

GRANT CAR CLIMBS UP SLOPE OF ADAMS

George E. Matthews Drives to Snow Line.

HAD TO BACK UP ONE GRADE

He Wondered Just How Far He Could Take Grant Six Up Mountain and He Found Out.

Conquering hills that forest rangers estimated as having 28 per cent grades, George E. Matthews of the Hicks-Chaten company established a season's record last week-end when he coaxed his Grant Six up the southern slopes of Mount Adams to a point 15 or 12 miles beyond Guler postoffice and within half a mile of the timber line.

One of the grades was so abrupt that Mr. Matthews had to turn his Grant around and take a jump at the hill backwards to get traction. Forestry man, who witnessed the feat, advised Mr. Matthews that his car had ascended the slopes of Mount Adams at least three miles farther than any other car this season.

"My car certainly surprised me the way it performed in taking that climb," said Mr. Matthews. "It has been efficient and faithful day in and day out during the year. I have owned and operated it but I had no idea it was such a little bulldog in climbing hills."

Wondered How Far He Could Go. Mr. Matthews' trip from Portland to Trout Lake and back via the Columbia River highway to Hood River, the ferry to White Salmon and the drive through the White Salmon valley by way of Blusum, was quite a many other motoring trips by Portlanders this season.

In search of good fishing, Mr. Matthews was advised at Guler to follow the road from Trout Lake postoffice toward Mount Adams. Finally he landed so close to the edge of the mountain peak itself that he was prompted to inquire how far up the side of the mountain it was possible to drive his Grant. One thing led to another and before the trip was ended Mr. Matthews had explored so far that he quite unconsciously hung up a record. When his Grant finally came to a halt its nose was pointed at a tall snow bank which completely blocked the path.

For the first five or six miles out of Trout Lake Mr. Matthews found the road toward the mountain in fairly good condition, an 18 per cent grade being the steepest he confronted on that leg of the trip. Two or three miles farther along the road was composed of the most part of soft sand and was rather badly cut up, making traction difficult.

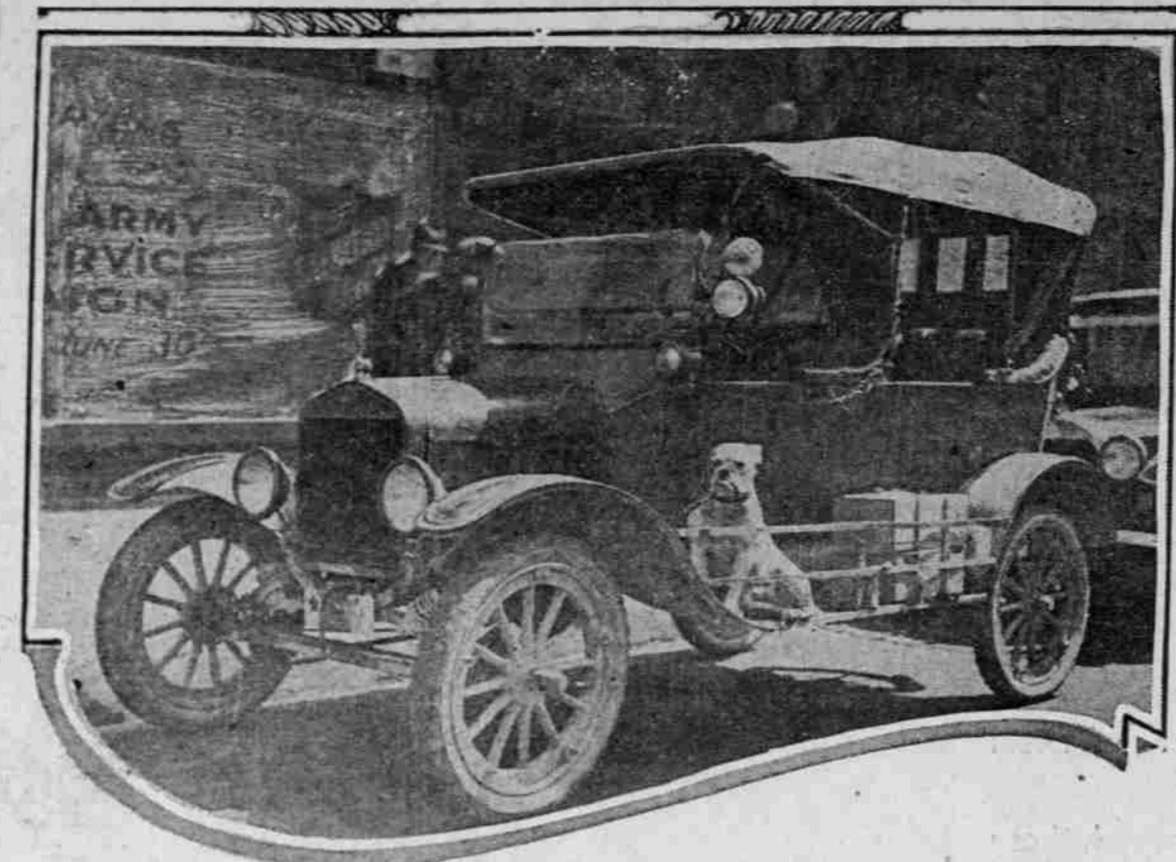
And He Got His Fish. The last three or four miles of his exploration was made over what may have been intended for a road but Mr. Matthews says it impressed him as being little more than a trail, though it might perhaps serve as a road for the horse and buggy mode of travel.

In some places the grades were so steep that his family and guest jumped out of the car, not because it did not have power to carry its load, for it seemed quite eager to work, but rather because the drive had every appearance of being dangerous.

"When we left Portland for our outing we didn't dream that we would land near the timber line on Mount Adams," remarks Mr. Matthews. "After getting our fish, however, we decided we would get the best possible view of the mountain. Asking one of the rangers how far we could follow the road to the mountain, we were advised that we could go a few miles, providing we had plenty of tires and one of the rangers offered to be our guide."

"Well, we had a mighty interesting trip and I am not sorry that we went the limit, even though it did require some reverse gear driving."

TAKING IT ALL IN ALL, FOLKS, THIS IS ABOUT THE MOST EFFECTIVE ANTI-THIEF LOCK YET DEvised.



Some bold thief, we'll say, to take a chance on becoming a meal for young Jack Dempsey, the bull pup. If you think he isn't on the job, you should have noted his activity when this photo was snapped.

MICHELIN TUBE CIRCULAR AIR CONTAINER MADE IN EXACT SHAPE OF CASING.

This Feature Makes the Michelin Easy Tube to Fit and Means Much to Car Owners.

After the Michelin repair man had told the manager that tortured tires brought in by careless owners for adjustments talked to him of their troubles as they lay on the counter, the latter asked if the inner tubes ever told him any stories of their tribulations.

"Sure they have, but not very much here," said the repair man. "Before I came with Michelin, a poor pinched tube of another make lay on the counter one day and said to me:

"This man never gave me a fair start. He didn't put me in the casing evenly and I felt ridges all over me where he had failed to smooth out the creases. The minute I went in there I knew I was in for it, and that the owner was, too. When I went in twisted there was abnormal tension in several places.

"I tried to twist myself into some decent shape, but it was no use. He didn't even partly inflate me before fitting me. He just pushed me in any old way and thought I could take care of myself. Then, when he mounted the casing, I couldn't get for the life of me stay in place without some assistance, so the result was I was pinched between the bead and the rim."

"I don't hear any such talk from the Michelin inner tubes," the repair man resumed, "because they are so easy to fit. By their very shape they send to say: 'I'm formed on a circular mandrel to the exact shape of the inside of the casing and am not simply a straight piece of tubing forced into a circular form and cemented.'

"Anybody who takes even half a look can see that the Michelin tube is different and that the difference means a lot to its owner. A Michelin tube only talks in a discouraging way when a nail, a piece of glass or some other sharp object pierces the casing and stabs it deeply. Then it simply says: 'Well, fix me up, and I'll be on my way again, hoping for better luck next time.'"

FISK SIGN IS HUGE ONE

TIRE ADVERTISEMENT IN NEW YORK 38 FEET HIGH.

Largest Single Electric Sign in World Contains Word "Fisk."

Since Edison first "electrified" the world by his invention of the principle of electric illumination, the use of the electric lights has gone forward by leaps and bounds.

The largest electric sign in the world is perhaps the most popular of all that light the Great White Way, incorporating as it does the much-talked of "Time-to-Retire Boy" which the manufacturers of that tire have used so extensively in all their advertising.

This mammoth word of four letters "F-I-S-K" measures 128 feet in width and each letter is 38 feet high. The letter "I," for instance, is more than eight feet in width.

This sign, too, besides being the largest single electric word in the world, is perhaps the most popular of all that light the Great White Way, incorporating as it does the much-talked of "Time-to-Retire Boy" which the manufacturers of that tire have used so extensively in all their advertising.

This electric boy on Broadway rears himself 68 feet high above the roof of a 22-story office building. Regularly every minute throughout the night he goes through the motions of a good, old-fashioned yawn and stretches himself, much to the delight of his flickle audience below.

Because of the frequent rains, farmers of the United States and Canada have been held back much longer than usual in their plowing. This has given rise to conditions which will make rapid plowing with tractors a necessity in many communities, according to advice received by A. K. Heber, general manager of the Bearings Service company.

To assist the tractor operators to the end that their plowing operations, when once begun, will not be interrupted by misused and injured anti-friction bearings, we have stocked tractor bearings in our 500 branches and distributor stations in the agricultural communities throughout the United States," said Mr. Heber.

"When the power farmers' plowing operations are delayed until late in the season, as is the case this year, he can ill afford to be delayed three or four days or possibly a week while waiting for tractor bearings which may have gone wrong.

"In fact the delay might spell a ruined crop. The Bearings Service company has considered the situation of enough importance to stock a greater number of tractor bearings in its many branches and distributor stations than it would otherwise have done.

"The tractor farmer, whose tractor is equipped with Hyatt, Timken or New Departure bearings will fully appreciate this service when he realizes that he can get bearings for his tractor just as soon as he can get in touch by phone or wire with the nearest Bearings Service distributor. We have over 800 distributors in all parts of the United States and they are so placed that, in most cases, the farmer can reach them by phone or telegram, and will receive the bearings within 24 hours if this time permits parcel post service to be used."

ALBANY, Or., July 12.—(Special.)—After selling Fords for the past 12 years, W. W. Crawford has disposed of his garage and sales agency in this city and will retire from that business. He had been in business longer continuously than any other Ford dealer in Oregon. The new Ford agents in Albany will be Charles Kirk and E. L. McKern of Portland, who have purchased Mr. Crawford's interests here.

Change Links to Save Chain. It is a very good plan to shift the cross links of the tire chains from time to time; that is, move them so that they do not depend on the same link of the main chain all the time. The wear and tear on the tire chain centers at the links to which the cross chains are attached and for this reason moving these latter from time to time spreads the wear.

BEARINGS SERVICE ON FARMS Big Company Prepares for Needs of Farm Tractors.

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PROTECTING CAR'S FINISH NEVER RUB OFF DUST WITH A DRY CLOTH.

C. L. Boss Tells How to Keep Auto Clean and Polished for Longest Time.

"Proper washing and polishing of a car may look like a simple matter, requiring little or no attention," says C. L. Boss, of the C. L. Boss Automobile company. "In reality the most beautiful body finish often is ruined within a short time by neglect of a few simple precautions.

"The finish of the new Essex, for instance, requires 29 separate operations. The early priming coats are put on by means of compressed air, which forces the special material used into every crevice and interstice, giving a splendid foundation for future coats. Numerous coats are, of course, still put on by hand and brush in the old-fashioned way.

"After each coat of finish the bodies go into ovens, where the finish is baked on. On coming out of the ovens, each body is rubbed down by hand. The result is a finish brilliant and durable, almost impervious to weather, washing, rubbing and mud. But at the same time the finest finish may easily be scratched by bits of road grit.

"Therefore care should be taken not to rub the dust off the body with a dry cloth. When it is desired to clean the car a stream of water should be used first. Care must be taken to prevent too forceful a flow of the water as this will drive the grit into the finish. After the body is thoroughly washed down, it should be gone over with a soft sponge soaked in water.

"By doing this the car will retain its brilliance of finish almost indefinitely and the value of the car to the owner be correspondingly increased."

CLEVELAND CAR OUT SOON July 15 Approximate Date for Its Appearance.

CLEVELAND, Ohio, July 12.—The Cleveland Automobile company, newly organized to manufacture a light car, will be in production by July 15. This company, which is sponsored by the Chandler Motor Car company, is completing the first unit of its new plant. This new structure is 80 feet wide by 600 feet long and four stories high. Other units will be erected at once. The price of the new car will be announced soon.

NEW MANAGER FOR MAXWELL AND CHALMERS. C. C. Hanch, for 25 years prominent in the automobile world, has just been made general manager of the Maxwell Motor company, in charge of Chalmers and Maxwell interests. Mr. Hanch leaves the Studebaker corporation after serving as treasurer for a period of years. Previous to that he was for 15 years general office manager and treasurer of the Nordyke & Marmon company of Indianapolis. In June of last year he became chief of the automobile products section of the war industries board. Since the armistice Mr. Hanch has been in Europe representing the national automobile chamber of commerce.

MANY FOR SHORT-CUT ROAD Numerous Contributions to Fund for Canyon Road Project.

One of the most important roads in Washington county, known as the Canyon road, is to be paved by the state highway commission in the near future. Property owners living near this highway were unanimously in favor of taking the shortest route and more than 100 signed a petition for what is known as the "short cut road" between Beaverton and Portland. Nine-

THERMID TRES STRONG CROLOID COMPOUND IMPERVIOUS TO MOISTURE.

Sea Island Fabric With 320-Pound Tensile Strength Used in Carcass of These Tires.

The 17½-ounce sea island duck that goes in the carcass of Thermid croloid compound tires is carefully selected and tested to 230 pounds tensile strength, the strongest foundation for a tire.

"The Thermid Rubber company, not being satisfied with strength only," said Robert E. Allen of the Allen & Hebard company, Thermid distributors, "rolls each piece of sea island cotton twice in croloid compound, which rubberizes the fabric and gives it such resiliency that it will not break through with an ordinary blow.

"An extra cushion of croloid compound is rolled between each ply to make the carcass practically inseparable and combine perfectly with the tread through a loosely woven breaker-strip.

"Cuts in the tread of the ordinary tire let sand, dirt and moisture be forced in, following a channel to the side walls and causing the disintegrating sand blaster and later a blow-out.

"Croloid compound is impervious to oil and water and combines so perfectly with the carcass that there is no channel for sand to work through, making Thermid tires so popular that we have not been able to supply the demand until recent heavy shipments arrived."

BIG ROAD PROGRAMME DUE Lewis County, Wash., to Improve Many Routes.

CHEHALIS, Wash., July 12.—(Special.)—Lewis county is starting the biggest road development programme in the history of this mountain county. Petitions are coming from every quarter of the county for improvements under the Donahoe law, which provides that one-fourth of the cost of a road shall be assessed against abutting land holdings within a two-mile zone system on either side of the improvement, one-fourth to the road district and one-half to the county at large.

Under the programme as now presented the county commissioners will have to levy 4 mills at least in the next budget, but public sentiment will justify them in going the limit for more and better roads.

The first road to be improved under this programme will be that up the Hanford valley. The road up the north fork of the Newaukum river, the main road between Winlock and the Pacific highway at Cowitz corner, the road from Toledo to Knab, the road from Vader to Cougar flat, the road from the Pacific highway south of Chehalis via Union schoolhouse toward Nagavine are among the most prominent.

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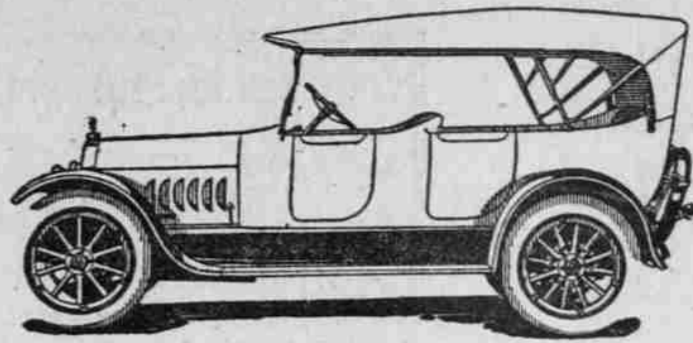
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PEERLESS Two-Power-Range EIGHT

The "Loafing" Range

The "Sporting" Range



Seven Passenger Touring

Step on the Throttle and See for Yourself

The Two-Power Range Eight meets, with economy, widely different requirements.

Under traffic restrictions the "loafing" range permits of great leisure with necessary power and low fuel consumption.

The "sporting" range permits of all the excitement the driver's enthusiasm may demand and his courage permit.

This dual-personality makes Peerless owners enthusiasts.



D. C. Warren Motor Car Co.

Distributors 58-60 North Twenty-third St.

WILCOX HAS AERO-EIGHT

FAMOUS RACER SELECTS COLE FOR OWN USE.

"I Make a Car Deliver All It Has," Says Indianapolis Winner, "and Cole Gets There."

Among the latest additions to the long list of prominent owners of Cole aero-eight motor cars is Howard (Howdy) Wilcox, of Indianapolis, winner of the 500-mile race at the Indianapolis motor speedway, May 21.

One of the greatest drivers of high powered cars in the world, Wilcox has been a thorough student of motors and motor car mechanisms for almost 15 years and his determination to possess an aero-eight for his personal use is a significant tribute to the car.

Howard Wilcox's record on the track is perhaps unequalled by that of any other race driver, and although just 29 years old, he has been entered in more big events in this country than perhaps any other. His victories include contests of all types. Among his notable achievements are the world's record in the one-mile straightaway, a first and second in the Grand Prix, a second in the Vanderbilt cup, six firsts in the Dead Horse hill climb at Worcester, Mass., and a third in the Harkness trophy race on the Sheephead bay track, New York.

"I have been watching the Cole aero-eight since it was introduced in 1918," said Wilcox.

"In appearance I believe it to be the most finished and symmetrical car now on the market. But, of course,

the mechanism was of vital concern to me. I believe in confining one's speeding to the race track, but I can say frankly that I make a car give me all that it has to deliver. I'm accustomed to long touring and I want a car to go wherever the road leads and do that without effort. I can't stand to drive a car that labors.

"The light weight of the aero-eight, its splendid balance and easy riding qualities appealed to me from the start. I found by inquiry that aero-eights in service were averaging better than 15,000 miles on tires, and those of us who have driven race cars appreciate what it means to have a car that is easy on tires. That feature is more significant and tells more about the inherent qualities of a car than the majority of motorists imagine.

"Of all the stock cars with which I am familiar, I believe that the Cole aero-eight represents the most striking advantage in the automotive field."

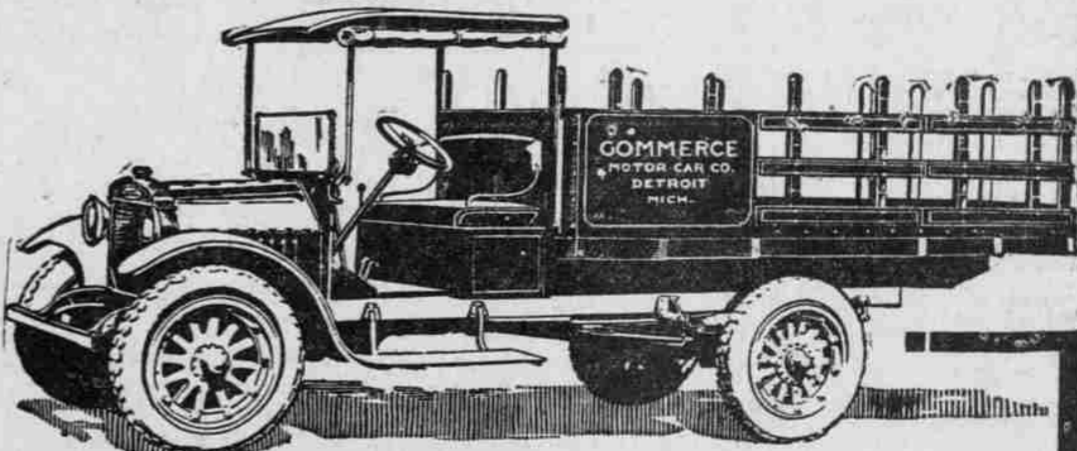
TO REPAIR YOUR RADIATORS Simple Remedy Suggested to Prevent Cap From Working Loose.

Many car owners have trouble with leakage at the radiator cap on their automobiles. The reason for this is that the volatility of the water circulation exceeds the capacity of the radiator or there may be some condition in the cooling system whereby boiling takes place faster than the overflow will take it off.

To cure the trouble make a gasket of red fiber one-sixteenth of an inch thick and place it over the filter cap. This serves to prevent the cap from working loose and also keeps the water from leaking out to stain the radiator with blotches of rust.

Examine shoes regularly and fill cuts to prevent canvas from rotting.

Commerce TRUCKS



Commerce Trucks Lead in Adoption of Pneumatic Cord Tires

Practical Government Tests proved conclusively, the superiority of pneumatic cord over solid tires for truck use.

Pneumatic Cord Tires— increase life of truck permit greater speed give better traction triple tire mileage add carrying capacity are more economical

Commerce trucks were the first to adopt pneumatic cord tires as standard equipment.

1 TON 1/2 Ton Overload Capacity \$1500 1 1/2 TON 1/2 Ton Overload Capacity \$1895

F. O. B. Detroit McCRAKEN MOTOR COMPANY 490 Burnside St., Portland

Distributors of Commerce Trucks and Commerce Service Phone Broadway 93

COMMERCE MOTOR CAR COMPANY, DETROIT, MICHIGAN



Marion County has purchased another 3 1/2-ton G. M. C. truck, making six G. M. C. trucks purchased in the past four years. Satisfied customers means repeat orders.

WENTWORTH & IRWIN, INC. Truck Headquarters 200 Second St., Cor. Taylor