model B-27, with no gravity feed tank for the measured gallon of gasoline, made 17.97 miles. The latter two models are fours.

With F. E. Edwards, former American Automobile Association technical expert and one of the most conscientious officials in the industry, in charge of the technical committee and with Darwin Hatch, St. Clair Couzens, Reed Parker and E. G. Westlake to furnish the affidavits as passengers in the Buick cars, the machines were taken to Thirty-third street and South Park avenue, Chicago, where the attested Warner speedometers were set and officially recorded by Messrs. Edwards and Hatch, engines were run until they had sucked the gasoline leads dry and the technical committee carefully supplied each car with one gallon of gasoline that rated 62 in a temperature of 55 degrees Fahrenheit.

Soon after the machines reached Jackson Park, where a two-mile circuit at and near the lake shore was utilized for a testing ground, the wind set in off the lake, the roadways became sheeted in ice and the temperature fell to 32 degrees. The southwesterly wind, that blew 23 miles an hour at the start, shifted off the lake and became raw and cold, offering great resistance to the machines. The Buick "six" weighed 4550 pounds, with four passengers and equipment, it weighed 5390 pounds and the "37" 3780 pounds, including four passengers and equipment. The "six" has an engine 34x35, the "25" has a bore and stroke of 2 1/2, each, while the "37" is 34x35. The gear ratio of the "six" is 3 1/2 to 1, while the others have a 4-to-1 gear ratio.

EACH TO WORK DAY ON ROAD

Motorcycle-Owners Willing to Aid in Highway Improvements.

Perhaps no class of citizens is more interested in the good roads movement than motorcyclists. And they are now

satisfied with merely wishing for good roads—they are willing to give of their time and money to the cause. And many riders have even gone out and worked on the roads themselves.

Fifty-one motorcyclists of Rockford, Ill., have offered to spend at least one day each in helping to improve the road between Rockford and Beloit, Wis. And it is believed that each of the 500 members of the Rockford Motorcycle Club will aid in the work. Motorcyclists were a leading feature in the recent Good Roads day programme at East St. Louis, Ill., recently. Twenty-four riders offered their services and the services of their machines. The machines were used in the place of horses, and all day long the two-wheelers, two abreast, pulled the heavy wagons up and down the highway delivering material to the volunteer road-makers. Motorcyclists are also active in the Ohio Good Roads Federation movement to build the Lake Shore road from Cleveland to Sandusky.

Clubhouse Opened for Rubber Men!

A model clubhouse was formally opened Thursday, January 15, for the employees of the Republic Rubber Company at Youngstown, Ohio. The club is controlled by a board of governors, three of whom are appointed by the president and five elected by employees of the company. The membership fee is only \$1 a year. Meals are served and in addition arrangements have been made so that all employees can eat their packed lunches on the main floor of the clubhouse instead of in the factory. A ball field, tennis courts, shower baths and numerous other privileges are open to members.

MOTOR QUESTIONS AND ANSWERS

Loss of Compression

Q. There is a puzzling loss of compression in my engine, which was new this season. The valves have been put in perfect order and there is no apparent leakage at any point. Can you suggest a likely cause?

A. Examine your piston rings. Most frequently faulty piston rings are at the bottom of loss of compression. The old-style, one-piece rings are bound to leak gas through their openings and, due to their construction, as they get older their bearing on cylinder wall is faulty, allowing a further escape of gas. We strongly advise you to install **Waco Piston Rings**. Being 2-piece rings each section seals the opening in the other, allowing no escape of gas. They are concentric and interlocking thus obtaining equal tension on the cylinder wall. They keep this tension for they retain their elasticity.

You can get them any size at all garages and repair shops—they are easily adjustable. The following supply houses are distributors.

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