

WORK UNDER WARM IN CROOK COUNTY

Ochoco National Forest to Have Better Highways.

BURNS ROUTE ASSURED

Central Oregon Section Is Going Ahead Rapidly With Improvement of Thoroughfares.

PRINEVILLE, Or., Aug. 5.—Construction of Crook county's roads is going steadily on in spite of hot weather, lack of rain and other obstacles. Road camps are being moved and established, contracts are being let, and final plans perfecting the road system are taking shape. Six crews consisting of 40 men are employed in construction work within the Ochoco National forest along this summer. Work on the McKenzie-Ochoco highway and the Crooked river highway is being pushed to completion.

The highway between Redmond and Prineville has been graded and gravelled. The stretch between Redmond and the McKenzie which is under contract for grading and graveling will be finished this year.

From Prineville to the Beaver Ranger station, a distance of 20 miles, the road is totally gravelled. It is expected to have it completely gravelled by winter. From the Beaver Ranger station to Mitchell, the road is now under contract for grading and graveling.

The McKenzie-Ochoco highway is expected to be completed within a few miles of the present grade this year. The highway extending to Florence beyond Eugene connects with a highway leading to the Pacific Ocean.

The Crooked River highway has been graded to within about one mile of Post, about 40 miles from Prineville. The county is at present advertising for bids for construction of a road extending 10 miles from Post to complete the road two miles past the Reams schoolhouse which will eliminate the Shot Gun hills.

Connection with the Bend-Burns highway is assured by the state agreeing to build the road to the Beaver creek which is 22 miles from Prineville, for 20 miles south to connect with the highway somewhere between Mitchell and Burns. This will give Prineville a direct route to Burns. Additional help in grading the Crooked River highway was promised by the highway commission.

Extension of the market road north in connection with Jefferson county to connect with the Burns highway has not been decided upon yet.

Maintenance of the Ochoco-McKenzie and Crooked River roads will be kept up by the state. The right of way will be kept clear by preventing the dumping of trash, and the erection of signs, which it has been proved not only mar the beauty of highways but divert drivers' attention from the road thus causing accidents.

Within the Ochoco forest, six road crews are working. Two crews are working at Mill Creek, one at Rock Creek between Mitchell and Prineville, one at Canyon Creek between Ochoco Ranger station and Big Summit Prairie and Paulina, and one at the Snow Mountain district, working between the H. E. Woolley ranch and the Allison Ranger station.

Further improvements will be made at "Wild Wood" camp site located one mile from the summit on the Mitchell side. A fence around the site will be completed soon.

"Wild Wood" will afford a rest place for community affairs of both Prineville and Mitchell, say local forestry officials.

The camp site established at Canyon Creek will be improved next year. The road between Prineville and Paulina by Summit Prairie is open but not complete.

RIGHT PLUG IS ESSENTIAL
Use of Too Long Spark Plug May Damage Piston, Is Advice.

E. W. Stahl of the composing room force of The Oregonian has a lesson last week in regard to spark plugs which is well worth passing on to other motorists. Here it is: Stahl, who is a head mechanic, had a motor with the spark plug entering from the side, decided to get a new plug for one of the cylinders which was missing. He got a new plug to make spark plug trouble evident. He stopped at a garage and purchased a plug, stating what kind of car he had and the make of plug he wished, and purchasing a standard plug. He put in the new plug and started his car. Immediately he heard a head knock in the new cylinder. Stopping the car and removing the spark plug and the cylinder head he found that the new plug had been a quarter of an inch too long and had extended into the cylinder chamber so far that it had jammed into the side of the piston when the piston came up on its stroke. The result was one ruined piston. The engine had been stopped soon enough, however, so that the cylinder wall was not scored. Mr. Stahl is passing his story along in the hope that it may prevent someone else having a similar experience.

drivers of ancient and modern "flickers."
Among those to draw prizes will be the drivers of the oldest and newest cars, the Ford with the prettiest girl, the one carrying the fattest woman, the one with the oldest driver, the Ford that can travel one block in the longest time without stopping, the one with the heaviest mortgage on it, the one that has been in the most accidents and the noisiest one.

A big parade will open the programme. The committee says that all Marmons, Cadillacs, etc., will have to keep off the streets on that day. Anyone driving anything but a Ford on Main street will be liable to a fine.

"BIG SIX" SPEEDSTER OUT
Studebaker Makes Announcement of Addition to Line.

Announcement has been made by the Studebaker corporation of a



VELIE SALES HEAD IS PORTLAND VISITOR.
W. R. DeLay and members of the staff of the Velie Motor company, Velie and Peerless distributors, welcomed to Portland last week Tom Gannon, general sales manager of the Velie Motor corporation, Medicine, Ill., who was in the city for a couple of days in connection with a tour of the city.

Among the innovations presented in the new big-six speedster is the upholstered arm rest which is a feature of the rear seat design and which provides the same and comfort of an over-stuffed armchair. Among the features of the new model are the following: Courtesy light on the driver's side, front and rear bumpers and the travel trunk at the rear easy of access, two extra disc wheels (including three and a spare) mounted on the front fenders, massive headlights, with artistic light lamps and tall lamp; tonneau light with extension cord; clear-vision, one-piece windshield; windshield wiper; jeweled eight-day clock; cow ventilator; built-in, theft-proof transmission lock which is operated by the same key that locks the ignition switch and the tool compartment in the left front door.

FORD MAKING OWN GLASS
Radical Methods Are Employed in Latest of Henry's Plants.

DETROIT, Aug. 5.—The Ford Motor company has begun to manufacture its own plate glass, and already has in operation the first modern glass house ever equipped especially to make glass for automobiles.

As is customary when taking over the manufacture of a new product, Ford has applied his own principles of production, and, as a consequence, the methods and machinery used in making Ford glass are a radical departure from established practice. The Ford continuous conveyor system features the operation so far from the time the glass leaves the furnace until it becomes a polished windshield it is always moving.

Glass-making, when viewed in the Ford plant, looks to be very simple. The raw materials are introduced into the furnace, where they become a molten mass. Drawn from the furnace in semi-liquid state, the glass passes under a roller, which gives it width and thickness, and onto a moving conveyor. This carries it for 44 feet through a gradually cooling furnace. At the end it is cut and placed on another conveyor, which carries it through the grinding and polishing, after which it is ready for use.

This adds a new link to the fast growing chain of Ford industries which are being established and expanded from time to time in line with the Ford policy to achieve complete independence of outside material sources in manufacturing Ford products.

The automobile industry in France employs over 200,000 persons.

CHEHALIS HAS ATTRACTIVE AUTO CAMP THAT WILL PLEASE MOST JADED TRAVELER.
View of Chehalis park, where playground and recreational center have been combined with auto camp. The park is located on the Chehalis river, about a mile out from the city of Chehalis, on the Ocean Beach highway, and has cooking and luncheon facilities, running water, washrooms, etc., as do the usual camps, and in addition has a splendid swimming beach and other entertainment facilities. The camp is one of the most popular in Washington and is thronged by motorists.

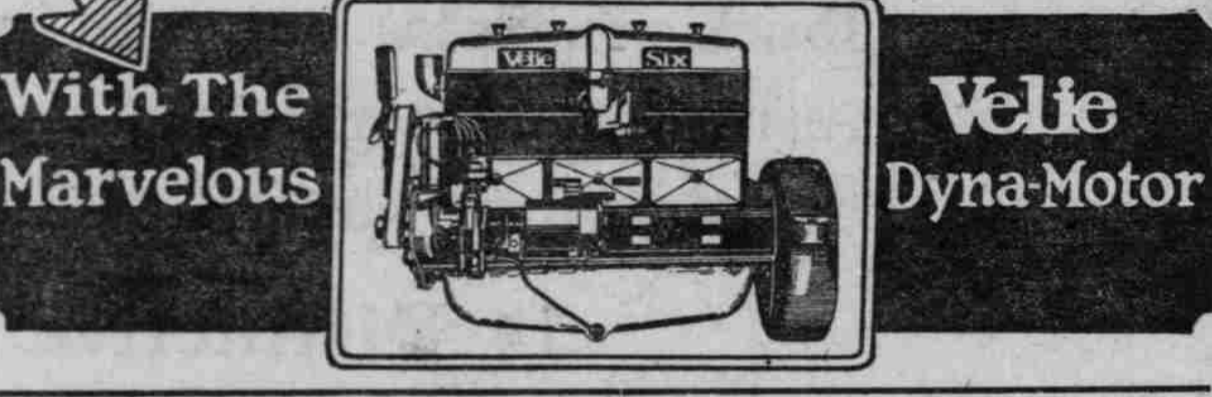
The Beautiful Velie



Men and women who prize the distinction that lifts the car from the commonplace are especially invited to inspect the Velie Six.

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COUNTY OFFICERS NAMED

McGIRR AND BOSS HEAD NEW MULTNOMAH AUTO BODY.
State Meeting to Be Called in September to Consider Formation of Oregon Association.

Organization of the Multnomah County Automotive Trades association, a new association in which it is supposed that the various smaller associations in the automobile industry in this county shall operate as independent units, was completed last week with the election of officers.

C. H. McGirr, president of the Portland Automotive Trades association, was elected president of the Multnomah county body; C. L. Boss, member of the board of directors of the Automobile Dealers' Association of Portland and one of the active men in that body, was elected vice-president and Ralph J. Staehli, secretary of the Dealers' association, was named secretary pro tem.

The new county association has been formed as the result of affiliation of the Portland Automotive Trades association and the Automobile Dealers' Association of Portland, both organizations, however, maintaining their separate identity and right of independent action over matters in their exclusive fields. It is expected that other organizations within the automobile industry of Portland will affiliate with the new county body on the same footing.

One of the main purposes of the new county body is that it may be a stepping stone towards the organization of a state-wide organization for Oregon, similar to the state associations in Washington and California, and at the meeting last week it was voted to call a state meeting some time between September 1 and September 10 to take up the matter of a state body. The president was authorized to set the exact date and call the meeting. In the meantime it was voted that the county association here assist in any way possible formation of county associations in other parts of the state.

Estacada Dealer Named.
I. D. McCutcheon, formerly with the Dunning Motor company, authorized Ford dealer, has been named as the Estacada agent for the Stokes Motor company of Oregon City, and will handle the Stokes company line of cars, including the Overland, Willys-Knight, Chalmers and Maxwell, in the Estacada territory. Mr. McCutcheon expects to erect a garage and service station at Estacada.

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who have previously found motoring very fatiguing, have changed to Marmons because they can be driven without the slightest exertion. A gentle touch at the wheel guides it. Braking and gear-shifting are much easier. It is a dependable car. May we show you?

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The small amount of carbon which is formed from the oil in the cylinders is of a light, fluffy nature, which blows out with the exhaust.

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mountain national park, where huge valleys have been plowed out through countless ages, possibly 5,000,000 years ago. Glaciers transformed what was a single mountain mass into three peaks—Long's, Meeker and Lady Washington, as they are known—with Long's rising to an elevation of 14,255 feet, or nearly three miles above sea level. Ten tons is the maximum weight for motor trucks on highways in Ohio.

Lonely and Mysterious.
There is an elderly bush seven feet high on the tableland of Mesa Verde national park, in Colorado, that has the distinction of being the only one in that country. How it got there and whether the last of the Indian cliff dwellers had anything to do with its growth there is being investigated by scientists.

Three Peaks Out of One.
Remnants of the ice age are particularly interesting in the Rocky

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