

YELLOWSTONE TRAIL IS REPORTED POOR

Best Route Is From Butte Via Vigilante Trail.

SEASON WELL STARTED

Roads Within Yellowstone Park Itself Rapidly Being Put Into Best of Shape.

BUTTE, Mont., July 8.—Frank Bell, a local business man, who has just returned from an extended trip through Yellowstone park and adjacent territory on business, reports that the Vigilante trail is the best road leading to Yellowstone park from any direction this season. Mr. Bell is strong in his praise of the excellent work done on this historic road by the authorities of Jefferson and Madison counties. The Vigilante trail extends from Butte to the entrance of the park at Gardiner, and is declared much to be preferred by motor travel from the west than the regular Yellowstone trail route from Livingston to Gardiner.

"The Vigilante trail is a boulevard all the way," said Mr. Bell. "It's no trick at all to leave Butte early in the morning and make the west Yellowstone entrance to the park the same day. That's a jump of about 200 miles, but with the excellent roads it is not a tiresome drive. I am sorry to state that the very opposite is true of the Yellowstone trail. This transcontinental road, which is advertised from Main to Puget sound, is in very bad condition, and its main artery, the section on which the Yellowstone Trail association makes its effort to concentrate all travel—from Livingston to Gardiner—is a disgrace to any trail association and to the counties which are supposed to take care of the trail. The road between Livingston and Gardiner is a disgrace to any trail association and to the counties which are supposed to take care of the trail. The road between Livingston and Gardiner is a disgrace to any trail association and to the counties which are supposed to take care of the trail."

Tourist Is Thankful.
"On the day I left Butte I met with a tourist whose intention it was to go to Yellowstone park via the Yellowstone trail and Bozeman and Livingston. He had by mistake turned into the cutoff road for the Vigilante trail at the top of Cedar ridge. I told him he could get to the park the way I was going and that it was shorter, but I did not know the condition of the road. He traveled all the way to West Yellowstone with me and before we got there he thanked me for putting him on the best road he had traveled for many miles."

Travel to Yellowstone park so far this season, Mr. Bell said, is lighter by private auto and heavier by way of the transportation companies' busses than last season at this time. One evening last week there were 14 Pullmans parked at West Yellowstone on the Oregon Shore line, and business was very brisk with the transportation company which was taking the sightseers through the park.

"The roads in the park have not yet been put into top-notch condition," Mr. Bell continued. "The roads are rough in spots, but work is going forward rapidly and in another week or ten days the park roads will be in their usual splendid shape. Old Faithful is performing as usual this summer and, although I was pressed for time and making as quick a trip as possible, I stopped a short time to witness this wonderful old geyser in eruption."

"The old-time park personnel, many of whom are well acquainted with Butte people, are wondering when the local delegations will begin to arrive for their annual visits. It seems that Butte sends more people and more automobiles to Yellowstone park each summer than any other city in the world. That, of course, is natural because of our close proximity to the wonderland."

Yellowstone Trail Turns Up.
On his return trip to Butte, which was made by way of Livingston and Bozeman, Mr. Bell reports the Yellowstone trail torn up and in very bad shape for travel at the present time west of Bozeman and almost into Three Forks. It will be another week or more before the road crews are finished with this section and the highway will again be in good shape for travel. At Three Forks Mr. Bell was informed that the trail was in very poor condition between that point and Cardwell. He was advised to take the Cottonwood creek cutoff to Cardwell. While this road was not in good shape, he says it is much better than the usual condition of the Yellowstone trail in the vicinity of Jackson Island and Harrison. From Cardwell to Butte the road could not be better.

BATTERY ATTENTION URGED

Willard Company Says Three Necessities for Best Service.

For low-cost battery service—the very thing that every automobilist is interested in—a local battery expert says three things are necessary—start with a standard make battery, service it properly with frequent and regular testing and filling, guard against overheating due to overcharging.

PARADISE INN ROAD OPENED

Cars Able to Drive Now Clear to Mount Rainier Resort.

The Paradise valley road to Paradise inn on Mount Rainier is now clear of snow and in good shape for traffic, according to a bulletin received from the Rainier National Park company. Roads to the national park from Tacoma and roads within the park are in excellent shape, it is stated.

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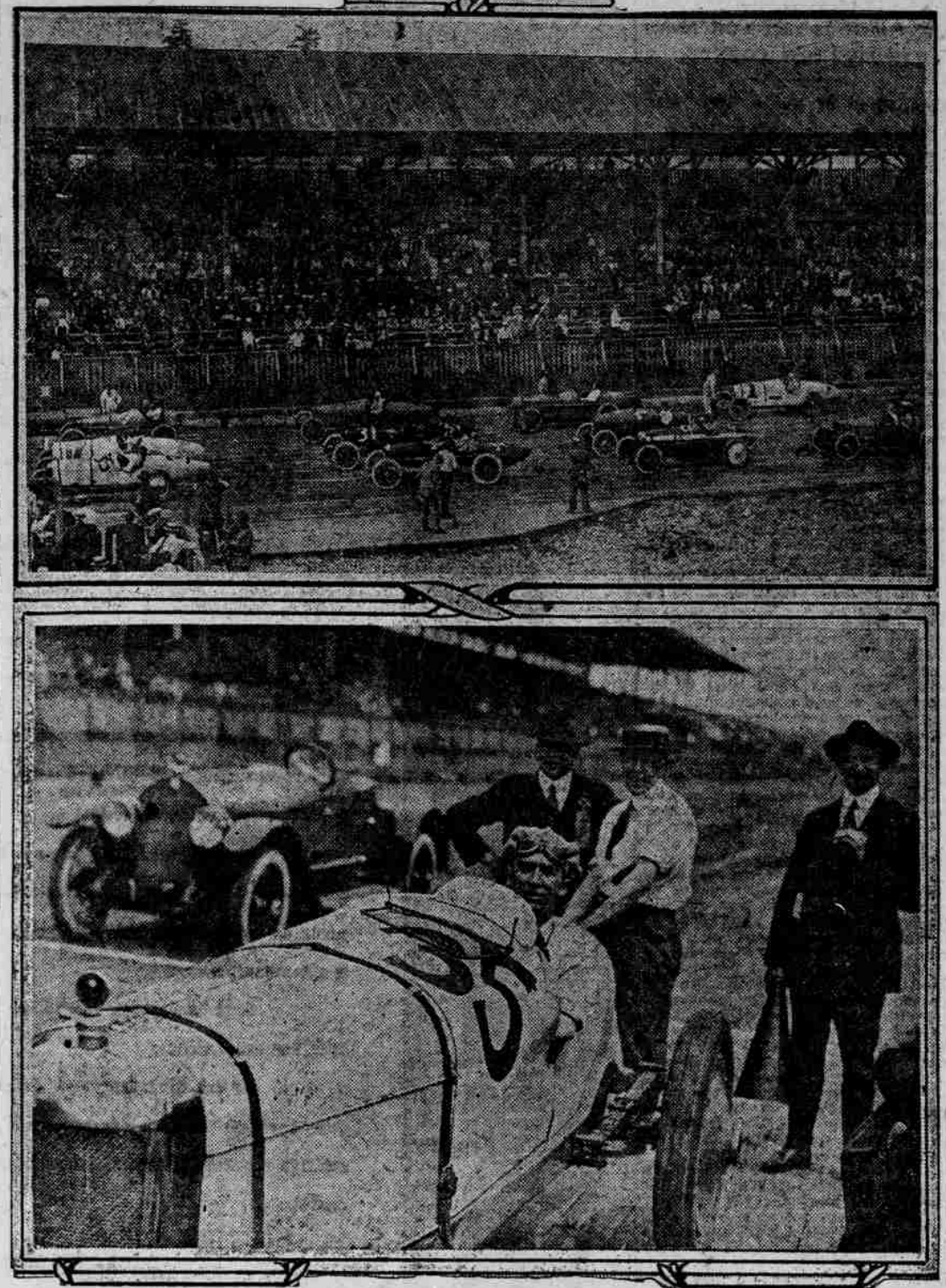
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AUTO RACE AT TACOMA SPEEDWAY LAST TUESDAY DECLARED GREATEST BATTLE OF ITS KIND EVER WITNESSED ON PACIFIC COAST.



Above—Start of the race, when the world's fastest drivers began their 250-mile grind before a crowd of people estimated at 30,000. Below—The winner, Jimmy Murphy, at the wheel of his car as it drew into the pits shortly after he passed under the winning flag.

AUTO IN THIRD STAGE

Merchandising is Biggest Problem of Industry.

Increased Demand for Closed Models Forecast by Hudson-Exsex Representative.

Road Signs are Misplaced

Ill Feeling Makes Motorist Suffer as Innocent Bystander.

Paige Surpassing Record

This Year's Production Now Far Ahead of Last Year.

In the Hudson and the Essex the factory has set the highest percentage mark for closed cars in its production of any factory in the country. Thus far this year, said Mook, Hudson-Exsex output has run about 54 per cent closed models, actually more closed models than open ones. This record has put Hudson-Exsex in the position of second in the number of closed cars manufactured, being exceeded only by Ford.

At Skull Springs Spencer, against his better judgment, followed the sign which pointed out the road to Crane and Bend and took a road

which led to nowhere but Nevada, he declares. In getting back to the right road he broke down and was delayed several days.

Elsewhere along the road, signs were found torn down or turned around, while at other places there were none, Spencer declared, making the road difficult for a stranger to locate. Many of the corners which need better markings are on the high desert, where losing one's way is a serious matter. Cattle are responsible for disturbing many of the signs, Spencer declared.

well up among the leaders of the industry during the early part of 1921, this record is particularly significant," says a statement by Harry M. Jewett, president of the Paige-Detroit Motor Car company.

"When we reflect that we were

Watch children in the street.

With the mechanical development of the car brought to a practical point demand grew rapidly and the industry entered its second stage, that of manufacturing. It became a problem to produce enough automobiles to meet the demand and great factories were erected. Production methods were improved and economies devised until by 1920 the problem of manufacturing the automobile in greatest quantity, in shortest time and with lowest cost may be said to have been solved.

"With the slump of demand in 1921 we may be said to have started on the third stage, that of merchandising. There are now enough factories in this country to manufacture each year several times as many cars as could possibly be absorbed in this country and in the foreign trade. Therefore it becomes a race between the manufacturers to see which ones are going to get the business. It is a battle to turn out the finest cars possible at the lowest cost and to sell them through aggressive selling methods."

Mr. Mook forecast an excellent fall business and declared that the demand for this year had far exceeded the expectations of even the most optimistic. The Hudson-Exsex plant is turning out more cars at the present time than ever before, he said. Already the production record for the whole year of 1921 has been exceeded, and present indications point to the production of 1922 exceeding even the record mark of 1920.

A steady growth in demand for closed cars was forecast by the visitor. This demand has grown rapidly until now over one-fourth of all cars made in this country are closed models, he said. The time is not far distant, he forecast, when over half of the cars manufactured will be closed models. The Hudson-Exsex factory has been a leader in this regard, having brought out the coach model last winter, a closed model selling for but slightly more than the open job, and as a result of the popularity of this model both

Studebaker

BIG-SIX SPEEDSTER

THE new Studebaker Four-Passenger Speedster is mounted on the Big-Six chassis with the same dependable 60 horse-power motor that made enthusiasts of thousands of owners during the most critical buying period in history.

Every item of its complete equipment and finished detail suggests ultra style and riding comfort.

The front seat is tilted at the correct angle for comfortable riding. An upholstered armrest divides the tonneau into

two individual seats which provide the comfort of an overstuffed armchair.

The touring trunk at the rear with tray and suitcase compartments is easy of access, because the two spare disc wheels are mounted on each front fender.

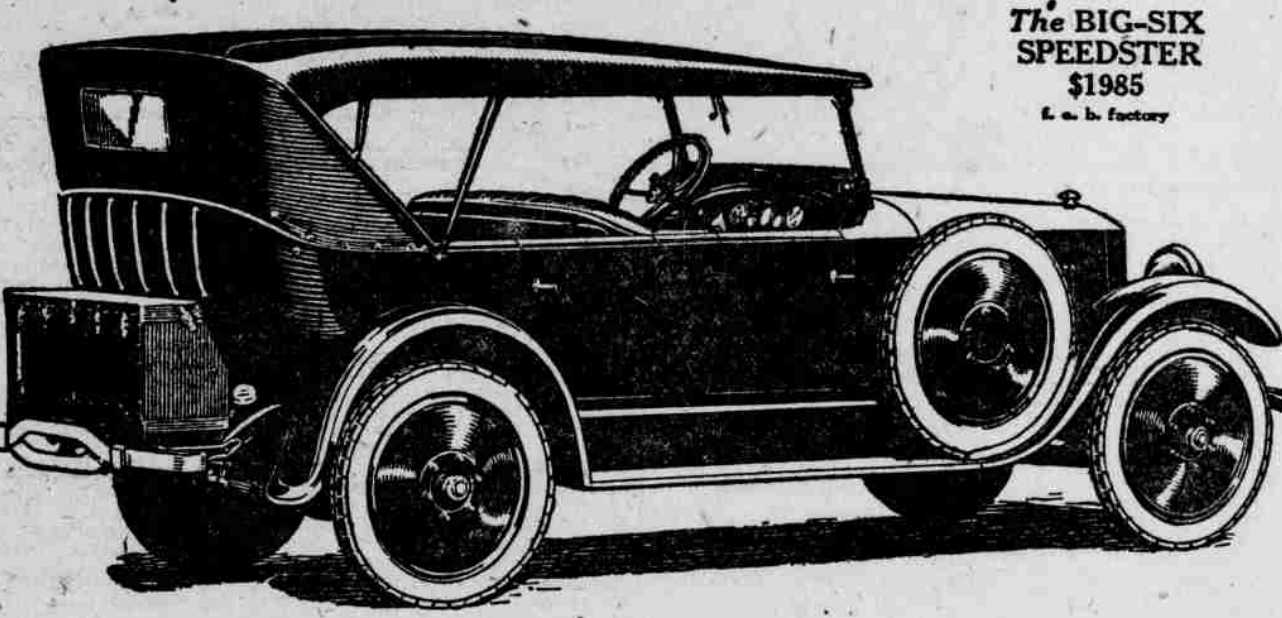
These disc wheels, complete with cord tires and tubes, are furnished without extra cost.

This latest Studebaker creation reflects Studebaker's seventy-year-old reputation for building fine vehicles.

In addition there is a handsome set of nickel-plated bumpers front and rear, a courtesy light on the driver's side, a built-in, thief-proof transmission lock which is operated by the same key that locks the ignition switch and tool compartment in the left front door. Ask for the Studebaker "Yardstick," a measure of the greater value that Studebaker offers

MODELS and PRICES A. C. H. Factory	
LIGHT-SIX	
4-Pass., 112" W. B., 48 H. P.	
Chassis	\$ 875
Touring	1045
Roadster (2-Pass.)	1045
Coupe-Roadster (2-Pass.)	1375
Sedan	1700
SPECIAL-SIX	
4-Pass., 115" W. B., 50 H. P.	
Chassis	\$1200
Touring	1475
Roadster (2-Pass.)	1475
Roadster (4-Pass.)	1475
Coupe (4-Pass.)	2150
Sedan	2350
BIG-SIX	
4-Pass., 128" W. B., 60 H. P.	
Chassis	\$1500
Touring	1755
Speedster (4-Pass.)	1985
Coupe (4-Pass.)	2605
Sedan	2700

The Studebaker Corporation of America
Studebaker Building, Tenth and Glisan Sts.
Retail Salesroom Service Department



THIS IS A STUDEBAKER YEAR

The specifications that set the standard for quality in motor oil

Grade	Gravity	Flash			Fire		Viscosity	
		410	475	210	46	100° F.	212° F.	
Light	30.5	410	475	210	46			
Medium	30.2	420	480	285	52			
Heavy	29.0	435	500	465	60			
Knight Engine	28.4	440	515	615	70			
Extra Heavy	27.0	465	530	1400	110			
Heavy Duty Tractor	26.0	525	600	1900	135			

HYVIS

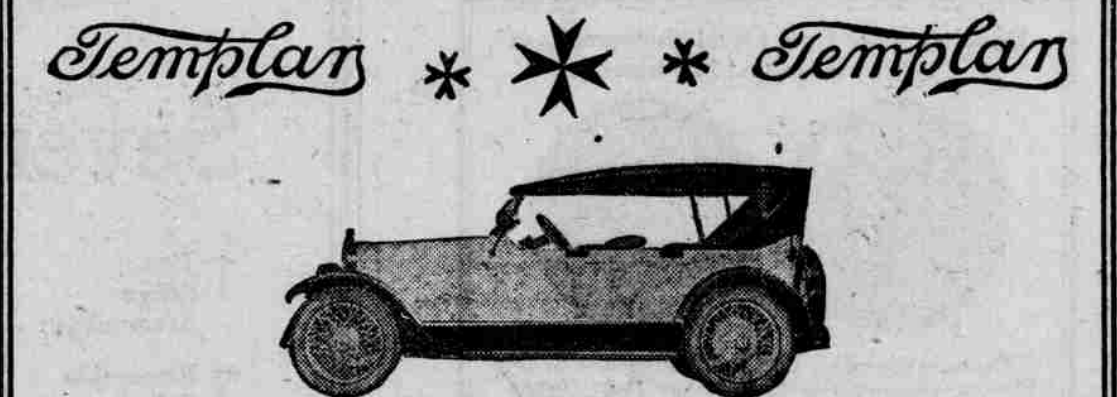
Specifications are not only high, they are correct

For each grade of oil they set the standard for quality. HyVis specifications are certified and guaranteed—every drum of HyVis bears a seal giving and certifying to the specifications of the contents—an absolute assurance of unvarying high quality.

Have your dealer drain the crank case of your motor and refill with HyVis. The results will be convincing.

Wiggins Company, Inc., Refinery Distributors, Portland

The PENNSYLVANIA MOTOR OIL
GUARANTEED SPECIFICATIONS



PROVEN FACTS—

The Templar Is the Best Automobile for Price in America Today

A broad statement, yes, and by this statement we mean there is no stock car in America today, regardless of price, that will give the range of performance on the same low cost of entire operation over a period of years or 50,000 miles.

Performance means ability to climb hills on high or to get away with a snap; to idle along; to go 65 or 70 miles per hour when you want speed; ability to hit the rough spots as fast as you please with the same comfort found in much heavier cars, and maintain this performance year after year, averaging 20 miles or better per gallon.

As to materials, you will not find these same materials and equipment except on much higher-priced cars.

Full aluminum body, genuine leather upholstery over best Marshall springs, 27-operation paint job, bronze windshield frame, full aluminum crankcase, high-tension magneto ignition, front axle cost twice that of average car, rear axle equal of any found on cars of \$6000 type, and dozens of other high-class features worth your investigation.

Dealers, Write for Proposition.

McCARLEY MOTOR CO.
Main 3061
62 Cornell St., Portland.