

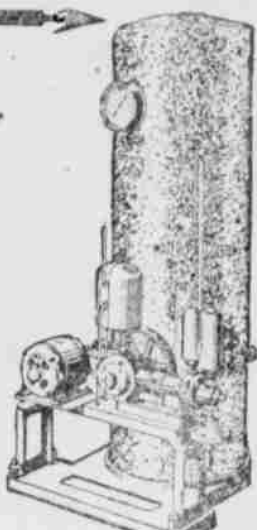
**WATER PAUL SYSTEMS**

PROVIDE AN ABUNDANCE OF RUNNING WATER for the home and farm.

**PAUL SYSTEMS—**

- SAVE LABOR**—No more pumping and carrying of water by hand.
- BRING CONVENIENCES**—Water for kitchen, bath, toilet, laundry, etc.
- PROTECT HEALTH**—Keep the home clean and sanitary.
- PROTECT PROPERTY**—Water, under pressure for fighting fire.
- INCREASE FARM PRODUCTION**—Water, in abundance, for stock and irrigation.
- INCREASE PROPERTY VALUES**—In a hundred ways.

The cut shows one of the popular equipments to be installed in your basement or other convenient place and connected with your well or cistern. Provides plenty of pure water for every purpose. Self-operating, reliable.



**A FULL CARLOAD**

OF THESE COMPLETE WATER SYSTEMS

At Less Than Factory Prices

One of our dealers finds himself financially unable to take delivery of a full carload of these systems.

We have to turn them at once—and WE'RE GOING TO DO IT!

To do it quick, we're going to

Cut Our List Prices Just About in Two

THINK OF IT! One of these wonderful labor saving systems—COMPLETE—FOR AS LITTLE AS \$150.00 AND WITH TERMS IF NECESSARY!

TAKE ADVANTAGE OF THIS OPPORTUNITY

Our representative, Mr. Jager, will be at Hotel Oregon, September 1st, 2nd and 3rd.

Telephone him—right away—for full particulars.

**Northwest Auto Company**

Distributors

18th and Alder Streets Portland, Oregon

**SPRAY MAN HAS PRAISE FOR VALLEY**

John C. Hull, secretary and sales manager of the Friend Manufacturing Co., operating one of the nation's largest plants for making orchard spray machinery, declares that Hood River has sold herself to him as a result of a visit of a few days here with F. A. Olmstead and A. B. Bennett, of the Hood River Spray Co., representatives of the manufacturing concern.

"Our efforts at tying up in a business way with Northwestern orchard districts resulted more last year from curiosity than anything else," says Mr. Hull, who is a pioneer in the manufacture of spray machinery. "We thought that the growers of these districts would tell us that we were too far away to ship our implements here and compete with concerns located closer. But we have found the Northwestern grower the most eager of any in the country to secure efficient machinery and apply scientific methods. We are glad that we were ruled by our curiosity."

Mr. Hull, who made the first power spray machine and the first spray gun, both now in universal use in orchard districts, says a very high compliment to Oregon orchardists.

"You growers out here are on a higher plane than are we fruit men back in New York state, where I own orchards. You take as much care of individual trees as does a stock fancier of members of his herd of cows or horses. You know these trees. You grieve if anything happens to them. And you can beat us for apples of quality. You also get a color that we can never attain. We can only produce apples that are characterized chiefly by their quantity in our eastern commercial districts."

Mr. Hull says he sees no reason why Northwestern growers should not secure good prices for their fruit. Apples, he says, are now selling from New York orchards at \$5 and \$6 per barrel and on the Buffalo market, he says, apples of good, clean quality are bringing \$3 per bushel.

"In view of these prices back there," says Mr. Hull, "cannot see why you growers of this section, where the fruit is of such high quality, would not get excellent figures."

"I believe that you will eventually be shipping huge quantities of apples by water to New York City. Our plant is located on a barge canal at Gastort and we contemplate ultimately shipping our machines to the Pacific coast by way of the Panama canal."

dirt and old oil and apply 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.

Grease Cups. Daily, or every 100 miles, turn down all grease cups two complete turns, refilling cups with fresh Zerolene Cup Grease when empty. Particular attention is directed to grease cups on all steering gear links, 6, 20, 23, 27—E, F, S, V; clutch shift bearings, 11—J; steering gear shaft bearings, 26—U; distributor shaft, 18—G.

General Lubrication. Daily, or every 100 miles, use squirt can to apply Zerolene No. 3 to all oil cups and small working parts not otherwise lubricated. Parts to be oiled in this manner include all spring bolts, 3, 9, 13, 16, 19, 25, 34, 38—B, F, K, M, O, T, 18B, 18D; steering knuckle bolts, 4, 21—C, Q; brake shafts, 14, 33, 36—J, L, A, A, C; brake clevis pins; steering wheel, 31—Z; spark and throttle connections; clutch and brake pedal shaft, 12, 29—X, etc.

**EARL FRANZ IS BUICK 4 ENTHUSIAST**

Since the announcement of Buick 4, Earl Franz talks of nothing else. In fact neighbors say he talks about it in his sleep so loud as to be heard several houses away.

After seeing the new Buick 4 dismantled in Portland at a dealers' meeting, he claims there is nothing that will touch it as to accessibility and workmanship.

"With its long stroke motor," says Mr. Franz, "it acts more like a six than a four and the way she rides, oh boy! Just like a Pullman car. The thing that worries him most is factory delivery. They are selling unsight, unseen."

"We are taking orders and have deposits on all cars that are coming up October 10, and in Portland orders were taken for 104 in three days. In talking with Mr. Dean, manager of Howard Auto Co., Buick distributors of Portland, I said, 'Why do they buy this new Buick without ever a look under the hood.' 'That's easy,' said Mr. Dean. 'They know that the Buick name plate on a car is like the bond on paper. They take no chance with that name plate on the car they buy.'"

**Clipped Here and There**

"Bill" Doyle, prospector and trapper, slept in a hotel in Spokane for the first time in his 67 years, when he entered the Coeur d'Alene a few days ago. It was the first time he occupied a bed in half a century, according to "Dutch Jake" Goetz, who drove logs with him on the Clearwater river 44 years ago.

"He allowed the electric light to burn all night because of a fear that something would explode if he touched it, and on arising climbed from the second floor upward in an effort to leave the house," said Mr. Goetz. "Only when he saw women enter an elevator did he enter the cage. He seemed to be mystified on stepping out into the lobby."

"Before taking a room he told me he was going out on the rocks to find a place to sleep and, knowing him pretty well, I did not try to dissuade him, but two hours later he returned with his blankets and the announcement that 'it was too much settled.' Men who lead the life of a hermit differ from city folk. They like to be at least half a mile from the nearest habitation when they camp."

"Bill recently came down from the Sloean region and entered the Clearwater country to stake a rich gold ledge he found 44 years ago, but the site of the ledge was occupied by a town and, although he is honest and square, people looked at him as if he were a train robber, he told me, so he left. Bill is six feet two inches tall and can walk 30 to 45 miles a day. He captured a fawn by outrunning it and outstripped athletic men in the stampede for the Coeur d'Alene region year after year. He has departed for Idaho."—Spokane Spokesman-Review.

Plans for the organization of a \$20,000 company by local business men to undertake the purchase and operation of a government bus chaser on a combined freight and passenger run between The Dalles and Portland have been placed before chamber directors by Secretary Van Schoick at the request of Mayor P. J. Stadlerman. Mayor Stadlerman is willing to head the company with the purchase of \$1,000 worth of stock and J. L. Kelly has also signified his willingness to invest \$1,000.

The money would be used to purchase one of the speedy eagle boats from the government at a cost of approximately \$12,000. The remainder of the \$20,000 would be expended in the purchase of docking facilities and for other expenses incident to putting the vessel into service it was pointed out.

Chamber directors decided to seek further details about the project before taking any definite action. The matter was placed in the hands of the transportation committee for further investigation and a report at a later meeting.

—The Dalles Chronicle.

A dog in Hood River has been condemned to die, and orders issued to the sheriff to execute him, followed a sentence handed down from the county judge. The dog was no common cur. He had educated his appetite to the extent that he seemed to require spring lamb every few mornings for breakfast. Neighbors for miles around found their flocks decreasing and finally the cause was fastened onto the defendant. He had a fair trial, his owner stood faithfully by him to the end. But the wages of sin is death and the dog paid the penalty.—Baker Herald.

The Rev. Billy Sunday, at Hood River last Sunday, denounced the dress of the modern "flapper," and after minutely describing the modestly dressed young woman, declared: "No man can look upon a thing like that without a moral blowout." The reverend gentleman can speak for himself, but from the newspaper accounts, we should say that listening to his description would be more likely to cause a moral blowout than seeing the dress.

—Estacada News.

The insane man who escaped from his guard near Hood River and walked back to The Dalles was not as crazy as one might suspect for he at least had sense enough to put distance between himself and Billy Sunday.—The Dalles Chronicle.

Kodak finishing—Slocum-Donnerberg Co. One up-to-date dark room, an up-to-date expert finisher, a real 24-hour service.—thats us. ly 2241

**CASH AND CARRY STORE BARGAINS**

- 4 49 lb Bags Best Family Flour \$8.00
- 3 Lrg Pkgs Citrus Wash Pwdr .81
- 3 16 oz Pkgs Gloss Starch .33
- 3 16 oz Pkgs Corn Starch .33
- 24 Bars White Laundry Soap 1.00
- 4 Large Cans Sliced Pineapple 1.00
- 12 Large Cans Condensed Milk 1.44
- 1 No 5 Compound, Best Oregon .65
- 1 No 10 Compound, Best Oregon 1.35
- 1 No 5 Lard, Best Oregon .80
- 1 No 10 Lard, Best Oregon 1.65
- 1 No 8 Snowdrift Compound 1.50
- 1 5 lb M. J. B. or Golden West Coffee 1.89
- 2 Cans Velvet Tobacco .25
- 1 1 lb M. J. B. or Golden West Coffee .40

Our store is crowded daily with people who are buying and storing goods at our low prices. Grasp this opportunity and buy while we are making prices so low to you.

**THE CASH AND CARRY GROCERY**

H. GROSS, Prop.

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510 Cascade Avenue

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**SLAB WOOD**

We have some coming and it is real wood. Good large slabs, no edgings. Call us.

**CORD WOOD**

Cut from large trees and best wood money can buy.

**COAL**

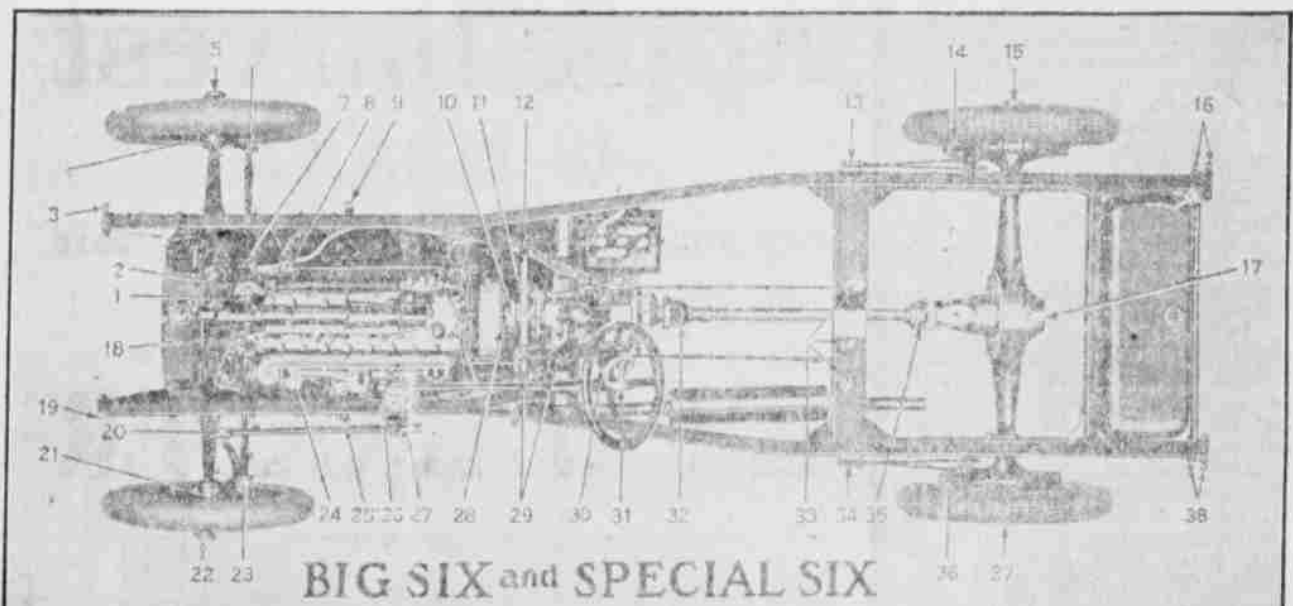
Utah Lump, Egg and Nut Sizes. Let us deliver your Winter supply.

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**Rubber Stamps for Apple Boxes** at the GLACIER OFFICE  
GET IN YOUR ORDER EARLY

**STUDEBAKER CORRECT LUBRICATION CHART**



BIG SIX and SPECIAL SIX

Engine—21—A. Daily, or every 100 miles, pour fresh Zerolene No. 3 into 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 750 miles, the oil in the crankcase reservoir 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 Calol Flushing Oil into crankcase through filler pipe. Then start and operate the engine under its own power at moderate idling speed for from one to two minutes, by which time all oil passages and inner surfaces will have been cleaned 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 six quarts of oil are required. Before refilling with fresh oil, the strainer or screen surrounding the oil pump intake should be removed, thoroughly cleaned and replaced. When filling the reservoir through filler pipe, care should be taken that no foreign matter is carried into the engine with the fresh oil.

Electric Generator—1—H. Every 500 miles apply a few drops of Zerolene No. 3 through oilers provided at each end of generator. Avoid surplus of oil at bearing on commutator end of generator.

Electric Starting Motor—7, 8—W. Every 1,000 miles apply a few drops of Zerolene No. 3 through oiler provided at commutator end of motor. Avoid surplus of oil at this point. On Light Six, an oiler at rear end of starter gear shaft should receive the same attention. Every 2,000 miles starter gear reduction housing should be filled with Zerolene Cup Grease through grease hole provided. Starter clutch on Big Six and Special Six should be oiled with Zerolene No. 3 every 1,000 miles.

Steering Gear Housing—26—U. Every 500 miles remove oil filling plug in side of housing and with oil gun fill housing with Zerolene Transmission Lubricant "A."

Clutch (Big Six and Special Six only)—10, 28. If the clutch is slipping because of greasy or gummy condition of the leather, it should be thoroughly flushed with Pearl Oil (kerosene). With the engine running, the clutch pedal should be worked back and forth to allow the kerosene to cut and dislodge this greasy deposit. A small quantity of Auto Leather Clutch Oil should then be applied to the leather. If the clutch is inclined to grab or reason of the leather being hard or dry, apply a little Auto Leather Clutch Oil to the leather. The application of oil to the leather can best be accomplished by blocking the clutch pedal about half-way down. The clutch zone can then be revolved by hand and the oil applied to the leather at several points. Further turning of the clutch zone will distribute the oil evenly over its entire surface.

Every 1,000 miles remove plug from clutch cone bearing housing and with grease gun fill interior of housing with Zerolene Cup Grease.

Clutch on Light Six requires no lubrication.

Transmission—30—Y. Every 500 miles remove oil level plug on side of

transmission case, 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 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 fresh Zerolene Transmission Lubricant "A."

Rear Axle Housing—17—N. Every 500 miles remove oil level plug in rear of 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.

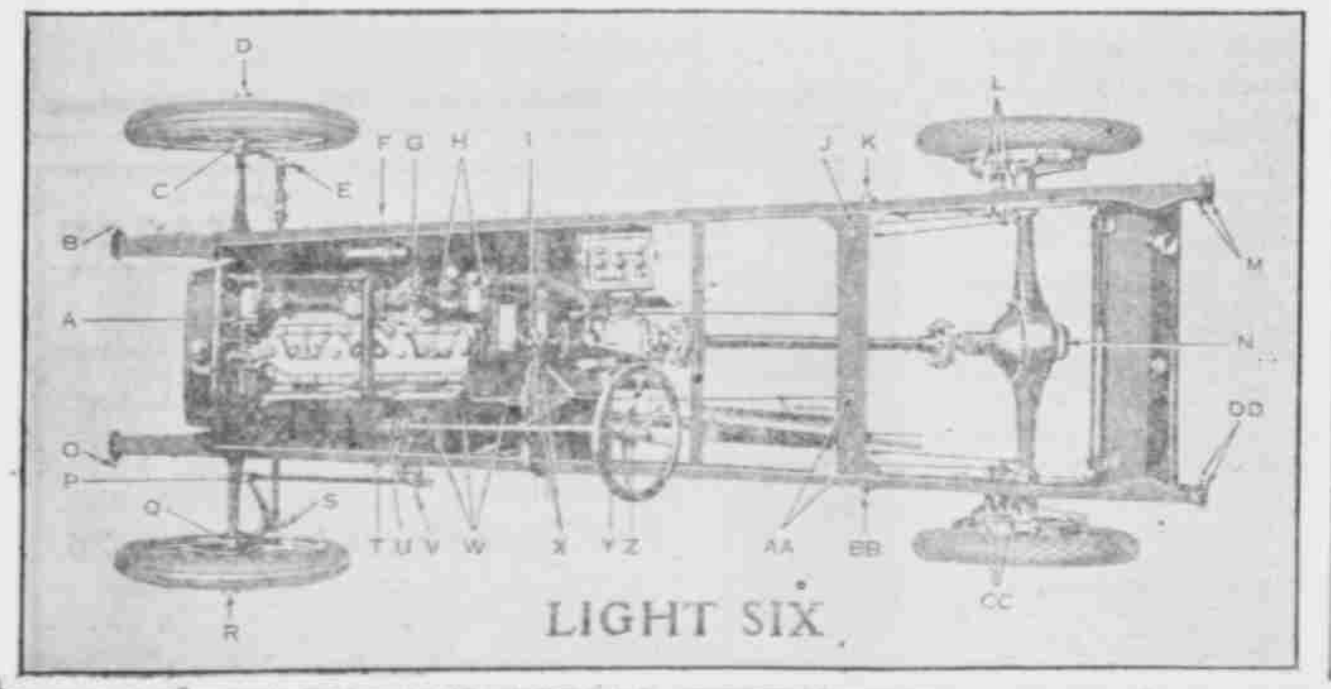
Every 2,000 miles remove rear cap or cover on housing and wash gears and bearings with Pearl Oil (kerosene). Wipe out all old oil and kerosene from bottom of housing with clean rags. Do not use waste. Replace cover on housing and fill with fresh lubricant to proper level.

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

Universal Joints (on Big Six and Special Six only)—32, 35. Every 500 miles remove grease plug in both universal joints between transmission and rear axle and with grease gun fill joints with Zerolene Cup Grease. The joints hold only a small amount of grease, and as they are constantly in action and transmit all driving power from the engine to rear axle, it is important that they be kept well lubricated.

Wheel Bearings—5, 15, 22, 37—D, R. Every 2,000 miles remove both front and rear 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.

Spring Leaves. Every 500 miles, or whenever springs squeak, clean off all



LIGHT SIX