

# BUICK SEDAN COMES NORTH BY HIGHWAY

Car Braves Mud and Road Conditions Successfully.

## GOING BAD AT YONCALLA

Louis E. Bishop of Los Angeles Is One of First Over Pacific Highway This Year.

The Pacific highway from California to Portland is passable now, because of the long stretch of dry weather, though in far from good condition in several places in Southern Oregon, where new construction work of last season has left heavy soft or rutty sections of road. But cars are coming through in both directions, and their drivers bring word that a determined motorist can make the route if he is lucky enough to get over it before the next rain.

One of the first cars to reach Portland from California over the highway this season was a 1920 Buick seven-passenger sedan, which reached here last week from Los Angeles, bringing Louis E. Bishop, general manager of the Torrens Titles company of that city, and his family. This car was purchased less than one month ago. It had been driven only a few miles when Mr. Bishop set out on his 1700 mile tour to Portland over roads that have been considered impassable for even the lightest touring car. Yet it arrived here in fine condition, except for a thick coating of mud, and without having had the slightest mechanical trouble.

### Set Out for a Rest.

Mr. Bishop undertook this trip, paradoxically to get a complete rest from business cares. He was warned about the roads here in winter, but declared he could drive a Buick through any of them. Mr. Bishop has owned several Buick enclosed models, so fully appreciated the advantages of the closed car for touring. He first planned to make the trip in a 1919 Buick coupe, but after seeing up the luggage, decided that he, his wife and his physician, who accompanied him on the journey, would be too crowded in the smaller car. Just the week before he had received delivery of a new 1920 Buick sedan. Despite the fact that it was not yet "broken in" in the motor, which had gone but a few miles, he decided to use it.

When the car reached Portland, aside from a lot of mud the only evidence of its tussle with bad roads was a few cuts in the tires. It encountered some mighty hard going, at that, but came through its own power for the entire distance where other cars were unable to do so.

Mr. Bishop and his party left Los Angeles on February 5. For the first 200 miles they drove very leisurely to work in the motor. But after that Mr. Bishop began "step on 'er," making San Francisco in only 16 hours via the coast route. After visiting friends there, the party shoved off for the north on February 10. At 7 P. M. of February 12, they were at Redding.

### Redding-Dunsmuir Good.

Up to this point, the trip north from San Francisco had been virtually on hard-surfaced highway through the Sacramento valley. But here the road begins to enter the mountains and to pass through the most scenic portion of the Pacific highway in California.

The old Redding-Dunsmuir stretch, so long a veritable terror to motor tourists, Mr. Bishop found in excellent condition. The new grade through the Sacramento canyon has not been hard surfaced as yet, but the foundation is in and covered with fine crushed rock and rolled to a smooth surface that is every bit as fine to drive over as hard surface. The Redding-Dunsmuir stretch they covered easily in two hours and 40 minutes.

From Dunsmuir north to Weed, the road was found in very good condition, but from this point to California line construction work is going on and over a great part of it half the roadway has been put in good condition while the other half is torn up, making driving conditions pretty bad.

On the Oregon side of the Siskiyou grade, from the state line to the level of the valley, the new highway is now completed with hard surface pavement. Mr. Bishop says this was the shortest 20 miles he ever drove.

### Smith's Hill Not So Bad.

But from that point into Ashland, the road is much cut up. Despite the bad conditions over much of the way, his time from Dunsmuir to Ashland was only four hours. No snow was encountered in the Siskiyou and the road was as dry as in midsummer. In fact, the Buick drove north under sunshine all the way from Los Angeles to Grants Pass, Or.

From Ashland to Grants Pass the new highway is virtually completed. It was after leaving the latter town that the Buick sedan ran into its first real trouble. The garage man at Grants Pass warned Mr. Bishop that the road just out of the city over Smith's hill was absolutely impassable that no cars had made the trip north since the fall rains had set in and that only the light touring car had succeeded in making the trip south. But having made up his mind to go through, Mr. Bishop declined to be turned back by these gloomy predictions.

He did try to get a set of Weed tire chains, but went to every accessory store and garage in Grants Pass without success. None of them could supply chains of the right size for his Buick's tires. But at that he had no particular difficulty in making the grade, being an experienced driver and knowing how to get every ounce of power out of the Buick valve-in-head motor. But he didn't consider this stretch nearly as bad as some he went over farther north.

### Grade Badly Rutted.

Mr. Bishop succeeded in getting by the roadmaster and driving over the new Wolf creek grade, which is not yet open to travel. But coming down on this side he rather wished he had taken a change on the old road, for the new one was terribly rutted, and when the car would plunge to the bottom of each mudhole it seemed that the wrenching must break all the glass. None of it was broken, though, and the party reached Glendale without trouble.

Here they were advised to travel north over the road on the west side of the valley. While going was pretty bad they experienced no extreme difficulty until they reached the summit of Cow creek canyon. Here a light car was stuck in the mud ahead. Although the ever-present farmer and his team were there to give assistance at \$2.50 per assist, the owner frugally declined the offer, although there seemed no hope of his getting out by himself before next spring. As he thoroughly blocked the road, Mr. Bishop paid the \$2.50 for him so as to get him out of the

THIS 1920 7-PASSENGER BUICK SEDAN CONQUERED PACIFIC HIGHWAY MUD LAST WEEK AND REACHED PORTLAND DIRECT FROM SAN FRANCISCO.



In the picture, George W. Dean, manager here for the Howard Automobile company, Buick distributor, is extending congratulations to Louis E. Bishop, of Los Angeles (right), who drove the car every foot of the way west and its own power. The car was borrowed by Mr. Dean and will be seen in the Howard Automobile company space as one of the Buick car exhibits at the Ice Palace automobile show.

way. The farmer then wanted to haul the sedan through. "Just wait a moment," said Mr. Bishop, as he put the Buick in low and carefully crawled through the thick mud. The farmer never had another chance at the additional \$2.50.

At Myrtle Creek, Mr. Bishop got off the main road and drove up a canyon to the east. Rather than return over the whole distance he made inquiries and found he could pick up a direct road that would be shorter, but was described as being in miserable shape. But the Buick made it without trouble and the party were soon in Roseburg.

### Worst of All Near Yoncalla.

Here Mr. Bishop got his Weed chains, as he was advised that the highway out of Oakland would be virtually impassable. This advice was about correct. The car got over Rice hill successfully and without too much trouble, but between there and Yoncalla there were several places from which Mr. Bishop almost gave up hope of being able to pull through. But the sedan sturdily kept going through the mud, which was particularly bad on the many detours made necessary by new construction work. This was by far the worst ordeal of the highway trip. The party finally made Drain, still holding their record of having made the entire run on their own power, without a tow from any source. From there into Cottage Grove the road was in good condition. The formerly dreaded Pass creek canyon, though not hard-surfaced, is regraded and rocked so as to be in fine shape. From Cottage Grove to Eugene Mr. Bishop reports only two quarts of oil to the original

filling of the crank case in Los Angeles.

This sedan arrived in Portland rather opportunely for George W. Dean, manager here for the Howard Automobile company. He had been trying for weeks to get a 1920 seven-passenger Buick sedan for the automobile show. Owing to inability to get freight cars, he couldn't be accommodated. But it didn't take him long to arrange with Mr. Bishop to lend his car for the show. So this Buick car will be among those present when the show formally opens Monday night.


### One-Ton Trucks in Lead.

There were 27,373 trucks manufactured in the United States in the second quarter of 1919. Of this number the one-ton type predominate with a total of 7350, the other figures follow: One and one-half-ton capacity, 4568; two-ton capacity, 4729; 2-ton capacity, 1484; three-ton capacity, 1099; 3-ton capacity, 2267; four-ton capacity, 114; five-ton capacity, 2166; one-half-ton capacity, 8619; three-fourths-ton capacity, 6477; over five-ton capacity, 587; capacity not given, 1121; fire apparatus, 122; buses, ambulances, hearses, 22; government trucks, 601.

### To My Teacher.

I WILL never touch my gear-shift without pushing down my clutch. I will never kill my engine when I stop. I will never turn my steering wheel too little or too much. I will never, never disobey the cop. I will never try to start the thing when either brake is on. I will never make a racket when I shift. I will never run my engine till oil and gas are gone. I will never give her more than she can lift. I will never burn my brakes out, however much I'm scared. I will travel on my engine down the hill. I will never be a road-hog, but will always be prepared. For the other man who can be if he will.

—From American Motorist.




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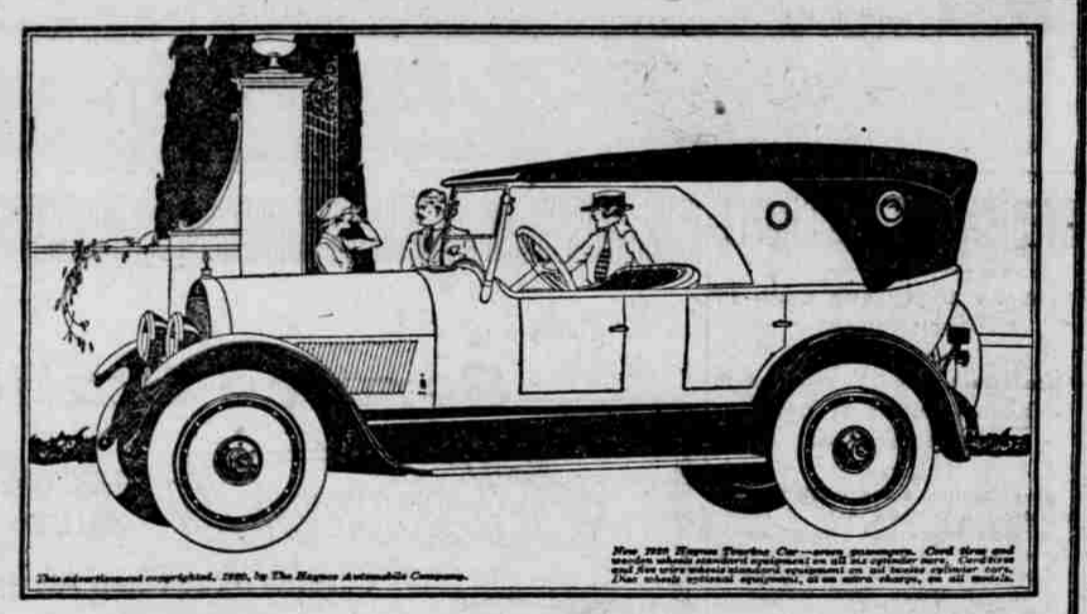
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