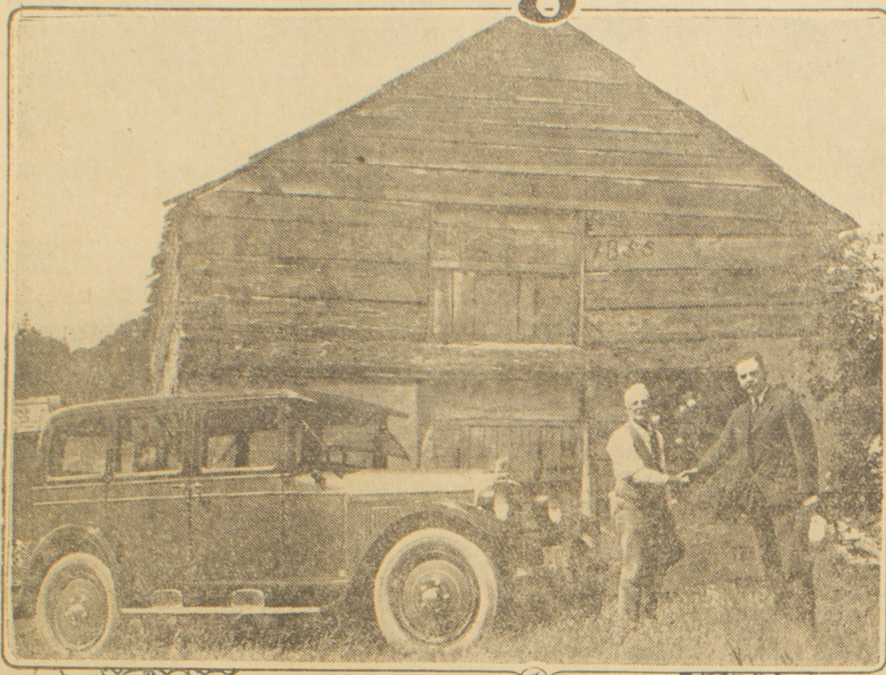


SEATTLE, WASHINGTON, SUNDAY MORNING, JULY 10, 1927.

Motoring Over Historic Whidby Island



WHIDBY ISLAND PIONEER TELLS OF EARLY DAYS

Party of Motorists Guests of
First White Child Born
There; Relic of Fifties
Still Stands.

By ELLIS COE.

YOUNGEST of the passengers aboard the schooner "Exact," as she sailed the placid waters of Puget Sound in 1851 was a child whose name was R. H. Denny. The ship hove to near a pleasant shore, and several of the pioneers landed. The boyhood campground at R. H. Denny is now the city of Seattle, metropolis of the first magnitude.

Others of the party of pioneers remained aboard ship and continued further north to Whidby Island. A year later a baby boy was born on the island and he has remained there since that time, and although the site of his home has not developed into a huge cosmopolitan city, it nevertheless has its interesting features.

This child, now an elderly man, was A. L. Alexander. He is old in experience as well as in years, and is keen to recall the history of romantic Whidby Island, he being the first white person born there.

Receives Visitors.
Mr. Alexander was at home last Thursday when a party of motorists from The Seattle Times, the Green-Nash Corporation, and the Puget Sound Navigation Company, called at his home in Coupeville. He was pleased to learn that they wished to see the old block house where the entire settlement spent their nights during his childhood, in fear of the Indians. The fir logs are black and decayed, but they still show the bite of the broadax, and the loopholes are there, peering grimly out over a peaceful land where arrow and rifle are only playthings.

Many Quaint Relics.
Stored in the wooden stronghold are many quaint old relics: a fur-tanned mule, a flat-head skull, but the most interesting of all is a large wooden cross, which Mr. Alexander said was standing, solitary and moss-grown when white men first came to the island. He believes it was planted by Russian priests for one who died by the way. Others say that it was set up by the Spaniards, and half-jokingly mention Captain Kidd or places of evil. The cross is of cedar, and is very, very old.

Board Ferry.
Leaving The Times building Thursday morning in a Nash Special six, the party drove to the Colman Dock and boarded the Port Townsend ferry, which put out at 7:30. After a few minutes in Port Townsend they took the ferry "Mount Vernon" to Keystone on Whidby Island—a route recently inaugurated to close the last gap in the Whidby Island circuit. After lunch and their interesting visit in Coupeville, they drove around Penn's Cove, through San de Pica, and Potlatch, scene in Indian days of many a half-raising pow-wow, to Oak Harbor, so named for the oaks that grow there.

The travelers might have crossed from Oak Harbor to the mainland on the Deception Pass or Stuart ferry, but to see the southern end of the island they turned south again, retracing about six miles.

Island of Greenery.
The entire island is a velvet of greenery, gardens and fields. All the roads, walled for the most part by evergreen forests, are graveled and easy to drive. Past Green Bank farm they drove, where many youngsters were picking in a vast field of strawberries. They passed truckloads of big sawlogs going to raft, rippling grain fields, acres of tall, rippling vines, poultry farms, dairy herds, prosperous rural homes. Langley is served by a ferry from Everett, directly across the strait. It is rapidly becoming the southern trade center of the island.

Take Mukilteo Ferry.
The party continued on to Colman Beach and waited a few minutes under shade trees for the ferry from Mukilteo, which runs every hour. From Mukilteo they drove south to Seattle, wishing they could have stayed to visit the many lakes, picturesque villages and places of scenic and historical interest, such as Deception Pass, Napoleon's will-

Road Building in New Era

Tourist Proves Big Factor

State Taking Over Big Per Cent of Burden
Under New System of Handling Through
Highway Projects.

NEW YORK, Saturday, July 9.—More than a billion and a half dollars was spent in the United States for road building and maintenance during the fiscal year ended in June, 1926, according to a study just completed by the National Industrial Conference Board. Whereas less than twenty years ago expenditures for road building were still a negligible item in governmental finance, our present annual road bill amounts to more than one-sixth of the entire public budget, and is expected only by our governmental expenditures for education and protection.

The development of the country's roads during the past quarter century closely reflects the revolution in the field of transportation brought about by the automobile and its rapidly extended adoption as a means of carrying goods as well as passengers.

Many Highways Built.
About one million miles of highways have been built since 1904, when the total roadway mileage in the United States amounted to 2,251,375, only a small proportion of which was surfaced, traffic consisting principally of short distance market hauling and a few venturesome bicyclists. During the next five years less than 50,000 additional miles of roadway were built, but between 1909 and 1914 the advent of the automobile made itself felt, 250,000 miles of new roads being added. In the next seven years, although they include the war years, when state and local government budgets were held down to the minimum, 500,000 miles of new roads were added.

Perhaps more striking than the increase in total mileage of roadways during this period was the change in the character of the new roads, influenced primarily by the automobile traffic. Winding, often ungraded and rutted roads have rapidly been giving way to hard-surfaced, wide and straight highways.

Improvements Increase.
While in 1904 only slightly more than 7 per cent of the total roadway mileage was graded and surfaced, and slightly more than 10 per cent by 1914, more than 17 per cent of the much increased total mileage was

graded and surfaced in 1926, the Conference Board's study reveals. The immense volume of long-distance motor traffic that has developed during the past ten years also has increased the necessity of a well-linked highway system, connecting important centers and fed by the smaller market roads radiating from rural territory. It is this phase of highway development which, in the light of the Conference Board's study, has caused marked changes in the control and financing of road building and maintenance, shifting the burden gradually from the local governments to the state and, to an extent, even to the federal government.

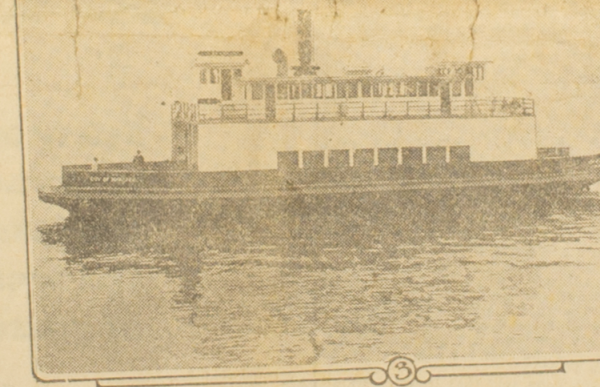
While in 1904, the board finds, more than 90 per cent or nearly all of the current highway revenue, which then amounted to only \$75,465,926, was raised by local governments, who also floated all of the highway bonds issued at that time, the state government in 1926 had become the principal source of highway building and maintenance, that they raised more than 37 per cent of all highway revenue, while 49.5 per cent of all highway bonds floated in 1926 were issued by state governments.

United States Also Interested.
The federal government meanwhile had interested itself to the extent of contributing about 10 per cent of the total. Nearly half, or 49.5 per cent, of all highway bonds floated in 1926 were issued by state governments. While the figures cited summarize the development of road building in the United States as a whole, wide variations in the development in different states and sections of the country are revealed by the board's report. The vast change in transportation methods and road utilization caused by long distance automobile traffic is again strikingly reflected in the great stimulus given to highway construction in the more sparsely settled mountain and western states during the past few years, while the more densely populated eastern states, already well supplied with roads, have concentrated more on improving existing roads, even abandoning many older roads made obsolete by the more systematically linked modern highway system demanded in this age of the automobile.

Auto Output Follows U. S. Business Trend

Motor car production and general manufacturing follow almost identical trends. During 1925, 1926 and the beginning of 1927 this was especially true. In 1921 manufacturing was considerably under car production, but by 1923 the two were on an equal plane, a condition which has existed from that time except for a brief manufacturing slump during the early part of 1924.

53,000 Dealers in U. S.
Automobile and truck dealers in the United States total 53,000.



Motoring over Whidby Island gives a traveler one of the most interesting journeys available in the entire Puget Sound district. Last week The Times automobile department, in collaboration with Green-Nash Corporation and the Puget Sound Navigation Company, made the tour in one of the new Nash cars. The trip included much water travel as well as dry land navigating on the island's excellent roads. The photographs show some of the interesting sights.

Snow Cleared From Crater Lake Roads For July Opening

PREPARATIONS are practically completed for the busiest season in the history of Crater Lake National Park, though considerable difficulty is being experienced in removing a record snowfall from the park highway system. This year a new type of snow plow has been used and this experimental machine is supplemented by labor crews and high explosives. From Anna Spring to the rim, a new method is being tried out, consisting of shoveling the narrowest possible trench down to the road bed, so as to permit the sun and wind to melt the remainder.

This year the official park season opened July 1, as usual, but closes September 30, ten days earlier than previously. All park facilities will be in full swing during that period.

The Nature Guide Service, which proved such a great success last season, is being continued on a larger scale. Prof. Liove Miller of the University of California will again return in charge of this feature, aided by Park Ranger Alden Miller and other competent assistants.

Washington Leads Coast States In Highways Planned

WASHINGTON leads the western states in contemplated highway construction this year, with 385 miles of new motor thoroughfare planned. During the biennium of 1927-1928 road work in this state will represent an expenditure in excess of \$21,000,000.

Provision is made in the Washington appropriation for the following: Concrete pavement, 145 miles; grading, 500 miles; surfacing, 450 miles; resurfacing, 500 miles; and bridges, 50.

The entire country will see the building of 26,800 miles of new roads, with Texas leading the nation in its immediate progress.

See that the generator charges sufficient amperage at all times to avoid battery damage.

14 States, 28 Cities Safer Motor Fatalities Reduced

Washington Fails to Get on Honor List of
Those Waging Successful Campaigns for
Fewer Accidents and Deaths by Traffic.

FOURTEEN states and twenty-eight cities having more than 100,000 population reduced their motor fatalities last year and are given honorary places on the safety roll for 1926, according to statistics just received by the public safety department of the Automobile Club of Washington, California, Nevada, New Mexico and Wyoming are on the honor list. No city in the Northwest is included in the roll, the club points out.

"Such a situation shows beyond doubt the necessity for closer attention by western states to essential safety practices," club safety experts state. "The new Washington motor code, with its municipal regulations, should do much to better present conditions, since these measures provide more de-

tailed rules for motor car operation and pedestrian travel. It is not within the bounds of probability that Seattle, Tacoma, Spokane and other sizeable centers of this state will be able to eliminate all traffic accidents, but it is reasonable to assume that the existing toll can be reduced to a minimum instead of being increased as the volume of traffic mounts. Other cities have been able to lower their fatality marks despite more extensive car operation and Washington's communities should not be backward in following such laudable work."

"The great panacea is popular cooperation and particular regard to those necessary safety laws which either are established by state regulation or which are prompted by courtesy and common sense," the safety men conclude.

The new pavement on the approach to the Pasco-Kennewick Bridge is open to light traffic. There is a seventeen-mile detour between Benton City and Pasco due to oiling operations.

On the Mount Baker Highway the road is in good condition to Glacier and Shuksan. Mount Baker Lodge was opened June 30.

Snoqualmie Pass is in good condition with the exception of a few places at the summit which are only fair.

On the Stevens Pass Highway, the road is paved from Everett to Goldbar. Good gravel to Index, and fair to Grotto, Skykomish and Scenic. Stevens Pass is still closed due to snow.

The detour on the High Line road between Seattle and Tacoma has

Paris Has Busiest Car Traffic Corner, Statistics Reveal

WITH the great majority of the world's automobiles in the United States one might expect that in some city in this country would be found the world's busiest corner, that is, the spot where pass during a period of twenty-four hours the largest number of motor cars and trucks and busses and pedestrians. But that distinction belongs to Paris. According to counts made by the French police the Place de l'Opera in Paris is the world's busiest corner.

Paris has a real problem in the handling of its vehicular and pedestrian traffic regardless of its great boulevards and open spaces. Trams have been prohibited in the center of Paris.

Sometimes also the definite suppression of all rail traffic within the walls surrounding Paris was advocated, and the transfer of the various railway terminals to the outskirts of the city was proposed. But this met with such opposition on the part of the concerns interested and involved such a huge outlay that finally the project was abandoned.

Horsedrawn vehicles are forbidden in more rapidly than it is in the United States. The French love to drive fast and the Paris taxicab driver is a marvel at getting out of tight places.

America has no monopoly on traffic problems. They are to be found everywhere.

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4,000,000 Output For Year

Some automobile plants are still maintaining a high rate. Probabilities are that the total output for 1927 will be approximately four million cars—a figure that will satisfy the manufacturers.

Cadillac Motor Car Company is out with a new line of town cars. The custom-built bodies are being supplied by Fisher, Fleetwood, Buell and Willoughby.

With the completion of the new General Motors executive building in Pontiac and the new Yellow Truck & Coach plant, the Hertz Drive-Itself Corporation and its subsidiaries, the Hertz Drive-Itself stations and system, will have their executive offices in the new administration plant. This concern operates the largest system of its kind in the United States, maintaining its own operating stations in all the principal cities of this country and Canada.

Truck Business Is Good.
The truck business continues on a par with what it was a year ago, according to reports from such leaders as the Graham Brothers and Federal companies. Business of manufacturers of automobile parts and accessories is reported as satisfactory for the first half of the year and all indications point to a good business during the remainder of the year.

Chevrolet continues its record-breaking output—the greatest in its history. Chrysler produced \$5,339 during the first five months of the year, compared with \$1,541 for the corresponding period of 1926. The new Essex line necessitates a capacity output to satisfy demands.

Novice Drivers Showing Increase on Highways
Novice drivers now are appearing on state highways in greater numbers than ever before, the Automobile Club of Washington points out in a bulletin which calls attention to increased car sales, bringing a larger horde of "motorist beginners." This is particularly true regarding women operators, the club reports.

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AUTO INDUSTRY BUILDING MORE, LARGER PLANTS

Fast Pace of First Half of
Year Maintained as Manufacturers Prepare for
Sales of New Models.

Seattle Times—Chicago Tribune—N. Y. Times Special Service.

DETROIT, Saturday, July 9.—Heading into the last half of the year, automobile manufacturers, as a whole, are considering how improvements can be made and in other ways preparing for an active selling campaign.

Thousands of workmen are now busily engaged in changing machinery in the various plants to take care of production of new models.

Several companies continue to increase their investments in their properties by additional equipment, which runs into enormous sums. Among the leaders who are rushing to complete their expansion programs are the Oakland-Pontiac Company at Pontiac, and the Chrysler and Dodge companies in Detroit. The Yellow Truck & Coach Company, which has had its main factories in Chicago, by the first of the year, will be established in Pontiac, where \$3,000,000 is being spent on a new plant.

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LATEST CHRYSLER CARS ARE PLACED ON DISPLAY HERE

Washburn-Haynes Company Shows Four Models That Will Make Sixty-Two or More Miles an Hour.

ARRIVAL in Seattle of Chrysler's "Great New '62," the newest model of the line, is announced this week by G. O. Washburn, president of Washburn-Haynes Company, Inc., Chrysler distributing organization in this territory. Mr. Washburn has on display at the Broadway and Pine Street showroom four attractive models of the new type.

Improvements and refinements of the Chrysler "62" represent a combination of many features entirely new to the field in which the car will sell, according to company officials, and in their opinion will make the latest offering stand apart from other cars in anywhere near the same price group.

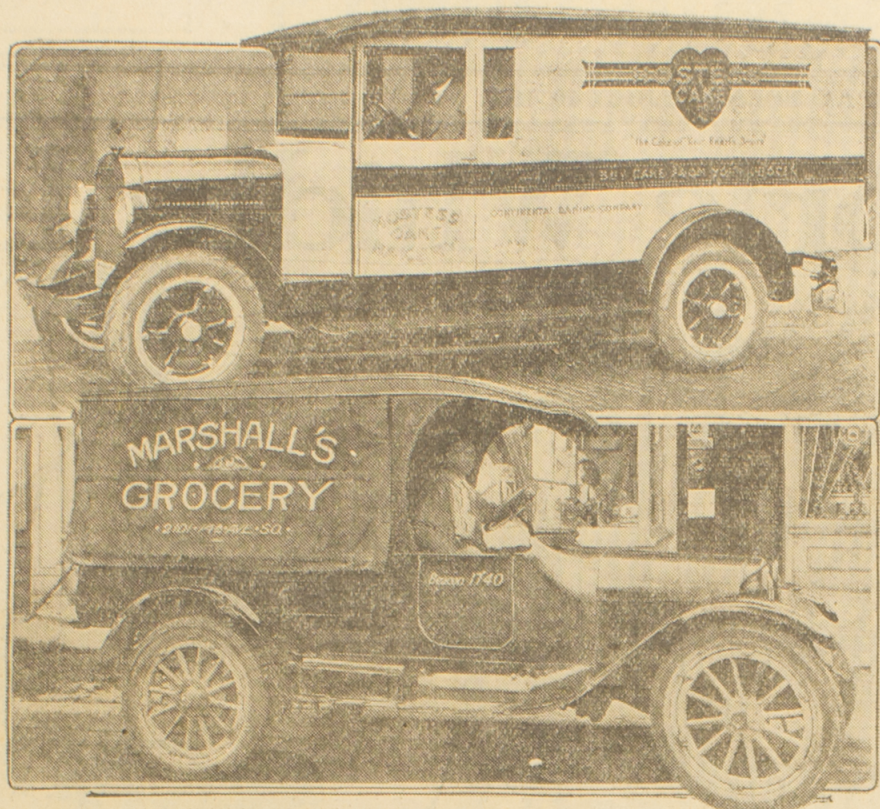
Powered, as its model number indicates, to deliver a speed of 62 and more miles an hour, the new car is declared by its producers to embody all the familiar dash of appearance and smoothness of performance associated with the Chrysler name, combined with even brisker acceleration and instant obedience in both high and low gears.

Cushions Add to Comfort.

Chrysler beauty and charm are accentuated in its lower, more sweeping stream lines, as well as in the longer bodies, drum type head lamps of the latest style and small road wheels. Roofs of closed cars curve downward in the rear, the roof line being followed in the window design. Saddle spring seat cushions, such as are found in cars of much higher price, with fine figured mohair upholstery in closed and leather in open bodies, add to the comfort and artistry of equipment.

New features are of a kind to assure maximum serviceability, riding ease and life for a car of its class. Among them are a built-in crank-

COMPARISON SHOWING TRUCK DEVELOPMENT



Two Motors on Job in Seattle.

The old and new in trucks, built by Dodge Brothers and Graham Brothers are exemplified here. The old-timer, although somewhat battered, is still in the ring and has traveled over 250,000 miles, according to W. L. Eaton, dealer here. The other car is one of the newest Graham Brothers products and is one of a fleet operated by Hostess Cakes, covering Seattle and surrounding territory. There is considerable difference in their appearance, but also considerable difference in the distance they have traveled.

case ventilating system, larger and heavier transmission, rubber insulated supports at the rear of the engine, ball and trunion type universal joints and the adoption of a worm and sector steering gear. Catering to the comfort of the individual driver, the steering column on all cars of the "62" model is adjustable to three positions, while the front seat in the touring car is adjustable to six positions. Among other engine changes is the improved water circulation

thermostat. Radiators used in "62" models are of the cellular type. The transmission is of new design. The transmission case is integral with the clutch housing. A roller bearing has been adopted for the mainshaft pilot bearing, a ball bearing being used for the other mainshaft bearings. The rear bearing for the main drive pinion is likewise of the ball type, while the countershaft is mounted on bronze bushings.

An important step in the march toward complete elimination of driving sounds is taken by the adoption in the clutch of a driving disc of the rubber insulated type.

STAR FOUR CROSSES U. S. IN SEVEN DAYS

Fast Run From New York to San Francisco Finds Motor Functioning Perfectly.

A new fast cross-country trip, not a record, but a good demonstration of speed, was recently completed at Oakland, Cal., by J. P. Clarkson and F. L. Roth of New York, driving a Star four sedan, according to information received this week by L. V. Rawlings, salesmanager of Howell-Thompson Motor Company, Star distributor here.

Clarkson and his companion left New York shortly after dawn on June 18, and they reached Oakland at 3 o'clock on June 23. The car used for the trip from New York to Oakland had been driven less than 1,000 miles when the start was made. It had been used by Clarkson on several short trips, but it was hardly broken in when the boys started on their first dash from New York to the Pacific Coast.

Close to Record Dash.

Upon reaching Oakland, Clarkson and Roth called at the Pacific Coast Star factory and related their story of the fast cross-country run that would have been a record dash a short time ago, to Norman de Vaux, head of the Star car organization in the West.

Clarkson said that it was nothing for a man to drive across the United States now, although they encountered some bad going in a few states. The boys were not out for a record, but they admit that they pounded their Star car pretty hard in order to make the run in seven days.

The one big feature of the run was the fact that they were able to maintain high speed for hours at a time, the Star motor piling up the miles.

Peerless Six-60 Cars Declared In Increased Demand

JUNE figures are going to show that the Peerless Six-60 line, introduced to the automobile market about two months ago, is taking the country by storm, according to a telegram received from the Peerless factory by F. G. Batenburg, sales manager of the Seattle Peerless Motor Company, distributors.

"Actual figures will not be available for a week or two for the past month, because the business came up with such a rush toward the end of the month that the whole central establishment was temporarily disorganized," said Mr. Batenburg, "but it is well known that enough cars were sold to make June one of the great months in Peerless history."

"Officials there are already making plans to enlarge the plant to be able to take care of dealer orders which began to pile up during the latter part of the month. Peerless has always been considered much higher priced than it is, because it looks and performs like such a thoroughbred, and people could not realize for a while that the new Six-60, a genuine Peerless in every line and action, was selling for little more than \$1,000. While they did, dealers had to stop looking for customers, and begin looking for cars; the full effect reached the factory during the last part of June."

"Locally we have found the demand so great that we have been hard pressed to keep a stock of all models for the retail business, and we are distributors for the whole state, and are feeling pressure for cars from all the dealers."

Eastern Washington Toured for Road Map

S. E. Brokaw, assistant manager of the Automobile Club of Washington and head of the engineering department, and Al Soderquist, draftsman, have just completed a tour of the eastern part of the state. The men will log all main highways and the collected material will be used for drawing new maps of that territory.

BATTERY MUST HAVE DRINK OCCASIONALLY

Lack of Water Causes Ignition Troubles and Costs Money, Warns Prest-O-Lite Man.

"A good half of all battery trouble and expense of the average motorist is simply due to thirst and thoughtlessness," says G. W. Thompson of Automotive Service Company, Inc. "The thirst of the battery and the thoughtlessness of the owner, and practically all such trouble and expense could be eliminated by a little water and carefulness. The timidly some car owners show in watering their batteries would give one the impression that it is prohibited by the Volstead Act, or that a battery is a new form of mechanical camel. If you don't want to dig down in your pocket for the price of a new battery, don't let the old one burn up—give it a drink occasionally."

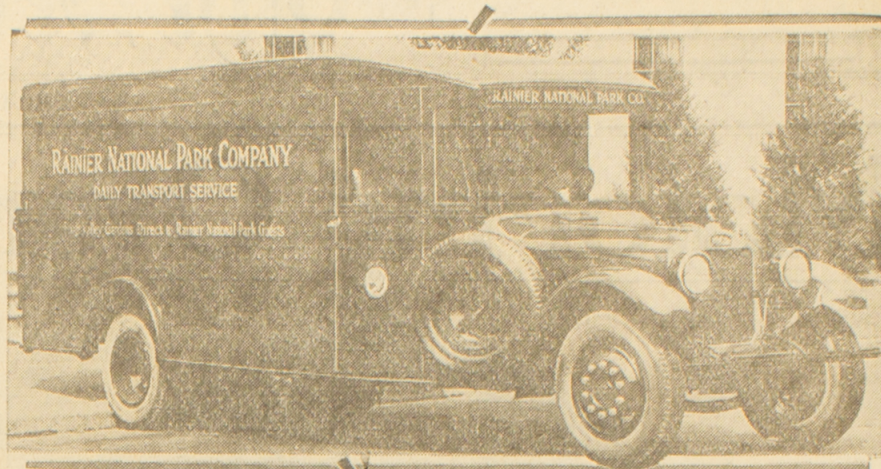
"In fall and winter evaporation is less and a battery will require water probably only once every few weeks, but in the summer time during the touring season when the weather is hot, if a car is in daily use, the water in the battery should be checked every few days, and it is a good plan at the same time to drop in a hydrometer and take the reading. It is attention to just such little details as this that mark the difference between a perfectly joyous, trouble-free trip and constant trouble, expense and disappointment."

Automotive Service Company, Inc., is distributor for the new Prest-O-Lite battery, in which the separators are reinforced with rubber ribs. It is said this construction makes the separators in this new battery last as long as the plates themselves. Mr. Thompson's constant advertising in The Times and energetic efforts in marketing the new Prest-O-Lite rubberib battery has earned him the nickname of "Rubberib Thompson."

American Cars in Paris.

Twenty-one makes of American automobiles are entered in the Paris show, next October.

TRUCK CARRIES FRESH FOOD TO RAINIER PARK



White Operating in Transport Line.

Keeping visitors in Rainier National Park supplied with fresh food daily is the job of this White truck recently put in service by the Rainier National Park Company, concessionaires. The car will make daily trips to the park, carrying produce from Seattle, Tacoma and the farms in this vicinity. Folks evidently develop appetites in the park, for this is a two and one-half ton truck.

Three Boys Catch Live Wolverine In Limits of Detroit

THREE boys who captured a wolverine in metropolitan Detroit recently may never again have a similar experience, but as long as they live they will retain a whole some respect for the great strength and stamina of this animal.

The boys, unaware that their scrappy quarry was of the same species that gives Reo's latest pleasure car its name, found the wolverine in a close-in suburb, enlisted the aid of their dog, and after a

turrible struggle, succeeded in making the catch complete.

Ed Scheffley, a resident of the vicinity, mistook the animal for a bear cub and determined to take it alive. Aided by two companions and "Bubbles," a hound, he started a tedious chase which ended an hour later, only after the animal had been cornered. When "Bubbles" valiantly attempted to overpower the wolverine he was pushed aside as though he were a kitten.

Unsuccessful attempts to truss the wolverine in a horse blanket were made by the trio. The animal tore the blanket to shreds. Finally one of the boys, who wore heavy gloves, grasped the wolverine while the others tied it up so that it could be borne to a place of safe keeping. It was then discovered that the "bear cub" was a wolverine. The

captive weighs about seventy pounds, and has been placed in the Detroit Zoological Gardens. No one has been able to determine to date just where the wolverine came from.

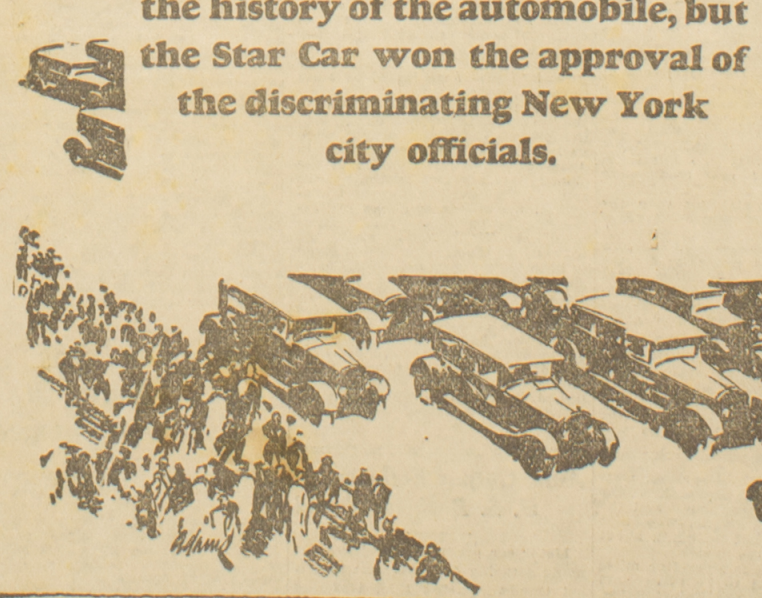
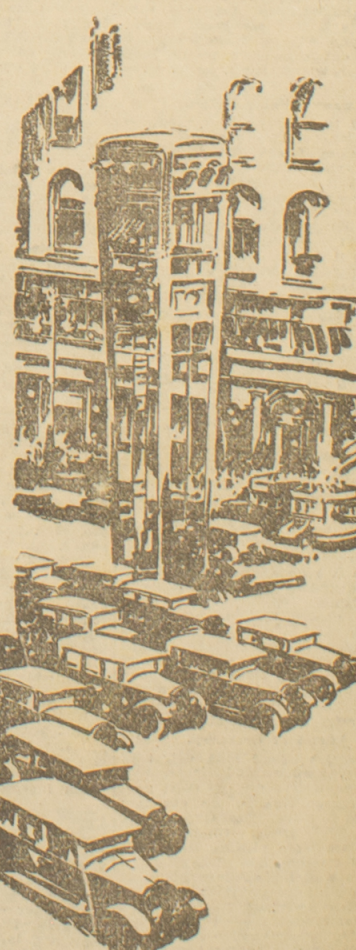
Park to Perpetuate Memory of Pioneer

The memory of Thomas Burke, Seattle pioneer and prominent citizen, will be perpetuated in the "Big Tree Park," a tract of timber on the Snoqualmie Park Highway, according to the Automobile Club of Washington, which has just received from Mrs. Thomas Burke a check of \$100 to swell the park fund being raised by the Washington State Federation of Women's Clubs.

61 Star Cars bought by the New York Police Department

Solely on the strength of superior performance in open competition, the Star Car earned its rating in the world-famous organization of guardians of the law. ★ ★

Up and down Broadway, Fifth Avenue, Riverside Drive—thirty forty and fifty miles an hour— weaving in and out of traffic, swinging around corners, climbing hills—for four hours the official tester tried to shatter the claims made for Star Cars. It was one of the most gruelling tests in the history of the automobile, but the Star Car won the approval of the discriminating New York city officials.



LEADER for thirteen years... in air-cooled engine lubrication

WITH the world's attention focused today on air-cooled engines, there is greater significance than ever to the fact that for thirteen years the oil given first recommendation by the Franklin Automobile Company has been Quaker State. For thirteen years the world's largest makers of air-cooled engines—the men who pioneered and perfected the air-cooling principle—have unreservedly pointed to Quaker State as best!

MORE air-cooled miles have been covered with Quaker State than with any other oil. Yet Quaker State is not produced for any special car—there is nothing new about it—the same unvarying quality is yours wherever you buy it today. It now lubricates over a million cars a year. It is as far superior for water-cooled engines as for the air-cooled kind. Why?

BECAUSE it is the cream of the cream of lubricating oils—made from 100% pure Pennsylvania crude, and then given an extra refining thus removing the 25% of inert, carbon-forming material found in the usual oil.

THAT'S why "there's an extra quart in every gallon" of Quaker State—instead of three useful quarts, there are four. That's why Quaker State is more economical—it lasts longer, lubricates better, saves repair bills. That's why you should use it in your car, whatever the make. Specify Quaker State, and insist on it—it pays.

QUAKER STATE

On sale in garages and central filling stations everywhere

QUAKER STATE OIL REFINING CO.
OIL CITY, PA.

HOWELL-THOMPSON MOTOR CO.
DISTRIBUTORS

404 East Pine St.

Phone East 7800

WESTLAKE STAR MOTOR CO.

321 Westlake North

ELliott 2808

NEW SPEED MARK ACROSS U. S. SET BY MAN PAST 50

Private Citizen of California,
Driving Chrysler 80,
Establishes Record to
New York and Return.

YOUNG men have made names for themselves in various long-distance travel feats recently, but it remained for a man beyond the half-century mark to establish an automobile record for the drive from San Francisco to New York and return to Los Angeles. L. B. Miller, a private citizen of California, who is a sportsman from start to finish and takes keen delight in piloting fast cars—who is not in the employ of any motor car company and who drives for the sport of it, recently set a mark of 167 hours and 59 minutes for a drive of 6,721 miles, that carried him from the Pacific to the Atlantic and return.

Mr. Miller arrived in Seattle last week with the Chrysler Imperial "80" in which he made his record run. He was welcomed enthusiastically by G. O. Washburn, president of Washburn-Haines Company, Inc., Chrysler distributor here, who drove the leading car of a Chrysler parade that met Mr. Miller on the highway between Tacoma and Seattle.

Patrolmen Escort Convoy.

The convoy of Chryslers was escorted by two state highway patrolmen, Cliff Haggard and Owen McGill. Their services were invaluable in threading through traffic. They also escorted the cars on the return trip to the Washburn-Haines showroom. With Mr. Miller on his trip north were Charles Bash, coast regional manager for Chrysler; James Searce, in charge of the Northwest district, and Fred Cooper, assistant to Mr. Searce.

Accompanied by Relief Driver.

The driver left San Francisco May 31 at 10 a. m. and arrived in New York June 3 at 8:55 p. m. He left New York one minute later and arrived in Los Angeles at 9:59 a. m. June 7. Mr. Miller was accompanied by a relief driver and when possible the man who was not driving managed to get a catnap now and then. Aside from that, neither slept during the entire run.

The trip was accurately checked throughout and the results are official. The journey is regarded as one of the outstanding feats of the present day and no doubt the record will stand for some time to come. If the record is broken, it will be by a young man, Mr. Miller believes. "Of this I am certain," Mr. Miller stated emphatically, "the record will never be lowered by me. I am through. I have crossed the continent twenty-one times and that is enough."

The man who drives with one arm and the driver who points out the scenery are cast among the most dangerous fellows on the road.

CROSS-CONTINENT DRIVER VISITS SEATTLE



Record Holder Is Welcomed.

L. B. Miller, holder of the record for automobile driving across the continent, was welcomed to Seattle last week by G. O. Washburn, president of Washburn-Haines Company, Inc., Chrysler distributor here. Mr. Miller piloted a Chrysler "80" phaeton from San Francisco to New York and returned to Los Angeles in 167 hours and 59 minutes. The distance covered was 6,721 miles. Mr. Washburn is shown welcoming Mr. Miller (at the wheel), State Highway Policeman Cliff Haggard (left) and Owen McGill, who escorted a fleet of Chrysler cars to the meeting place are also shown.

Bert Acosta's Ex-Flying Partner, Now Of Seattle, Recalls Hair-Raising Stunt

RECENT limelight shed on Bert

Acosta, pilot for Comdr. Richard E. Byrd, brings to R. C. Smith, local automobile man, vivid memories of an aerial experience in which they two participated.

Mr. Smith was at sea on his way to Seattle when news of the Byrd flight success was received by radio. He and Acosta were flying partners during the war.

At one time on a trial hop the venturesome birdmen startled the populace of Buffalo, N. Y., with a series of hair-raising feats in a Liberty bombing plane.

The airman, flying high suddenly circled down directly over Niagara Falls as a great crowd of tourists, lining the river bank and the bridge, stood spellbound, watching.

High over the American falls the daring flyers next executed several dives, looped the loop and did a tail spin.

While spectators cheered, they gained elevation again, sending their machine up the river. Turning swiftly they dropped back down, skimming the very brink of Horse-shoe Falls. So close did the plane approach the water it was lost from sight completely in the mist.

The throng stood aghast at such daring, as the pair swooped down the gorge and under the bridge—a performance that would be considered spectacular even today.

With this breath-taking feat as climax to their exhibition of skill and courage the boys circled several times over Goat Island and disappeared in the direction of Buffalo.

Bert Acosta, as everybody now knows, remained in aviation to thrill the world with a flight across the Atlantic. Smith, however, returned to less hazardous pursuits and now heads the California Parlor Car Tours.

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\$2,000,000 ADDITION FOR OAKLAND PLANT

Improvements Now Give Facili-
ties for Production Unsurpassed
in Industry.

Information has just been received by W. M. Warren, district manager of the Oakland Motor Car Company for Washington and Oregon, that the factory has completed its latest improvement program at a cost of approximately \$2,000,000, enabling it to double Oakland Six production. This car is now being built in a plant which for equipment and facilities is said not to be surpassed anywhere in the automotive industry.

The improvements instituted in the Oakland division were made possible by the transfer of Pontiac Six machinery to the vast new Pontiac division, which went into production two weeks ago. All the Oakland machinery was removed temporarily so that new floors and new concrete bases might be laid.

Much of the Oakland machinery was completely rebuilt while these plant improvements were in progress. Hundreds of thousands of dollars' worth of entirely new machinery was bought and installed. A motor conveyor assembly line, of the same type as used in the new Pontiac division, was laid out and constructed, along with new block test facilities, overhead conveyor systems and lights.

The interior of the Oakland division has been repainted throughout to improve the conditions under which its employees work. This step, with the far more spacious quarters provided by a completely new plant layout, are expected, to enhance the precision of manufacture for which Oakland already is noted in the automotive field.

A feature of the improvement program was the scrapping of the line shaft power transmission system, and the substitution of electrical unit driven machinery almost exclusively.

declared, payable July 30 to the stockholders on record July 15. With this dividend, the company will have paid to stockholders in 1927 the sum of \$1,056,507.

Bad Lands No Longer Bad Many Autoists Visit in Park

Flying Cloud Floats Easily Over Roads Where
Outlaws Once Forced Their Horses
Under Great Handicaps.

PRESIDENT COOLIDGE'S decision to establish his summer White House in the Black Hills country has focused the nation's attention upon that little known section of South Dakota and has especially interested motorists who are planning trips to various parts of the country. Weeks before the public mind knew of the President's plan, a trip was made in a Reo Flying Cloud which included several hundred miles of this country—the stamping ground of the late "Wild Bill" Hickok, famous nemesis of bad men, as well as of Buffalo Bill and Theodore Roosevelt.

Traveling in a Flying Cloud brought back memories of a woman who saw with the wondering eyes of a girl of 8 those same scenes under less pleasant conditions. Grinding along in a two-horse buggy, eating dust and sand, irritated by the wind, sometimes the temperature registering 30 below, when she had to burrow under a huge buffalo robe, hugging a lantern to keep from freezing, this imaginative child little dreamed that two decades later would find her being waited over the same scenes more in the manner of a Moorish genii who owned a flying carpet.

How Land Was Named.

French Canadian trappers about 1830 happened upon this strip of irregular land in the Great Northwest and called it "Mauvaises Terres et Montagnes Noires" (Bad Lands and Black Hills). There is something forbidding in these names which certainly holds no lure for the traveler.

As each season rolls by more people realize what a false impression these titles convey. For it is a wonderland, comprising on a smaller scale in its miles of canyons, creeks,

fir-capped hills and eroded valleys most of the features of the Rocky Mountain region from Yellowstone National Park to the mesas and painted desert of Arizona. Like the hermit, it is isolated from any mountain range by hundreds of miles of rolling prairie and shifting tawny sands which make it appear the more dramatic by contrast.

Spots Unexplored.

It is not as inclement a land throughout as the French sobriquet would lead one to imagine, yet parts of it are treacherous, full of unexpected crevasses and pits. These have proven death traps to many unwary travelers. Even today there are inaccessible and dangerous portions still unexplored.

After rolling over miles of endless prairie land, quite suddenly one comes upon a great, yawning, never-to-be-forgotten abyss, dazzling in its extent and color. In reality it was once the bed of a prehistoric sea, whose swirling receding waters carved its canyons, cut from its rocks grotesque and fanciful shapes, and distorted the whole landscape. It is staggering to think of the lapse of geologic time necessary to cause this chaos, of the aeons that nature's forces were at work before man's advent on this planet.

"Hangman's Rock."

Today this spot is a paradise for geologists, who find fossils of animals that prowled the earth a million or more years ago. Quite recently the remains of two giant crocodiles were found. This would indicate a mild climate, though in reality, due to the semidesert nature of the country, one finds great contrasts in the seasons and extremes in temperature. When the

CHINESE DEALER MAKING SUCCESS OF CAR BUSINESS

LUNG ON, only Chinese automobile dealer in the country as far as can be learned, combines the sagacity of the Orient with the pep of the Occident and by that combination has made a success of his endeavor. Lung is an Oldsmobile dealer in Eastern Oregon and last year he sold more than a hundred new and used automobiles.

He was born in California sixty-two years ago and when but a small boy moved to Oregon, where he has remained ever since. He was educated in Oregon and six years ago established a garage near John Day. He later was appointed Oldsmobile dealer and continued his garage business. He has achieved success in spite of the fact that his district is sparsely settled and his customers are miles apart.

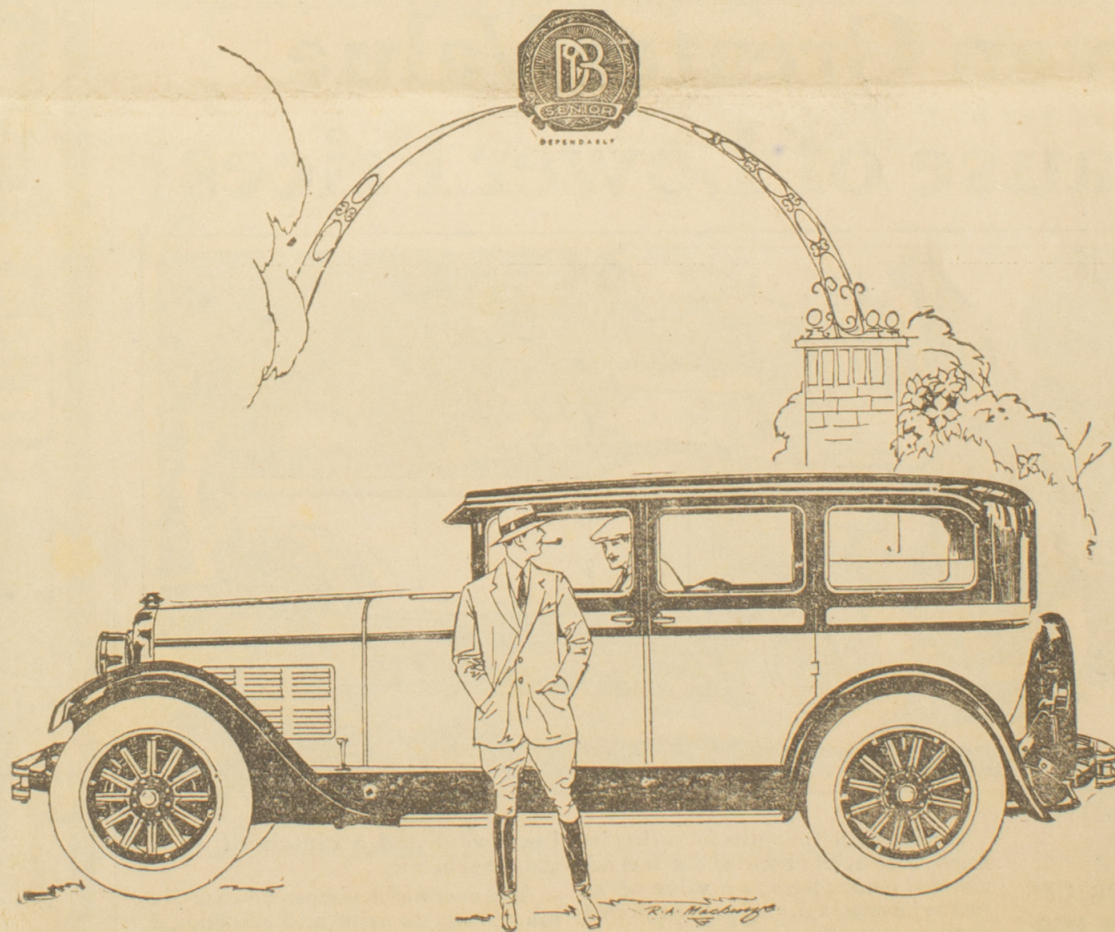
thermometer rises it favors the habitation of birds with brilliant plumage and wild flowers usually found in warm climates. The yellow California poppy grows here in abundance, adding a gay touch to the landscape.

Fifty miles of undulating prairie or "hog-backs" separate the Bad Lands from the Black Hills. At Rapid City, the "Gateway of the Black Hills," one glimpses the first suggestion of mountains. They are high and form a pleasing background for this prosperous, flourishing town. A short way out of the village is a huge boulder known as "Hangman's Rock." The worst crime known in the West and the most severely punished was cattle rustling, and it was here some decades ago that a scene typical of the early West took place. A group of men, including a 16-year-old boy, who perhaps was the most fearless and defiant of all, were hanged one after another as a warning to cattle thieves.

Be reasonably sure the car is in first class condition before proceeding on a long tour.

DODGE BROTHERS

Senior Line



For Lovers of Speed and Spirit

Performance for sportsmen—for lovers of speed and spirit.

Seventy miles, and more, an hour—with smoothness unknown before to motordom.

Positive brilliance in traffic. Impatience to be off and ahead. Rocket acceleration.

And boundless power. Quiet, deep-lunged power—the voice of magnificent engineering.

Beautifully made, too, this Senior! Long, low and smart. With refinement and luxury apparent in a hundred details.

A Six that the fashionable instantly approved—and the experts—and veteran owners of the costliest motor cars.

Drive it an hour and you'll drive it for years!

W. L. Eaton

East Pine at Summit

EAST 0313

Westlake Branch—111 Westlake North
West Seattle Branch—4203 West Alaska Street

Here's value undreamed of a few months ago— PEERLESS

IN the Six-80 owners tell us they find value that completely overshadows any other car sold within hundreds of dollars of the Peerless price.

And it's a fact. Drive it yourself and know. You'll be astounded that such an automobile can be bought for as little as \$1,695. The Sedan, itself costs only \$1,895.

Seated inside the Six-80 you get the impression of roominess and size. Yet this car has the shortest wheelbase of any Peerless ever built. That's why it's so easy to handle—why

it turns in so short a radius—why it parks in an almost unbelievably small space.

And it's powerful, too—a fit running mate for the 120-inch wheel base Peerless Six-90 that thousands of owners emphatically declare to be "the most rugged Six in the world."

These two great cars have doubled—yes, trebled the demand for Peerless.

If you are looking for real value that will be as pronounced a year from now as it is today, try one of these two spirited cars.

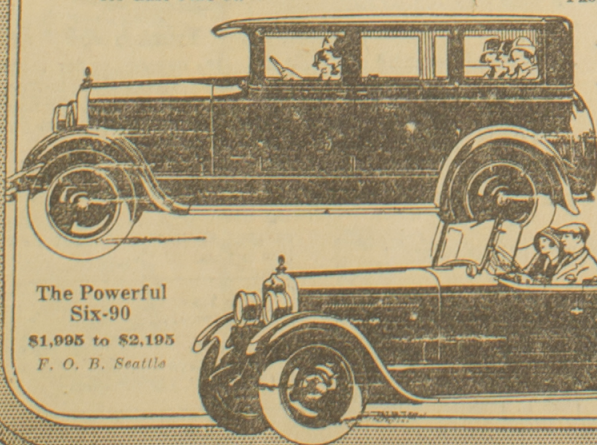
PEERLESS MOTOR CAR CORPORATION, CLEVELAND, OHIO
Peerless has ALWAYS been a good car

Seattle Peerless Motor Company, Inc.

300 East Pike St.

Phone MAin 7755

The Remarkable
Six-80
\$1,695 to \$1,895
F. O. B. Seattle



The Powerful
Six-90
\$1,995 to \$2,195
F. O. B. Seattle

HUPP SALES HEAD PREDICTS RECORD BUSINESS PERIOD

Spirited Activity in All Lines Foreseen for Rest of Year; Gigantic Size of Auto Industry Cited.

SPIRITED activity in all lines of business is predicted for the remainder of the year by R. S. Cole, general sales manager of the Hupp Motor Car Corporation, who was in Seattle last week conferring with executives of Sunset Motors, Inc., territorial distributor for Hupmobile cars.

The importance of the automotive industry can scarcely be overstated, Mr. Cole pointed out. "From a comparatively small industry of scarcely a decade ago, it has grown to a point today where the business of building, selling and servicing motor vehicles is the largest industry in America that can be classified."

In substantiation of this point Mr. Cole cited the following:

The automotive industry is responsible for 8 per cent of the total payroll of the United States. Payrolls of motor car and truck factories alone in 1926 were \$657,724,000.

Industry Employs 3,000,000. At the beginning of 1927, \$2,085,000,000 was invested in motor car manufacturing in this country—not including that invested in parts, accessories, tire and body makers.

Of this, \$1,646,000,000 was in the passenger car division, with the remainder in the truck field.

The wholesale value of motor vehicles built in 1925—the last year available for comparative purposes—was \$3,371,000,000 against \$3,060,000,000 for meat packing, long the nation's largest dollar volume industry.

In 1924, 4,428,356 motor vehicles were built in the United States and Canada. The wholesale value of these vehicles, plus parts and tires, was \$4,696,000,000.

The automotive industry today directly employs 3,265,000 persons. Indirectly it affords employment to another 875,000.

24 Billions in Autos. Through this employment of nearly 4,000,000 persons, the industry also means much to many other businesses, including many of the country's largest," he continued.

"The industry uses 14 per cent of the plate glass, 63 per cent of the leather upholstery, 84 per cent of the rubber, 11 per cent of the hardwood lumber, 25 per cent of aluminum, 12.7 per cent of the copper, 21 per cent of tin, 13.7 per cent of lead, 4.3 per cent of zinc, 28 per cent of the nickel and 80 per cent of the gasoline.

"Another angle to the magnitude of the automotive industry may be seen in these figures: The wholesale value of motor cars and trucks built in the United States from 1903, when first definite figures became available, to the close of 1926,

R. S. COLE, general sales manager of Hupp Motor Car Corporation, who is visiting in Seattle today.



WILLYS-WHIPPET THIRD IN KING COUNTY SALES

Two Lines Rank Second in Spokane; May Be Third for Whole State.

Automobile registration figures for June, just compiled by the Motor List Company, showed that in King County, Willys-Knight and Whippet cars combined moved up to third place in sales. Most of the business, according to a check by the Transport Motor Company, state distributor of Willys-Knight and Whippet, was in Seattle. In Spokane the same line of cars is in second place, led by Chevrolet. Another check is being made of the figures for the state as a whole because although the Willys-Knight and Whippet were given fourth place, it is now thought that they may be in third for all Washington as well as for King County, according to Transport Motor Company officials.

"The two counties in which third and second place were made, King and Spokane respectively, are the two largest in the state," said August Johnson, president of Transport Motor "and whatever the price class of the car they bought, they feel that they have had their money's worth to an extent worth telling the rest of all the motorists they know. Our cars, in all models, have been on the market long enough for the public to have had ample chance to measure their value, and with such popular acceptance confirming our own faith in these lines, we are never going to be satisfied with the number we sell."

"By that I do not mean we are going to rest content. Such a showing must mean that owners of our cars are finding performance satisfactory, and that whatever the price class of the car they bought, they feel that they have had their money's worth to an extent worth telling the rest of all the motorists they know. Our cars, in all models, have been on the market long enough for the public to have had ample chance to measure their value, and with such popular acceptance confirming our own faith in these lines, we are never going to be satisfied with the number we sell."

America Is on Wheels.

"America today is almost literally on wheels. Transportation means more than ever before. Columbus took sixty-nine days to span the Atlantic from Spain to San Salvador. Colonel Lindbergh took less than one-third that many hours from Newfoundland to France.

"There are 22,000,000 motor vehicles registered in this country, an increase of more than 100 per cent in the last five years. The entire population of California and Iowa can ride at one time in the cars owned within their borders. Fifty-five per cent of our families now own a motor car.

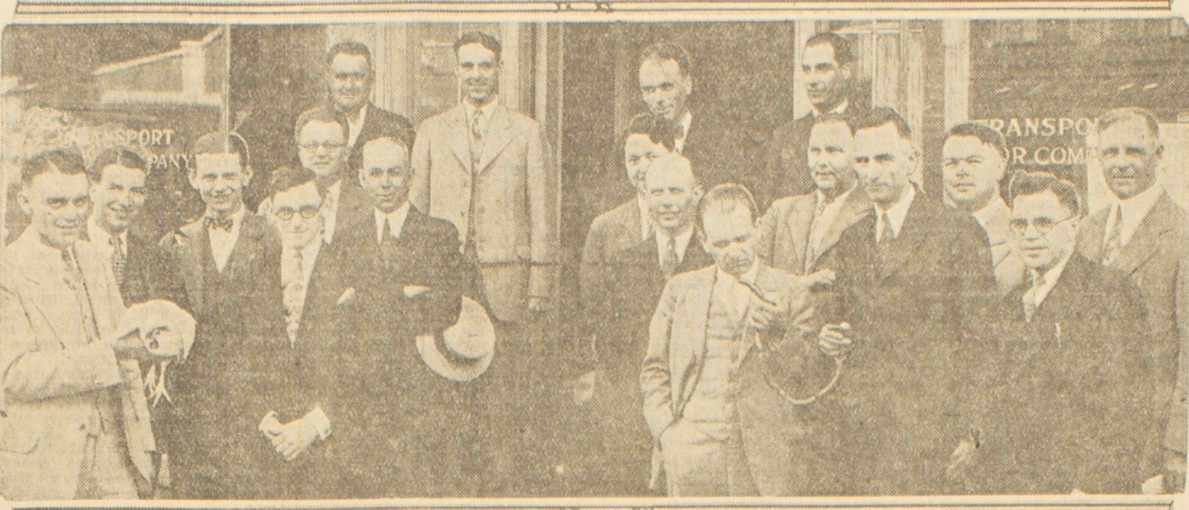
"The growth of individual transportation has done its share toward making this the most prosperous nation the world has ever known. The outlook for the company I represent and the outlook for the industry as a whole was never brighter than today. For those who realize that America typifies progress in demanding better living conditions, better clothing, better entertainment, better everything, including better automobiles, the opportunity for progress is almost unlimited."

Kit of Accessories Is Necessary for Touring

Use good judgment in picking accessories for the car when planning a long tour. Here are the extras that are most likely to be needed: Spare tires, trouble light, spotlight, complete tool kit, tow rope, strong chains, mud lugs, strong jack, extra nuts, bolts and cotter pins, extra spark plugs, set of bulbs for lamps, a couple of blow-out patches, tire repair kit, including valve insides, caps, etc.; a small block of wood to put under a jack on soft earth, tape for blinding wires, coil of wire to repair ignition system, oilcan, cotton waste, grease gun, extra grease, supply kit to carry at least a gallon of gasoline, a gallon of water and a quart of oil.

Carelessness, stubbornness, selfishness or a combination of these attributes are named as the principal reasons for automobile accidents.

PUT THEIR CAR SALES IN THIRD PLACE



Chicken for the Winners.

These two teams of salesmen from Transport Motor Company, distributor for Willys-Knight and Whippet cars, put the two lines in third place in King County during June from a sales standpoint. A sales contest was held and the winners are at the left. They were treated to a chicken banquet at the Olympic Hotel last week by the losers, at the right, who were forced to eat winners and sauerkraut. L. J. Taylor (holding the chicken) led the winners and Jack Lean (the taller of the two, holding the string of "dogs") captained the losers.

CARS BUILT FOR HIGH COMPRESSION FUELS

Associated Oil Company's New Ethyl Gasoline Used by New Type Motors.

Automotive engineers recognize the added power and smoothness given motors by the use of Ethyl gasoline as shown by the recent trend toward improved high compression motors begun by Chrysler and Nash in their latest models. It was declared yesterday by W. A. Reanier, Washington district manager of the Associated Oil Company.

The new Chrysler Redhead, which is announced today, he pointed out, admittedly was developed to take advantage of the greater power afforded by high compression fuels, one of which is Associated Ethyl gasoline.

The new Nash standard six, with its improved Ricardo-type high compression motor, is another car admirably fitted to make the most of the beneficial qualities of high compression Associated Ethyl gasoline, says Mr. Reanier.

Perfection Step. The new Nash standard six is a decided step toward mechanical perfection, according to C. C. Baldwin, retail manager of the Green Nash Corporation.

"In this year's motor," he said, "the bore has been increased from three to three and one-eighth inches. The crankshaft, one and three-fourths inches in diameter in last year's model, is now two inches in diameter. Its seven main bearings, long a feature of this line of Nash cars, add to the smoothness which has already made it outstanding in its price class.

Further Improved. "Performance has been further improved by the placing of three compression rings in place of the two on the piston above the wrist-pin, together with an oil ring. Oil is supplied liberally to the wrist-pin by force feed lubrication through a drilling in the connecting rod.

"These improvements will give the Nash standard six more power than before and will make it run more smoothly. Its high compression motor should find Associated Ethyl gasoline unusually successful."

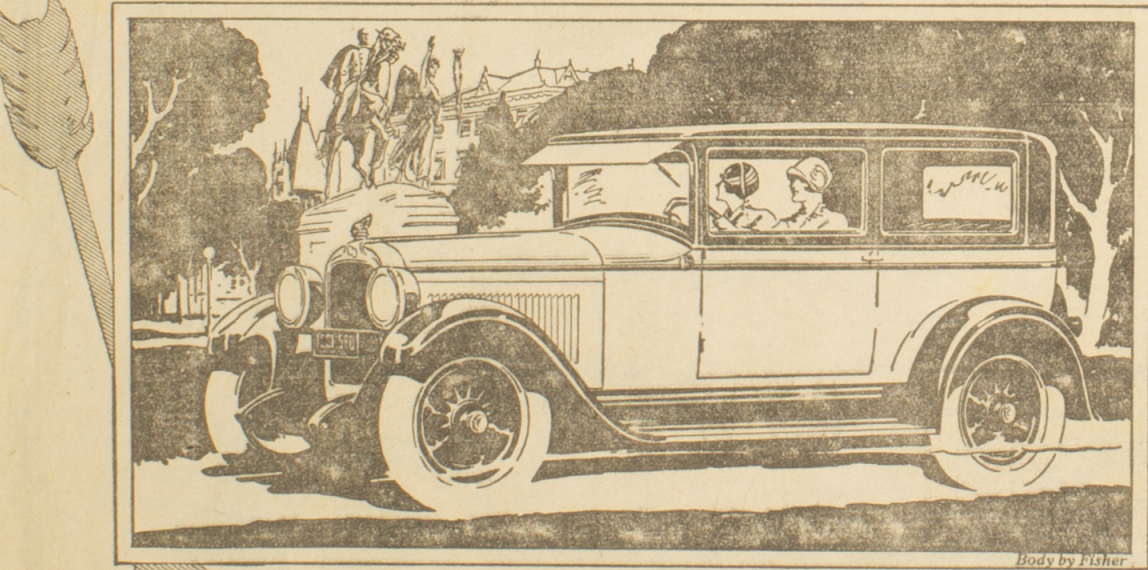
Electrical Unit Takes But Few Drops of Oil

Do not give oil cups on generator, starter-motor and electrical equipment more than one or two drops of oil when lubricating the car. Too much oil may short-circuit the electrical mechanism.

Ontario Law to Put Lamps on Vehicles

Ontario is attempting to reduce highway accidents through a law, effective October 1, which provides that all vehicles other than motor vehicles or bicycles, which are subject to special regulations, shall carry lamps front and rear when on the highways.

Even Greater Value Because of Lower Prices



NEW LOW PRICES

\$775

SEDAN
Coupe \$775
Sport Roadster (4-pass.) 775
Sport Cabriolet (4-pass.) 835
Landau Sedan . . . 895
De Luxe Landau Sedan 975
Delivery Screen . . 585
De Luxe Screen Delivery 760
De Luxe Panel Delivery 770

All prices at factory
Oakland Six, companion car, supplied in six body types by Fisher. Delivered prices include minimum handling charges. Easy to pay on the liberal General Motors Time Payment Plan.

For the fifteen months following its introduction, the Pontiac Six was acclaimed everywhere as a value never before known in the field of low-priced sixes.

It was a car so sturdy, so comfortable, so pronounced in its beauty and thrift, that Pontiac Six production broke all records for a new make of car.

Then recently came the New and Finer Pontiac Six at sharply reduced prices. It introduced new Fisher bodies—longer, lower and styled to arresting new standards of beauty.

It offered such important refinements as tilting-beam headlights with foot control, more convenient operat-

ing levers and a clutch of even smoother action.

And over night, almost, Pontiac Six sales swept to new and sensational figures. For here was even greater value because of greater quality at lower prices!

If you have not seen the New and Finer Pontiac Six—

—if you have not acquainted yourself with its new qualities of luxury and distinction—

—come in and learn how, for as little as \$775, you can now obtain a six-cylinder Sedan whose beauty, performance and reliability are responsible for the greatest success ever enjoyed by a car of its type.

R. KNOX ROBERTS MOTORS

SEATTLE • PORTLAND

1000 Pike St. at Terry Ave.

Elliot 1233

ASSOCIATED DEALERS

WASHINGTON MOTORS, INC.

PATTON MOTOR CO.

"North End University Bridge"

Bremerton

BALLARD BRANCH

5400 Leary Ave., at Market St.

PITTMAN & GAMLEN CO.

2308 Fourth at Blanchard St.

Seattle

POWELL MOTOR CO.

Issaquah

The New and Finer

PONTIAC SIX

Western Auto Supply Co. announces - New Low Tire Prices

NEVER Before... anywhere... have motorists been offered such long wearing, fully guaranteed tires at such low prices! Here is real economy... made possible by the combined huge purchasing power, "no middle cost" distributing methods, and small-profit selling policy of the World's largest retail Auto Supply concern.

And here are more savings... Trade in Your Old Tires

...they're just as good as cash on new fully guaranteed, "Western Auto" tires.

Act now... don't "nurse" those thin tires another day. At these new low prices, and with our trade-in allowance, every motorist should enjoy the security and economy offered by Wear-well and Western Giant tires.

The Last Week... of these sensationally low prices on guaranteed Wear-well clincher tires.

30x3 1/2 Cl. Reg. Size regularly \$4.85 \$5.85 8,000 Mile Guarantee	30x3 1/2 Cl. Reg. Size regularly \$5.45 \$6.85 8,000 Mile Guarantee	30x3 1/2 Full Oversize, regularly \$6.55 \$7.65 10,000 Mile Guarantee
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Deduct Trade-in Allowance from these new Low Prices!

Wear-well Cords Guaranteed 10,000 Miles (Reg. Size 8,000 Miles)	Wear-well Balloons Guaranteed 10,000 Miles
These well made, standard cord tires have thick, tough, road gripping treads and carry our absolute guarantee.	Full balloons with broad, ribbed non-skid treads... and "Western Auto's" guarantee of satisfactory service.
Size New Low Prices	Size New Low Prices
30x3 1/2 S.S. Oversize \$ 8.85	29x4.40 Balloons \$ 7.65
31x4 S. S. Oversize 10.65	29x4.95 Balloons 10.75
32x4 S. S. Oversize 10.95	30x4.95 Balloons 10.95
33x4 S. S. Oversize 11.65	30x5.25 Balloons 12.35
34x4 S. S. Oversize 12.35	31x5.25 Balloons 12.85
32x4 1/2 S.S. Oversize 15.95	30x5.77 Balloons 13.95
33x4 1/2 S.S. Oversize 16.65	33x6.00 Balloons 15.85

Western Giant Cords Guaranteed 12,000 Miles (Reg. Size 10,000 Miles)	Western Giant Balloons Guaranteed 12,000 Miles
Massive construction makes these extra heavy duty super-cords the most economical tires on the market today.	Extra heavy duty balloons—with thick ribbed treads—that hold the road and wear like iron. Guaranteed of course.
Size New Low Prices	Size New Low Prices
30x3 1/2 Reg. Size \$ 7.55	29x4.40 Balloons \$ 9.85
30x3 1/2 Extra Oversize 8.85	29x4.95 Balloons 14.45
30x3 1/2 S. S. Oversize 9.90	30x4.95 Balloons 14.95
31x4 S. S. Oversize 6-ply 14.45	31x4.95 Balloons 15.45
32x4 S. S. Oversize 6-ply 14.95	30x5.25 Balloons 16.25
33x4 S. S. Oversize 6-ply 15.85	31x5.25 Balloons 16.65
32x4 1/2 S. S. Oversize 6-ply 20.80	30x5.77 Balloons 18.85
33x4 1/2 S. S. Oversize 6-ply 21.50	32x5.77 Balloons 6-ply 21.95
34x4 1/2 S. S. Oversize 6-ply 22.30	33x6.00 Balloons 6-ply 23.65
33x5 S. S. Oversize 6-ply 28.20	32x6.20 Balloons 6-ply 23.65
35x5 S. S. Oversize 6-ply 30.30	33x6.75 Balloons 6-ply 27.80

Installation Service

Our own Service Department at 2094 Westlake Ave. will install equipment for you quickly and efficiently. Some large items, such as Tires, Storage Batteries, Bumpers, etc., INSTALLED FREE. A moderate charge is made on certain other items.

OPEN UNTIL 9 P. M. SATURDAYS

More than 150 Stores in the West - Western Auto Supply Co.

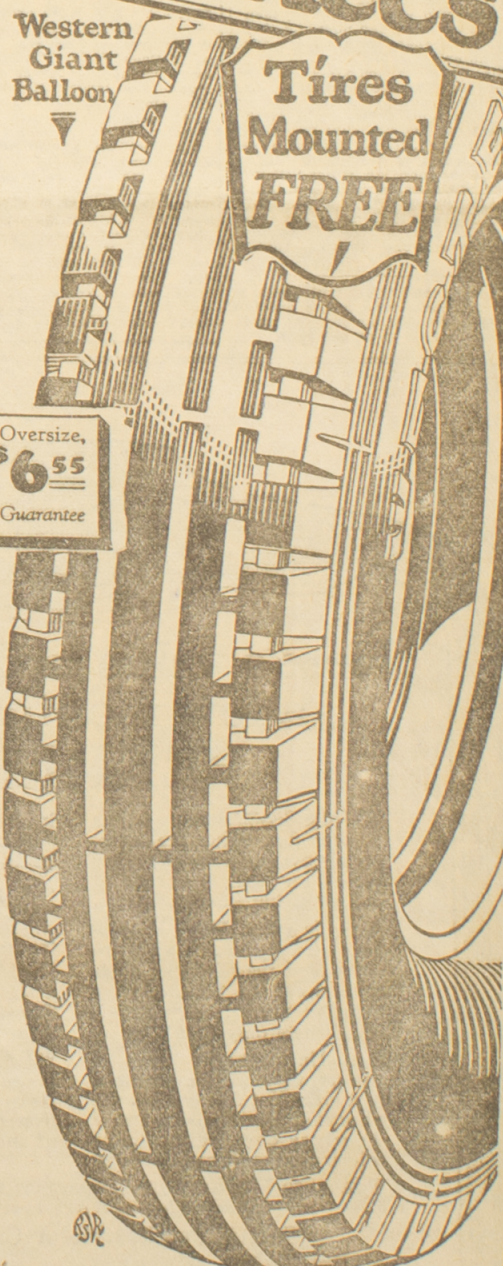
MAIN STORE, Westlake and Virginia Auto Row Store, 1122 E. Pike St. Store No. 5, 4528 University Way

ABERDEEN, 203 W. Wishkah
Bellingham, 1408 Cornwall
Bremerton, 316-18 Pacific Ave.

Centralia, 115 E. Tower Ave.
Everett, 2824 Colby Ave.
Mount Vernon, 605 S. Second St.

Olympia, 4th and Jefferson Sts.
Spokane, West 216 Riverside Ave.
Tacoma, 715 Pacific Ave.

Walla Walla, 125 N. Alder St.
Wenatchee, 223 Wenatchee Ave. S.
Yakima, 110-112 N. First St.



Western Giant Truck Tires

Designed and built for extra mileage under most severe commercial service. These trouble-free, long wearing truck tires are standard equipment for many large concerns. New low prices on application at any "Western Auto" Store.

"Western Auto" Tubes Also Reduced.

Our Jumbo and Blue Ribbon Tubes always wonder values offer greater savings than ever at our new low prices.

For Your Convenience... Open Saturdays Until 9 P. M.

SAVING DOLLARS

CHEVROLET CREATES SEATTLE SALE ZONE

T. F. Hildebrand Is Selected as
Manager for New Distribution
District on Coast.

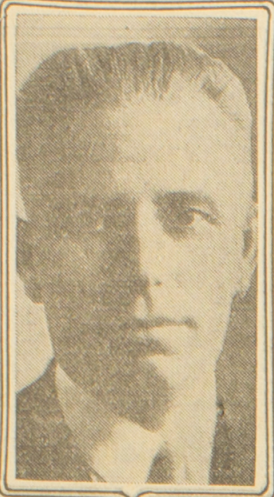
IN pursuance of its plan to divide sales regions into more intensive districts, or zones, so as to handle more effectively the fast increasing volume of business resulting from the completion of its \$10,000,000 expansion program, the Chevrolet Motor Company has created what is known as the Seattle zone, comprising all of Washington except the Walla Walla and southwestern, or lower river, district, and the northern Idaho, or Panhandle district. The new zone, which is officially known as No. 42, was formally opened on July 1, with headquarters here.

Following the factory policy of promoting deserving members of its nation-wide organization, T. F. Hildebrand has been chosen as sales manager of the new Seattle zone by E. W. Fuhr, Pacific Coast regional sales manager, with headquarters at Oakland, Cal. Simultaneously with the public announcement of his own appointment, Mr. Hildebrand announces that he has selected George Reade as assistant sales manager.

Mr. Hildebrand has been in Chevrolet service for the past four years and is intimately acquainted with company policies. He began his work with the organization at Denver, where he acted initially as a sales representative, being afterward promoted first to the position of assistant sales manager of the Denver zone and then to that of city sales manager. By reason of his experience and also because he is familiar with Western conditions generally, Mr. Hildebrand was in direct line for elevation to the important position which he now occupies.

Mr. Reade has had about a year's experience in Chevrolet service, being a sales representative working directly out of the office of the regional sales manager at Oakland.

T. F. HILDEBRAND (upper) and George Reade, newly-appointed Chevrolet officials, with headquarters here.



BYRD FLIGHT ANOTHER RED CROWN TRIUMPH

Commander Used Standard Oil
Aviation Gas and Zerolene
Aero Lubricant.

"ANOTHER triumph for Pacific Coast products was registered by Commander Byrd and his three companions in the transatlantic flight," says J. J. Valentine, district sales manager of the Standard Oil Company of California. "Byrd used Red Crown aviation gasoline, as did Lindbergh, and Zerolene Aero Oil. His selection of Zerolene is of particular interest and its splendid performance is a matter of great satisfaction. It is a well-deserved tribute to a fine California product," Mr. Valentine contends.

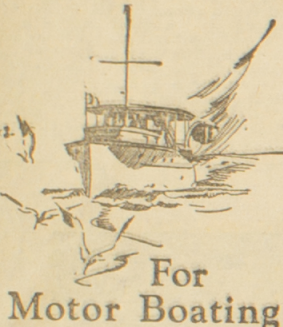
"The Standard Oil Company has had many inquiries as to why Lindbergh and Byrd came all the way to the Pacific Coast for petroleum products for their great flights, when they might have obtained them in the East.

California Gas Best in World. The answer is that the gasoline made from California crude oil, when properly made, is the best gasoline in the world, whether it be aviation gasoline or automobile fuel. This is true because of the chemical characters of California crude oil.

"The first requisite of an aviation fuel is freedom from detonation, or 'knocking.' This freedom from detonation must be obtained at no sacrifice to weight, since the flyer wants, first of all, more miles per pound. Only in California is found the crude which combines freedom from detonation with high heat value per pound, upon which engine power depends, and aviators learned long ago that Red Crown aviation gasoline combines all of the properties of freedom from detonation, high fuel value and absolute purity so essential to successful endurance flights.

Red Crown Has Fine Record. "Red Crown's spectacular record includes such epoch-making flights as the New York-to-San Diego flight of Lieutenants Kelley and MacReady, Commander Rodgers' flight to Honolulu and Lindbergh's flight to Paris. These men (and many others) chose Red Crown because they knew of its excellence. "As a lubricant for an aviation engine or for motor cars, Zerolene stands equal to any other in the country, and Byrd's success with it proves this to be true. Again, it is a matter of proper crude oil properly manufactured."

LIEUT. GEORGE O. NO-
VILLE, mechanical engineer
for Comdr. Byrd on North
Pole and transatlantic flights.



For Motor Boating

If you own a motor boat—whether it be a handy out-board driven craft or a large cabin cruiser—you'll find Champion, the better spark plug, more dependable—more efficient—and more economical.

Champion is the better spark plug because of its double-ribbed ultimate core—its ruspice construction and special analysis electrodes.

Champion X—
for Ford
60¢
Champion—
Cars other
than Ford
75¢

CHAMPION
Spark Plugs
TOLEDO, OHIO

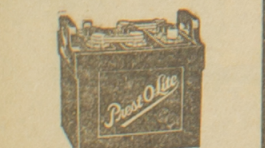
For your protection be sure the
Champions you buy are in
the original Champion cartons.

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BRAKE LINING
INSURES
family
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Need a Battery?

—save money on

The NEW
Prest-O-Lite



Trouble-proof with patented
rubber ribs which make this
battery last longer and save
expense.

Automotive
Service Co., Inc.
908 E. Pine St., Seattle

Whippet

set the pace!

and is still a year ahead

First in the field to offer 4-wheel brakes, greater economy, low center of gravity and increased roominess. Over 110,000 sales the first year set the record for new-car popularity.

Modern—The only light car offering 4-wheel brakes as national standard equipment.

Most economical car in America—proved in a nationwide test among more than 5,000 owners who average 38.6 miles per gallon. Whippet holds the A. A. A. Coast-to-Coast economy record.

Higher speed—You can do 55 miles an hour in a Whippet. The low gravity center keeps the car safely hugging the road.

Quick pickup—Fastest of any car of its size and weight. 5 to 30 miles an hour in 13 seconds.

Oversize balloons—For extra mileage and added comfort.

Snubbers—Another reason why the Whippet is the easiest-riding light car on the road.

Adjustable steering post—Easily fitted to any driver of any size or stature.

Force-feed lubrication—the oiling system you find on the highest-priced automobiles.

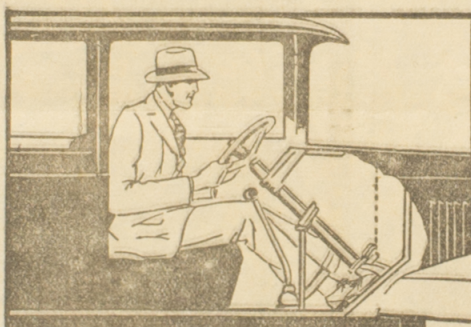
Roominess—Plenty of leg room for tall people in the front seat.

Full-vision body—Narrow front pillars on the enclosed bodies enable you to see clearly on all sides.

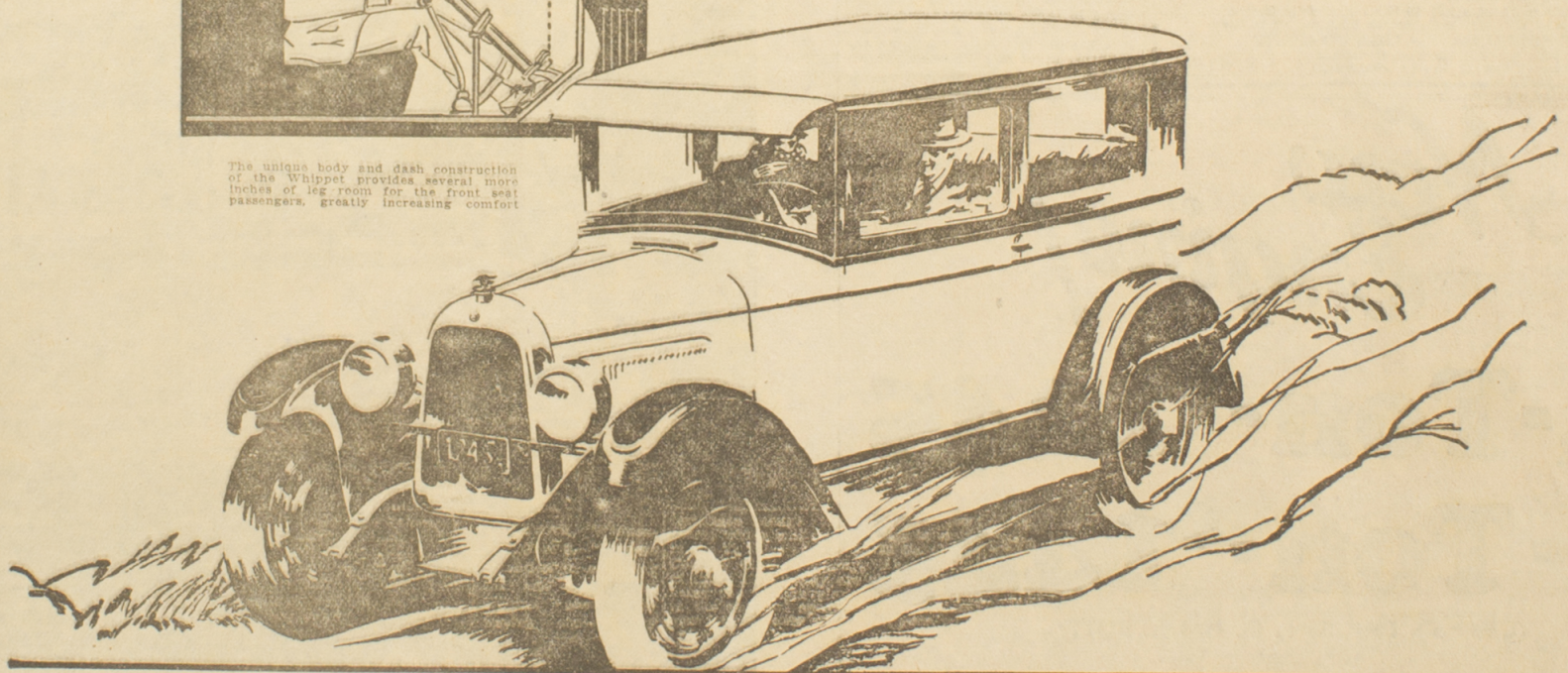
Superior Quality New Low Prices

	Whippet	Whippet "Six"
Coach	\$625	\$795
Touring	625	765
Roadster	695	825
Coupe	625	795
Sedan	725	875
Landau	755	925

Prices and specifications subject to change without notice. Prices f.o.b. factory, Willys-Overland, Inc., Toledo, Ohio.



The unique body and dash construction of the Whippet provides several more inches of leg room for the front seat passengers, greatly increasing comfort.



TRANSPORT MOTOR COMPANY

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HOFFMAN MOTOR COMPANY, SEATTLE
4820 Rainier Avenue. RAinier 0544

ANDERSON MOTOR SALES COMPANY, SEATTLE
6801 Greenwood Avenue. SUset 7850

HUBNER MOTOR CAR COMPANY, SEATTLE
4019 West Alaska. WEst 1700

MILLER-NORTON, Inc., SEATTLE
2133 Fourth Avenue at Blanchard

UNIVERSITY MOTORS
4133 10th Avenue N. E. MEtrose 1549

Aberdeen—Davidson Motors
Anchorage—Alaska—J. J. Chis-
holm
Almira—Johnson Motor Company
Arlington—Yonburg Motor
Company
Bellingham—Standard Auto
Company
Blaine—J. F. Motor Company
Bonners Ferry, Idaho—Crescent
Garage
Bremerton—The Washington
Garage
Brewster—Max Gohery
Cashmere—Hull's Garage
Centralia—Hub City Motor
Company
Chehalis—Harper Motor Co.
Chelan—Hunt-Wolverton

Elum—Dunn Motors, Inc.
Fairbanks, Alaska—Gault &
Telford
Colfax—The Colfax Motor
Company
Colville—Willett Brothers
Coulee—George B. Cooley
Coupeville—Friedrich Center Garage
Dayton—F. A. Cole
Ellensburg—D. M. Grass
Ellensburg—Crimp Motor Company
Elma—E. W. Hall Motor
Company
Everett—Everett Auto Company
Fairbanks, Alaska—Samson Har-
ware Company
Fond du Lac—George Gilks
Friday Harbor—Lighthouse &
Lawson

Harrington—Robasse & Co.
Isaquah—Reliable Garage
Juneau, Alaska—Juneau Motors,
Inc.
Kallispell, Mont.—Schwler's
Garage
Kellogg, Idaho—Depot Storage
Garage
Ketchikan, Alaska—Ketchikan
Electric Works
Kennewick—Twin City Overland
Company
Kent—Nels Rasmussen
Kirkland—Drew Motor Co.
Latah—C. M. Berg
Lewiston, Idaho—Lawiston Over-
land Company
Libby, Mont.—J. W. Barrett
Lynden—Service Garage

Montesano—Davidson Bros. Auto
Co.
Mount Vernon—Skagit Motors,
Inc.
Moscow, Idaho—Olson-Bohman
Motor Company
Mabton—A. T. Carlson
Newport—Hall's Garage
Nooksack—Nooksack Garage
Olympia—Byrne Motors
Oroville—L. E. Hendrix
Pasco—Twin City Overland
Company
Pe Ell—Pe Ell Motors, Inc.
Pomeroy—McFall & Pearson
Port Angeles—First and Last
Garage
Port Orchard—Union Garage

Port Townsend—Olympic Auto
Service
Poulsbo—Liberty Bay Garage
Prosser—C. B. Crawford & Son
Pullman—Baker Motor Company
Puyallup—Randolph Motor
Company
Reardan—Bauer Bros.
Ritzville—L. E. Little
Rockford—L. E. Little
Rosalia—Central Garage
Seward, Alaska—Alaska Transfer
Spirit Lake, Idaho—Golden's
Garage
Stanwood—Stanwood Auto
Company
Spokane—Barton Auto Company
Spokane—Reeves Bros. & Co.,
Inc.

Stevens—Olaf Lundy
Sumas—Sumas Garage
Tacoma—Manley Motor
Company
Tekoa—Culp & Co.
Tennet—L. J. Johnson
Tappanish—Tappanish Overland
Company
Troy, Idaho—Olson-Bohman Mo-
tor Company
Vashon—Island Garage
Walla Walla—C. M. Hall
Wallace, Idaho—The Wallace
Garage
Wenatchee—Peck Bros.
Wilbur—E. T. Gell
Washburn—E. R. Hessel
Yakima—Dobson Motor Company

T. D. Davies Explains How Misalignment Of Wheels Causes Useless Wear of Tires

THERE is more to easy steering than just being able to turn the wheel with little muscular effort. Economy of tires and gasoline are consequences of easy steering, especially saving of tires. In the opinion of T. D. Davies, general manager of T. A. Davies & Son, distributor of Falcon-Knight cars, Mr. Davies' opinion is backed by figures recently compiled by the

Falcon Motors Corporation, which show the expensive consequences of a little misalignment of wheels, usually the cause of hard steering. "By using four standard Timken bearings in the steering mechanism on the front axle, two at each end, virtually all friction is eliminated," said Mr. Davies. "They give a free and easy feeling to the steering wheel, as if the front tires

were resting on rollers and the car could be steered with a finger touch. These free-acting, adjustable bearings simplify wheel alignment, and expose at once the misalignment which produces tire friction and wear.

"Figures show that a 30 by 3-inch tire out of alignment only one inch will be dragged sideways 174 feet in a mile. A 30 by 4 tire an inch out of line will be dragged sideways 100 miles in 3,400 miles of ordinary car travel. Remembering that a goodly percentage of motorists drive with wheels further out of line than this, it is not hard to

figure out why they complain of the mileage under the usual minimum guarantee.

"And although the steering knuckles are a very important feature of an automobile, they are often shamefully neglected. Lack of lubrication will cause the parts to wear and after a time the front wheels will work out of line. The careful owner, who wishes to cut down costs on tires, will watch both knuckles and front bearings."

An automobile storage battery may be used for radio sets in an emergency.

Port Townsend Cadillac, LaSalle Dealer Named

Announcement of the appointment of Buhler Motor Company as Cadillac and LaSalle dealer at Port Townsend was made last week by Floris Nagelvoort, president of Nagelvoort-Stearns Cadillac Company, territorial distributor. The Buhler Motor Company is evidently a coming concern and has already ordered a number of cars from the Seattle firm for immediate delivery.

Closed Cars Are Popular. Popularity of closed cars continues undiminished. Last year 74 per cent of all automobiles were of the enclosed type.

JUPITER
SELF-CLEANING
SPARK PLUGS
Dealers Everywhere

Truck Aid to Salesmanship

Driver, Car Closely Allied

New Type Pilot-Seller Does Better Work With Good Machine, Owners of Auto Fleets Find in Survey.

By P. L. EMERSON,
Vice President General Motors Truck
Co., Subsidiary Yellow Truck &
Coach Mfg. Co.

WHEN the late Frederick Winslow Taylor conceived the idea of scientific management, and spent years of research in developing a system which bears his name, one important phase of his studies was the relationship of the worker's equipment to his efficiency. Studies of fatigue as an influence on productivity were made at length.

These studies, important in the present high efficiency of American industry are now being brought into play in the motor truck transportation field.

The truck driver of today, in thousands of cases, is being given an opportunity to develop into a salesman, combining sales and delivery duties, and maintaining a close relationship between his company and its customers.

Intensified Effort.
This opportunity arises from the intensified effort on the part of commerce and industry generally to increase sales and cover territory more thoroughly without adding heavily to sales expense.

The result of this condition is that the newer generation of truck drivers must have a higher mentality than was required under former conditions, for the old type driver was mainly concerned with the moving of his load. Another factor is that the type of material which is being moved by truck embraces a much wider range of commodities than was formerly the case.

Many large fleet owners are recognizing that Taylor's studies apply with particular effect to this new type of driver-salesman that the type of equipment with which he is provided as a salesman must be modern unless there is to be a waste of time and effort.

Depends on Truck.
The type of vehicle the driver-salesman is called upon to use, fleet owners are discovering, has a bearing on securing the right class of men for this service, on developing their sales capabilities, and retaining the men after they are trained. In other words, the result achieved is just as deeply affected by the type of truck equipment used as were the results secured by Taylor in getting the right type of machine

tool for machine workers, or the right sort of shovel for the unskilled laborer to get full value from their effort.

Where Taylor's system revealed that fatigue played an important part in the achievements of skilled or unskilled labor, studies in the motor transportation field indicate a greater influence from the type of vehicle used.

Reflected in Driver.
Fatigue engendered by an uncomfortable cramped cab with inconvenient arrangement of control devices, pedals, etc., clumsy handling and rough riding, is reflected in the driver's handling of his vehicle and his relation to public safety.

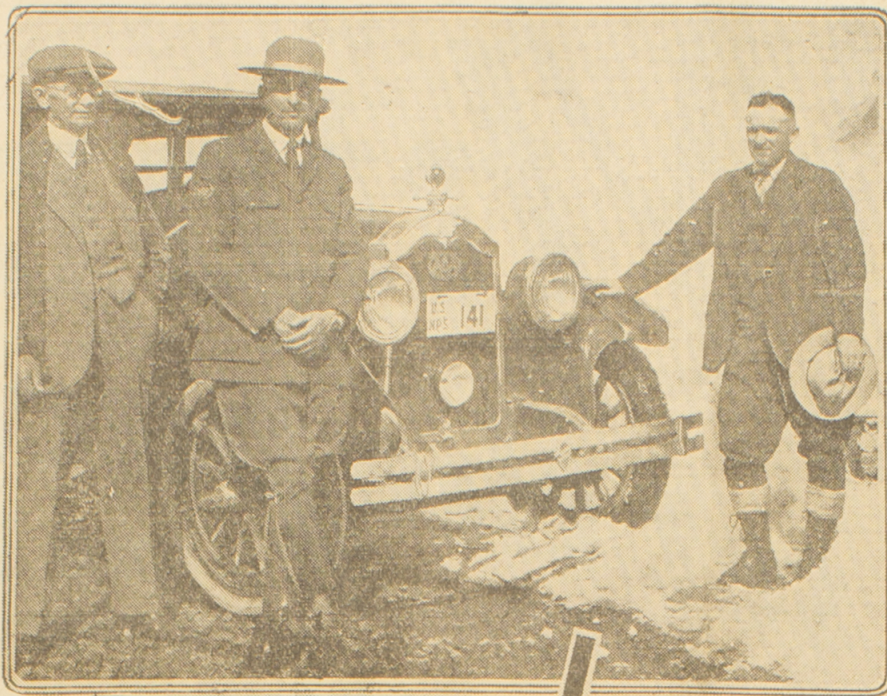
Fatigue from the same source also interferes with his duties as a salesman, handicaps him mentally in his approach to the customer and limits his capacity in other ways. The new modern type of one- and two-ton trucks offers a tremendous advance in overcoming these handicaps. Through the use of a six-cylinder engine, the driver-salesman has at his command ample power to get under way swiftly in traffic, a vibrationless power plant with ability to maintain whatever pace the rest of the traffic moves. With this power is combined a powerful braking system which will bring this vehicle to a rapid stop, even with heavy loads.

Easily Handled.
The steering gear has been so developed as to contribute to easy handling of the vehicle. The result is an adaptability which makes the driver-salesman master of the road under any traffic condition. All control devices are arranged so as to shorten every movement and make it easier, insuring rapid action at all times.

Engineering research has also developed the driver's cab seat in a modern truck so that the driver-salesman rides as easily as if in a passenger vehicle. The driver's seat is roomy and comfortable, plenty of legroom is provided, and the cab itself is constructed so as to afford the widest vision while furnishing full protection from the elements.

Response in Drivers.
Just as Taylor, in his long experience, found that workers respond to the scientifically developed ar-

RAINIER PARK IS NOW OFFICIALLY OPEN



Buick Is First Car of Year to Enter Snowbound Area.

Rainier National Park, one of the finest in the United States, is now officially open and motorists may drive to Paradise Inn, which is partially buried under snow. Entrances to the Inn are accessible through tunnels in the snow banks. The photograph shows Maj. O. A. Tomlinson (in uniform), superintendent of the park, and (left) W. A. Blossom, inspector of the national park service. P. H. Soeva, general manager of Rainier National Park Company, is at the right. Major Tomlinson's Buick was the first car into Paradise Camp here.

rangements for their comfort and convenience by greater productivity, owners of modern trucks find a response among their driver-salesmen. This takes the form of more ground covered, more customers visited, more sales, greater safety, pride in the vehicle and in personal appearance, and a pride in the service of the company.

The reaction of the customer to this attitude is also affected, for the high-type driver-salesman, equipped with a strictly modern truck, makes a favorable impression and is on a higher plane with the customer.

Davis Car Sales On Increase, Says Distributor Here

SALES of Davis cars are steadily increasing in the Northwest territory following announcement of new models recently in both six- and eight-cylinder designs, according to officials of Bardshar Motor Company, distributor in this area. Davis cars, the local distributor points out, have been manufactured over a long period of years and have established a reputation for performance and stability that is recognized throughout the industry. The builders are among the oldest in the motor car business and the company is one of the most favorably situated financially in the industry.

The Bardshar firm here has been in the motor car business over a long period, having merchandised some of the finest cars built. Although the Davis is not manufactured in large quantities and is not so widely known as some other cars, it is rapidly gaining throughout the country, according to Bardshar officials.

South America Turns To Motor Transport

Large attendance at motor transport meetings in Uruguay, Paraguay and Argentina is reported by cablegram from George F. Bauer, overseas representative of the National Automobile Chamber of Commerce.

Motor transportation is gaining

rapidly, according to Mr. Bauer's report to his association. He is in South America in response to invitations from commercial and motor associations of Buenos Aires, Rosario, Asuncion and a number of other cities which have invited an exchange of South and North American experiences relative to highways and trade growth.

A squeak in the car is warning that something is either loose or dry and needs attention.

J. H. DIEHL IS NEW MASON SALES CHIEF

Vice President of Tire Company Takes Over All Marketing Activity of Firm.

John H. Diehl, vice president of the Mason Tire and Rubber Company, has taken over all sales of the corporation. It is announced at the general offices.

Mr. Diehl has been a sales executive of the company during the past ten years. As the presiding Mason tire sales official, he will be a familiar figure to tire dealers and distributors all over the United States.

Mr. Diehl joined the Mason company in 1917 as sales manager, after fifteen years of tire selling with the B. F. Goodrich Company and the Fortage Rubber Company. In 1918 he was elected to the board of directors and made a vice president. His sales experience and ability has been the dominating factor in the growth of the company to its present position of eighth in the industry.

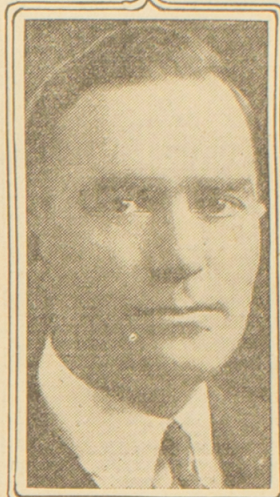
GENERAL TIRE BUILDS
Factory Additions Will Increase Output by 3,000 Casings Daily.

Two more wings will be added to the factory of the General Tire & Rubber Company at once, according to announcement received here today by J. W. McCall, general manager of the local company distributing General tires. Both buildings will be three stories high and will be by far the largest additions ever made to the factory at one time. The wings will provide more than 100,000 feet of extra floor space and will permit the manufacture of 3,000 more tires daily, the announcement said.

"The company added three substantial wings about two years ago," Mr. McCall said. "But now these additional wings, for which plans are completed, have become necessary, although originally designed to be built several years from now. There has been a natural growth of the tire business, and there has also been a decided swing to General's."

Italy to Study Traffic.
Italy's trend to modern practices is evidenced in appointment of a commission from the Automobile Club of Italy to study traffic and road problems in that country.

B. M. RUSSELL (upper), car manager, and Ed Kinnebrew, champion salesman.



RECORD FOR SALES OF CARS IS BROKEN

Ed Kinnebrew Complains That Sands Company Could Not Fill More Orders.

AUTOMOBILE sales do not grow on trees, but there seems to be plenty of them to be found out in the bushes, or, as they are sometimes called "the sticks." Anyway, Ed Kinnebrew, out-of-town salesman for Sands Motors Company, Studebaker and Erskine distributor, sold forty-five cars during June, thereby badly fracturing all record for the concern. On his 28th birthday, Ed had sold thirty-eight cars for the month. P. E. Sands, president of the Studebaker firm, should hire some octogenarians.

Not often does a used car manager get "razed" by a salesman for being short of cars, but Kinnebrew complained lustily to B. M. Russell, in charge of Sands used cars, for not having more. Kinnebrew contends that he could have sold more than fifty cars had Russell been able to supply them.

At the same time Russell is chuckling up his sleeve, because at this time, when used car stocks are usually high, he finds himself with less than one-third of the normal supply, and the demand holding up far beyond expectations. In other words, his position is regarded as enviable.

The former record for one month's sales at the Sands firm was held by O. L. Mize, who sold thirty-four automobiles for the company.

Uniform Highway Signs Urged on All States

A system has been devised by the State Highway Departments, with the aid of the federal government, whereby important interstate and transcontinental routes will bear uniform highway signs and numbers. The success of this undertaking depends wholly upon cooperation among the states. Nearly all states have either entered upon the program or completed work under it. Highway officials of the remaining states are requested by the American Automobile Association to take early action to the end that all roads on the United States Highway System may bear uniform signs and numbers.

"FLOATING BRIDGES" AUTO FERRIES

Carrying Passengers and Cars Between These Puget Sound Points

Seattle and Bremerton-Port Orchard
Alki and Manchester
Seattle and Port Townsend
Seabeck and Brinnon (across Hood Canal)
Port Angeles and Victoria, B. C.
Anacortes and Victoria, B. C. Port Townsend and Whidby Island
Bellingham and Victoria, B. C.
Anacortes-Bellingham and San Juan Islands
Mukilteo and Whidby Island
Everett and Whidby Island

The short routes to all the scenic sections of Puget Sound—including Hood Canal, Olympic Peninsula, Lake Crescent, Pacific Ocean, Victoria, B. C., and Vancouver Island, San Juan Islands, Whidby Island.

For schedule, rates, etc., apply to the Automobile Club of Washington and all other information bureaus for the PUGET SOUND NAVIGATION COMPANY
Colman Dock Operators of the largest, finest and fastest ferries in the Northwest Main 2322

New Engine!

1½-Ton-\$1245

2-Ton-\$1445

(CHASSIS PRICES F. O. B. DETROIT)

GRAHAM BROTHERS TRUCKS

These sturdy trucks are powered by the New Engine—the finest ever built into a Graham Brothers Truck.

Only great volume production makes possible such low prices.

More power . . . More speed . . . Less fuel . . . See them!

¾-Ton 1-Ton 1½-Ton 2-Ton

W. L. Eaton

J. Harold O'Brien
Auburn—Enumclaw

East Pine at Summit
Westlake Branch—111 Westlake North
West Seattle Branch—4203 West Alaska Street

Wallace Johnson
Motor Co.
Ellensburg—Cle Elum

Your next car

8-77 Cabriolet \$1595 125-inch wheelbase 75 miles per hour

CLOSED OR OPENED IN 23 SECONDS

AUBURN scores another distinct triumph by introducing the Straight Eight Cabriolet. This custom-type de luxe model offers many new and exclusive conveniences and accommodations including: a full-cushion rear rumble seat; generous luggage compartment; arm rest in front that can be folded completely back and a sport-type top up or down in 23 seconds. Desirable as these details are they are incidental to ease of handling; the smooth performance; the unequalled comfort; the endurance and reliability that make Auburn the greatest value on the market. Drive it—if it does not sell itself, you will not be asked to buy.

AUBURN AUTOMOBILE COMPANY, AUBURN, INDIANA

AUBURN

ROWLAND & CLARK

11th Ave. at Pine

Distributors

PRospect 0800

Some Desirable Dealer Territory Still Available

MARMONS ADD NEW SPEED AND POWER

Intensive Research Reported to Have Produced Extraordinary Benefits.

Performance characteristics that are said to be entirely new in the passenger car field are made possible in the Marmon Eight as a result of years of intensive research and experimental work, according to H. L. Howell of Howell-Thompson Motor Company, distributor for the cars here.

"The performance of the Marmon Eight may be explained not only in terms of maximum miles per hour, but in the extreme flexibility of the car and its ability to overcome all kinds of traffic and highway difficulties," Mr. Howell said. "In the first place, the piston displacement of the Marmon Eight engine is only 180 cubic inches, yet the engine develops more horsepower in comparison to its displacement than any other production engine.

Racing Car Trend.

"Thus, it is apparent that Marmon engineers have followed the trend in modern racing car design—a trend that has brought forth many new records for this year's tiny motors of only 91½ cubic inches of piston displacement.

"One of the outstanding features of engine design in the Marmon Eight is the method of gasoline distribution, so long a drawback to the development of the straight eight engine for the passenger automobile. The intake manifold of the Marmon is of the down-draught type, which makes it possible for each cylinder to receive exactly the same amount of fuel in exactly the same degree of vaporization. The gasoline mixture travels the same distance from the carburetor to each cylinder, thus preventing the end cylinders from becoming 'starved.'

Gives More Power.

"Overhead valve mechanism, similar to that used on the large Marmon Series 75, was adopted for the new eight because of its advantage of greater power. A modulator or balancer on the front end of the crankshaft combined with a scientific distribution of the weight of the moving engine parts reduces vibration to a minimum.

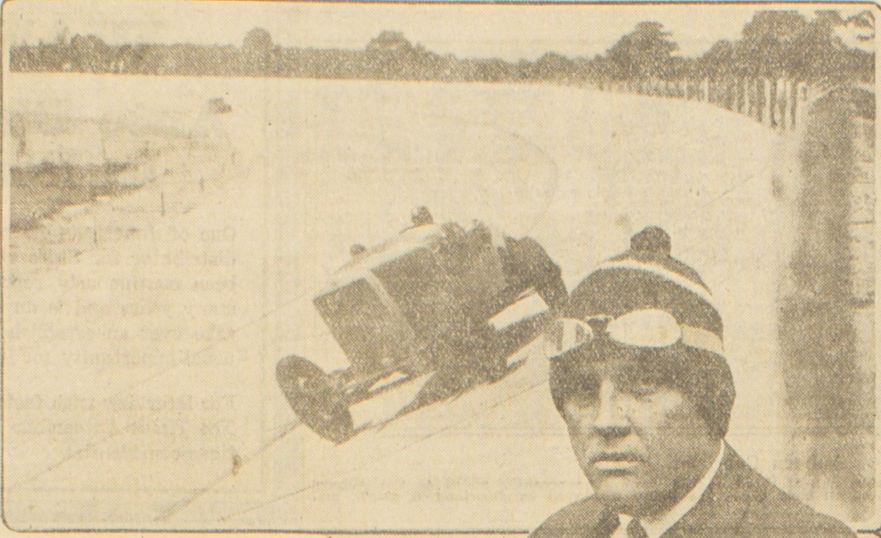
"Among the other mechanical features of the Marmon Eight are Lovejoy hydraulic shock absorbers, which are engineered into the frame, rubber-cushioned springs, the combined length of which equal 81 per cent of the wheelbase of the car; self-energizing four-wheel brakes of the mechanical type, and unusually low center of gravity."

AAA Announces Racing Dates for Fall Season

Official A. A. A. automobile races for the fall season include the following: September 3, 100 miles, Syracuse, N. Y.; September 5, 200 miles, Altoona, Pa.; September 8, 500 miles, Atlantic City, N. J.; September 10, 100 miles, Detroit, Mich.; September 15, 200 miles, Charlotte, N. C.; October 12, 200 miles, Salem, N. H.; and November 24, 200 miles, Los Angeles, Cal.

The Charlotte and Salem dates are tentative, which the Los Angeles race is subject to construction of a new flat track at Culver City.

LA SALLE GIVEN 951-MILE TEST RUN



OILING IMPORTANT FEATURE OF CAR

Dodge Brothers Lubricant Pump Driven by Spiral Gears From Camshaft.

"Never trouble trouble until trouble troubles you," seems to be the motto which governs the care many motorists give the engines in their cars. The oiling system upon which the motor is absolutely dependent, frequently receives little more thought than is required to answer the filling station attendant. "Yes, put in a quart if it needs it."

Probably the owner has been informed that the pressure gauge on the dash tells him the story of whether the engine oiling system is working—but likely he seldom watches it when he is driving. "The engine lubricating system must deliver a liberal supply of the right kind of oil to every surface which turns or slides against another surface all the time the engine is operating. If engine wear is to be avoided," said D. A. Hoyt, general sales manager for W. L. Eaton, local dealer in Dodge Brothers four and six-cylinder cars, in commenting upon recent notable improvements in the oiling system of Dodge Brothers motor cars.

Oil Must Work.

"The exact method of supplying the oil to the different bearings and to the pistons and cylinder walls experts agree, is not of such great importance as whether the oil begins to reach these parts as soon as the engine starts and continues unfailingly as long as it runs. "The positive gear type oil pump in all Dodge Brothers four-cylinder cars is driven by spiral gears from the camshaft. The inverted U-tube is a safety device to insure a supply of oil being drawn into the pump should the large strainer at the bottom of the pump ever become clogged. The pump delivers the oil under pressure through a

Willard (Big Boy) Rader, known several years ago on the tracks of the country, is shown here at the wheel of a La Salle roadster, which he piloted recently in a 951-mile test run at an average speed of 95.3 miles an hour at the General Motors Proving Ground. His car, clicking off more than ninety-eight miles an hour, is shown on one of the banked turns of the proving ground. Its shadow seems to be keeping up with it.

cooper tube into the oil distributing main from which it is discharged into individual wells above the five crankshaft main bearings.

Oil in Troughs.

"From these wells the oil overflows into troughs from which the connecting rods splash it to the pistons, cylinder walls, cams, valve lifters and in fact to all moving parts inside the engine. "A special tube carries oil to generator sprocket bearing and to the chain which drives the camshaft and the generator and water pump. Drilled openings allow oil spray or mist to circulate through the valve chambers to lubricate the lower ends of the valve stems and the tops

of the valve lifters. To protect the pump, pressure gauge and oil lines from excessive pressure at any time, particularly if the oil is cold, an automatic pressure relief valve is provided.

"If the owner keeps a sufficient quantity of good oil in the engine pan at all times this simple splash circulating system will lubricate all of the moving parts inside the engine thoroughly under all operating conditions—and while he is driving, a glance at the amount of pressure indicated by the gauge on the dash shows him that 'all's well.'"

Keep the foot flat on the floorboard unless actually shifting gears or slowing quickly to a stop.

LA SALLE MEETS CRY FOR INCREASED SPEED

Test Harder Than Indianapolis Run Given Car, Which Averages 95.3 Miles an Hour.

A DISTINCT desire for speed seems to pervade motordom at present and La Salle, the companion car to Cadillac, is now in the front rank in answering this demand, according to Floris Nagelvoort, president of the Nagelvoort-Stearns Cadillac Company, distributor in this territory for the two cars.

At the General Motors proving ground recently a La Salle roadster was put through a 951-mile continued run at an average speed of 95.3 miles an hour. The run was made in nine hours, 58 miles and 39.4 seconds. Windshield glass and fenders were removed, the car had a three and one-half to one gear ratio, a trifle higher compression, a camshaft slightly altered for high speed work and the muffler was removed. Otherwise complete engine and chassis were standard in every respect. Ethol gasoline was used.

During the entire run no mechanical trouble developed in either engine or chassis, and the only stops made were for tire changes, water, oil and gasoline.

Oil Line Breaks.

At the end of the 252 lap, after making 951.87 miles at an average of 95.3 miles an hour, the fracture of a small copper oil suction line terminated the test for the time being.

The start was made at 6:30 A. M. in the morning and ended at 4:30 P. M. in the afternoon. The speed of the fastest lap was 98.8 miles an hour and the last lap was made at 98.3 miles an hour.

The test was conducted by the engineering department of the Cadillac Motor Car Company under the direct supervision of Ernest W. Seaholm, Cadillac chief engineer, and William R. Strickland, assistant chief engineer, with General Motors engineers cooperating in checking results.

Two Drivers Used.

There were two drivers. One was "Big Boy" (Willard) Rader, well known in the earlier days of automobile racing on many tracks throughout the country, and now in charge of the Cadillac experimental garage. Rader drove all but 117 miles and drove 563 miles without relief. The other driver was Gust Dell of the Cadillac engineering department.

The La Salle car used in the test was one taken from the regular stock some months ago for engineering tests, and was also the pace-maker at this year's Indianapolis race. It had approximately 10,000 miles of high speed work to its credit before starting the grind at a pace rivaling that of the Indianapolis race and for a distance nearly double that of the famous motor car classic.

Results Carefully Checked.

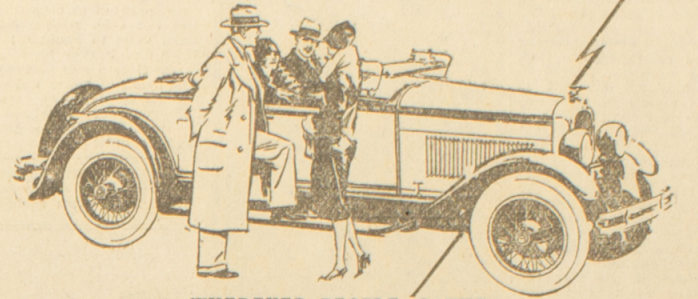
Every possible preparation was made to check the results of the run. Representatives of several newspapers, automobile organizations and automobile organizations attended the test as guests of the General Motors proving ground, and checked the results.

Tacoma's Traffic Signals.

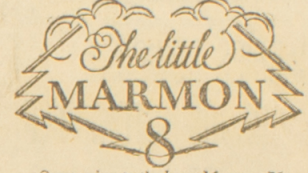
Tacoma's new set of traffic signals differs from the Seattle system in that the former city uses an orange light to designate the "wait" period between go and stop.

AMERICA'S FIRST TRULY FINE SMALL CAR

The most welcomed car in recent years



WHEREVER PEOPLE GATHER, you hear a constant current of comment and praise about the little Marmon 8. It's nation-wide in scope.



Companion to the large Marmon 75

There have always been quite a number of people who intuitively avoided the commonplace—people who selected the finer things without consideration of price.

Just such people as these have continuously rejected the automobiles that are built in hordes, and have chosen the large Marmon 75 and other fine makes.

These same people, it would seem, were on tip-toe to greet the new type of transportation as presented in the

little Marmon Eight. If you aren't to be left out of the conversation these days, you should really know how it rides and drives.

For here is a small car—that on the open road will show a real clean, honest 70, and that has an almost elastic quality of slicing through traffic.

—that in good taste, comfort, and precision manufacture is all that Marmon has stood for during twenty-five years of fine car building.

COMPLETE LINE OF CLOSED AND OPEN MODELS—\$1795 AND UPWARD—ALL UNDER \$2000, F. O. B. FACTORY

the little MARMON 8

HOWELL-THOMPSON MOTOR CO.

404 East Pine

EAST 7800

Dealers: Some desirable territory in state open. Wire or write.

Chandler Sixes Rival Eights in Popularity

Acceptance by the public of the new Chandler Royal Eight as an outstanding achievement in motor car construction is now being paralleled by the popularity of the new Chandler Six, according to P. N. Ir-

win of Dunn Motors, Inc., local Chandler distributor.

"The new Chandler Six, in three chassis sizes, is attracting more than ordinary attention throughout the country," said Mr. Irwin yesterday. "Style is a factor upon which our factory at Cleveland always has laid particular stress. It is a point of particular note in the Royal Eight and, in the new Six the same

ideals have been followed out most carefully.

More than two hundred markers for farms and summer homes have been ordered from the Automobile Club of Washington, according to sign department officials who are willing to provide wooden boards as designators for rural residences.

Performance, Comfort and Luxury

IN THE Chrysler "50" Walter P. Chrysler has upset all ideas of the quality and value that can be purchased in a motor car priced at \$750.

Full-sized comfort with ample seating capacity for adult passengers;

Speed of 50 and more miles an hour with a smoothness never before known at such price;

Pick-up of 5 to 25 miles in 8 seconds;

Economy of 25 miles to the gallon;

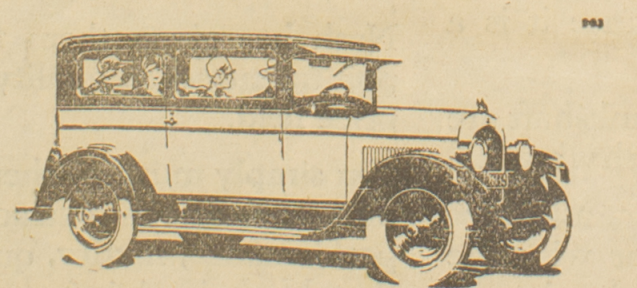
Distinctive and enduring beauty which makes you proud to own and drive it;

And with these—through the great Chrysler plan of Standardized Quality—dependability and long life assured by the same finest engineering design and precision manufacturing which have produced the Chrysler "60", "70" and Imperial "80".

You owe it to yourself to ride in the "50"—

Not a perfunctory demonstration, but we are eager to give you the opportunity for a real test, you to select the route and do the driving, if you wish.

Then and only then will you appreciate that nowhere else at \$750 can you obtain the same performance, luxury and comfort you get in the Chrysler "50".



CHRYSLER "50"

WASHBURN-HAINES COMPANY Inc. Distributors Broadway at Pine Phone EAsT 0251

H. J. McDONALD MOTOR COMPANY 2112-16 Fourth Ave., Seattle

JENSEN-HANNAH MOTOR COMPANY 4242 10th Ave. N. E., Seattle

DRIVE A CHRYSLER TO PROVE A CHRYSLER

Nowhere A Single Compromise With Quality

Knowing Hupmobile's reputation for high quality, you will be frankly amazed at the extra value in beauty and equipment that now surrounds the new Hupmobile Six—the closest-priced Six in America.

Distinctive low body lines with varied colors, clear vision bodies; genuine mohair upholstery; tilting beam headlights controlled from steering wheel; highest grade hardware; instruments grouped under glass, indirectly lighted; solid walnut steering wheel—all bespeak the attention to exterior details.

Supporting these features of comfort and luxury is an unusual ease of driving and control, due to advanced steering design and positive four-wheel brakes.

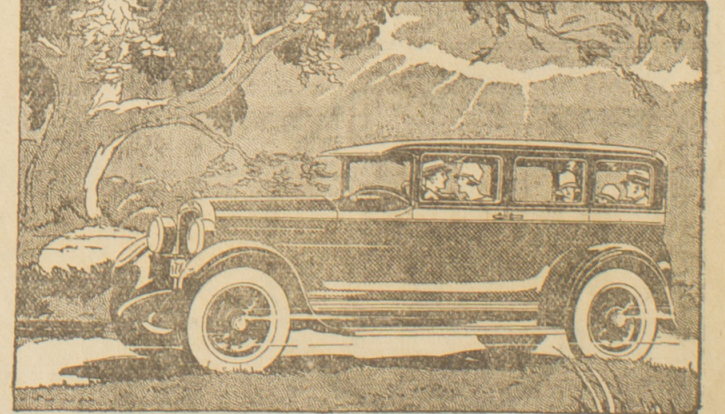
Smoothness is inherent in the Hupmobile Six engine by reason of the extra heavy, rigid crankshaft, balanced reciprocating parts, manifold heat control and a special vibration damper.

Now incorporating a full 10% higher quality with no advance in price, Hupmobile Six stands out and apart as the one great Six value in the medium-priced field. Arrange now to see and drive this car before making a final decision on your purchase.

Every Worth While Feature the Modern Car Should Have

Clear Vision Bodies • Color Options • Mohair Upholstery • Instrument Panel Under Glass, Indirectly Lighted • Vision-Ventilating Windshield • Tilting Beam Headlights • Headlight Control on Steering Wheel • Both Manifold and Thermostatic Heat Control • Dash Gasoline Gauge • Gasoline Filter • Force Feed Lubrication • Oil Filter • Special Vibration Damper • 4-Wheel Brakes • Balloon Tires • Snubbers.

Sedan (illustrated), five-passenger, four-door, \$1385. Brougham, five-passenger, two-door, \$1385. Coupe, two-passenger, with rumble seat, \$1385. Roadster, with rumble seat, \$1385. Touring, five-passenger, \$1325. All prices f. o. b. Detroit, plus revenue tax.



Hupmobile Six

SUNSET MOTORS, Inc.

Broadway and East Union—EAsT 0306 Successors to SUNSET MOTOR CO.

Open Evenings and Sundays

HUPMOBILE DEALERS

SABOE-STOELTING MOTOR CO., 2213 Ninth Avenue, Seattle

WASHINGTON AUTO CO.—Yakima
C. W. WALKER MOTOR CO.—Edenburgh
WOODS MOTOR CO., INC.—Charleston

T. & M. TIRE & RUBBER CO.—Bellingham
BURKE MOTOR CO.—Everett
RAINIER MOTOR CO.—Enumclaw

A. McDONALD—Ketchikan
JUNEAU MOTOR CO.—Juneau
L. W. ROGGE—Fairbanks

THE CLOSEST-PRICED SIX IN AMERICA

PACKARD BUILT PLANE MOTORS EARLY IN 1916

Contracts for Air Engines for Delivery Before Next January More Than \$2,000,000.

DETROIT, Saturday, July 2.—Awakened interest in aviation, due in a large measure to the world attention flying has received through the transatlantic flights of Col. Charles A. Lindbergh, Clarence Chamberlin and Comdr. Richard E. Byrd, has drawn much attention to the aeronautical activities being carried on by the Packard Motor Car Company.

The first Packard airplane motor was completed in February, 1916. Because there were no planes in this country in which it might be tested, it was placed in an automobile chassis and established a number of world speed records. A larger engine with several improvements built during the same year captured many more speed records when tested in a racing car chassis, including the mile record. This power plant guided the design of the Liberty motor and many of its parts were interchangeable with the Liberty engine.

Since the close of the war the Packard Company has been at work continually on the development of high-powered, water-cooled motors which it has sold to the government in large numbers. The company in the last year has produced and delivered in the United States engines to a total value of more than \$2,000,000. It has contracts for motors scheduled for delivery before January 1 next, totaling more than \$2,100,000.

An interesting development in this activity of the company is a rapidly expanding export business. Just recently six of its 800 horsepower engines were ordered for use in Dornier-Wahl seaplanes. These ships are made in Germany and at least two of them are thought to be for use in a commercial line in Colombia, South America. They are capable of carrying twenty-four passengers, and recent press dispatches said one might soon fly from Berlin to New York.

W. E. FELLOWS, director of advertising of the Oakland Motor Car Co., who was a visitor in Seattle last week.



CARRIES ROWBOAT ON HIS AUTOMOBILE

Oldsmobile Sales Manager Takes Along His Own When He Goes Fishing.

WHEN R. U. Peterson, retail sales manager of the Oldsmobile Motor Company of Seattle, motored to his favorite fishing spot last week he strapped a rowboat atop his car, while in the rear seat reposed an outboard motor, camp stove, food, bedding and fishing tackle.

Peterson, who has been an ardent angler since 1908, originated his carry-all fishing idea after many disappointments in obtaining a rowboat at his favorite lakes. This is a common problem among all fishermen, so Peterson, with the assistance of L. L. Kime, designed a skiff that could be carried from one lake to another on top of his Oldsmobile coach. The result was a sturdy boat of cedar, easily carried on top of the car, and the plan was so successful that it will be followed by other angling enthusiasts on Automobile Row.

"It's a great idea," explained the Oldsmobile official as he planned his next fishing jaunt to Hood Canal yesterday. "We can go anywhere, and in five minutes after we arrive our little cruiser has been launched in the water. Incidentally, it is a real test of the construction of the Oldsmobile coach, for the boat strapped on the car causes some strain, particularly in negotiating mountain roads."

"We subjected the car to many tests on our first fishing trip last week and on our return and after a complete inspection the coach was found as solid as the day it was purchased."

Peterson emphasized construction of the Fisher bodies assembled on the Oldsmobile, the building of this body being complete in every detail with hardwood and steel frame.

"For town and country travel, the Oldsmobile coach is a comfortable home on wheels, combining every utility for business or pleasure," Peterson declared.

JORDAN ESTABLISHES NEW MAY-JUNE MARK

Jordan shipments from the factory at Cleveland, Ohio, June 20 completed the largest May and June output of cars in the history of the company.

These two months this year are more than 35 per cent larger than last year and nearly double the year before.

Indications are that the last half of 1927 will be better than the first half, as Jordan was late in marketing the new Little Custom Model and is only just beginning now to supply the demand.

If second half shipments are as large proportionately as those of the first six months, Jordan will establish a new production record for the year.

AUBURN CABRIOLETS ARE EASY TO CHANGE

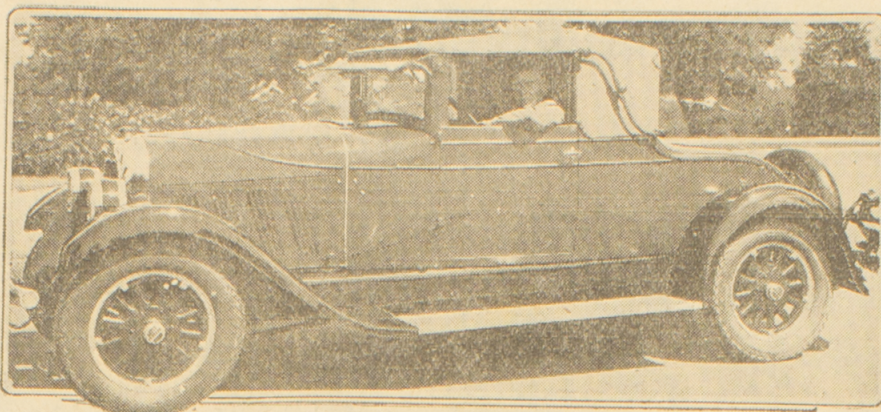
Open to Closed Car or Vice Versa May Be Obtained in Only 23 Seconds.

From open-model car to closed in 23 seconds is claimed for any one of the three new models of Auburn, the cabriolets, whether the operator be man, woman or child.

These cars include the 6-66 of 120-inch wheelbase, two-tone body color of moleskin and Russian brown; the 8-77 of 126-inch wheelbase, painted in two shades of blue, and the 8-88, with 130-inch wheelbase, done in beautiful blending of fawn and beaver brown. A carload of cabriolets has arrived in Seattle, and some of them were set up and put on display last week at the showroom of Rowland & Clark, Western Washington distributors of Auburn motor cars.

The balloon tire has three distinct qualities. Low air pressure, broad surface and extra resiliency.

POPULAR SERIES ENHANCED BY NEW 8-77



Auburn Cabriolet.

Here is the new Auburn 8-77 cabriolet, one of three of the same type recently added to the Auburn series. A complete selection of Auburns of all body types are being displayed by Rowland & Clark, distributor in this territory for the cars.

WANTED Auto Distributor In Portland

One of America's oldest manufacturers desires distributor for State of Oregon. This car has been continuously represented in Oregon for many years and is an excellent opportunity to take over an established line with a most unusual opportunity for investment.

For interview with factory representative, write The Times Automobile Editor. All communications confidential.

NASH

Leads the World in Motor Car Value

3 New Series • New Lower Prices

Come drive

the smoothest, quietest cars you ever rode in

Now! an even more sensational 7-Bearing motor

The Nash Motors Company extends to everybody interested in unusual motor car performance a special invitation to drive one of the new Nash models.

You will get a thrill out of the speed and power and smoothness of this newly refined Nash 7-bearing motor that cannot be imagined but must be experienced.

In every phase of performance it is a sensational motor.

The clutch, flywheel and crankshaft are balanced as a single unit to banish vibration.

You could pay the highest price asked for any car and not get a motor with the perfection of smoothness and quietness in combination with such rare roadabil-

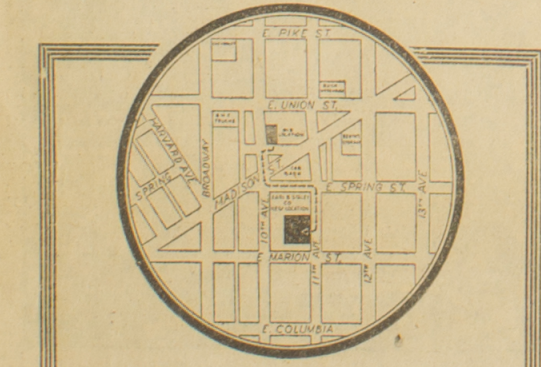
ity as Nash now offers you in every new Nash model at new lower prices.

These newly refined 7-bearing motors power cars that are styled to a smartness unequalled by any other car no matter what the price.

Nash has finished them beautifully in color harmonies of the richest artistry.

Nash has given them fittings and appointments of a quality far above the price field.

You simply must see them—and DRIVE one—to realize the extraordinary beauty, performance, luxury, quality and value that Nash is giving you at these new lower prices.



We've Moved!

Our New Address Is

911-915 Eleventh Ave.

An old organization in a new, modern home

EARL B. STALEY COMPANY
TRUCK EQUIPMENT

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PASSENGER CAR MAINTENANCE
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Gentlemen: Please send me information and folder showing The Special and Advanced Sedan, created by Nash, giving prices and liberal payment plan.

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