

APPLE GROWERS

have many details to attend to at harvest time, some of which can be taken care of now. Among these are

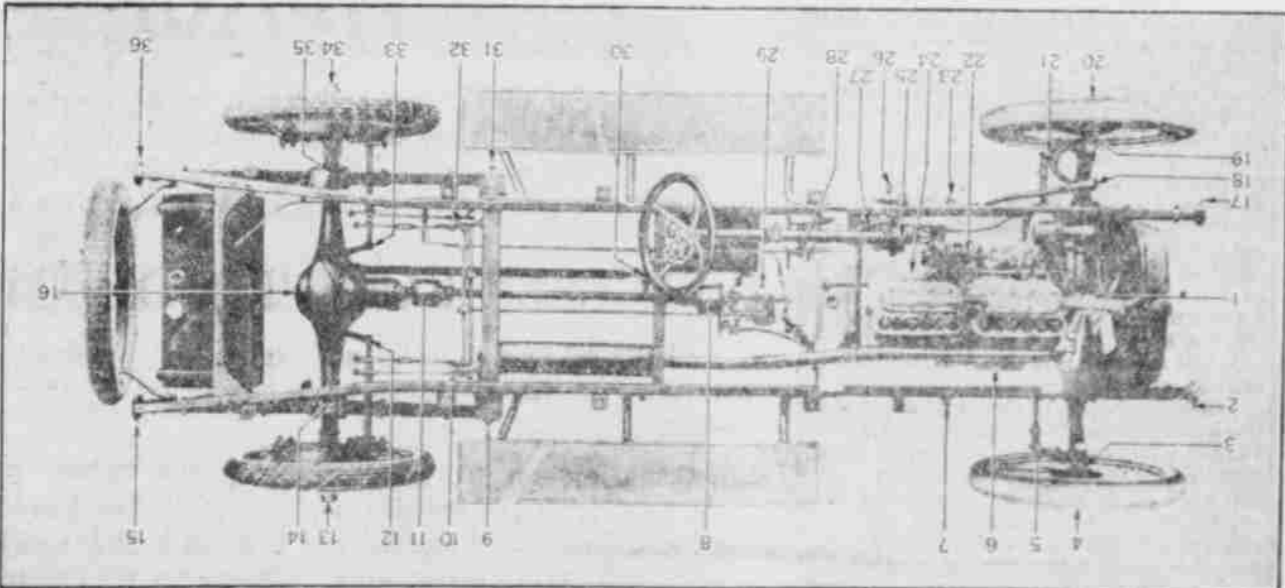
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HOOD RIVER GLACIER

CHANDLER CORRECT LUBRICATION CHART



Engine—24. Daily, or every 100 miles, pour fresh Zerolene No. 3 into the crankcase through filler pipe until oil level gauge on crankcase registers "full." Avoid overfilling. Best results will be obtained if the oil level is maintained between "half full" and "full" marks on the gauge. To get a correct reading of the oil level gauge, the automobile should be approximately level and the engine not running. When engine is running, the oil pressure indicator on dash should show pressure which will vary with the speed and temperature of the engine. If no pressure is registered, the indication is lack of oil in crankcase, oil pump not working properly, or some obstruction or break in oil passages. The engine should immediately be stopped and the trouble located and remedied.

At regular intervals, as recommended by the manufacturer, or in the absence of such instructions, every 150 miles, the oil in the crankcase should be entirely renewed in the following manner: First, remove drain plug in bottom of crankcase, allowing all old oil to drain. This should preferably be done when engine is warm, as the old oil when heated will drain faster,

and less of it will adhere to the inner surfaces of the crankcase. Next, replace drain plug and pour four quarts of Calor Flushing Oil into crankcase through filler pipe. Then start and operate the engine under its own power at a moderate idling speed for from one to two minutes, by which time all oil passages and inner surfaces will be cleansed by the action of the flushing oil. Again remove drain plug and when certain that crankcase is thoroughly drained, replace plug and refill crankcase reservoir with fresh Zerolene oil as specified. Approximately eight quarts of oil are required. When filling the reservoir through filler pipe, care should be taken that no dirt or other foreign matter is carried into the engine with the fresh oil. Before refilling with fresh oil the strainer or screen surrounding the oil pump intake should be removed, thoroughly cleaned and replaced.

Fan Shaft Bearings—1. Every 1,000 miles remove oblong plate over fan oil compartment and add enough Zerolene No. 3 to bring oil level in compartment to one-half inch underneath the shaft.

Electric Generator—5. Every 500 miles apply a few drops of Zerolene

No. 3 through oil holes at each end of generator.

Electric Starting Motor—27. Every 1,000 miles use squirt can to apply a few drops of Zerolene No. 3 through oil holes to armature shaft bearings. Also apply a few drops of oil to motor pinion shaft.

Magneto—22. Every 1,000 miles apply a few drops of Standard Household Lubricant to oilers at each end of magneto. Avoid surplus of oil at these points.

amount of grease, and as they are constantly in action and transmit all driving power from engine to rear axle, it is important that they be kept well lubricated.

Transmission—29. Every 500 miles remove transmission case cover and add sufficient Zerolene Transmission Lubricant "A" to bring oil level in case to center of countershaft, or so that gears on lower shaft are half immersed.

Every 2,000 miles remove drain plug from bottom of case and allow all old oil to drain. Then remove cover and wash all gears, shafts and interior of case with Pearl Oil (kerosene). When transmission is clean and thoroughly drained, replace drain plug and fill to correct level with Zerolene Transmission Lubricant "A." Three pints of oil are required to fill to proper level.

Rear Axle Housing—16. Every 500 miles remove oil level plug in rear housing, and, if no oil runs out, use oil gun to inject Zerolene Transmission Lubricant "A" until it begins to overflow through opening. Then replace plug.

Every 2,000 miles remove rear cap or cover on housing and wash gears and bearings with Pearl Oil (kerosene). Wipe out all old oil and kerosene from bottom of housing with clean rags. Do not use waste. Replace cover on housing and fill with Zerolene Transmission Lubricant "A" to proper level. About three quarts of oil are required to fill to proper level.

Note: As bearings in both transmission and rear axle are entirely lubricated by splash from the revolving gears, hard grease should never be used as a lubricant in either place.

Wheel Bearings—4-13-20-24. Every 2,000 miles remove wheels and wash bearings and hubs thoroughly with Pearl Oil (kerosene). Repack bearings with fresh Zerolene Cup Grease and replace wheels, being careful to get proper adjustment on wheel bearings.

Springs. Every 500 miles, or whenever springs squeak, clean off all dirt and old oil and apply a small quantity of Standard Household Lubricant along the edges of spring leaves. A small brush may be used for this purpose, or the oil applied by means of Standard Household Lubricant Handy Can with spout attached.

When empty. Parts lubricated by grease cups and the attention required are as follows: Every 250 miles—two complete turns; Steering gear shaft (26), rear spring saddles (14-35), brake rocker shafts (10-12-32-33), torque arm buffer (30), clutch thrust bearing.

Oil Cups. Daily, or every 100 miles, fill oil cups on all spring bolts (2-7-8-15-17-23-31-36) and cross steering rod pin (5-21).

General Lubrication. Every 250 miles apply a few drops of Zerolene No. 3 to all joints and small working parts not otherwise lubricated, such as brake and clutch pedal shaft (28), spark and throttle connections, brake clevis pins, etc. Care should be taken that the oil holes are kept free from dirt so that clean oil may reach the surfaces to be lubricated.

Schedule of Lubrication
Daily, or every 100 miles: Engine; Spring Bolts; Cross Steering Rod Pins.
Every 250 miles: Steering Gear Shaft; Rear Springs; Saddles; Brake Rocker Shafts; Torque Arm; Buffer; Clutch Thrust Bearing; General Lubrication.
Every 500 miles: Transmission; Rear Axle Housing; Steering Gear Housing; Steering Knuckle; Electric Generator; Steering Gear Drag Link; Universal Joints; Springs.
Every 750 miles: Drain, flush and refill Engine Crankcase.
Every 1,000 miles: Electric Starting Motor; Magneto; Fan Shaft Bearing.
Every 2,000 miles: Transmission; Rear Axle Housing; Wheel Bearings.

MR. AND MRS. SUNDAY SPEND QUIET SUMMER

Accompanied by "Ma" Sunday, Rev. Billy Sunday motored to town last Friday for the first time since the two notables arrived on their Odell country place two weeks ago. They did some simple shopping and visited a meat market, buying a tongue, some wienies and a batch of meat for the dog.

Mr. and Mrs. Sunday did not linger long in the city. A thunder cloud was threatening and the nationally known preacher, casting his weather eye upward, excused himself to friends who gathered to greet him on the ground that the hay fields called. Both Mr. and Mrs. Sunday have been living the lives of frugal farm folk since they came here. The former has aided in the harvest of 50 tons of hay, while Mrs. Sunday has been busy daily, canning and preserving fruits. She prides herself on the excellency of her sun-dried raspberry preparations. The healthy tan of their faces evidence their outdoor activity.

"I am just resting this year," said Mr. Sunday. "This work in Oregon's atmosphere is truly rest for me. It is soothing and body and mind building. Except for two or three sermons here to the homefolks in the Hood River valley I am not going to preach any in Oregon. Ma and I will leave the latter part of September for Sioux City, Ia., for a series of meetings. From there we go to Tulsa, Okla."

PARTY OF GEOLOGISTS INVESTIGATE ADAMS

A party of University of Chicago students of geology, who for the past several weeks have been in the mid-Columbia engaged in a reconnaissance survey of the Oregon and Washington sides of the Columbia gorge, left Monday for an ascent of Mount Adams. The young men, in charge of Prof. Bertz, who for the past several summers has directed the investigation of groups of Chicago students in the Columbia River district, had planned to ascend Mount St. Helens. They substituted Mount Adams, however, on learning of the internal disturbances there this spring. The Washington peak displayed signs of the eruption of mud in June. Flows streaked the snow fields in wide expanses on both the northwest and southeast sides of the peak.

The party of young geologists and their advisor will make a close inspection of the mud flows of Mount Adams. They expect to return to Hood River the latter part of next week. Included in the party are the following: J. R. Ball, W. P. Burleigh, Richard E. East, Townner B. Root, Frederick Melton, T. Kilbourn, Morris Grimm, Donald Munroe, A. Alvir, K. Tanaka, J. Allison and Paul Whitney.

TEMPORARY LICENSE TAGS ARE RECEIVED

Sheriff Johnson has received temporary automobile license plates for this county from number 1 to 30,300. It has been announced that local citizens, wishing to secure a temporary license plate, must apply through the sheriff's office to the secretary of state for a pair of regular license plates.

It has been the custom here for garage men and automobile dealers to place printed cardboard placards, bearing the words, "License Applied For," on newly bought cars. Traffic officers declare that this custom must be discontinued. Cars, it is declared, not bearing regular state license plates or the temporary tags, provided by the sheriff's office, will not be permitted to operate.

Gilmer Tract in Fine Shape

With 35,000 bearing trees on its orchards aggregating 400 acres, the tracts of the Mt. Hood Farm Co., near Gilmer, Wash., according to growers of the neighboring Washington fruit districts, will produce one of the best crops of apples and pears in the Washington mid-Columbia sections this year. It is estimated that the yield of the big Gilmer orchard, managed by H. W. Hamlin, who owns an orchard and place at Underwood, will reach 60 cars of apples and 80 tons of pears. Picking of pears will start some time next week.

The orchards of the Gilmer concern have become a show place. The trees are in rows a mile long in the main orchard. They are loaded with fruit of fine quality. Two frost proof warehouses have been built on the farm itself and a tile receiving station has been constructed at Underwood on the line of the S. P. & S. A new packing house is being made ready for the big harvest.

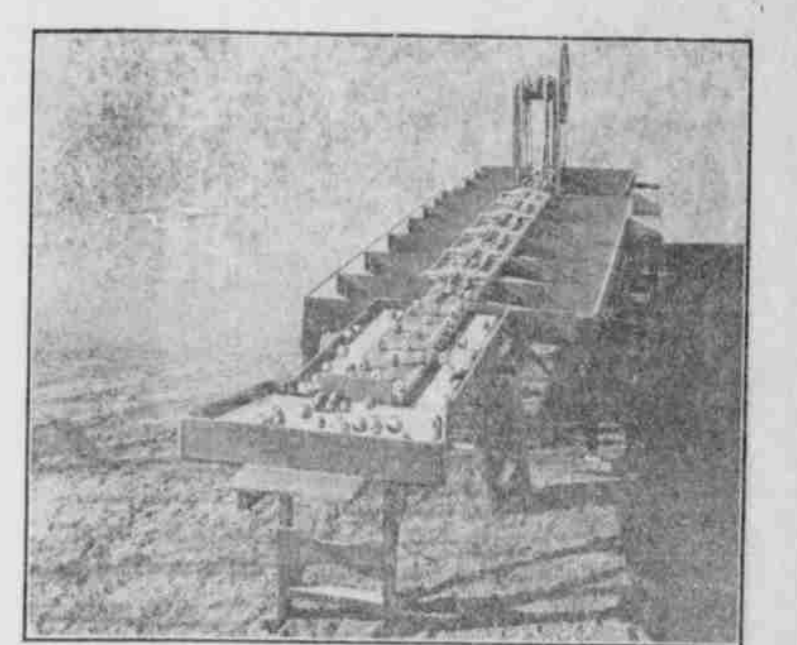
Relief Corps Sets Bazaar Date

Canby Woman's Relief Corps, according to Mrs. S. E. Barnes, secretary of the bazaar committee, is preparing for one of the most elaborate bazaars ever held in Hood River. Although the sale of homemade fancy work and native articles will not be held until November 19, the women in all parts of the valley are already making active preparations. The women have chartered the big Lotus grille for the bazaar.

Apple Harvest IS NEAR!

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Our grader has stood the test of six years of actual usage by growers. Constant improvements have been made each year. They have grown more popular each year, and not only in our own Northwestern districts but apple growing communities of foreign countries have ordered them.

It will pay you to investigate the 1921 IDEAL GRADER. It has numerous attractive new features. It can be adjusted while actual sizing is in operation. Two little screws do the work. Our new sorting table is worth your observation.

The harvest is near, and growers should place their orders at once.

We can also supply you with Bryant Clamp Trucks and Standard Roller Conveyors.

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Notice of Sale of \$150,000 Hood River County Bonds

Notice is hereby given that the County court of Hood River County has received an opinion from Messrs. Teal, Minor and Widree, Bond Attorneys, Spaulding Building, Portland, approving the legality of the \$150,000.00 County Road Bond proceedings, and that sealed, unconditional bids will be received by the County Court of Hood River County, State of Oregon, at the Court House, at Hood River, Hood River County, Oregon, on Thursday, the first day of September, 1921, at the hour of two o'clock P. M. for the sale of \$150,000.00 6% bonds of said County, in denominations of \$50.00, or multiples thereof up to \$1000.00, at the option of bidder, interest payable semi-annually at the office of the County Treasurer of said County. Said bonds to run for twenty years.

Each bid must be accompanied by a check in favor of Hood River County, certified to by a reputable solvent bank, in an amount equal to five per cent of the amount of bonds included in bid. This check to be returned upon payment and delivery of bonds. If bid is accepted and amount of bid is not paid within thirty days, then check will become the property of Hood River County. Bids will be received for any amount of bonds.

The right is reserved by the County Court to reject any or all bids, or to accept part and reject others.

Address all bids as follows: Kent Shoemaker, County Clerk, Hood River, Oregon, and endorse on envelope, "Bid for Hood River County Bonds."

KENT SHOEMAKER
County Clerk of Hood River County
State of Oregon

- Oakland '17, \$ 400
- Chandler '18, \$1100
- Ford Roadster, \$300
- Ford Roadster, \$350
- Ford Truck, \$375
- Oakland '19, \$750
- Grant Six, \$500
- Master 2-Ton \$1750
(New Kelly Tires)
- Maxwell '18 \$350
- Ford '21 Coupe
- Buick 4, A-I condition \$450
- Mitchell 1917, \$600
- Ford Touring Car \$275

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