

HUP PLOWS WAY TO GOVERNMENT CAMP

Roadmaster Eatchel's Car Snow Breaker on Trip.

LOOP ROAD IS SURVEYED

County Commissioners and Government Officials Take Run Up to Mount Hood.

By plowing through ten inches of snow for the last two miles of the climb from Rhododendron to Government camp, a Hupmobile piloted by W. A. Eatchel, Multnomah county roadmaster, a few days ago accomplished the extraordinary feat of reaching the southern base of Mount Hood in the fall of the year after the heavy snows have begun.

The trip will doubtless stand as the last touring exploration of the Mount Hood district for the year 1919. In fact L. F. Pridemore, proprietor of Government camp, had already disconnected water connections at the hotel and settled back for a quiet rest until the mountaineers arrive with their skis for the winter sports usually observed about holiday time.

Let it be understood that Roadmaster Eatchel was not aboard on a pleasure trip when he turned his Hup loose on the treacherous grades and curves of Laurel hill, below government camp. Accompanied by the county commissioners of Multnomah and Clackamas counties and a party of government engineers, he was studying the probable survey of the loop road to be built around Mount Hood under supervision of the government.

A government car had, in fact, been sent on ahead of Mr. Eatchel's car to break a path for the two machines that were to follow but the little car belonging to Uncle Sam could not cut the riffs, so to speak, and it was necessary for the road authorities to check the car on the two miles below Government camp, and give the Hup a chance to cut the trail.

"I taken some car to stand the punishment my machine withstood successfully," remarked Roadmaster Eatchel, with a grin, as he parked in front of the Manley Auto company on his return.

Despite the fact that the snow was up to the running boards in many places and the wheels of the car filled up almost solidly with snow it was not necessary for the trail-blazing auto to stop for wind and back up for fresh starts, as is customary on snow-fighting expeditions.

Once the car dropped almost out of sight into a deep hole in the road resulting from the disappearance of banks. This surprise punctured the gasoline tank of Mr. Eatchel's car and called all hands forward while he car, with its own engine doing seaman service against terrific odds, regained its place on the roadbed.

Incidentally one of the tire chains had worked itself loose, causing one of the wheels to spin, but the uphill climb through the snow was resumed and the final goal reached without further incident.

After spending the night at Government camp the officials started back to Portland only to find that the snow had fallen so heavily during that night that it was impossible to discern the tracks made on the upward trip. They were obliged, therefore, to take the same route, to pick out the path to be followed. Mr. Eatchel's car again led the procession.

The Sandy-Sherburnville route was followed in approaching the Mount Hood district and also on the return trip. The road was muddy and rough in places but it can be traveled, thanks to the frequency of blanketed streets, and it is possible to make an awkward detour of about a half mile near Zig Zag creek, beyond Toll Gate where a new bridge is being built. This detour is described as "awful."

TEMPLAR SLOGAN CHOSEN

A. L. INMAN WINNER OF CONTEST FOR PRIZE.

"Templar—the Master Four" Is the Winning Slogan of Great Number Submitted.

The \$25 prize offered by W. W. Wray of the Wray Motor Car company for the best Templar slogan to use on the cover of the spare tire on Templar cars, has been awarded to A. L. Inman, cafeteria proprietor.

Mr. Inman's suggested slogan was: "Templar—the Master Four." In the opinion of Mr. Wray and the judges, who were H. M. Blomberg and Stanley Werschick, news writers, this slogan best summed up the idea behind the Templar, which is known far and wide as "the super-fine small car."

"The word 'master,'" explained Mr. Wray, in announcing the award, "is suggestive of many features prominent in the Templar car, such as master in power, speed, quality, economy, construction, riding qualities and flexibility."

"The word 'four' emphasizes that the Templar is a high-grade, four-cylinder car, perfected through the highest class engineering and workmanship, to produce as much as more power and to be as flexible as cars with many more cylinders."

"I wish to thank the public for their interest in the contest and assistance in selecting the Templar slogan. I had a whole desk drawer full of slogans that were submitted in the contest."

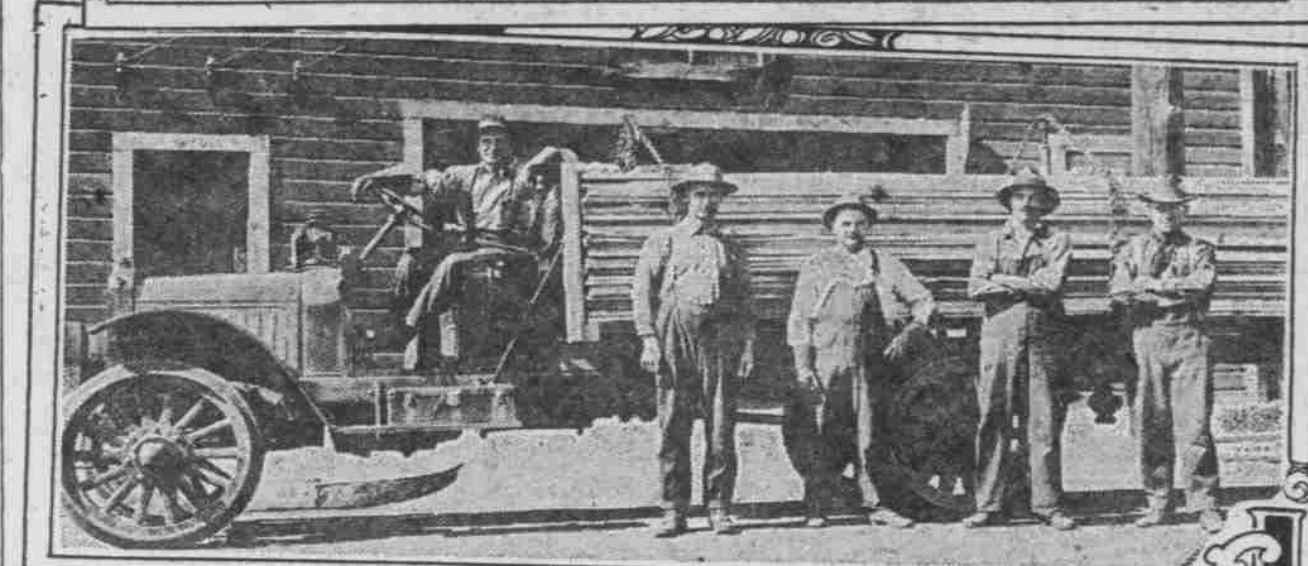
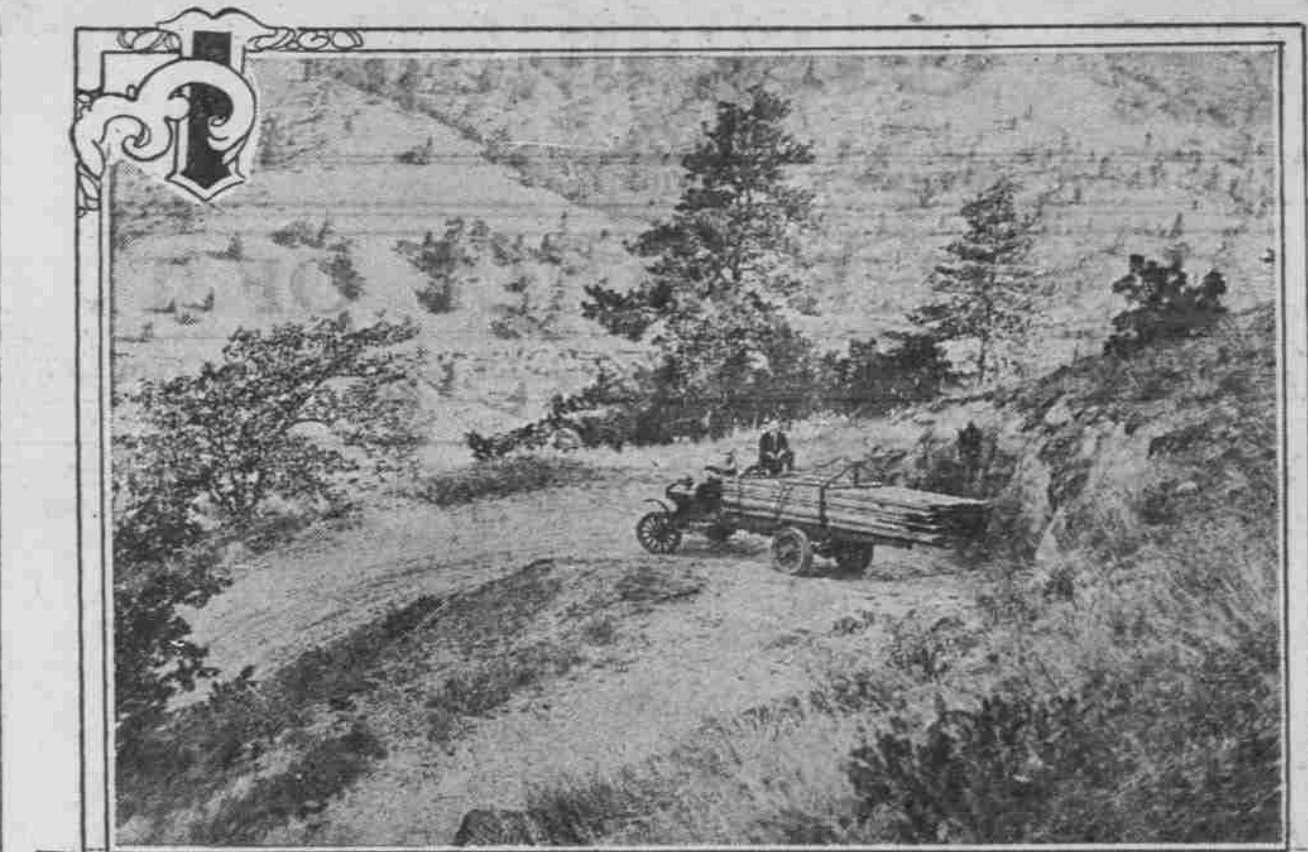
One interesting feature of the Templar car is the test to which every Templar is submitted at the factory before being shipped to a distributor or dealer. This test not only includes a dynamo test, in which the motor must test up to the actual horse power at which it is rated, but a road test in which the car is put over the road to demonstrate to the satisfaction of the factory that it will do all that is claimed for it.

It's worthy of note, also, that these tests are not camouflaged by disconnecting the speedometer so as not to register mileage. So thorough are the road tests that cars reaching Mr. Wray from the factory generally have from 80 to 90 and even 90 miles registered on the speedometer.

Spring Lubricants.

In lubricating automobile springs the greatest trouble is found in keeping the lubricant from being squeezed out under pressure. A compound that obviates this is found in graphite and beeswax mixed to a paste and spread upon each leaf. Obviously the springs must be taken apart to apply this lubricant.

REPUBLIC TRUCK HAULS LUMBER OVER EASTERN OREGON HILLS NEAR TOWN OF THE DALLES.



EIGHT THOUSAND FEET DAILY HAULED EIGHT MILES TO TOWN ALONG ROADS LIKE THIS ONE. The upper photo shows the kind of going this 2½-ton Republic truck, sold last June by the Walther-Williams Hardware company of The Dalles to the Columbia Lumber company, travels four round trips every day hauling lumber from the company's mill in the hills down to The Dalles. It takes 2000 feet to the load, which is virtually 2½ tons, and day in and day out averages eight miles per gallon of gasoline. As the photo shows, the road isn't the smoothest in the world. Not only is it winding, but steep as well, some of its grades being 30 per cent, up which the Republic climbs on its return trips, often loaded with supplies for the mill. The lower picture shows the loaded truck in front of the company's mill.

NON-SKID WEATHER HERE

RAINS MAKE RIDING ON OLD CASINGS DANGEROUS.

Waterlogged Carcass Also Susceptible to Blowouts After Getting Dried Out.

Pedestrians and motorists seldom agree when their opinions as to the right and wrong ways of doing things are in conflict, but the early rains are no exception. As a case in point, asserts Martin F. Swift of the Pacific Tire & Rubber company, distributor for Canton cord and Blackstone tires.

Whether a man walks or rides, when it rains he realizes he must be well shod. If he walks he purchases new shoes or overshoes, and if he motors he knows the time to invest in new nonskid tires has arrived. The rush to buy nonskid tires that has been reported by Canton dealers since the rains began has been unprecedented.

"It is not advisable for motorists to delay equipping their cars with new tires until the rainy season is well under way," stated Mr. Swift. "Some operators apparently figure it is cheaper to use old tires in the winter and wait for spring to buy new equipment. In this they are wrong. It is more economical to remove the old casings before they are entirely worn and replace them with new ones. Several hundred miles of service may remain in the old casings if they are kept free from water."

"Water is damaging to the carcass of a motor tire and when the rubber is allowed to become sodden it will deteriorate. Wet weather has no ill effect on new tires, especially now that the old ones are being made so efficient that the use of chains is not required. The old tire that has become waterlogged may not give indication of defects at once, but after drying out they are much more susceptible to blowouts, therefore by laying chains on them before they are entirely dried out they can be saved for additional service and the new tires will be much safer to use."

D. C. WARREN IS MARRIED

WELL-KNOWN AUTOMOBILE MAN, WEDS IN OAKLAND.

Miss Ruth Ensign, Prominent Society Girl of That City, Bride of Former Portland Man.

SEATTLE, Wash., Nov. 8.—The many Portland friends of D. C. Warren, former head of the D. C. Warren Car company of that city, and now vice-president of the Olson-Warren Motor Car company of Seattle, will perhaps be surprised to learn of his marriage last week to Miss Ruth Ensign of Oakland, Cal.

Said one of the guests of the wedding, which was held in Oakland, came as a big surprise to his friends here, for he hadn't confided in them before the event. Mr. Warren has returned to Seattle with his bride, who is popular and prominent in Oakland social circles.

Mr. Warren met Miss Ensign while he was in California as a second lieutenant in the air service.

NEW WILLYS SIX OUT SOON

Latest Car Will Have the Famous Duesenberg Motor.

The announcement that the Willys corporation, with its vast manufacturing resources, is building a new light six-cylinder car, has created a stir both within the automobile industry and out.

Not in many months has an announcement of such importance to the industry been authorized. The fact that it has interested the general public is evidenced by the number of

HUGE PLANTATION BOUGHT

GOODYEAR HAS 20,000 ACRES IN SUMATRA.

With Coolies Working at 20 Cents Per Day, This Is One Place of No Labor Troubles.

Several years ago the Goodyear Tire & Rubber company sent representatives to investigate rubber plantations in Sumatra, with the idea of protecting its rubber supply back to the tree through establishment of its own plantations.

The company now owns a concession of 20,000 acres near the city of Medan, Sumatra, where the problems of growing rubber for its multitudinous needs are being worked out. A portion of the plantation was already planted and producing when purchased. About 6000 acres are now furnishing rubber which is constantly coming to the factory at Akron.

The plantation is divided into six parts, each approximately 3000 acres and having its own manager. Except the small portion that had already been planted, clearing off the thicket was necessary before anything else could be done. Thirteen hundred coolies were put to work felling the heavy growth of thicket. The first step was to clear out the vines and undergrowth, then to fell the trees. In this work the Chinese coolies are used for the heavy work and the natives for the tasks that do not demand quite so much muscle.

However, felling the thicket and clearing away the underbrush, preparatory to planting the young rubber trees, is but a small part of the work for good roads must be built that all parts of the plantation may be reached easily and quickly. Then after the land has been cleared the big steam tractor is put to work plowing. This is done to a depth of about 18 inches. Twenty acres can be plowed in a day with a tractor; 250 coolies can plow three acres in the same time. The tractor is also used in pulling out the large stumps.

Labor troubles are practically unknown, for 20 cents a day and a reasonable shelter keep the coolies contented. Coal shortage and high prices have few terrors in a land where old Sol grows your dinner on a bush, furnishes plenty of free heat the year 'round and is particularly friendly in determining the style and amount of dress.

The Goodyear plantation is in the eastern part of the island of Sumatra, about 300 miles north of the equator and about 50 miles inland. A railroad runs between Medan and Siantar and a government highway passes through the plantation, so that transportation problems are reduced to a minimum.

The entire rubber-growing project is conducted with the same efficient methods that have always characterized the company's operations at home, that the great rubber-using

PIERCE-ARROW IS CHOSEN

KING ALBERT BUYS NEW CAR IN AMERICA.

Belgian Monarch Impressed With Performance of Car With Dual-Valve Engine.

King Albert of Belgium drove through traffic in New York the other day at the wheel of his new car—a standard model of the 48 horse power dual valve six. He had just returned from a trial run to New Rochelle on which he drove the new car 60 miles an hour.

Said one of the New York newspapers which chronicled the event: "King Albert of Belgium has paid the American automobile industry a high compliment. He will take home with him a sample of one of Uncle Sam's top-notch, high-grade motor-car creations, which he purchased after a personal tryout of it on the road. In fact, the car now is safely stowed away in the hold of the steamer George Washington for shipment to Belgium."

Albert was so fascinated by the performance of the dual-valved engine that when he examined the car closely at the New York agency he scrutinized all parts of the car.

NO SPOTLIGHTS IN CANADA

Their Use Forbidden by Law in the Northern Dominion.

Use of spotlights on motor cars is now forbidden in Canada. A copy of the new motor vehicle act of Ontario provides: "It shall be unlawful to carry on any motor vehicle operated on a highway any light which revolves upon a pivot or other device so that rays of such light may be projected in different directions."

The motor clubs of Buffalo and other border cities are calling the provision of the new law to the attention of motorists who plan tours into the Dominion.

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ASSEMBLED CAR IS FAVORED

Its Owner Can Always Obtain Parts for Standard Units.

The scorn of the automobile business a few years ago was the so-called "assembled" car. Salesmen bragged that their company made all its own parts, and that its car was built complete in its own plant," said Stewart McDonald, president and general manager of the Moon Motor Car company of St. Louis. "Of course, this was never technically true, and one of the ill effects was that when a large part of the car was built in a factory, if that factory went out of business, owners never were able to get parts.

"Now the car which uses standard equipment throughout is the envy of the makers of the other kind, and it is the joy of the owner. No matter what happens to an agency in any town, the owner of such a car knows that he can get parts of a Continental engine, or Timken bearings, or Brown-Lipe transmissions, or Wagner electrical parts, or Borg & Beck clutch parts, with little delay.

"The present replacement of spare parts is the greatest service the public demands. I guess Henry Ford gives the greatest, promptest automobile service, and next to him come the manufacturers of cars using, principally, standard high-grade units like the Moon and Jordan, for instance. The strongest recommendation of a car built of these standard units is that Timken, Continental, Wagner, DeLoe and the others have service stations at practically every prominent city in the United States, where parts can be procured that will fit any Moon or Jordan, or any other car made up from these standard units.

"The assembled car has, therefore, not only come into its own, but in public opinion it has forced far ahead of cars that are built from parts peculiar to themselves and fitting no other."

Steering Knuckle Play.

Play in the steering knuckles due to a worn kingpin or knuckle yoke may be taken up by reboring the yoke and fitting bushings. Much front wheel wobbling is caused by looseness in this joint.

Templar

The Superfine Small Car

The "Master Four" America's Finest Small Car The "Repairman's Enemy"

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