

MR. FARRELL URGES BETTER ROAD SIGNS

Especially Needed in Central Oregon, He Declares.

HE HAD TO GUESS HIS WAY

Portland Merchant Home From
Tour of 4000 Miles in Which
He Visited Yosemite Park.

One of the greatest handicaps to the automobile traveler in central Oregon just now, declares Thomas G. Farrell, of Everling & Farrell, is lack of adequate road signs. Mr. Farrell recently returned from a 4000-mile tour through

community," says F. W. Vogler of the Northwest Auto company, local distributor for Dort car. "In addition to linking the rural resident to his neighbors and to his nearest town, giving him opportunity to enjoy business and recreational advantages he never had before, the motorcar has saved the farmer thousands of dollars in time.

"A half-hour before breakfast he carries the milk to the creamery or loading station where an hour was needed before. In the middle of the harvest a broken part of the farm machinery is replaced by a flying trip to town in the motorcar, where often such a mishap caused a day's lost time for the farm hands when the trip had to be made by horse.

"In scouting the countryside for stock and transacting other business, the motorcar saves money for the farmer by saving time, and in certain seasons of the year time means money to the farm, more perhaps than to many other lines of business."

PUT WEAR WHERE WEAR IS
Contour of Tire Tread of Importance to Users.

The ideal contour of a pneumatic tire is one which has the "wear where the wear is" as nearly as practicable. The wear comes where the tread touches the ground, and any superfluous rubber built into the sides makes

HERE'S A NEW DRIVE CLOSE TO PORTLAND

Loop Tour Via Scholls Ferry
Road Worth Taking.

PAVEMENT ON MOST OF IT

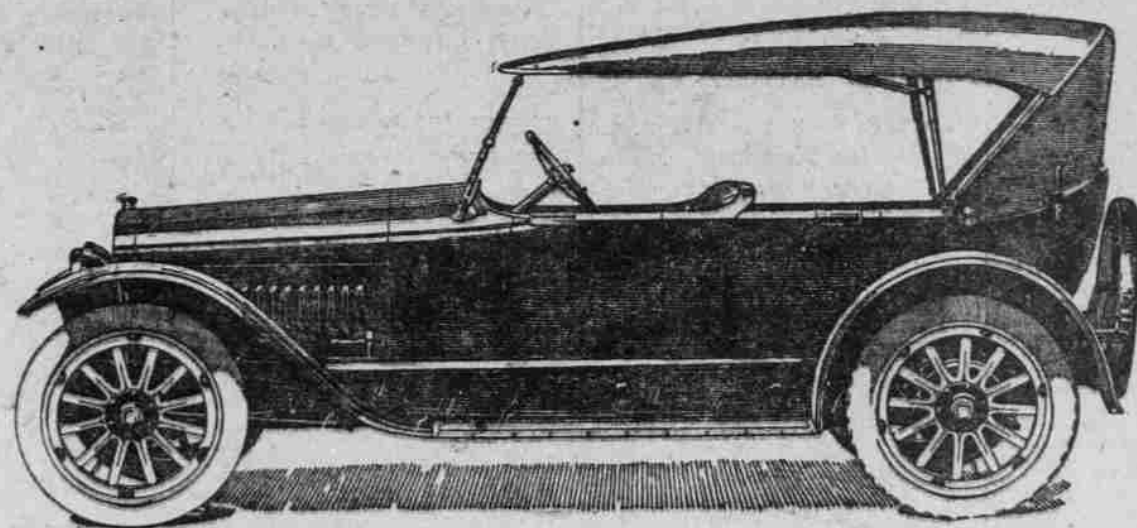
Route of About 16 Miles Easy to
Make in Hour's Drive, and
Roads Are All Good.

BY LEWIS A. McARTHUR.
Here is a new one that is worth an hour of anybody's time. A Portland motorist who wants to start on a short spin from Portland and wind up at the same place on the same evening

VICTORY

SIX

Mitchell



A FEW FOR IMMEDIATE DELIVERY

After months of famine, we have received several carloads of the new Victory Model Mitchell Six and we have a few carloads on the way.

We have filled the orders of those who have waited patiently and who would be satisfied with nothing less than the Victory Model and we are now in position to make immediate delivery upon a limited number of new orders.

To understand and appreciate the unprecedented demand upon the factory from all over the country for the Victory Six you have but to ride in and drive the new Mitchell.

It is a car of unequalled riding and driving comfort, due in part to the unique Mitchell cantilever springs, the 120-inch wheelbase and the splendid balance of the car throughout.

We feel safe in saying that the Mitchell is a PERFECTED LIGHT SIX, perfected mechanically, in body lines and in appointment. It is our judgment that the new Mitchell, more nearly than anything else, represents that which people want in a light six.

If you would have one for use this summer, order now.

A Happy Combination

A GOOD car backed by an old, reliable concern, maintaining efficient service stations and adequate repair stocks in the principal cities of the Northwest.



Distributors of
Mitchell and
Jordan Cars for
the Pacific
Northwest

BROADWAY AT OAK, PORTLAND

PIONEER CAR MAKERS FLY

APPERSON AND HAYNES ARE
BROUGHT TOGETHER AGAIN.

Builders of First Successful Gasoline-Propelled Car Meet at
Airplane Flight.

Apperson and Haynes—two of the most famous names in the history of American motoring—were nearly brought together again as the result of a recent aeroplane flight at Kokomo, Ind.

Back in 1898, these pioneers in motoring worked side by side to produce the first Haynes-Apperson. This is generally recognized to be the first mechanically successful gasoline automobile in America, if not the world. It was built by the hands of Elmer and Edgar Apperson.

It rests today in the Smithsonian Institution in Washington, D. C., a monument to the vision and energy of the two Kokomo boys who created this remarkable mechanism while still in their early twenties.

The success of this first model led to others, and soon the Haynes-Apperson became one of the best-known and

most highly respected motor mechanisms in America. Then came the break that led to the formation of separate manufacturing organizations.

Friends of both recently learned with pleasure of the intended aeroplane flight of these men in planes provided by the Kokomo Aviation company.

That the initial air flight should be undertaken at the same time seemed appropriate to those who realized so well the wonderful work in which Elmer Apperson and Elwood Haynes collaborated.

Individual planes had been provided and an interesting flight was taken over the city of Kokomo and the surrounding country.

While a misunderstanding of the arrangements resulted in Mr. Apperson's going up alone, the effort to bring them together has not failed. Mrs. Elmer Apperson went up in the plane reserved for Mr. Haynes, so that Mr. Apperson and his wife were in the air at the same time.

The incident is a valuable reminder of the part Apperson and Haynes played in the early history of the automobile. Their influence will be found in the mechanism of the best cars built as long as gasoline holds its place in the transportation world.

Rattling Doors.

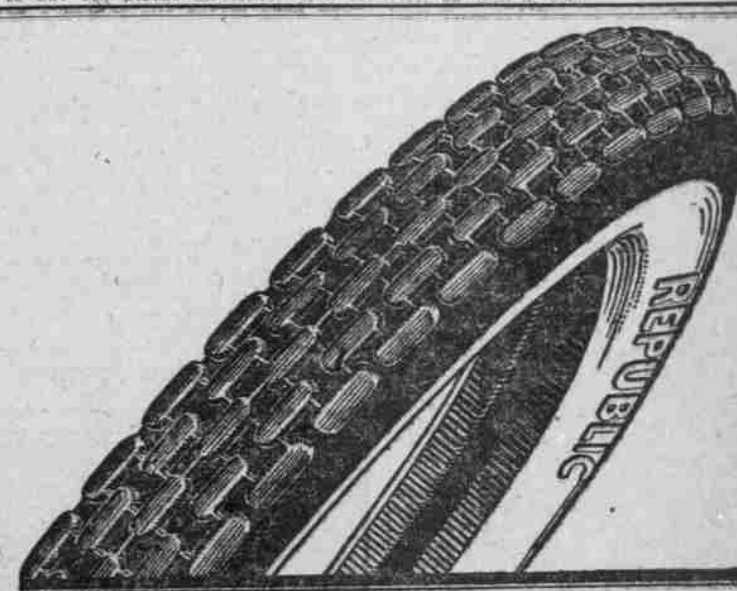
In the case of a rattling door the defective part can be detected by the simple expedient of holding each in

turn while the car is running. Adjustment of the clearance between the spring bolt and its recess will cure the trouble.

For a Clean Floor.

A labor-saving way of keeping the rear compartment of the Ford car clean is to cut out pieces on either side of

the car where the cross pieces are placed, each cut-out being just the width of one of the floor boards. Next bore a hole in the floor board just big enough to get the finger in, so that it is a simple matter to lift the floor board out whenever necessary and to sweep out the dirt, mud and general litter as need arises.



REPUBLIC TIRES
With STAGGARD STUDS

PRODIUM PROCESS and Staggard Studs are the two things that make Republic Tires last longer.

Rubber toughened and strengthened by the Prodiium Process resists wear in a really remarkable way.

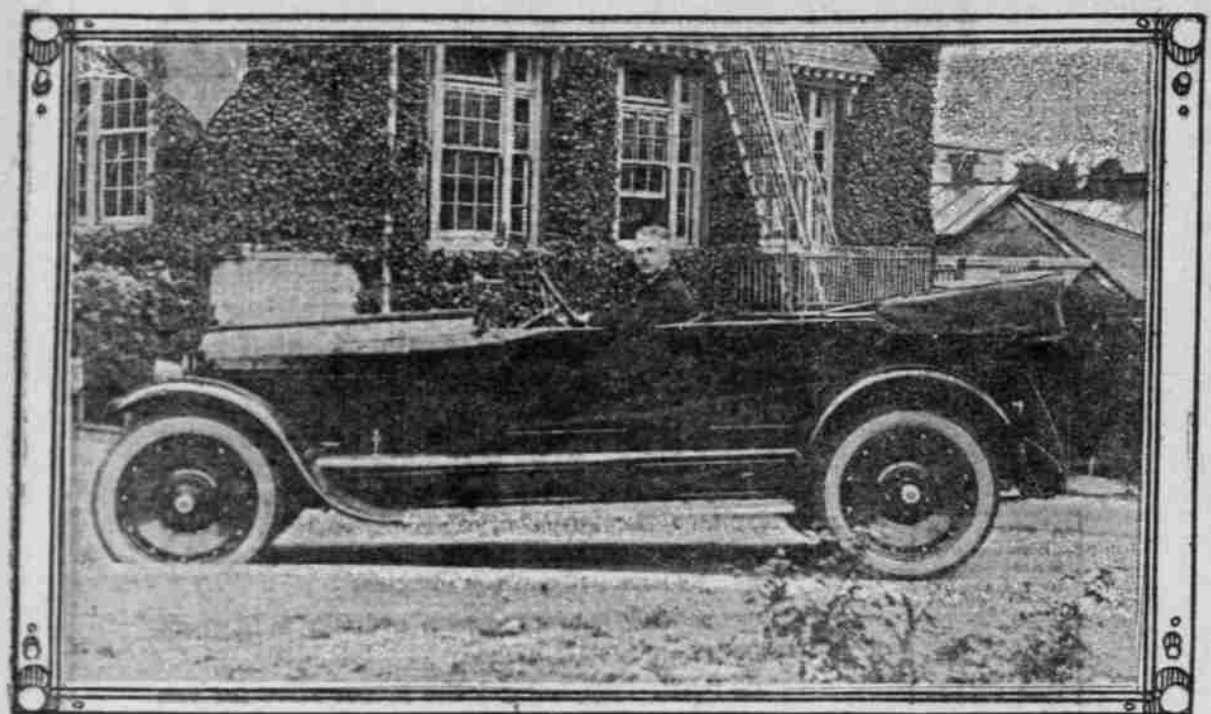
The Staggard Studs present no sharp edges to be ground down rapidly.

The net result is slow, even wear—like the slow even wear of good steel—and decidedly longer tire life.

Republic Tires and Tubes, both Black-tire Red and Grey, are made by

The Republic Rubber Corporation
Youngstown, Ohio

Pacific States Rubber Co.
229 Pine St., near First Broadway 1088



CLARK PILKINGTON AT THE WHEEL OF HIS NEW JORDAN WITH STEEL DISC WHEELS.

Oregon and California, by the Klamath Falls-Bend-The Dalles route.

"The roads through California and Eastern Nevada," said Mr. Farrell, "are all well marked. Every cross road or fork has a plain sign stating just what points are reached by each road, and generally the distance.

"When we reached Oregon on our return, through Klamath Falls, the absence of such signs was very marked. From Crater Lake to The Dalles there were very few signs to guide the motorist.

"We often came to forks in the road or to cross roads that were absolutely unmarked. As one way looked about as good as the other, at times in this sparsely settled country we were for long stretches in doubt as to whether we were going over the right road.

"For 90 miles or more between Crater Lake and Bend, there are only a couple of points where gasoline may be obtained and settlers are very few. Consequently, all the more reason why signs should be plainly marked.

"Some way of humorous bent had at several points reversed what signs there were so that a sign which was supposed to indicate the direction of Klamath Falls would point in the direction of Bend.

"Not even bad roads can make motoring more unpleasant than lack of proper road signs. The people of Central Oregon should get busy and place adequate signs at their forks and cross roads.

"The roads of Central Oregon between Crater Lake and Bend are fair, though winding and serpentine much of the way through timber much of which is also very small and of no value. From Bend to The Dalles there are a few rough spots, but the roads are very passable."

Mr. Farrell was accompanied on his tour, which covered six weeks, by his wife and son. They traveled to San Francisco over the Pacific highway. From there they journeyed to Lake Tahoe, then over to Mono Lake, up the Tioga pass at 10,000 feet elevation to Yosemite park; thence to Merced, and from there to Los Angeles, San Diego, with a side trip to Tia Juana, Mex.

Columbia Scenery Best.
Their return route was via Pacific Highway to Agate, Cal., where they took the road to Klamath Falls and then home as already indicated.

"The roads in Western California," said Mr. Farrell, "are mainly good, with some bad road between Dunsmuir and Hedding but very reasonable. To Lake Tahoe the road is rough in some places, good to Mono Lake from Tahoe, good surface but very steep over Tioga pass. The scenery here is fine. From Tioga pass to Yosemite is very rough and steep for 25 miles, and some of it is 'under control'—you go in on the even four and out on the odd four.

"Travel there is very heavy. At an early hour 42 machines were lined up on the 'control' road to go out. It is rough for much of the way to Modesto or Merced, then a fine highway paved, from Modesto to 40 miles below Bakersfield, and fair, but unpaved, through Baughman canyon to Los Angeles. Pine from there to the Mexican line.

"The scenery is fine in Yosemite, at Tahoe, in Eastern Nevada and in Tioga pass, as it is also along the east side of Klamath Lake, up Anna Creek canyon and at Crater Lake. But for restful beauty and coloring hard to beat, if it is possible to heat it at all, give me that from Hood River to Troutdale."

COLORADO BUYS CAMP SITES

State to Provide Places Where the Traveler May Stay.

As the result of a law passed at the recent session of the Colorado legislature county highway commissioners are authorized to purchase camping sites along the highways of the state for the convenience of motorists. Travel has become so heavy in recent years that such a step was found necessary even in remote mountain canyons in order to provide suitable camping places, as the tendency has been toward private reservation of all lands along the highways.

AUTO HELP TO RURALITES

Greatest Thing Ever Brought to Farmer, Says F. W. Vogler.

"I never pass a farmer in an automobile but what I stop to reflect on what the motorcar has done for the rural

the motorist pay for rubber that he

In properly designing a tire it is necessary to adjust the contour, however, to suit three factors—the type of carcass, the tread design and the consistency of the tread stock. For this reason it is necessary in some cases to build up the treads at the sides.

The graceful slenderness of some tires is not the result so much of striving for a good looking tire as it is of the policy of not wasting buyers' money by placing large amounts of rubber in spots where no wear occurs. The lightness and slenderness of United States tires find their explanation in part in this fact.

HIGHWAY PLANS SCORED

EXPECTED CLOSING OF ROAD
SPOILS EXHIBIT SCHEME.

Hood River People Urge Scenic
Route Be Opened at Least Part
of Each 24 Hours.

HOOD RIVER, Or., Aug. 16.—(Special.)—Lack of information as to whether the Columbia River highway will be open at the time of the Hood River county fair has necessitated the board of directors calling off plans for an exhibit at the Salem state fair. The local fair will be held on September 12-20. It was proposed to collect a unique exhibit of all Hood River valley products, and after their display here rush them to Salem over the Columbia River highway by motor truck.

The indefinite highway situation is leading to numerous protests. Many declare that the road should remain open at certain hours each day, even while paving work is at its height. Others are asking that contractors give the public definite information. Mrs. H. F. Davidson, who is just back from a 4000-mile tour of California, declares that the highway should remain open after hours of work each day.

"We traveled over numerous roads on our tour," says Mrs. Davidson, "where paving and other construction work was under way, but traffic was never completely blocked. Since there is no alternate route, except one of great inconvenience and expense, by way of the North Bank highway, I do not see why authorities should not take a definite stand and announce that the road will be open at some time every day."

Apple growers, who fear that the closing of the road will prevent many apple harvest hands from coming here this fall, are joining in the protest against closing.

Homemade Cement.

Four parts of iron filings, two of lime and a fifth part of common salt mixed to a paste with vinegar make an excellent cement for spark plugs, for connecting pipes, etc. When carefully mixed this cement will stand compression and heat and can be air dried.

SALES MANAGER FOR FIELDS MOTOR CAR COMPANY.



Bradley E. Sargent.

The Yellow Chassis Trucks —That Serve So Well

A truck is no more efficient
Than the service that goes with it.

Republic Trucks With Roberts' Service

ROBERTS MOTOR CAR CO. Inc.

305 Main St.,
Vancouver, Wash.

Park and Everett Sts.,
Portland, Ore.