

YELLOWSTONE AUTO TOUR PARK BROKEN

Summer Visitors Are Estimated at 90,000.

1920 RECORDS SMASHED

During 20 Days of June, Travel Is Reported to Be Double That of Previous Year.

YELLOWSTONE PARK, Wyo., Aug. 6.—The American motorist, trekking the long trails of never before, has broken all automobile travel records in Yellowstone Park.

What heretofore has been considered exceptional in this season the rule and it is now estimated 90,000 persons will have visited the park before snow barriers block the road. With this in mind, hotels, camp companies and park officials have made elaborate provisions for handling any numbers that may come.

During the 20 days of June, when the park entrances were first opened, auto travel doubled over 1920, but the July figures are showing an increase that will set a pace in the future. The 19th, 20th and 21st, sent all previous records into the discard and the total number to visit the park up to the latter date was 31,316 persons and 6190 automobiles, as against 27,288 persons and 4378 cars up to the same day a year ago. And this in the face of pessimistic predictions of an "off year," based on economic reports from the outside.

Thousands Are on Move.
But the gypsy strain, which has gradually been making its appearance in the American motorist, would no longer down. Careful check at the four entrance gates shows that thousands are this year traveling from 6000 to 10,000 miles. California, for instance, has sent more automobiles into the park than any other state, with the exception of Montana, which borders so closely as to be considered within commuting distance of the north and west gates.

The tendency appears to be to visit three or more of the national parks while on tour and windscreens by the hundreds are to be found literally plastered with national park stickers, denoting visits to many big parks of the west.

The checks show also that scores are routing through Portland and Seattle and the entire northwest and are visiting most of the western states adjacent to Yellowstone.

Many Show Interest.
An unusual number are showing an interest in the Jackson Hole country to the south—the north part of which soon may be annexed to Yellowstone national park—enough to view the incomparable Tetons.

Coupled with this unprecedented influx of vacation seekers comes the official report that never before have the park roads been in better shape.

"In the 35 years I have visited Yellowstone I have never seen the highways in such excellent condition," the statement to Park Superintendent Horace M. Albright by Senator A. W. Miles, Montana, who for nearly half a century has been active in park development work.

The camp sites and general accommodations are also shown in various reports to be in better shape than ever before.

COLUMBIA FOREST VISITED

(Continued from First Page)

along the Columbia river highway, you know we beheld all these and more and that all too soon we came upon the locks of the Cascades. Here we crossed the railway track and took ferry to Stevenson, on the north side of the river, a little farther up the stream. Arrived at Stevenson, we parted from the other cars that had ferried across, for our steed was eager for the forest. A drive of a few miles up the Evergreen highway brought us to Carson, where, as we stated at the start, we left the Evergreen highway and headed north.

Dirt Road Fair.
There is a fair dirt road from Carson to Government Mineral springs; a portion of it has been recently treated to a coat of fine gravel, and this proved much the better part of it. If it were traveled for a few miles we could pronounce it an excellent forest road. The road follows up Wind river and, a few miles from Carson, we cross that river over a suspension bridge. And always, rising far ahead, Observation Point kept in view, the forest ranger's cabin on its pointed summit a mere speck against blue sky. This point is one of the highest in the Cascade range, save, of course, the snow peaks, and here the eagles of the forest service keep vigilant watch for the flock wisp of curling blue smoke that betokens the beginning of a forest fire.

Ten miles up the river from Carson the forest service maintains a forest nursery and experiment station, where millions of baby trees are growing under cultivation, and where these trees are planted annually on areas in the various forests of Oregon and Washington. Here a forest fire has destroyed the natural tree growth.

Trout Fishing Good.
Five miles farther up Wind river are Government Mineral springs. Here there is a good hotel, as well as suitable camp grounds for those who prefer to camp. Three miles from the hotel there is a lake which has been aptly named "Lost lake." You will need a guide or minute directions in order to find it, but, once having found an immense trout, if you are an angler, for the lake is well stocked with eastern lake trout.

Another interesting trip from the springs is that to the falls of Fall creek, a tributary of Wind river, about five miles from the springs. They may be reached over a good trail from the springs.

Our party of seven was blessed with keen appetites, so we decided to lunch before driving on to the springs. Parking the car by the roadside, we shouldered our hampers and entered the shady forest at Little Soda springs, a short distance from the road. Here former campers had left tables and chairs of stones for boiling coffee or broiling bacon and here, in a leafy glade fit for the habitation of a dryad, we ate our lunch. Almost at our feet were two little streams. One was mineral, hence the name "Little Soda"; the other was pure mountain water. Our table was placed in the shade of two ancient trees, one a fir, the other a cedar. They grew out of the ground together, with their limbs entwined. Perhaps they were a reincarnation of some former existence, for, reclining in their deep shade, there came to mind remembrance of that storied visit of two gods in the guise of wayward travelers to the home of an humble peasant, and one could fancy that far up, where their branches were covered with green foliage, they were whispering to the

west wind: "I am Philemon"; "I am Beulah!"
Hearing the subdued sound of running water, we followed a little path for a few hundred feet and all at once we came upon Wind river, which had parted company with us a little while before. Here indeed was a retreat, where one might linger for days! The forest comes down to the river, leaving here and there a ledge covered with ferns and grass, where the traveler might pitch his tent or swing his hammock and let stream and wood bring dreams of days that have been, visions of days that are to be!

Returning to our car, we followed the road the short distance to the hotel at the springs and spent the afternoon in seeing some of the wonders of which we have already spoken and in listening to the stories of other motorists which we would have liked to have seen and still hope to see.

Late in the afternoon we turned the nose of the Standard "X" toward home and let it follow the open road. Soon we found ourselves again at Carson and, shortly after, at Stevenson. We could have continued down the Evergreen highway to Vancouver and thence to Portland, but, having had a taste of seafaring life in the ferry trip of the morning, we elected to cross over to Cascade Lock.

Stiff Breeze Enjoyed.

There was a stiff breeze blowing upstream and the whitecaps were running, all of which added a touch of romance to our deep pleasure. Soon we were on the Columbia river highway, with only one stop to make, and that was at Horsetail falls, where again we parked the car, scoured the rock-strewn mountain side for dry sticks and had coffee boiling under the very spray of the falls. There was small need for hampers after that meal! It was the end of a perfect day. The reins hung loosely over the dashboard and the car wandered home, from force, or perhaps, perhaps, perhaps on the left of every car it overtook, and there were many of them! We were large with accomplishment. We had seen the forest and twice during the day we had both penetrated and perpetrated the Great Columbia gorge, which in its full definition ranged from fruit salad to fried chicken, from cool expanse of green waters gleaming through leafy draperies to the thunderous diapason of mighty waterfalls that blended in triumphant note with the west wind, as it murmured amid the fir trees that pressed forward to the verge of frowning cliffs high above.

USED CAR SALE PLANNED

JORDAN MOTOR CAR COMPANY HAS NEW POLICY.

Official Announces That Campaign to Establish Faith in Second-Hand Autos to Be Started.

Too long have motor car manufacturers closed their eyes to the need of raising the standard in used car sales, according to Edward S. Jordan of the Jordan Motor Car company. "This has resulted," said Mr. Jordan, "in a deplorable lack of confidence on the part of the public. This need for a definite policy regarding the used car situation, has led us to announce to the public a used car policy which will be national in its effect and will operate through every Jordan distributor throughout the United States. "This policy considers the used car buyer in the same light that we do the buyers of a new car. Many who have hitherto been deterred by a used car for lack of confidence in the organization selling it, can now go to a Jordan distributor and buy a car with the same fine trust which purchasers of Jordan cars know. "While startling in its broad fundamental understanding of the needs of motor car buying, this policy is but a forerunner of what will be the ultimate attitude of all good manufacturers. "In announcing this policy, the Jordan Motor Car company, through their many distributors, is conducting a ten-day used-car sale in which the value, the service and the general condition of the car is pledged to be exactly as represented. "Many who have realized the problem of the used car offers in the distribution of automobiles, have expressed sincere admiration for this courageous stand by the Jordan Motor Car company. Many feel that the good name 'Jordan' back of the sales of used cars will have a very stimulating and stabilizing effect throughout the whole industry."

MOTORISTS ARE QUIZZED

CHIEF ENGINEER OF MOON ASKS QUESTIONS.

Drivers Need to Know What Distance Is Required to Bring Car to Dead Stop.

Thomas A. Edison's now famous questionnaire caused a real sensation in practically every part of the country. It caused others to send out questionnaires, some of them serious.

George H. Kublin, chief engineer of the Moon Motor Car company, has prepared a list of questions for motorists in which he asks a number of questions that every automobile owner should know. Mr. Kublin says, "If you are the owner of a motor car and cannot answer the questions listed below, it will pay you to get the information as in all probability, knowing the answers will save you a great deal of annoyance, time and money."

Number of points of lubrication on your car?

Give at least three reasons for overheating of engine?

Gas and oil consumption per mile? Road speed in miles per hour at which engine will perform most efficiently and economically?

Firing order of cylinders?

On average road, driving at a speed of 25 miles per hour, what distance is required to bring your car to a dead stop?

Driving in high speed on a level road, what is the lapse of time in seconds to accelerate from five to twenty-five miles per hour?

How many gallons of water is required to fill the cooling system of your car?

What is the purpose of the various speeds of a transmission?

What is the correct grade of lubricating oil you should use for your car?

ALCOHOL SUGAR BY-PRODUCT

"Motor Spirits" Sold in Havana Far Cheaper Than Gasoline.

HAVANA, Cuba, Aug. 6.—Two "rate wars" at least are expected as a result of federal and municipal action in favor of the use of alcohol in internal combustion engines. Dealers in waiting instructions to cut their prices to meet the lower scale established by alcohol venders, while the owners of large fleets of popular-priced taxicabs are planning to meet the lower rates fixed by owners of cars using alcohol.



"Weegee Board" Separators

You know what a Weegee Board is. A flimsy, shaky, undependable sort of an affair that can make a bad guess on anything from whether it will rain to who will be next governor of Texas. "Holy telephones," I call 'em. Old chap I knew used to call up a dead uncle and get dope on the stock market. Made some money too, until one day Weegee got a short circuit or something and he had to mortgage his house, sell his flivver, and get jobs for all his kids to keep from going to work himself.

It's just like that with these Weegee Board separators. They're all right if you don't believe in them too often, or too long, or too much. For after all they're nothing but timber. The little old board says, "Will I puncture now and tie this guy up or will I wait?" Then along where the houses get scarce and the road bad, and a storm coming on, Weegee says to herself something that sounds like "Eventually, why not now?" and splits wide open. Dead? You said it!

When a car owner drops in here and says he's been Weegee'd, I don't even need to ask him what he wants—I figure that he wants what I'd want in his place, and the quicker I get a Willard Threaded Rubber Battery on his car the better he'll like it. He's safe when he lines up with the builders of the 185 cars and trucks that selected Willard Threaded Rubber Batteries.

Cars Originally Equipped by Their Makers with Willard Threaded Rubber Batteries:

American Beauty	Glide	Olympian
Alfa Romeo	Goodman	Packard
Auburn	H C S	Palm
Austin	Halladay	Patton
Bacon	Harfield	Peterson
Belmont	Haynes	Peoria
Biddle Crane	Henney	Peugeot
Candian Brioce	Holmes	Pharmacia
Cannon Ball	Huffman	Pierce-Arrow
Carroll	Hupmobile	Premier
Chevrolet	Jordan	R & V Knight
Citroen	Kiesel	Renault
Cole	Lancia	Reo
Colonial	Lexington	Riddle
Comet	M H C	Rover
Commandore	Morison	Rock Falls
Consolidated	McFarlan	Sayers
Crawford	Mercedes	Standard 8
Cunningham	Metz	Stanley
Daniels	Mitchell	Stearns
Davis	Nash Six	Stewart
Dixie Flyer	Nelson	Studebaker
Dodge	Norma	Sunbeam
Dorris	Oldsmobile	Taunton
Dragon		Vale
Elcar		Westcott
Elgin		Wills Sainte Claire
Fergus		Wintone
Ferris		
Franklin		

Also standard original equipment on 52 makes of trucks

Judge the Battery by Its Insulation

It is an open secret in the battery business that all storage battery plates are a great deal alike—and that the real difference is not in the plates that supply the current but in the insulation between the plates.

There is enough difference in insulation alone to account for all the difference in battery life, battery reliability and consequently battery value and satisfaction.

Willard Threaded Rubber Insulation made possible a new thing in the battery business—a battery that does not have to be reinsulated during its lifetime. The full insulating value of the rubber is retained. The rubber is made porous (as

it must be) to permit free circulation of battery solution.

You can't go wrong on your battery if you base your choice on insulation—the part that has always been first to wear out, and that has caused most of the car owner's battery worry and expense by its tendency to crack, warp, puncture and give out before the plates. And you can't go wrong on insulation if you do as the Willard Service Man says in his column, and pick Willard Threaded Rubber.

There is only one battery with Willard Threaded Rubber Insulation. You can recognize it by the trade mark stamped in red on the side of the battery case. Look for it! Be sure you get it!

Go to your nearest dealer for Willard Service or a new Willard Threaded Rubber Battery:

OREGON

Albany, Auto. Elec. Serv. Co.
Ashland, Jordan Electric Co.
Astoria, Astoria Storage Battery Co.
Baker, Charles Clark
Condon, Condon Electric Co.
Corvallis, Auto Elec. Serv. Co.
Dallas, Dallas Battery Service Co.
Enterprise, Enterprise Storage Battery Co.
Eugene, Eugene Storage Battery Co.

Grants Pass, H. S. Disbrow
Heppner, Battery Elec. Service Station
Hillsboro, Lohman Battery Co.
Hood River, Moore Elec. Co.
Klamath Falls, Link River Battery Station
La Grande, La Grande Battery Station
Marshfield, Coos Bay Batt. Co.
McMinnville, Valley Batt. Co.
Medford, Electric Shop
Milton, Milton Auto Electric Company

Newburg, Groth Electric Company
Oregon City, C. R. Hilgers
Pendleton, Pendleton Storage Battery Co.
Portland, Harper-Burg, Inc.
Prairie City, J. L. Peterson
Prineville, Inland Auto Co.
Roseburg, Auto Elec. Station
Salem, Dege & Buttel
The Dalles, The Dalles Battery Station
Tillamook, Tillamook Battery Station

WASHINGTON
Aberdeen, Elec. Service & Supply Co.
Centralia, Ray Hatch Co.
Chehalis, Ray Hatch Co.
Ellensburg, Ellensburg Elec. Service Co.
Goldendale, C. R. Ralston
Hoquiam, Stor. Batt. Serv. Co.
Olympia, Olympia Elec. Co., Inc.
Raymond, J. O. Williams
Vancouver, Vancouver Batt. Co.
Yakima, Wiseman-Spencer Jacklet, Inc.

Willard

THREADED RUBBER BATTERY

lished by alcohol venders, while the owners of large fleets of popular-priced taxicabs are planning to meet the lower rates fixed by owners of cars using alcohol.

By presidential decree denatured alcohol produced in Cuba from sugar molasses is freed from federal taxation for a year and can be used without restriction by automobile owners as "motor spirits" while the city authorities have authorized jitney drivers using "motor spirits" to advertise the products on their windshields and charge pre-war rates, which are 32.1-3 per cent less than the present scale.

Oldest Motor Car.
What is said to be the oldest automobile in the world is used by an aged French abbe to make his pastoral rounds in the department of the Somme. It was the first car built by a French company in 1891, and, when running, it can still do 12 miles an hour.

Thinning Varnish.
Ordinary turpentine is a satisfactory medium for thinning enamel or

Read the state road report.

ALLEN & HEBARD CO

64-66 Broadway

distributors for

Auto Accessories, Equipment and Parts

Thermoid

ACROIDE COMPOUND TIRES

Across From the Artisans' Building and One Door North

New Light Six, Mitchell, Seven-Passenger Jordan, MITCHELL, LEWIS & STAVAR CO. Broadway at Everett

Call Campbell

Broadway 3801

Emergency Service Cars will start immediately for any place at any time, day or night.

Fully equipped to handle any kind of a wreck.

The original and only Campbell Service in Portland.

A. L. Campbell, 515 Alder St.

Automotive Sales Co.

475 Morrison St. Phone Broadway 3806

Touring \$1.365
Roadster \$1.315
Sedan \$1.275
Coupe \$1.275
At Portland

production figures of the Mason Tire & Rubber company. This was one of the first companies to adjust prices in keeping with the economic trend of the time. It realized that the war was over and that business could be stimulated by quickly and thoroughly meeting the public's demand for tire prices based on present raw material costs. The result has been an increase in buying as heavy as to have stimulated production to peak capacity.

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