

THIS TOURIST LOGS VEHICLE'S SURE ROUTE

Motorists Enjoy Trip in New
Oldsmobile Eight.

ROADS GENERALLY GOOD

Best Way to Go and Conditions of
Travel Told for Other Drivers
by Portland Olds Owner.

Not every motorist making a long tour in a vehicle, the motorist public would be interested in a strong-minded enough to keep to his resolution of logging it so others may follow it with ease. Logging a trip is hard, tedious work, especially if it is 3187 miles long.

But T. Clark Mielr of Portland is an exception to the general tourist rule. On a recent round trip of 3187 miles by Oldsmobile eight from Portland to Yellowstone National park and the oil and coal fields of Wyoming, where he has interests in the M. & M. Coal & Petrol company. Mr. Mielr kept so good an account of road conditions that the motorist who reads and follows it can hardly go wrong.

His route was by way of Seattle, Ellensburg, Spokane, Walla, Idaho, Missoula, Deer Lodge and Butte, Mont., to Yellowstone, thence to Casper, Wyo. This was the way to tell the story of the trip is to quote extracts from Mr. Mielr's running log. Here goes:

Speedometer reading 2360 miles on leaving Portland.

"With the exception of the detour between Vancouver and Le Coteur, Wash. the roads to Seattle were good except in a few places where they were rough from heavy traffic. The Cowlitz county road—graveled this summer—have been smoothed and packed into excellent condition for new surface. The road between Centralia and Tenino by way of Buda, is beginning to show the heavy traffic of the past two months, but is still good road.

"The pavement from Tenino to Seattle is entirely complete, with no detours, making a most wonderful drive. From Seattle to Ellensburg, by way of Renton and Issaquah, there is one detour which makes the other way, via Kirkland and Redmond, the better road. However, the former route is extremely good considering the detour before you enter Issaquah.

"The highway over Snoqualmie has been greatly improved at the switchbacks, which are usually extremely rough. From Cle Elum to Ellensburg the roads are in much the same condition as last year, good but rough in places.

Rough and Dusty Here.

"From Ellensburg to Vantage ferry the highway is being constructed and the old route is still followed most of the way. The completion of the new work will greatly increase the pleasure of the trip to Spokane.

"At Vantage ferry the boat was waiting for us, and we had perfect roads, so far as gravel roads can be, into Ephrata. At Wilson Creek the road is extremely rough and dusty for two or three miles. The road to line, which is directly north from Wilson Creek and affords by far the best road open.

"From Spokane, speedometer reading 3731 miles, to the state line we had good pavement. Thence to Coeur d'Alene, Idaho, the roads are hard, but slightly rough. From Coeur d'Alene to Wallace, through Fourth of July canyon, we encountered the narrowest and most disagreeable road.

"Between Wallace, speedometer 3824 miles, and Saltese, the trip over the hump sure puts an engine to the test, especially when you come up behind machines. The road is called nearly stalled. From Saltese into Missoula, Mont., the roads are far better than one would imagine from the sparsely settled community.

"From Missoula, speedometer 3955, to Deer Lodge the new highway has just been opened and it is certainly a wonderful ride with the exception of one mile between the new road and the old. From Deer Lodge to Butte the road is good, including the detour before you reach the pavement from Anaconda to Butte. Speedometer 3990 miles.

"At Hutchins we crossed the Madison river and went by Henry's lake, which is supposed to be the better route. At the junction of this road and the highway from Dubois, Idaho, which unites in the final stretch to Yellowstone, they have neglected to post proper directions and we enjoyed a nice little side trip that had to be retraced immediately for a distance of some 23 miles before we found anyone to set us right."

Wild Animals for Company.

"However, the trip was nice because we were able to see a few of the wild animals people go long distances to see, without having to leave our machine. Will grant it, we certainly have been nicer had it been daylight in place of nearly 12 o'clock P. M.

"Arriving at Yellowstone, we stopped at the T. P. hotel and were greatly surprised at the moderate rates charged for lodging.

"In order to make the trip through the park before the traffic is run one way only, we started at 6 o'clock. We enjoyed the morning air and brightness of the nation's great playground, passing through Geyser Basin and over to Canyon Junction, where we took on gasoline. Speedometer reading 3314 miles.

"From Canyon Junction to Lake Junction we had to slow down to keep from running over a mother bear and her cub. From Lake Junction to the Cody entrance there is 26 miles of road, over half of which is through the forests and up and down the sides of cliffs until you come to the canyon which leads to the entrance, which I am sure is as steep a descent as we had anywhere on the trip. However, the road is sufficiently wide so that passing is possible except in very short stretches, of not more than 200 feet.

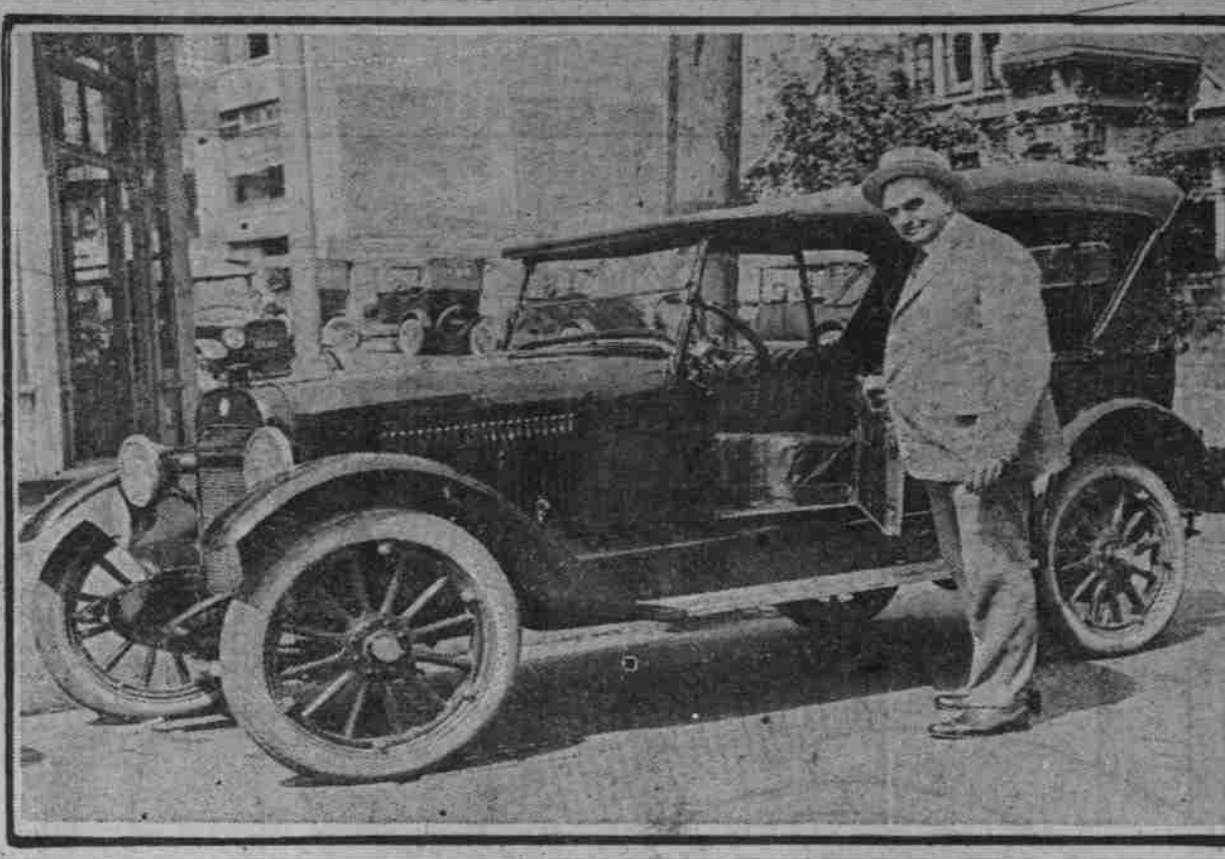
Road Tunnelled Through Cliffs.

"From the entrance to Shoshone dam the roads are as near perfect as possible. The passage through the canyon below the dam is the most perilous of the trip, owing to the steep pitches and the narrowness of the road, as it is cut out of solid rock, in places, having to be tunneled through the cliffs. This was one of the most wonderful sights we encountered on the whole trip.

The return trip was made quickly. The only shift into intermediate that had to be made from Big Timber, Mont., to Portland was between Saltese and Wallace, Idaho. On arrival in Portland the speedometer registered 5547 miles—3187 miles for the round trip.

"When we arrived at Casper," concludes Mr. Mielr's account, "we changed the fan belt—the only repair on the entire trip. Our model 47 Oldsmobile sportster gave us wonderful service. We averaged better than 18 1/2 miles to the gallon and that with an eight-cylinder car."

"SURE, I'D ENJOY A DEMONSTRATION OF THE NEW CHALMERS," SAYS MAYOR BAKER.



TRUCK ECONOMY SOLVED

STANDARDIZATION OF FLEET
IS IMPORTANT STEP.

Study Covering Period of Five
Years Develop Necessity of
Adopting One Make.

The value to business men who have transportation problems, big or little, of making detailed study of their operating costs is brought out by the experience of W. & J. Sioane of San Francisco, according to reports received here.

In arriving at operating cost figures, the experience of one truck of any make may show up favorably over any given period. But from the standpoint of what the other figures are to be relied upon, one should base his judgment on the average costs over varying periods on trucks operating under different conditions. It is declared.

With the sole object of obtaining an unbiased insight into his delivery costs, B. F. Thomas of the W. & J. Sioane started keeping books on his fleet five years ago when he purchased the first White. Since that time he has added a two-ton unit each year to the White equipment. From his report, Thomas found that the repair costs the first year on his White were particularly interesting. On one truck W. & J. Sioane spent not one cent for repairs; one another, \$19.24; another, \$24.32; on another \$5.40, and on the last one purchased, \$13.34. Over the entire five-year period this fleet of five trucks has an average repair cost of only .0238 of a cent a mile.

During these years they have been operating a mixed fleet but now they are standardizing on Whites.

"Their experience with their standardized fleet will be even better than the showing they have made so far," says G. A. Urquhart, Pacific coast manager of the White company. "For, regardless of the unit chosen, if it is a good job, any firm can save money on the total delivery costs through standardization."

HARD TRIP MADE IN HAYNES

Nevada Cowboys Come to Oregon to Hunt Big Game.

Jack Garbarini and H. R. Snyder, real cowboys from the state of Nevada, arrived in Portland last week for a short visit. But instead of making the trip on horseback, as in the old days, the two men came the modern way, driving through in a Haynes big six. The men drove through northern Nevada and southern Idaho, and experienced some difficult road, according to their statement, including several miles through creek bottom, where a road was scarcely perceptible. Nevertheless, they made the entire run without mechanical difficulty of any kind. After their arrival here they made a call at the A. C. Stevens' quarters, local Haynes and Winston distributors, and had their car given the once over, but nothing needed to be done to it, as everything was in tip-top shape, even after the hard trip.

Garbarini and Snyder will spend a short time in this vicinity, visiting Seaside and the beaches, and then will go south, returning to Nevada via Sacramento and Reno, taking a month more to the trip. They are prepared for big game and expect to stop in southern Oregon for deer hunting.

SIX-CYLINDER RANGER IS OUT

Southern Motors of Houston, Texas,
Announces New Model.

HOUSTON, Tex., Aug. 27.—In bringing forth its new line of Ranger "sixes" at its plant at Houston, Tex., the Southern Motor Manufacturing association has announced that it will continue in the six-cylinder model the same practice as has been followed in putting forth the Ranger four. In manufacturing the Ranger six the company is adding to its line as the Ranger four will be continued. The practice of issuing the four in a wide range of body selections and of colors providing an appeal to the discriminating motorist proved popular from the outset.

It was the aim of the company to provide style and dignity, together with beauty of line. It was stated, however, by E. E. Eving, president of Southern Motor, that he expressed himself strongly regarding the Ranger six, which he says will prove an innovation in the manufacture of distinctive motor cars.

In its adoption of a wide range of color schemes and of body finish throughout the manufacturers of the

bullet side lights.

They make your car look distinctive. The lower illustration shows only one of our various styles. Prices reasonable.

HYDROMETER SPECIAL To test your battery; 85c

MAIL ORDERS GIVEN THE RIGHT OF WAY

Lubricant Carbon Remover Pint \$1.00

ALLEN & HEARD CO. 64-66 Broadway

Room Here to Park Your Car

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CITY'S CHIEF EXECUTIVE GETS FIRST RIDE IN "HOT SPOT" SIX DURING DEMONSTRATION WEEK.

Last week was a special demonstration week throughout the United States for the Chalmers "hot spot" six, and the local organization was on the job. No effort was made to sell, and the energies of the entire big force of the Maxwell Motor Sales corporation, Chalmers and Maxwell distributors here were directed to showing the merits of the Chalmers to all Portland people who were interested. Dozens of demonstrations were given, and all were attended by prospective buyers or not.

Mayor Baker, who was invited to participate, on Monday morning took a little spin in the car with W. J. Clark of the Chalmers sales force. In the top photo is shown the mayor getting ready to take the wheel of the car for a spin, while below "hixxon" is seen taking a look at the Chalmers motor. Mr. Clark (at the left) is explaining the principles of the famous "hot spot" and "ram's horn."

Ranger cars have provided owners the opportunity to express individualism to a marked degree and have also provided to the user of a Ranger car an insurance against theft, such as may be secured in no other way, it is claimed.

Wheel Bearing Adjustments.

The wheels of the car should be jacked up once a month and tested for smoothness of operation and for side play. If a sharp click is heard when spinning the front wheel, or if its motion is momentarily checked, it is possible that one of the balls or rollers is broken or split. In this case the pieces should be removed at once and a new bearing substituted. In the case of ball bearings, regrounding may be resorted to.

Broken Rivet Repair.

In case a rivet in the frame or other location is found to be broken, a very acceptable repair may be made by running a bolt through the rivet hole and clinching it with a nut on its other end.

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ROADS IN EASTERN OREGON ARE FAIR

Mack Truck Officials Back
From Extensive Tour.

ENTIRE STATE COVERED

Crops Being Harvested and Business Outlook in Farming Sections Improved, Report.

Road conditions throughout eastern Oregon are excellent in the main and recent showers have laid the dust to some extent in many places, according to H. H. Harwood, manager of the Portland branch of the Mack-International Motor Car corporation. Mack truck distributors, and C. C. Evans, wholesale sales manager for this territory, who returned last week after a two weeks trip covering pretty nearly the whole of the state of Oregon.

The two Mack advocates began the trip by going south over the Pacific highway to Eugene, visiting Mack dealers along the route, and thence to Roseburg, taking the side trip to Marshfield. This road, they stated, is in bad shape, but they advised motorists not to attempt the Marshfield run unless they are prepared for difficulties. Back from this side trip the two men continued on down the Pacific highway to Grants Pass and Medford, making a leisurely trip and stopping to see both "bulldog" dealers and operators along the route.

From Medford the run was made to Ashland and thence to Klamath Falls over the Green Spring mountain road. This road, they stated, is entirely passable, although the motorist must take his time. Some steep grades are encountered and careful driving is difficult. Work is well under way on the new grade, they stated, and when this is open it will afford a splendid road across the mountains, a road scenic as well as commercial importance.

Crater Lake Visited.

From Klamath Falls Harwood and Evans visited Crater lake, making the run north from Klamath Falls over what is known as the east side road along the east edge of Klamath lake. Although motorists are being advised to take the west side route in preference to the east side, the two men found the east side road in fair shape, they said, and made the run to the Crater Lake National park without any difficulty.

After a brief stay at the lake the two Portlanders drove to Bend, where some time was spent conferring with the Bend Mack truck dealer and visiting Mack operators of whom there are a considerable number in that vicinity. From Bend the run was made north to Condon and thence to Heppner and Pendleton. Recent showers had materially improved the roads throughout this part of the trip, they stated, although wheat hauling, which has already begun, has put the roads up to quite an extent in general, however, road conditions were good and no difficulty was encountered, they stated.

Mack Trucks Aid Harvest.

From Pendleton the men made the side trip north to Walla Walla, where a considerable number of Macks are being used, then they crossed the Snake river, and made the run to Baker, La Grande and other points in that section. The return was made via Pendleton and the Columbia River highway, stops being made at all the leading towns along the way. Road conditions are excellent on the Columbia River highway all the way from Pendleton, they stated, except for the detour from the Deschutes river to The Dalles. This is not so bad going east, but coming west the climb out of the Deschutes river canyon is a hard one.

Mack trucks engaged in grain hauling in eastern Oregon are giving excellent service, the Mack representatives said upon their return. Time on the trip was taken to visit farmers who are operating Macks. To a large

WILLS SAINTE CLAIRE



C. H. Wills & Company, of Marysville, Michigan, manufacturers of the Wills Sainte Claire Motor Car, have honored us with the appointment as representatives for Oregon and Southern Washington North to and including Centralia.

We consider ourselves fortunate to have the privilege of presenting this car to this discriminating clientele.

Fundamental advancement in design, excellence of materials and workmanship and the introduction of many novel features and refinements make this, in our opinion, the finest motor car in the world.

We cordially invite you to attend the opening of our showroom at Ninth and Burnside

Chas. C. Fagan Co., Inc.

Chas. C. Fagan, President

NINTH AND BURNSIDE STREETS

extent, they said, trucks are replacing horses in the grain hauling. Crop conditions are unusually good throughout eastern Oregon, they said, and business prospects in the main are much improved over a few months ago. With the heavy crop, one of the best in years, and a fair price for their products, farmers in that vicinity will be in good shape again, they forecast.

Noisy Gears.

Noise in the driving bevels of the rear axle is commonly caused by poor adjustment, allowing too little or too much backlash. Bevel gears in use today have a method of adjusting the depth of the mesh obtained either by moving the whole differential unit sideways, or by movement of the driving pinion.



We believe that one reason why Peerless owners are such "long friends" is that from the very beginning they have found a "firm bargain and a right reckoning."

Softly, gently, drifting with the zephyr and holding it back—that is Peerless in its Loafing Range. Rushing, an airplane for swiftness, racing with the gale and beating it—that, too, is Peerless, in its Sporting Range.

Where among fine cars can you find value comparable to that offered by Peerless? Compare performance, comfort, economy, grace, durability—and prices. Peerless VALUE leads.

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