

THEY CAN'T BLAME M'GEE FOR FIASCO

Demon Driver Got 'Em There,
but Fish Wouldn't Bite.

TREE HAD TO BE SAWED

George W. Dean, Buick Manager, Is
Not Likely to Duplicate This
Little Trip for a While.

They say fishing is very good just now on the Willamette river and its tributaries in the Oakridge section of the Cascade mountains. All of which is no great comfort to George W. Dean, manager of the Howard Automobile company's branch in Portland. On the recommendation of Frank V. Smith, his selling staff, Mr. Dean organized a fishing party a week ago, provided a Buick car for the run, took along Smith and brother, C. C. Smith, and Claude McGee, worked most of one night sawing a log out of the road in the mountains, and on top of all that caught the grand total of no fish.

Not even a minnow did Mr. Dean get in five, seven, eleven or twelve hours of fishing. Claude McGee got two, which is not much better. Smith, supposed to be the fisherman of the crowd, hooked just 15 but his brother didn't get any.

However, the fish are there, as all hands agree. They were simply fed up that day, or didn't like the tackle brought along by the Portland crowd. Now that the sentiment against Smith for leading them on such a trip has somewhat cooled down, Dean and McGee unite in saying that it was some trip.

And McGee Stepped on 'Er!
They left Portland with McGee, who is connected with the Howard Automobile company in San Francisco and is one of the demon drivers of this or any other coast, at the wheel, at 12:30 P. M. on a Friday. McGee showed the Buick through to Salem by 2:30, or 1 hour and 50 minutes. After lunch there they set out from Salem at 3:35 and were in Eugene, after leaving 20 minutes waiting for the Independence ferry, at 5:45, just 4 hours and 30 minutes running time from Portland.

Leaving Eugene at 6 P. M., they were at Oakridge in the mountains at 8:05, and from there set out, late as it was, for Rigdon, 24 miles further, up in the rugged mountains of the Cascades. Oakridge, incidentally, reached by turning off the main Pacific highway south of Eugene at Goshute, and heading east, is the present terminus of the Natron cut-off of the Southern Pacific.

The road to Oakridge Mr. Dean describes as very good for mountain road, though with plenty of thrills for the driver accustomed to that kind of touring. In many places it skirts along the edges of canyons a hundred or so feet above the river, and is full of sharp up and down pitches and hairpin curves. But McGee, who learned the gentle art of mountain driving in the Sierra mountains, snaked the car around these turns at speed that would cause an ordinary driver's hair to curl up and turn white.

Tree Felled by Lightning.
But even McGee didn't get the car through to Rigdon from Oakridge that night, though he did his damndest. The reason there was that as they swung around a curve onto a bridge about four miles from Rigdon, at 10:30 that night, they almost ran plump into a huge fir tree, felled by lightning the day before, that had fallen across the bridge. The wonder of it was that it hadn't struck the bridge down in its fall, but it didn't solely because it was so long far below, while the other end was on the bank above.

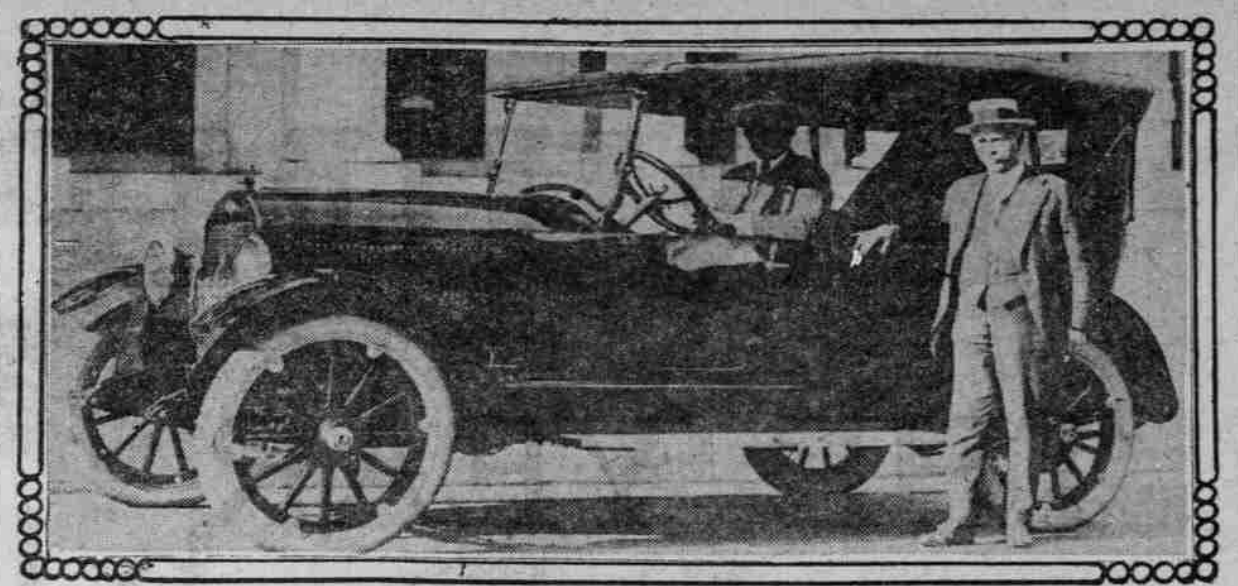
Ray Babb of Eugene, and his family were on the other side of the tree in their Hudson super-six, en route out from Rigdon, wondering how in the world to get past the tree, when the Buick party drove along. A consultation followed, the upshot of which was that Babb borrowed or in some manner produced a four-foot cross-cut saw, with which he proposed that the combined force should saw the tree trunk in two.

There was nothing else for it, so there in the dark with the automobile lamps for illumination, the trying job began. If you never tried working at one end of a cross-cut saw, urges Mr. Dean, by all means do so at the first opportunity for the experience. He hasn't all the kinks out of his back yet and that that, working at the saw were spelled about every five minutes. After an hour and a half of this back-breaking work, they finally got the trunk sawed through.

But It Wouldn't Shove.
It looked comparatively easy then to get behind the lower end of the tree and roll it off the bridge. After trying the scheme for 15 or 20 minutes, however, with no success at all, somebody discovered that one huge limb on the bottom side had been driven clear through the bridge's planking and was holding there like a pin.

By dint of much awkward labor, this was cut off and again all hands shoved and tugged and pushed and sweated against the tree. No use, no use at all. It would budge but that was all. So the mournful decision was reached that another session with

FRONT AND SIDE VIEW OF THE NEW GARDNER CAR, TO BE HANDLED HERE BY THE MANLEY AUTO COMPANY.



the cross-cut saw, in order to saw out a complete section, was necessary. About this time Mrs. Babb saved the lives of both parties by cooking up most of a ham and some day coffee. Then the men went to work again. It was just about daylight, according to Mr. Dean, when they had the second cut completed and at last rolled the offending log off the bridge and out of the right-of-way.

But then a new problem arose. This was how to get the two cars past each other. The road was so narrow there wasn't room for two cars abreast. On one side rose the bank, on the other descended the side of the canyon.

Almost Goodbye McGee!
McGee, with his usual optimism, took the Buick and attempted to steer far enough on the canyon side to let the Hudson through on the top side. He pretty nearly lost it having the second cut completed and at last rolled the offending log off the bridge and out of the right-of-way.

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Wouldn't Even Cook.
Smith had been telling so much of the wonderful fishing of this vicinity that it was all the others could do to restrain themselves long enough to eat. But with the meal stowed away, they grabbed fishing tackle, saw that their fishing licenses were safe, and headed for the river.

The sad ensuing fizzle of no fish for Mr. Dean, none for C. C. Smith, two for McGee and only 15 for the mighty fisherman Frank V. Smith has been told.

Altogether about 3 o'clock that afternoon they all returned to camp, ate a cold snack grudgingly prepared by Smith, and tried their luck again.

But that wasn't any luck that day, nor the next either, and Sunday night they watched McGee tear around the canyon for home.

It was 7 P. M. when McGee left Buck creek, about half way between Rigdon and Oakridge. At 3 o'clock he had them in Portland.

BAKER-HAINES ROAD FINISHED

Speed on New Highway Limited

Only by Fear of Cop.

BAKER, Or., July 31.—(Special.)—The final touches to the Baker-Haines highway have been made and automobiles now are able to speed along the smooth boulevard as fast as they like, so long as the motorcycle officer does not spy them. The new road is about 10 miles long, is 16 feet wide and is surfaced with the finest crushed gravel to a depth of eight inches.

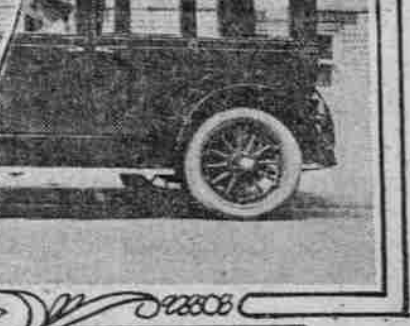
The road workers and automobile trucks will be sent immediately to Pine valley for work on the post road in that district.

When the Engine Overheats.

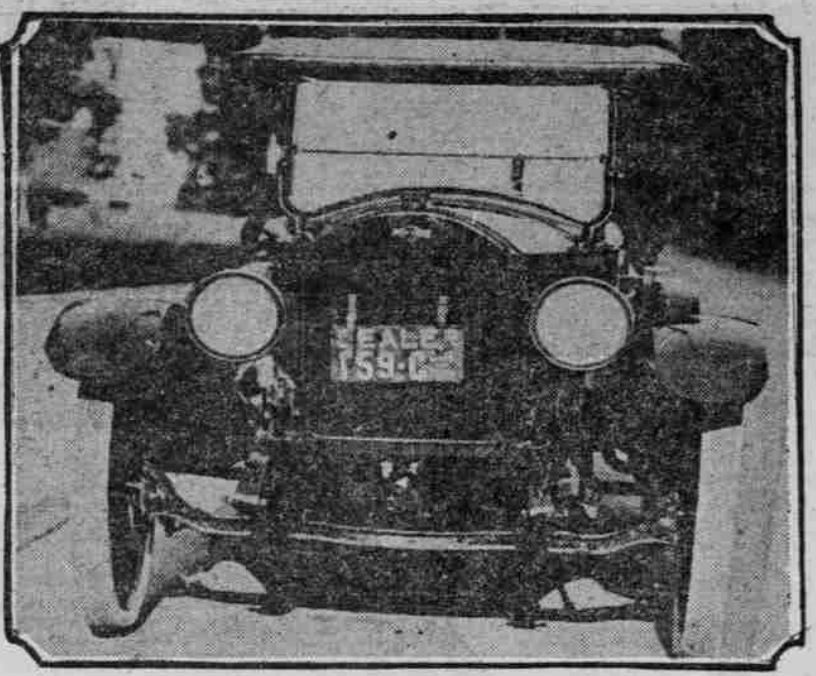
Don't always blame the cooling system when the engine overheats. The mixture applied by the carburetor may be causing the trouble, perhaps being too rich. Possibly the spark is not advanced enough; maybe the oiling system is clogged or for some other reason is not properly lubricating the mechanism of the power plant. It might even be possible that the fan belt is slipping, thus preventing the fan from doing its full duty. Then there are the brakes. They may be dragging because the bands are too tight, a condition which can only be discovered by jacking up the rear wheels and noting whether or not they turn freely.

Overheating is often chargeable to improper driving—using the low gear too long when the car should be running in high.

SECOND HAYNES CAR IN THIS FAMILY.



The car in the picture is a Haynes Suburban sedan recently purchased from A. C. Stevens, Haynes and Winton distributor, by Mrs. L. J. Bergmann, wife of the proprietor of the Multnomah Photo Supply company. This is her second Haynes car.



The Gardner is a four-cylinder car in the popular-price class, of handsome design and comfortable appointments. The first Gardner car reached Portland last week, and in the photo with it are A. B. Manley of the Manley Auto company (side) and E. C. Habel, sales manager (at the wheel).

U. S. ADOPTS V-TYPE

EIGHT-CYLINDER MOTOR WAS
FIRST USED IN EUROPE.

Late Ascension to Popularity in
America—Is Puzzle, Says

Edward E. Cohen.

A decade of European use and approval of the eight-cylinder V-type motor preceded its general adoption in America, a fact that perplexes every motorist acquainted. Though it is true that one well-known American maker did offer an eight-cylinder V-type, air-cooled motor as far back as 1905, yet it was not until several years later that its real recognition came in this country.

"When one has driven an eight-cylinder motor for any length of time he cannot help but wonder why its adoption came so late in America," declares Edward E. Cohen of the Oldsmobile distributors here. "Foreign designers were by no means slow to appreciate the advantages offered by the V-type construction. As far back as 1902 French and English designers were experimenting with the V-type. A V-type was even built, which was a highly satisfactory car."

"In 1904 or 1905, however, DeDion Bouton of Paris developed the first high-grade eight-cylinder car. Like all fine European cars, however, it was made in decidedly limited numbers. As fame spread from continental Europe, however, and soon it was one of the reigning favorites among British motorists."

"Once introduced rightly in America, the progress of the eight-cylinder motor has been nothing short of phenomenal. Certainly this year has proved the sound foundation of public approval of the eight for the new high-grade cars to be reckoned with in the quality field that have been announced this year have been with-out exception eight-cylinder motors."

"There are, of course, extremely good reasons back of this popularity, for popularity in the motor world goes only where it is merited by performance. To my mind, it rests primarily upon the rugged dependability of the eight-cylinder V-type."

"The eight-cylinder is not a complicated motor, as some folk imagine. On the contrary, it is a very simple combination of two four-cylinder motors, and everybody knows that the four represents the simplest type of motor of satisfactory performance that can be built."

"But, after all, the final test of a motor is performance, not theory. In thousands of miles of driving an eight-cylinder Oldsmobile I have become a strenuous adherent of the type. I have made many trips over Oregon in an Oldsmobile eight without once leaving the wheel en route and constantly maintaining speed at the maximum the law permits. Such trips have taught me the power and smoothness of the eight as nothing else could and have made me a firm convert to the belief that it is the ultimate type for the motorist who wants the best in the shape of a motor."

Mr. Rainier Road Favored.
TACOMA, Wash., July 31.—Further development of Mount Rainier national park, near here, is favored by

Closing Out Sale
Trailers
2 and 4-Wheel Models
750 to 1500 capacity
Camping and Commercial

Trailers

Write for prices NOW

Our stock will not last long

Yall Ship Trailer Co.

SEASIDE, OREGON

GRANT Manufacturers' Agency

COAST DISTRIBUTORS

2421 Telegraph Avenue, Oakland, Cal.

Get Yours NOW

WRITE US

Your money back if not delighted with the

HAYES

Hayes Shock Absorbers

Make Riding a Joy on Any Road

Take the Kicks Out of the Shock

Fully Guaranteed—You Take No Chances

We can fit both front and rear on most models of the following cars: Dodge, Maxwell, Oakland, Hupmobile, Oldsmobile, Studebaker, Nash, Hudson, Davis, Moon, Allen, Dort, Elcar, Chalmers, Chandler, Buick, Stephens, Peerless, Auburn, Liberty, and many others. Maybe yours.

Don't discharge firearms on any public highway.

Buffalo Trail to Be Marked.

BILLINGS, Mont., July 31.—Work has been started on the erection of

GARDNER'S LATEST AUTO OF ARRIVAL HERE

Manley Auto Company Adds a
Light Four to Its Lines.

LONG SPRINGS A FEATURE

Car New Here Built by a St. Louis
Company That Has Been in
Business Many Years.

For several years A. B. Manley, president of the Manley Auto company, has been looking about for something to his liking in the way of a light four-cylinder car in a price class not conflicting with any of the lines his firm already handles. With the arrival here last week of the Gardner light four was introduced to Portland the car he has finally selected as meeting all requirements.

Mr. Manley tried out the Gardner on several recent trips east, particularly at St. Louis, where it is manufactured. He has also noted its superior qualities while on a visit to California. After a long and careful investigation, he signed with the company as distributor for Oregon and southern Washington, including all the Columbia river counties.

Three carloads are already moving toward Portland and Mr. Manley has ordered additional shipments of at least one carload a week. The car is a handsome model, with snappy lines and generally pleasing appearance.

Although the Gardner, as an organization, have been engaged in a big volume manufacturing business for nearly half a century, the light four bearing the name is comparatively new in motordom. The cars reaching Portland last week are the first of their variety to be seen on the local streets.

In designing the body and general appearance of the car, the Gardner engineers evidently considered style and beauty, but not until after roominess and comfort had been amply provided. The seats are wide, with comfortable backs. There is plenty of leg room for even the six-footer.

Three deep spiral springs, mounted on a ventilated wood base, with cushions that have just the right "give" to them, neither resisting nor yielding too readily to the weight of the passengers. The Gardner has extra long semi-elliptic springs, front and rear, and a deep heavy frame, which is a real foundation for the entire car.

With the Gardner, the Manley Auto company now handles five lines of automobiles, including the Hupmobile, Grant, National, Stearns-Knight and Gardner.

FUEL PROBLEM SOLVED

GASOLINE SHORTAGE LEADS TO BETTER DISTILLING.

Ample Supplies to Meet Increasing Demands Are Expected as Result of Advances.

SAFETY HOLE IN TIRE

Often Caused by Scraping Along Curb Turning Corners.

Did you ever notice a ragged hole about the size of a silver dollar in the rear tire of a car? This little ragged hole is the result of carelessly turning corners.

Many motorists swerve swiftly around a corner without slackening speed. They fail to allow sufficient leeway between the car and the curb in order to clear the rear wheel. When too sharp a corner is made the rear wheel will often graze the edge of the curb or climb up on it. This peels off some of the side-wall rubber.

Though little thought of, this injury, according to Miller tire and tube experts, is often the first cause of a later side-wall blowout. The fabric side-wall, having lost its rubber protection, is often the first cause of a later side-wall blowout.

The motorist may make a temporary repair by cleaning with gasoline and then covering with a plastic, self-vulcanizing gum. When opportunity arises the casing should be taken to a tire surgeon for a permanent repair.

AMERICAN CARS IN FRANCE

Latest Figures Show 18,000 Army Autos Are Still There.

When the American expeditionary forces left France, 70,000 automobiles remained in that country. It was decided that the best way to dispose of them would be to sell them. The minister of finance, Paris, reports that 52,000 of these automobiles have been sold, leaving but 18,000. It is expected, according to the same authority, that these, too, will be disposed of by the end of the year.

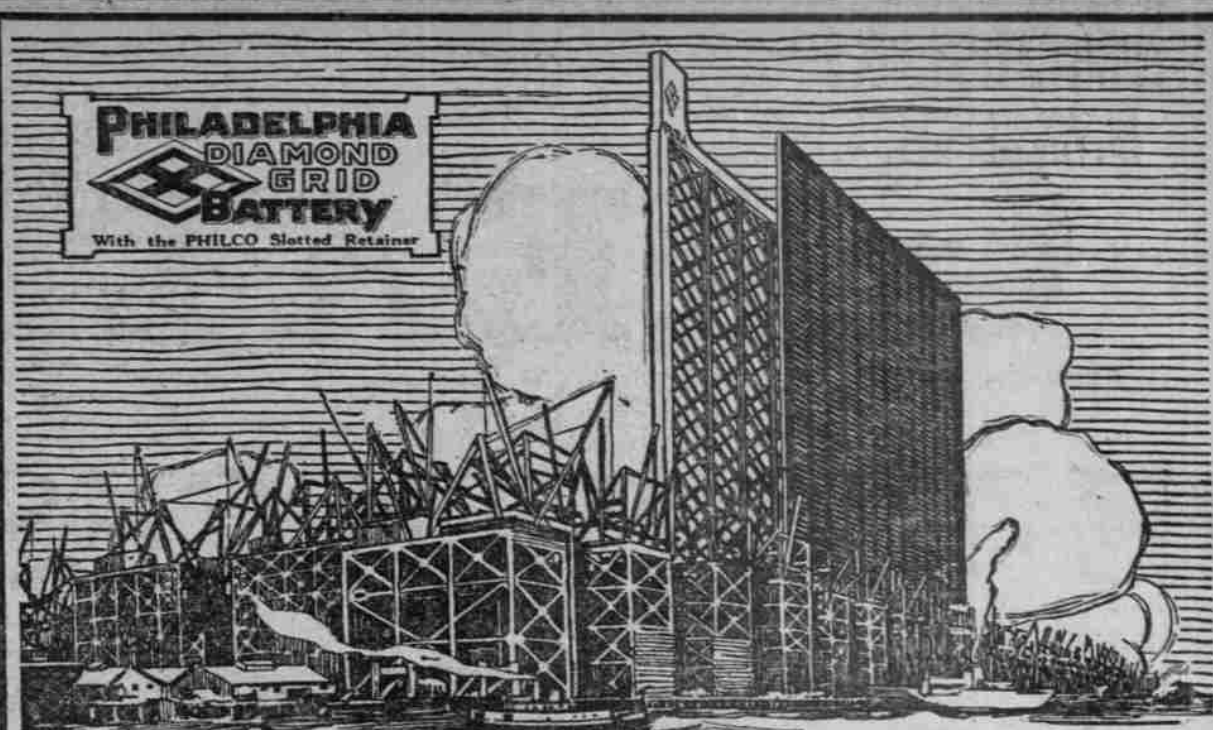
To Build Own Trucks.

It is reported that F. F. Ruggles, former president of the Republic Motor Truck company, who sold holdings to the Willys-Overland interests, is planning to erect a plant in London, Ont., to build trucks of his own design.

Don't discharge firearms on any public highway.

Buffalo Trail to Be Marked.

BILLINGS, Mont., July 31.—Work has been started on the erection of



THE GIANT SHIPYARDS AT HOG ISLAND, PHILADELPHIA, ARE CONVINCING EVIDENCE OF "DIAMOND CONSTRUCTION FOR STRENGTH."

An Automobile Starting Battery Guaranteed Eighteen Months No Charge for Repairs for Eighteen Months

THE length and kind of a guarantee is the measure of a manufacturer's faith in his battery. If he guarantees his battery for only 90 days, or six months, or one year, you are carrying your own guarantee for the difference between their guarantee period and ours, which is a risk he is not willing to take.

Our faith in the Philadelphia Diamond Grid Battery is proven by our guarantee that you will have absolutely no expense for repairs for 18 months. You cannot ask more.

Bring your old battery to us for repairs. If it can be repaired we will not try to sell you a new one.

We give expert advice on ignition trouble without charge. We test, fill with water and make your battery last as long as possible without charge.



**Van Matre-Howard
Battery Co.**

48 North Broadway
Between Couch and Davis

200 pressed steel markers for the Buffalo trail from Billings to Great Falls, Mont. The markers, bear a large picture of a buffalo.

SIGNAL CONTRACT CLOSED

Vancouver, Wash., Firm Makes Deal With Louisiana Men.

The Day & Night Auto Signal company, which manufactures an automobile signaling device for all makes of cars, has closed a contract with Forester Bros. of Shreveport, La., for exclusive manufacturing and selling rights to the device in Oklahoma, Texas, Alabama, Louisiana, Tennessee, Mississippi and Arkansas. For this exclusive right Forester Bros. have guaranteed to manufacture and sell not less than 100,000 signals the first fiscal year, according to announcement of the local company, on which they will pay a royalty of 50 cents each.

COLD LAVA CAMP SPRING

Here's Useful Information for the McKenize Pass Traveler.

POST, Or., July 16.—(To the Automobile Editor.)—Dear Sir: In your log of the McKenize pass road recently published, it is stated that at the Lava Field camp structure there is a spring 200 yards to the right, up a ravine. If the thirsty motorist will follow the road 150 yards across the second stream at the foot of the grade and turn to the left, close to the edge of the lake and 40 yards from the road, he will find a strong spring of cold water. There is no sign post there, and only a dim trail, but it can

be easily found, as it is close to the Buffalo trail on the northeast side. Yours truly, A. READER.

Other branch at 1426-28 Central avenue, Cincinnati, Ohio. The branch will operate under the name of the Mack International Motor Truck corporation, superseding the James Kidney company, who were Mack dealers in that territory. G. K. Ross will be in charge.

Complete Line of Henney, Barnett, Hercules and Parry

TIRES

Standard Makes

Cord Tires

8000 and 10,000 Miles

30x3 1/2 Non Skid\$23.95

32x3 1/2 Non Skid\$27.90

32x4 Non Skid\$41.70

33x4 Non Skid\$42.90

34x4 Non Skid\$44.50

35x4 1/2 Non Skid\$53.00

All Factory Firsts

Fabric Tires

6000 Miles

30x3 Non Skid\$13.85

30x3 1/2 Non Skid\$17.50

31x4 Non Skid\$26.50

32x4 Non Skid\$28.00

33x4 Non Skid\$28.50

34x4 Non Skid\$29.50

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TIRE CO.

Broadway and Everett Sts.

Portland, Oregon

One of a Chain of Stores

Over twenty models in stock; immediate shipment.

We can have you on the road in a few hours with a body of finest construction and beautifully finished.

Write for catalogues and prices.

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Francis Motor Car Co.

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