

WALLA WALLA CAMP REGISTERS 600 CARS

Visitors During Month Are
Estimated at 1609.

PEAK BELIEVED PASSED

Heavily-Loaded Machines Are Re-
ported Still to Be Dotting
Roads of Northwest.

WALLA WALLA, Wash., Aug. 6.—(Special.)—While the peak of the tourist travel seems to have passed, heavily loaded cars continue to dot the highways of the Northwest. In the last month 600 cars registered at the Walla Walla camp grounds. These 600 cars carried 1929 people. In addition were fully twice as many who stopped for a brief time, leaving before night.

If the average expenditure of \$5 a car (an estimate of one seasoned traveler which is believed to be low) is kept up, this means \$3000 spent here monthly by these travelers. The sum, however, will be three times as large in touring season.

Road conditions continue excellent. The summary follows:

Walla Walla to Portland via North Fork highway, good; to Goldendale via Mahon, good dirt road; Goldendale to White Salmon, good dirt road, generally good; White Salmon to Underwood, one detour; Underwood to Vancouver, good to excellent. All roads out of Goldendale in good condition.

Walla Walla to Portland via Columbia highway, good to excellent; Pendleton to Umatilla, macadam road; Umatilla to Deschutes, good gravel; Deschutes to The Dalles, rough to fair; The Dalles to Mosier, use new highway, which is good; Mosier to Hood River, closed to paving except at noon and night. Autoists are advised to go through at these times to avoid a bad detour; Hood River to Portland, paved.

The Dalles to Bend via Wasco, fair (avoid Tygh valley route); Bend to Klamath Falls via La Pine, getting dusty, fair; Bend to Lakeview via Fort Rock, good; Bend to Burns via Millican, good; Burns to Vale, rough; Bend to Eugene via Prineville, good; Bend to Eugene via McKenzie pass, open, improved; Bend to Medford via Crater lake, open, fair condition.

Walla Walla to Portland via old Oregon trail—Paved to Pendleton; Pendleton to La Grande over Blue mountains, traveled to summit, balance of road poor; La Grande to Baker, good; Baker to Huntington, good, with exception of detour; Huntington to Twin Falls, good; Twin Falls to Salt Lake via Albion, good; all roads out of Salt Lake good.

Twin Falls to Yellowstone park via Pocatello, good; Mountain Home to Idaho Falls via Hailu, good; La Grande to Walla Walla, roads all open. Condition varies from poor to good; possible to drive through from La Grande to Lewiston via Enterprise, Flora, Anatone and Astoria on dirt road with some heavy grades, generally fair. Toll gate road to Elgin open, rough to Toll Gate, balance fair; use new road five miles east of Toll Gate; Elgin to La Grande good.

Walla Walla to Seattle—Good gravel and macadam; Prosser; between Grandview and Zillah detours are good; Zillah to Selah paved; Selah to Ellensburg, fair; Ellensburg to Seattle, excellent.

Walla Walla to Spokane via Central ferry—Paved and macadamized to Colfax; brief detour out of Colfax for paving, then good road to Spokane.

Walla Walla to Spokane via Lyons ferry—Good roads to ferry; fair from ferry to Waukena, good roads on to Spokane.

Walla Walla to Lewiston—Paved and macadam to Dodge; Dodge to Pomeroy rough dirt road; Pomeroy to Clarkston, fair to good; Lewiston to Spokane via Pullman, good; Lewiston to Grangeville via Culeles, good; Lewiston to Troy or Genesee, good. Evergreen highway, Lewiston to Weiser, open—Good to 10 miles south of Whitebird; next 23 miles to Riggins is mountain road which only good drivers are advised to attempt. From Riggins on the road is good.

Spokane to points north and east—Spokane to Yellowstone park via Missoula and Butte, generally good; Spokane to Calgary road to Sandpoint; rough to Kingsgate, generally good to Calgary via Fernie and McLeod.

FAIR SPACE RESERVED

MANY AUTO EXHIBITS TO BE
MADE AT SALEM.

Manufacturers and Distributors' Association to Hold Important Meeting Tomorrow Night.

The Automotive Equipment Manufacturers' and Distributors' association, of which Frank Perry is acting president, with headquarters at 441 Hawthorne avenue, has contracted with the State Fair association for a block of 24 spaces in the automobile building at the fairgrounds at Salem for exhibitors during the state fair week of September 26 to October 1.

Members of the association already have signed up 36 exhibitors, and at a meeting to be held in the chamber of commerce rooms tomorrow evening at 8 o'clock, the remainder of the spaces will be allotted. It is urged that every member be present, as well as those not members of the association and who intend to exhibit automotive equipment at the state fair.

Important business will be transacted at this meeting. The rapid growth of the association will soon necessitate larger quarters for the monthly meetings. More interest than ever is being shown in the state fair exhibit this year, according to J. M. Tuttle, who visited Salem two weeks ago, and a record attendance is contemplated.

O. A. Perry, with headquarters at 612 Pittcock block, is chairman of the fair committee. Mr. Perry says the demand for fair space is so great that exhibitors from other states have been turned down until the home exhibitors are given first choice.

A removable track for rubber-tired road vehicles is one of the newest developments in the industry. Located between the front and rear regular wheels four additional wheels are provided. All wheels run on two tracks, consisting of two rubberized fabric belts. With the tracks an automobile may be used in deep snow, "bottomless" roads and plowed ground.

FREE COOKING GAS IS ONE OF BIG FEATURES OF THE FOREST GROVE AUTO TOURIST CAMP.



BENEATH TOWERING FIRS ROAD-WEARING TRAVELERS CAN REFRESH THEMSELVES FOR THE MORROW'S RUN.

FOREST GROVE, Or., Aug. 6.—(Special.)—One of the most delightful free auto camps of Oregon, where the tourist may cook his own meals on gas stoves, with stove and gas furnished free by the city, is the beautiful grove of 15 acres recently opened here by the city and Commercial club.

Mayor William Schultz, one of the sponsors for the camp, declared yesterday that hundreds of tourists already had taken the opportunity of camping here this summer, though the camp was not opened to the public until about a month ago. Judge W. H. Hollis, president of the Commercial club, also was one of the prime movers for the establishment of the camp.

Tables have been placed in the camp, which is located just at the end of a paved street running through the city. Forest Grove now has nine miles of paved streets and more are being worked on at the present time on a contract with the Warren Construction company, under the direction of Superintendent Radcliffe.

The highway work is now practically finished to McMinnville and the run from Portland to Forest Grove can be made in an hour or less. Many California cars and one or two representatives from other states of the union have made their camp over night in Forest Grove's new auto camp and many laudatory comments have been heard from tourists of the unusual facilities offered, with fine water direct from the hills, gas to cook and sheltering trees.

DOUGHERTY IN NEW JOB

SALES MANAGER JOINS PORTLAND MOTOR CAR COMPANY.

Former Head of Retail Department of Northwest Auto Co. to Handle Packard and Nash Cars.

D. L. Dougherty, for the past two years and a half manager of retail sales for the Northwest Auto company, has joined the Portland Motor Car company as retail sales manager for the Packard and Nash cars, for which the company is distributor. In making the announcement of the appointment which went into effect August 1, Mr. S. V. Peters, the manager, declared that the appointment was made on account of the rapid increase which has been registered during the past year in the business. An increase which made it obligatory to have some executive to devote his entire time to the management of the retail sales of new and used cars. Mr. Peters asserted also that he and his associates considered themselves fortunate in obtaining the services of a man of the caliber of Mr. Dougherty.

Mr. Dougherty has been identified with the automobile business for years, the majority of the time in business for himself. Before he came to Portland he had the distribution of the Chandler in Jacksonville, Fla. and previous to that time had the Maxwell and Chalmers line for the entire West Indies. He brings to the Portland Motor Car company a wealth of experience both in the merchandising of cars and in the management of men. In spite of his pleasant associations with the Northwest Auto company, he has been identified with the automobile business for years, the majority of the time in business for himself.

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USED CAR IS PROBLEM

JORDAN DEALERS ATTEMPT TO REACH SOLUTION.

Nation Second Hand Machine Sales Policy Is Announced by Company's President.

Four hundred and fifty motor car dealers in the Jordan organization throughout the United States started Monday morning, August 1, toward what appears to experts to be the first practical solution of the second-hand problem. Edward S. Jordan, president of the Jordan Motor Car company, has announced in a broadside advertisement in all the principal cities of the country a national used car sales policy, the first of its kind ever conceived by an automobile manufacturer.

In this policy the Jordan company indorses the policy of Jordan distributors and assures to the public that as to price and condition of used cars in the hands of dealers, another striking feature of the campaign is a ten-day national sale of used cars, in which all new cars will be taken off the floors of Jordan dealers and every salesman in the Jordan organization will be engaged for ten days in meeting used car purchasers.

This is the first time in the history of the industry that any manufacturer has dared to introduce any such unusual policy and results will be watched by the entire group of manufacturers and dealers throughout the United States.

Converts Auto Into Tractor.

A cleated belt has been invented to convert an automobile into a tractor of the endless tread type, supplementary wheels being inserted between the regular ones to distribute weight.

It is sometimes difficult for the motor camper to get good cooking action from his campfire when the wind is blowing hard. The engine hood of the car may do service as an emergency windshield for a small fire.

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CAR TIRES MUCH ABUSED

TROUBLE DECLARED LARGELY DUE TO NEGLIGENCE.

Old Mileage Guarantee System Declared Ancient, Unfair and Soon to Be Abandoned.

Regardless of the make of tire, motorists often give the tire any amount of abuse, not knowing its fundamental principles of construction or believing too much in factory guarantees. The conditions under which a tire is expected to stand rest largely with the driver. The absolute guarantees which were accorded bicycle tires in the past cannot generally be applied to auto tires. Nevertheless a few of the newer manufacturers adhere to this policy.

The old system of guaranteeing a tire for so many miles is soon to become a policy of the past, according to local automobile men, many of whom declare the system ancient, unfair and pernicious. It is held unfair in that it permits a new, untried, inexperienced maker to blow the same sales trumpet used by tried and tested manufacturers.

Several local tire dealers, in justice to their customers as well as to themselves, are appraising customers of the frailties of such tires as they purchase, and are being told how best to avoid accidents and secure maximum tire satisfaction.

Commenting on this, Mr. Butler, territorial manager for Allen & Hebard said: "The care of a tire really begins before it is put on the wheel. Some assert that a tire fresh from the factory should be treated very gently for several days until it has had a chance to season. This is simply superstition since the reasons are not apparent."

"Many persons also do not realize that the rear tires not only bear two-thirds of the total weight, but that they must also bear the tremendous driving strain and side thrust of skidding. In other words, the strain on the rear tires is three or four times as great as that on the front tires."

Another interesting fact for which Allen & Hebard are authority is that the larger the rear tire the easier the car rides, and the smaller the front tires the easier the car steers. Not only that, but the rear tires are much more likely to puncture or blow out, for which contingency there should be an additional margin of strength, since every puncture permanently weakens the shoe. Mr. Butler said further:

"Before mounting wheels the rims should be carefully looked after. Rust seems to injure tires in some unaccountable way—the injury being far greater than we would naturally expect. Heating caused by overspeeding is very injurious. The heat which it is possible to raise in a tire by over-

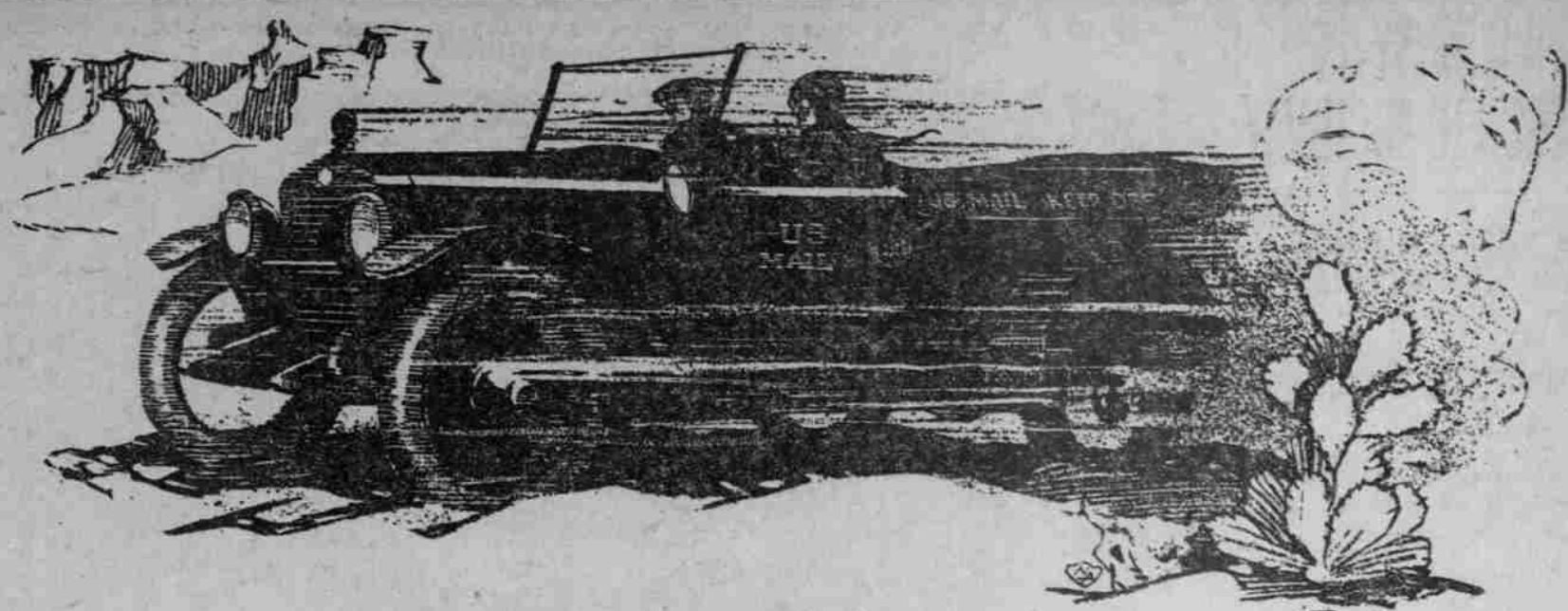
speeding is probably greater than most people think, as the temperature sometimes rises above the boiling point of water.

"Car owners should also remember that oil acids and light, particularly sunlight are very harmful to tires and should be guarded against. The observance of these few simple rules will greatly reduce tire trouble."

Making Brake Adjustments.

In taking up on the brakes do not always remove the slack at the same place. There usually are two or three places in the brake assembly where a "take-up" is possible, and each time the brakes are adjusted a different place should be used. The first time take up the rods at the rear, the next time at the brake bands, etc.

The automobile industry is paying \$15,000,000 annually to the federal government, with state fees of \$64,000,000, and personal property taxes and other fees of \$50,000,000.



In 4 Trips Across America Essex 4 Times Breaks Record

Fastest Time Between New York and San Francisco Beaten by 12 Hours, 48 Minutes
New York - Chicago Record Also Falls

Four Essex touring cars, carrying the first United States transcontinental motor mails, between New York and San Francisco, have set the time records for their respective directions across the American continent. The distance each car travelled was 3347 miles.

The New York to Chicago automobile record was also beaten.

The fastest Essex time was made from San Francisco to New York in 4 days, 14 hours and 43 minutes, breaking the record by 12 hours, 48 minutes.

A Reliability Proof That Speaks for Every Essex

The average time for all four cars was 4 days, 21 hours. These records cover the actual time from the moment the cars were checked out of New York and San Francisco with U. S. Mail, until they checked in at their

respective destinations on opposite sides of the continent.

The purpose of this Essex test was to prove its reliability, not merely with one car, but with four. The closeness of the respective transcontinental time for the four cars, proves the consistency of performance and endurance that characterizes all Essex cars. Every requirement of motor car performance was met a thousand times by these cars, in their cross continent run.

Consider that hundreds of cars have attempted to break the transcontinental record. You have rarely heard of these attempts for the failures have not been given circulation.

Yet isn't it a remarkable and convincing proof of Essex ability and endurance that the only four Essex cars that ever challenged for the coveted transcontinental record were in every case successful?

The foregoing announcement was published a year ago. It is republished today in celebration of the first anniversary of this memorable record, and because Essex position today remains unchanged and unchallenged. More than 50,000 owners know its endurance, service and quality.

C. L. BOSS AUTO. CO.

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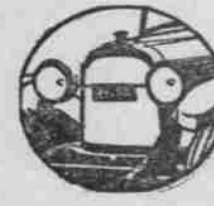
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WATCH the ESSEX



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Sleeve-Valve Motor



Improves With Use

IT IS so simple that repairs are almost never needed—and when they are, any mechanic anywhere can make them economically.

Its oiling system is so perfect at all temperatures that there is practically no wear on its sleeves after tens of thousands of miles.

Its patented sleeve-valve motor is manufactured on license by only a few manufacturers in America and the finest motor car builders of Europe.

The car in every detail is built to reflect the economy and dependability of the motor.

Touring, f. o. b. Toledo,	• • was, \$2195	• • now, \$1895
Roadster, f. o. b. Toledo,	• • was, 2195	• • now, 1895
Coupe, f. o. b. Toledo,	• • was, 2845	• • now, 2550
Sedan, f. o. b. Toledo,	• • was, 2945	• • now, 2750

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3 1/2 Ton G.M.C. Truck

Practically new and in fine condition. Cost \$5100 new. Has platform body. Truck now working near Portland, and contract goes with it if desired. A genuine bargain at \$2250. Reasonable terms. See Joe Goodfellow at Northwest Auto Co., 15th at Alder, Bldg. 1460.

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TIRE INSOLES
Besides being NON-PUNCTURABLE, they add greatly to resiliency of tires and comfort of riding. Call or write for our folder. Free Road Map.
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