

SUTTLE LAKE AND MCKENZIE VISITED

BUICK MAKES RUN THROUGH SCENIC WONDERLAND.

ICASCADES ARE CROSSED

MCKENZIE PASS ROAD FOUND ONE OF MOST SCENIC IN ALL OREGON, BUT IS VERY ROUGH.

(Continued From First Page.)

deed, a gem of a mountain lake located at the very gateway to the greatest recreation land of Oregon. We were greeted at the lake by E. B. Miller, who operates an attractive camp there and provides camping facilities, meals, etc., for those who do not bring their own outfits. We were hot and dusty from the trip and Mr. Miller flung bathing suits in our car and in less than 10 minutes we were in the water. Then swimming suits were changed for fishing gear and we were out on the lake in boats with rods and fly.

Everyone has his own pet fish story and generally it falls on doubting ears. But to put our story mildly and truthfully, we were fishing at Suttle lake more than we had ever dreamed of. Red sides a foot long struggled among themselves to reach our flies. In a couple of hours we had landed more than we could eat in three meals and thrown back as many more.

MCKENZIE PASS CROSSED.

We had Suttle lake goodbye next morning with keen regret that we couldn't stay the rest of the summer and began the trip over the McKenzie pass. This trip is an honest man-sized battle for any driver and his car. From Sisters the road climbs to the mile and the mountains, affording magnificent views of Mount Jefferson and Mount Washington on the north and even allowing occasional glimpses of Hood. Thence for three miles the road crosses the famous lava field and the motorist has the pleasure of traveling over the worst road in Oregon. A great desert of black rock, in appearance changed not a whit from the day that it poured in molten form from the crater and buried trees and valleys beneath it. To the north across this desolation the peak of Mount Washington and to the south the Three Sisters.

But even the worst road in the country can be conquered and finally we reached the western edge of the lava. From the lava the road was a continual downgrade, with plenty of rough and rutted road, into the McKenzie canyon. As we went downward mile after mile with second or low gear doing duty as a brake we congratulated ourselves upon the fact that we were going westward instead of eastward. The trip eastward over the pass would certainly be a terror for even the most hardened driver.

It was late afternoon when we reached Nimrod inn, some 45 miles up the McKenzie river from Eugene, where we stopped for the night. We had come some 60 miles over the pass and it had taken us over six hours of constant driving, and we had traveled just as fast as was possible with safety to car and occupants. The rest of the mile was summed up in a single sentence, for it is a journey that nearly all Portlanders are familiar with: Down the beautiful McKenzie river valley over a road that from Nimrod down is in excellent condition, excepting for about a mile of rough road where construction is in progress, to Eugene, where we were over the Pacific highway to Portland.

Speedometer distances on the Buick car for the trip are as follows: Portland 0, The Dalles 95.5, Wapinitia 120, Mecca 172, right turn just beyond Metolius where road branches off to Lake 193, Suttle lake 251.5, Nimrod 217, Eugene 262, Portland 487.

FERRY SERVICE BEGUN

LONG-BELL CO. OPERATING BOAT ACROSS COLUMBIA.

Twenty-Minute Service Provided and Road Built to Kelso, Says State Motor Association.

Additional ferry service for the benefit of Oregonians bound northward to Seattle or other western Washington cities and for motorists in Washington who may be found southward, has been installed across the Columbia river from Rainier to Kelso. A new road, the Pacific highway near Kelso, it was announced last week by the Oregon State Motor association, the local branch of the American Automobile association.

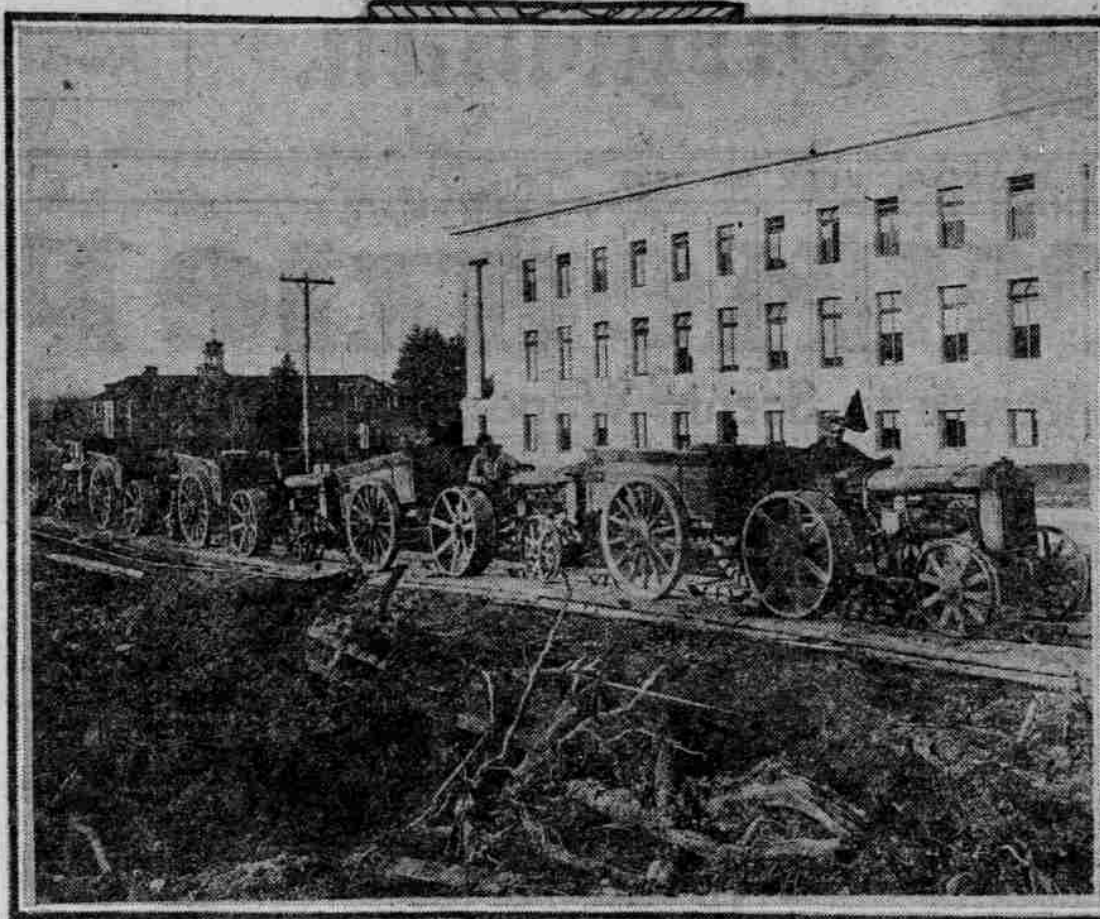
The new ferry service has been put in by the Long-Bell Lumber company, which is carrying on extensive developments of timber property in that region, and plans between Rainier and a point on the Columbia river about three miles from Kelso. A new road from the ferry landing to the Pacific highway at Kelso has been put in. It is announced.

The highway from the ferry has already been built on an easement and is in use, according to Manager Shearer of the motor association, but as yet is a trifle rough. However, the Long-Bell company is rapidly improving the road by graveling and rolling and expects to have it in good shape by another week. One ferry is in operation and 20-minute service is maintained, it taking the ferry ten minutes to make the run across the river. During the night the ferry operates on signal, it is stated, making the trip at any time during the night when there is traffic from either side.

MOTORING BUILDS HEALTH.

"Motoring is one of the most effective forms of health insurance that modern life has produced," writes Royal S. Copeland, M. D., commissioner of health of New York city, in a recent issue of Motor. Dr. Copeland says that fresh air, beneficial, and that driving is mentally restful. Steering the car builds up the muscles, above the waist, even though the effort needed is slight. Motor cars are also an assistance in enabling persons to live in suburbs. The health commissioner notes, however, that motor driving should be an aid to and not an entire substitute to other forms of exercise.

TRACTORS REPLACE TRUCKS FOR EXCAVATION DUTY.



UNUSUAL EQUIPMENT AT WORK ON STATE CAPITOL GROUNDS AT OLYMPIA. On the excavation work for the legislative building of the new Washington state capitol group at Olympia, Lee Johnson, contractor, adopted a fleet of five Fordson tractors, with dump cart trailers, to move 30,000 yards of earth, which was hauled two blocks and dumped into a gulch, the fill extending the area of the capitol grounds. The photo shows the fleet, which is just now completing the work.

John Smith and His Car by Frederick Russell

No. 16—A Day in the Shop.

THE other morning as he was starting for the office Smith called me with the request that I listen to his motor. He thought he was hearing a knock, a falling common to all motorists. But this was not a case of imagination! There was a pronounced knock at a certain speed of the engine.

"What do you think it is?" he asked. "A valve loose or sticking?"

"That's easy enough to decide," I replied. "If there were too much clearance between a push rod and the valve stem the noise would be constant and at all engine speeds. But the knock I hear only appears when the engine is running at a speed equivalent to about 35 miles an hour. Furthermore, too much valve stem clearance occasions a tapping and not an actual knock. If a valve were sticking the noise would be more of a clicking and the engine would skip at low speeds."

"It runs just as well as it ever did, with the exception of the knock," Smith stated.

"Then you've got a loose connecting rod bearing," I decided. "If you listen carefully you will note that the sound comes from down in the crankcase. The origin of noises is very difficult to locate in an automobile, because sound travels along the metal parts, but when the engine is running stationary and the knock is fairly heavy you may be quite certain of a loose bearing. If your car is in the shop and the noise is caused by a loose piston or by end play in either the crank or cam shafts."

Smith went on to say that the knock had been getting worse each day, so I advised having the trouble looked into at once. Whereupon we drove down to the service station and let the service manager diagnose the case. Here Smith remembered one of my first suggestions, and instead of rushing off he decided to remain around a while in hope of learning something more about his car.

One of the first things he learned was that the service manager did not immediately put his men on the job of dropping the crankcase. Instead he got out a screw driver and commenced what appeared to be a test of each spark plug by touching the metal part of the screw driver to the spark plug terminal and to the cylinder head. Smith thought the manager was "stalling," so he complained:

"I wish you'd put someone on the job right away. I'd like to have the car tonight."

The manager looked up a moment and then went back to work. "You've heard the maxim, 'The more you know the less you know,' haven't you?" he asked. "Well, that's our policy around here. It's to our interest to repair your car as quickly as possible. Any fool can rip a motor to pieces when it's a question of trying to find a knock, but the mechanic with brains tries to find the simplest way of locating the trouble. There are dozens of things about an engine that are capable of producing a knock. There are loose spark knobs, carbon knobs, lean mixture knobs, cold engine knobs and dozens of others. Since I have been

testing, however, I've decided that this is a case of a loose connecting rod bearing. I'm trying to find which one it is. That will save a lot of time and it will also save you money. A mechanic under the car would be liable to fool with every bearing but the loose one, because the extra clearance is so slight."

This sounded like common sense. Smith watched him a while and then asked how he could locate a loose bearing by cutting out the spark plugs.

"When there is no spark traveling to cylinder No. 3, for example," the other explained, "there is very little strain in the respective connecting rod bearing; but when I take away the screw driver and let the spark explode the mixture in the cylinder there is a sudden strain on the piston, the connecting rod and its bearing. If there is a rattle or knock and the noise is deep down, then you can be sure of the bearing."

Whereupon the manager called a mechanic with instructions to drop the case and "take up" on connecting rod bearing No. 3.

"We'll have your car ready by noon, if you want it," was the verdict. Smith was impressed with the actual service being rendered him.

"I always thought the name service station was a misnomer," he said. "Things seem to have changed."

"They have," I replied. "We're living in a new period. Haven't you noticed it before?"

(Next Sunday: "The Most Smiles per Gallon.")

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"SNAKY" WHEELS RUIN TIRES

Miller Tire Men Point Out Need of Proper Alignment.

How often have you seen cars with zigzagging wheels? Snaky wheels, as this condition is called by Miller tire service men, are often not noticed by the driver because the steering apparatus takes up the play. Caused by loosened wheel bearings as well as by the steering knuckles and pinions, the wheels snap back and forth over rough streets, quickly ruining the tires. Tires tread here show uneven places on the surface, wearing away as though the rubber were soft. Under-inflation under these conditions aggravates the trouble. The remedy is to have the axle set firmly and the bushings snugly adjusted.

Air Leakage May Stop Gas.

The lack of gasoline may be due to the fact that the vacuum tank is not in working order. This, in turn, may be caused by air leakage in the pipe running from the manifold to the vacuum tank, or it may be that there is something wrong with the mechanism. In this case it is advisable to have the mechanism examined by a competent repair man. In passing, it is worth noting that if raw gasoline is sucked through the pipe running to intake manifold from the vacuum tank that the trouble probably is caused by the air vent to the tank being clogged with dirt.

MYRTLE POINT ROAD BAD

MANY DETOURS ON NEW HIGHWAY, IS REPORT.

During Summer Months Old Coos Bay Wagon Road Will Be Found Best to Travel.

MARSHFIELD, Or., July 22.—The highway between Myrtle Point and Roseburg is not in good shape for travel. This is vouched for by those who have traveled over it lately.

This is the new highway which is under construction and when finished will be a fine road, but at the present time it is necessary to make a number of detours to get around the work, where the contractors are making the new road. Some of these detours are slow traveling and difficult places to get through.

Those who have traveled both roads advise taking the Coos Bay wagon road. It is a mountain road, but is in fair condition for summer travel and it is said will be found easier to get over than to try to get over the detours of the Myrtle Point road.

The Coos Bay wagon road going westward is reached by taking the road from Roseburg to McKinley and branching off into the wagon road at this latter point.

TIRE BLOWOUT DANGEROUS

Such Occurrence on Front Wheel Likely to Cause Accident.

Statistics gathered from varied and reliable sources indicate that a considerable number of serious accidents are occasioned by reason of defective and worn-out tires. This is particularly true with regard to old casings on the front wheels when the vehicle is traveling at a considerable rate of speed, says a bulletin issued by the Coast Tire & Rubber company of Oakland, Cal.

Most motorists are not aware of the danger from blowouts that follow the use of worn-out or unreliable tires, but it is an established fact that cars traveling at a speed of 40 miles or more place unusual strain on all four tires and if the front tires blow out at this speed a dangerous crash is inevitable. You can generally slow up in time to avoid a turn over if only the rear tires blow out, but if at high speed front tires blow out it is decidedly dangerous.

The motor car owner who feels that the most skimp on his tire equipment should do his skimping on the rear tires and not the front tires. While it is observed that the greatest wear comes on the rear tires, the whole balance of the blowouts is from the tires on the front wheels.

U. S. Leads in Auto Exports.

The United States leads the world in the export of motor cars and motor trucks. Forty per cent of 1921 automobile exports came directly from factories in the United States of America. Ten per cent more were exported from United States branches in Canada, and the bulk of the 25 per cent exports from France were re-exported United States vehicles. Nine per cent of this business was done by Italy, 7 per cent by Germany and 4 per cent by England.

FORDSON TRACTORS RUSH EXCAVATION

Big Task Accomplished at State Job in Olympia.

TRAILERS CARRY EARTH

Removal of 30,000 Yards of Dirt for Foundation of Building of Capitol Group Easy.

OLYMPIA, Wash., July 22.—(Special.)—Adoption of the tractor for a new kind of work, making five Fordson tractors and five dumpcart trailers handle the removal of 30,000 yards of earth to make room for the foundation of the legislative building of Washington's new state capitol group, is the accomplishment of Lee Johnson, Tacoma contractor.

The contract had been let for the building of the foundation and the state capitol committee particularly was anxious that the foundation be completed before the meeting of the legislature in January, 1923. Pratt & Watson, the contractors, knew this meant rush work and immediately entered into a contract with Mr. Johnson for the excavation work.

Tractors Put Into Service.

This was early in the spring and the earth to be moved was a sort of clay, slippery stuff that would be almost impossible to handle in the usual way. But the earth had to be moved before the foundation could be built and it was up to Mr. Johnson to move it.

One morning a few days after the contract was let there appeared on the scene two Fordson tractors, each with a two-wheeled dumpcart attached as a trailer. Each cart was capable of moving two yards of earth, or half the load of a five-ton truck. A rough plank roadway was built, Mr. Johnson's steam shovel was moved in and the earth began to fly. Within a few days it was demonstrated that the steam shovel could keep more tractors moving and three more were added to the fleet.

Rain or shine, every day since early in April, the tractors and steam shovel have operated, and now, though excavating on the west side of the building is not quite completed, the concrete foundation on the east side already has been poured.

Economy Big Feature.

Two years ago Mr. Johnson handled the excavation work for the insurance building, moving 30,000 yards of earth at a contract price of 30 cents, using five-ton trucks for the job. On the legislative building contract his price was 50 cents and he has made as much money as he did two years ago, he declares. Labor was higher two years ago, but not so much higher that it would make 40 cents a yard difference in the price.

The tractors, says Mr. Johnson, have used eight gallons of coal oil each day, which, at 16 cents a gallon, gives a cost of \$1.28 a day for fuel for each tractor. Repeat bills have been so low that they are not worth mentioning, Mr. Johnson says, and his tractors are finishing the job in such good condition that he refuses to consider any kind of a trade-in proposition which would give him new tractors for the next job.

DESERT FLOWER PROTECTED

Yucca Blossoms Being Exterminated by Admiring Motorists.

LOS ANGELES, Cal., July 22.—Motorists in southern California are warned not to pick the gorgeous yucca blossoms found along the highways. Los Angeles county has just passed an ordinance protecting these stately desert flowers, which grow only in Mexico and southern California. They attain a height of eight to 12 feet.

The law was necessary, according to a statement by the Los Angeles chamber of commerce, because the yuccas were in danger of extermination by admiring motorists, who enter the state at the rate of hundreds daily. When the blossom is plucked its power of reproduction is gone and the flowering plant dies. The extreme beauty of the flower is so appealing that the newly arrived easterner could not resist the temptation offered. This practice became so widespread that it has been made a misdemeanor to pick the yucca.

The law is the first ever passed in protection of wild life in the desert.

London Has 1600 Safety Zones.

London has 1600 safety traffic zones, reports Inspector Edward H. May, chief of the division of traffic, Cleveland, O., police department, in a recent issue of the National Safety News. Inspector May believes that the London custom of having street cars stop on the near side of the street, a practice observed in many American cities also, is helpful to traffic.

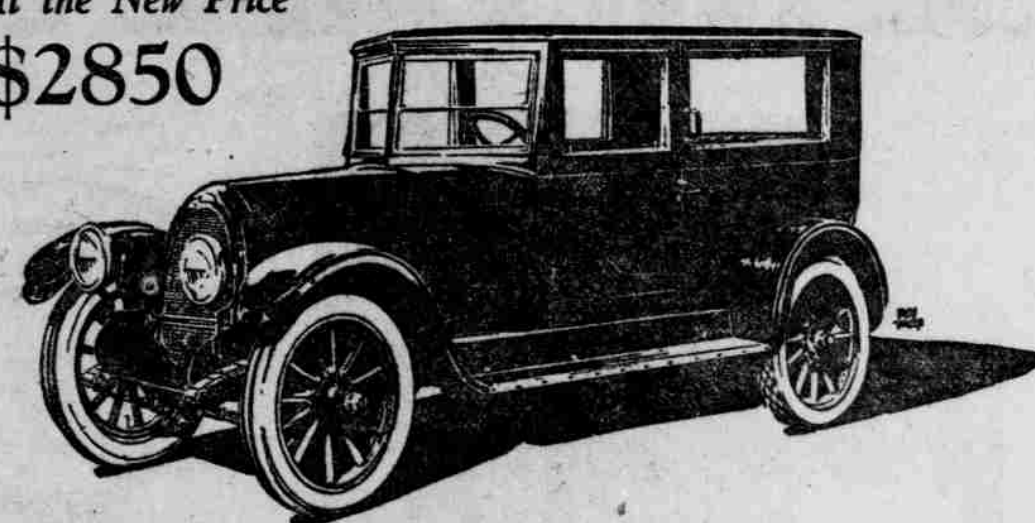
Postmen With Car Get High Pay.

The average annual pay of rural postmen using motor vehicles is \$2570, as compared with \$1830 for those using horse-drawn vehicles, according to the latest report of the postmaster-general.

The FRANKLIN SEDAN

At the New Price

\$2850



THE new price is the lowest this car has ever touched, with the single exception of a four-month period in 1916.

The finest Franklin we ever built.

The most widely usable Sedan ever built.

From its very beginning, the most popular enclosed car in America, in proportion to total production.

Comfortable-riding, easy-handling, economical of operation, and free from trouble in the highest degree. Light, flexible, air-cooled.

Touring Car \$1950 Touring-Limousine \$3150 Runabout \$1900
Demi-Sedan \$2250 Coupé \$2750 Demi-Coupé \$2100 Brougham \$2750
(All prices f. o. b. Syracuse)

BRALY AUTO CO.

501 Burnside St., Portland, Oregon

Salem—Marion Auto Co. Pendleton—Pendleton Auto Co.
The Dalles—Franklin Motor Car Co. La Grande—David I. Stoddard
Tulama—Henry H. Schott Walla Walla—Franklin Sales Co.
Baker—Clifford Still

FISK RED-TOPI CLINCHER TIRE

Extra Ply of Fabric

Extra Heavy Tread

THE new price of \$15.85 for the famous Fisk 30 x 3 3/4 Red-Top is six dollars and fifteen cents below June, 1921, price. The quality is exactly as high—the strength of its construction has not been diminished in the slightest degree.

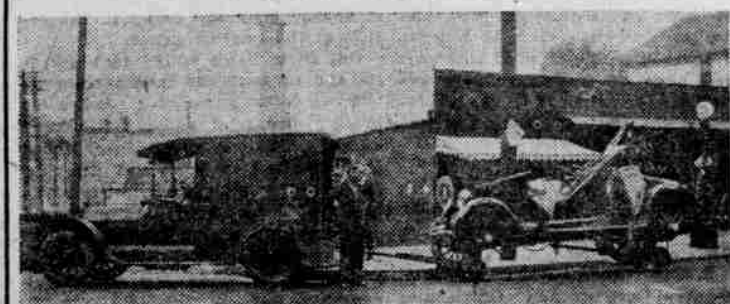
No other tire ever made approaches its popularity for use on rough roads or with heavy loads. Extra ply and with a heavy, tough red tread, every day adds many hundreds of enthusiastic new users of Red-Tops.

Available, also at reduced figures, in size 31 x 4, 32 x 3 1/2, 32 x 4 and 33 x 4.

There's a Fisk Tire of extra value in every size, for car, truck or speed wagon.

CAMPBELL TOWS ANYTHING

LOOK AT THIS ONE



Day and Night Service—Any Time



515 Alder

At 16th St.

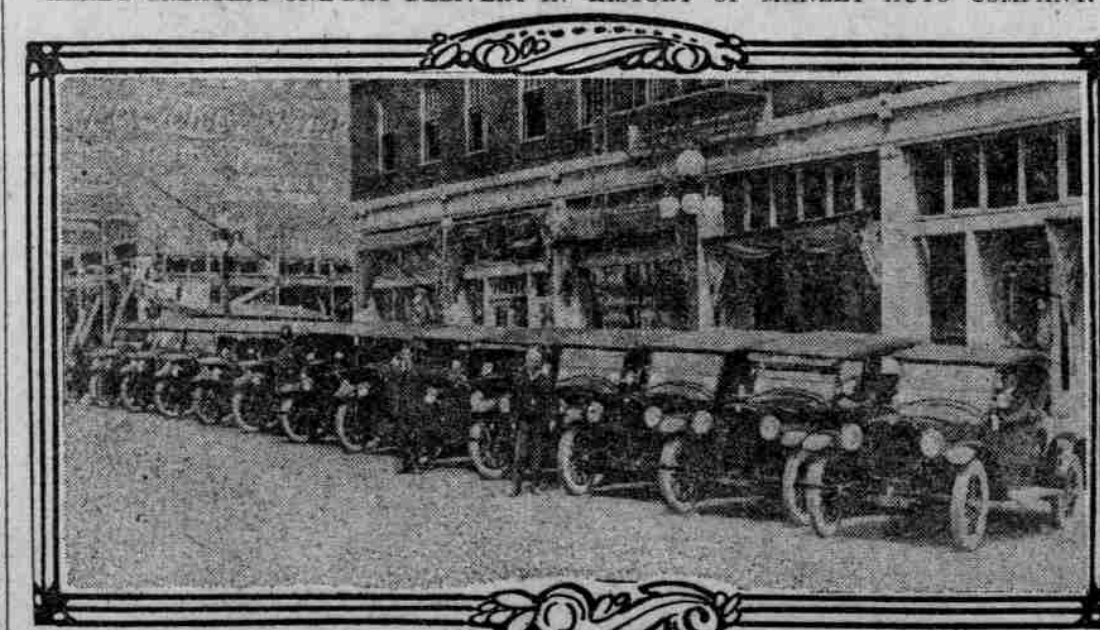
ALL the great resourcefulness of the Nash institution has been focused upon giving this car a remarkable degree of riding comfort.

Fours and Sixes
Prices range from \$1175 to \$2725, f. o. b. Portland

Portland Motor Car Co.

TENTH AT BURNSIDE

HERE'S GREATEST ONE-DAY DELIVERY IN HISTORY OF MANLEY AUTO COMPANY.



Thirteen new Hummobile cars of a total of 19 new cars delivered one day recently at retail by the Manley Auto company, local distributors. The cars are grouped in front of the Manley Auto company's quarters.

Business looked pretty good the other day for the Manley Auto company, Hummobile distributors, as witness the above photograph. In the picture are 13 new Hummobile cars ready to be delivered to individual purchasers.

President Manley and Sales Manager Mountain are shown standing in front of the cars, Mr. Manley at the right.

The purchasers of the cars shown in the photo are: Robert Ewell, 608 East Taylor street; Harvey Larson, 401 East Forty-third; H. J. Morton, 856 East Alder; W. H. Braden, 1094 East Nineteenth North; Adam Grohs, 383 Crampton; R. H. Bigham, 147 Hawthorne; J. D. Sherman, 185 Sixteenth; John Riepel, 618 East Tenth North; Charles Monroe, 473 East Thirty-eighth North; R. B. Stinson, 785 Talbot road; M. A. Reis, Milwaukee, Or.; M. Pederson, 1041 East Twelfth North; Henry Miller, 751 East Eleventh North.