

MITCHELL TOURISTS WHACK HIGH COSTS

Five Persons Go 3085 Miles in Victory Six for \$250.

AND THEY LIVED WELL, TOO

Yes, for Chicago Party Reaching Portland on Long Tour Even Had Icebox in Car.

With automobiles going up—or already gone—gasoline going up, bread going up, meat going up and the milkman figuring out nights how to tack on another cent per quart, any person who can whack the high cost of living on the ear and get away with it is entitled to a medal for distinguished service.

Therefore, boy, kindly page the morning party consisting of Mrs. E. A. Haisler, her two sons, LeRoy and Edwin, of Chicago; and Mrs. Frank McCort and Miss McCort of Coldwater, Mich., and pass out the medals.

These folks drove into Portland last week in their Mitchell victory six after a 3085-mile transcontinental tour on which their joint expense account totaled only \$250. And that, they declared, included all expenses, even to gasoline.

Figure this up and you'll note that it averages only a mill or so above 3 cents a mile. That for five persons, over a touring period of three weeks, all hands well agree, is quite a showing in economy.

But they lived well en route, even to having ice to keep the butter from melting. They cooked their own meals and camped at night. And be it noted in this connection that the Haislers have learned the fine art of conserving space in packing.

Ye Gods, an Ice Box!

A neat box containing butter, tea, coffee, sugar and other provisions rides on the running board of their Mitchell. Beside it is another box for ice. There is still another box for clothes. They have with them in the car, besides, an 8x12 tent, three army cots, which fold and fit snugly in the tonneau with bedding and other camping conveniences. And all stowed so well that the car doesn't look like a traveling furniture van, as so many tourists' cars do. Except for its coat of dust, the Mitchell would hardly have been recognized for an automobile just in from a long tour, so neatly was the luggage disposed of.

This party's run from Chicago included a side trip to Yellowstone National park. The drive to Portland was made via Denver, Butte, Spokane and Walla Walla. From Portland the Haislers and their guests will drive down the Pacific highway to Sacramento and San Francisco, thence by the coast route to Los Angeles, with a trip to Yosemite National park; another side trip to Catalina island, and thence east by Phoenix, Santa Fe, Albuquerque and up to Denver for the run to Pike's peak—and up it, for they say their car will go anywhere.

LeRoy Haisler is the pilot. The long-day's drive of the trip as far as Portland was 207 miles. Two-thirds of the hills en route were taken on high or intermediate, according to Mr. Haisler.

"On the whole," said he, "the roads were very good. Out of Chicago we took the Lincoln highway to Omaha, but found mud up to the axles in Iowa. There was more mud and worse mud in that state than anywhere else on the tour.

Dodge Lincoln Highway. "Out of Omaha we followed the Omaha-Lincoln-Denver highway, established by the Omaha Motor club. I advise tourists not to take the Lincoln highway out of Omaha, as the roads near the Platt river are, or were, under water."

"The roads through Colorado are good. We spent three days in Denver, went up on Lookout Mountain and visited Buffalo Bill's grave. The mountain rises 10,000 feet above sea level and the climb is right straight up. Our car went up it without stopping once, though several other cars making the climb experienced engine trouble."

"From Denver we went to Fort Collins, Laramie and Casper, Wyo. Miss McCort in her diary made the notation of this part of the trip: 'Did not see a living soul for 100 miles, nothing but skeletons of animals along the road.'"

"This is the third Mitchell we have had. They were all good, but the victory model is the best of them all. We have had no engine trouble, carburetor trouble, brake trouble, differential trouble of any kind, and we don't expect to have any. We are trying out several

kinds of tires, but using Cords exclusively. The car is equipped with two Goodyear cords and two Goodrich Silvertown cords, with two United States Royal cords in reserve.

"One fine thing we have found about traveling in a Mitchell is the service one receives along the road. The Mitchell owner can find service where many cars are not represented at all, and that is the point that is worth a lot to the car owner on a long tour."

CARE ADDS TO EFFICIENCY

Dirt Allowed to Collect on Exterior Injures Automobiles.

The car owner should be careful to keep the exterior of the engine clean as well as the interior. Dirt, grease and general filth act as insulators, preventing the metal from throwing off heat into the air. Incidentally, this rule regarding cleanliness applies to other parts, such as rear axle, brake mechanism, etc.

When mud is allowed to remain on brake rod crevices and other similar parts, it soaks up the oil designed to lubricate the points, which become dry and wear excessively. All such parts as this must be cleaned regularly and have fresh oil applied to them.

FORD IS 170,000 BEHIND

AND FORDSON TRACTOR SHORT 19,000 ORDERS.

George Vick of Vick Bros., Fordson Distributors, Brings News From Detroit.

Here is some news right off the bat for the folks who have been wondering why they have to wait for delivery on Ford cars. George Vick of Vick Bros., distributors in Oregon for the Fordson tractor, returned from Detroit last week with the first-hand information, obtained at the Ford factory, that it is right now 170,000 orders behind.

Bear in mind that an automobile factory with an output of 50,000 cars a year all told, is inclined to feel pretty chummy, and then note how many times 50,000 will go into 170,000, which is not output, but only orders in arrears! No wonder they call it the universal car.

Mr. Vick also visited the Fordson factory, and found them working full-handed, but unable to turn out enough Fordsons, nevertheless, to fill the demand. The Fordson factory itself was 19,000 orders behind.

Vick Bros. some weeks ago were promised a full day's output of Fordsons by the factory, and figured this would just about make a solid train of 71 cars. But when Mr. Vick got to the factory, he found he would have to be content with only 42 carloads. That was all he could get, so he had to make the best of it.

"However, we will get our 1000 allotment this fall as at first promised," said Mr. Vick, "but feel now that we will be short on deliveries."

"Except that it is behind on orders, all is going well at the Fordson factory. It is working full-handed. While the present Fordson plant covers a great many acres, it is only a miniature beside the great new plant now under construction."

OVERLAND MEN TO FACTORY

Eling, Hays, Peterson and Deyo All Go to Toledo.

All the executive heads of the Willys-Overland Pacific branch in Portland are either at the Willys-Overland factory at Toledo, Ohio, just now, or on their way. A conference of managers, service men and territory salesmen is now in progress there in preparation for the coming year.

Bert Eling, manager of the Portland branch, left Portland for Toledo a week ago. Harry Hays, territory road man, has already been there a month. Frank Deyo, service manager here, left for the factory shortly after Mr. Eling, and Rollie U. Peterson, sales manager, took his departure for Toledo on Thursday. All except Peterson are to return to Portland about August 1, but Peterson will remain until September 1.

Sponge Off Tires.

After driving in wet weather, if the car owner is careful to sponge off the tires when he returns to the garage and then wipe them dry, especially along the beads, he will do much to prevent the formation of rust. This advice is particularly applicable during the spring months of frequent and copious rains.

Wyoming Comes to Life.

A highway bond issue of \$2,800,000 has been voted in Wyoming.

Don't advance the spark lever when cranking.

ANNOUNCEMENT

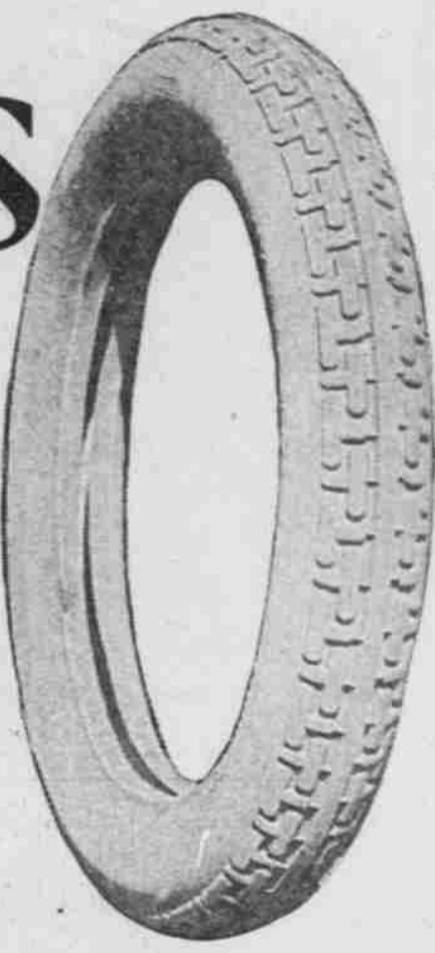
It is with distinct pleasure and pride that we announce we have secured the franchise to sell Canton and Blackstone Tires in this community.

Most of us are alike in the respect of wanting the best that money can buy without paying any more than the assurance is worth; we advocate it; we admire that class because we do that very thing in this business:



Canton Cord Tires Guaranteed (Customer Must Be Satisfied)

Canton Cords and Blackstone Tires



Blackstone Tires 5000 Miles

Those who have used them buy them again; that's because their merit has been proven. Sometimes the initial cost is seemingly a little more than other tires, but then they say that the unusual wear and service that they give makes them easily the cheapest tire in the end. That's our reason for handling Canton and Blackstone tires; there are many, as you

know, but we are everlastingly after quality—the best that money can buy. When we say Canton and Blackstone Tires we speak our judgment; we know what they are; just what they will do; we know it thoroughly and without dispute.

Both Canton and Blackstone Tires are fully guaranteed.

ATTRACTIVE PROPOSITION FOR OREGON DEALERS

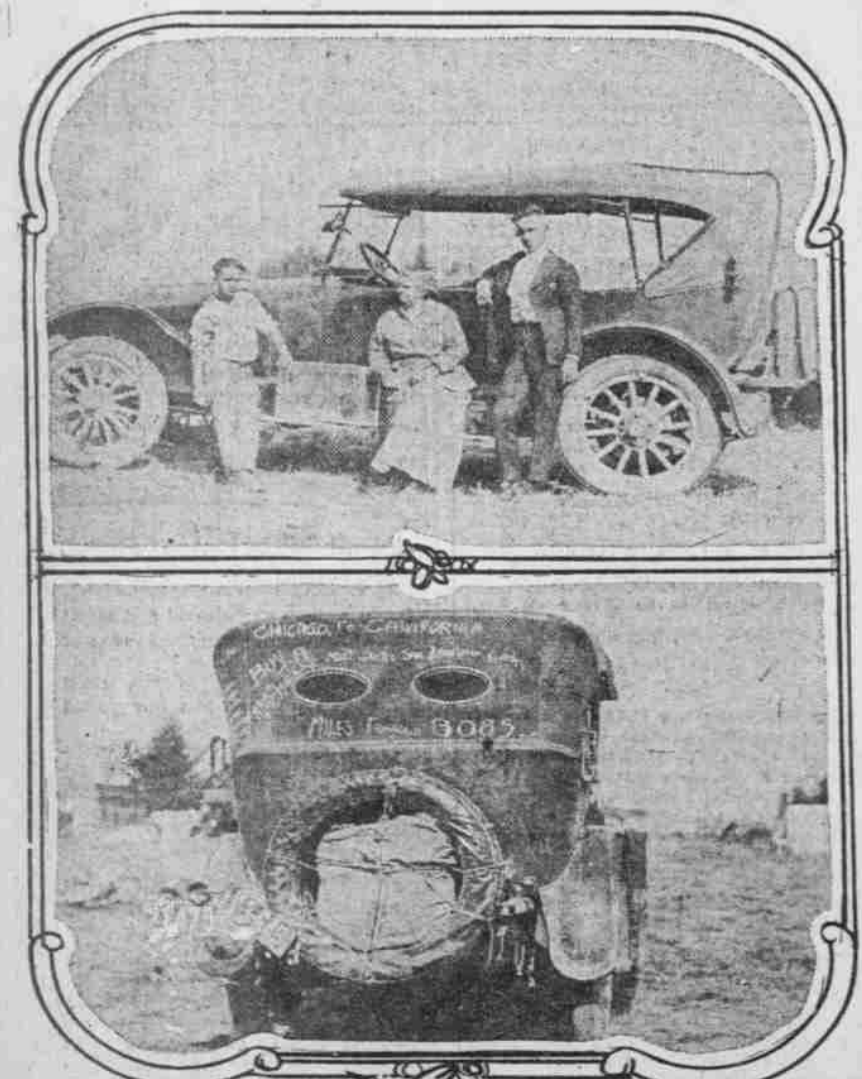
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OUR POLICY

100 Per Cent Quality—100 Per Cent Service—100 Per Cent Satisfaction

NO REPAIRS ON THIS MITCHELL AFTER 3085-MILE TOUR.



Above—Mrs. E. A. Haisler of Chicago and party on their arrival here after three weeks' trip on which total expenses, including gasoline, were only \$250. Below—They recorded their itinerary on the back of the car.

N. C.-4 USED WILLARDS

FAMOUS AIRSHIP WELL EQUIPPED FOR FLIGHT.

Threaded Rubber Insulation Batteries Kept Engines Running on Trans-Atlantic Trip.

"Our engines worked perfectly," said Commander Read of the N.C.-4. The N.C.-4 carried Willard batteries. On the long jump, high in the air above the fog, the Willard storage batteries functioned perfectly. Never a miss or a skip.

Ten S.O.R. Willard batteries, with threaded rubber insulation, were on the N.C.-4 as she blazed the new trail and made history. Four batteries were in use and six were held in reserve and never needed.

"Absolute dependability and constant performance were essential—so Willard batteries were chosen, and lived up to their reputation," said Charles S. Harper of the local Willard battery service station, Ninth and Everett streets. "Every unit on the N.C. flying boat had to pass a thorough inspection and rigid test before it was used. Willard batteries were not chosen on reputation alone—they were selected because they earned and continued to earn that reputation."

"Everyone is talking about the wonderful feat of the N.C.-4 and we are proud of the part that Willard batteries played in it."

HUGHSON BRANCH HAS PICNIC

Annual Frolic Enjoyed Sunday at Oswego Lake.

Employees of the local branch of the William L. Hughson company enjoyed their annual picnic last Sunday at Oswego lake. With perfect weather, what those folks didn't do in the way

MANAGERS AT MEETING

AUTOPARTS SUPPLY COMPANY HEADS CONFER IN SEATTLE.

Branch Representatives From Five Towns Entertained by Ernest L. Hawkes.

Ernest L. Hawkes, Autoparts Supply company, has just completed a two days' conference in Seattle with the five branch managers—E. G. Grosssett of Portland, Carlton Hayward of Tacoma, Howard Patience of Spokane, Raymond Chambers of Yakima and Rae G. Skinner of Bellingham. Plans for the future were made and, although the business at the present time is enormous, Mr. Hawkes feels certain that a plan has

been hit upon that will more than double the output.

Along with business matters the visiting managers were extensively entertained by Mr. Hawkes at his residence and given one of Seattle's renowned moonlight excursions on Lake Washington. The steamboat Leschi was chartered and along with plenty of refreshments a party consisting of the employees of the Seattle branch and the visitors enjoyed one of those ideal evenings afforded by the territory bordering on Puget sound.

Carlisle Tires
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