

LONG AUTO TRIP PROVES SUCCESS

Interior Oregon Junket Enjoyable to A. B. Cross and L. J. Miller.

SOME POOR ROADS FOUND

Going Just Outside The Dalles Is Rough, but No Mishaps Are Met With—Motorists From Portland Gather at Mount Hood.

Covered with sand and dust and giving every evidence of the wear and tear of a strenuous trip over rough roads, a Maxwell 12-horsepower car loaded with camping and fishing outfit for two men arrived home last Tuesday by boat from The Dalles after an extended journey into the interior of Oregon. The car was driven by A. B. Cross and L. J. Miller.

All told, about 400 miles were covered by the automobile during the two weeks spent in the Deschutes River territory. During the tour, the car was driven over roads of almost every description, some good, some bad and some almost impassable. The worst stretch of road encountered on the trip was Sandy Ann road, near Shaniko. This was especially bad because of the steep hills and deep sand.

On the outbound trip, the Portland men sent their car to The Dalles by steamer. From there, a start was made for Shaniko by way of Brakenville, Grass Valley and other points. After Shaniko was left, the last stretch of railroad was left behind the two tourists headed for Bend. Here a few hours was spent after which the trip on to the Deschutes River fishing territory was continued.

A week was spent in fishing and camping near Bend and into the Cascade Mountains. Many fine trout were caught by the two sportsmen. On the return to The Dalles, the car was driven over the Deschutes River canyon by way of Shearer's bridge. Some rough roads and huge boulders were encountered on the home trip but no trouble was experienced in getting through to The Dalles.

Between The Dalles and Shaniko, on the trip into Central Oregon, the Portland men report good roads. The highway between Shaniko and Bend was also reported in good condition. On this latter stretch of highway, many freight wagons, conveying supplies for the railroad construction camps, were passed. Besides the two passengers in the car were about 100 pounds of camping paraphernalia, which was carried easily.

Several nights were spent in the foothills of the Cascades near Bend, through which Tumello Creek flows. Here the roads run through a large pine forest and campers pitched their tents under their sheltering branches. Mr. Cross and Mr. Miller say the weather was decidedly hot while they were in Central Oregon.

Many little side trips were made into the country tributary to Bend and the Deschutes River. A stop was made for luncheon at Shearer's bridge where some large trout were caught.

Last Saturday night's proposed run by the members of the Portland Automobile Club to Astoria, where the junketers were to have been entertained by the Clackamas County Grange, fell through and instead, many of the clubmen journeyed to Mount Hood. Nearly 50 machines were at the Mount Hood resorts last Sunday.

W. J. Clemens, president of the Portland Automobile Club made the trip to Mount Hood last Sunday and so did E. H. Wempe, vice-president. Mr. Wempe, following his usual custom, booked a room for the Mount Hood road and received the promise of "Dad" Welch, of Welch's camp, that he would assist the Clackamas County road supervisor improve the road from his place to the main road, about a mile distant.

Mr. Clemens visited the Portland Automobile Club grounds, at Sandy bridge, and was much pleased with the work done there. A pump has been installed and water is obtainable and picnic tables and benches have been installed for the accommodations of members and friends.

G. F. Beck, who is superintending the work of making road maps of the principal thoroughfares of the state for the Portland Automobile Club Tour Book, came to Portland by train last week for a few days visit with his family and returned to the scene of operations again on Friday. In his pathfinder car, accompanied by an expert mapmaker, Mr. Beck is on the last part of his journey through Oregon in behalf of the tour book. From Portland, the roads to Salem, Albany, Eugene, Medford and Klamath Falls are being mapped. From Eugene, the pathfinder party made a junket up the McKenzie River as far as Foley Springs and a map of this road was made. This road has been a very popular one for motoring parties this summer and with the aid of the road map many other parties will probably take advantage of the good roads and make the trip.

From Albany, Mr. Beck and party also went to Yachima Bay and Newport and made a map of that highway. Before returning to Portland, the pathfinder car will wind its way through the Crater Lake, Klamath Falls, South Fork of the Central Oregon territories while its occupants will map the roads all the way. Bend, Prineville and Baker City will be visited. From the last named point the party will go to Pendleton and down to the Dalles where the car will be shipped to Portland. About 300 miles will have been traversed when this last trip is completed.

The official tour book of the Portland Automobile Club will make its appearance some time during August and will contain about 70 maps of the principal highways of Oregon. Each member of the Portland Automobile Club will be given a copy of the book. A similar book is being made up by the Washington Automobile Association of the roads in that state.

Blues Are at Cathlamet.
The Portland Blues, one of Portland's strongest independent teams have gone to Cathlamet, Wash., to play the first aggregation of that town today. The Blues will be the first Portland team to play this town. As the Blues furnish a strong lineup they expect to be victorious.

Better Loser; Kills Himself.
CHICAGO, July 23.—A telegram announcing the loss of \$10,000 bet that Jim Jeffries would win in the prizefight with Jack Johnson was the reason why Harry Michaels, secretary of the Michaels Furniture Company, of this city, shot himself dead at his desk while his brother, a New Yorker, awaited him at a hotel here. Ill-health was the cause assigned at the time. Publicity today as to the real occasion for the deed came through proceedings by creditors.

The General Electric Company now employs 20,000 men, the largest number in its history.

SUCCESSFUL AUTO TRIP THROUGH INTERIOR OREGON IS MADE BY A. B. CROSS AND L. J. MILLER



HIGHWAYS ARE POOR

Washington County Commissioners Blamed by Royer.

JUDGE NOT RESPONSIBLE

Portland Man, in Letter to Oregonian, Declares Jurist Has Worked for Improvements While Others of Board Opposed Them.

That the County Commissioners and not the County Judge of Washington County are responsible for awful condition of the roads in that section is testified by George Royer, of the Royer Implement Company, of Portland. So bad are the roads in Washington County that at the present time it is impossible to run an automobile on high gear there because of the depth of dust, which Portland motorists aver lies on the thoroughfares nearly 18 inches thick.

From Portland to Hillsboro, a fairly passable highway is to be found but the roads leading into the county seat are the most awful to be found in Oregon. In the rainy season the mud is so thick, say persons informed as to the conditions in that county, that many of the farmers residing outside the radius of a few miles of Hillsboro Forest Grove are unable to market their crops in the late fall. It is a common occurrence to see vehicles submerged in the gulleys up as far as the hubs.

The going of the best of the Washington County highways is none too easy at any stage of the year while on the majority it is next to impossible to travel at all. The roads to the north of Hillsboro toward Columbia County, are in better condition than those of the east and west. To the south of the county seat are to be found the worst conditions. Most of the Washington County roads are of clay or corduroy. When the latter kind are to be found they are usually in a bad state of repair.

Geography Is Consideration.
The Road Commissioners are not altogether to blame for the conditions although the principal blame lies on their shoulders. The geography of the county has much to do with the road question. Nearly all of the farming part of Washington County is situated on a level plain, known as Tualatin Plain, and water stands on the land most of

the time during the winter months. As most of the roads are of soft dirt and all level with but little rise in the center of the road water stands in pools along the road.

The only way in which to remedy this, say road experts, is to construct macadamized roads with a rise toward the center and to have them well guttered on both sides. The farmers of Washington County are rapidly awakening to the poor road situation of their section and are demanding better roads from the Supervisors.

At the next election, a number of public-spirited citizens have signified their intention of running for County Commissioners with the idea, they claim, of improving the roads. The adverse criticism which the roads have been subjected to recently will have an important bearing on the political arena of the county it is thought by members of the Portland Automobile Club and Portland business men.

Road Question Topic.

Mr. Royer writes the following about the road question in Washington County to the Oregonian:

Portland, July 21.—(To the Editor.)—Dear Sir: The roads in Washington County have been criticized very severely for the last year or two by various newspapers, farmers and automobile owners, and the criticism was no doubt just as far as the criticism was concerned, but it is always necessary to take into consideration the facts.

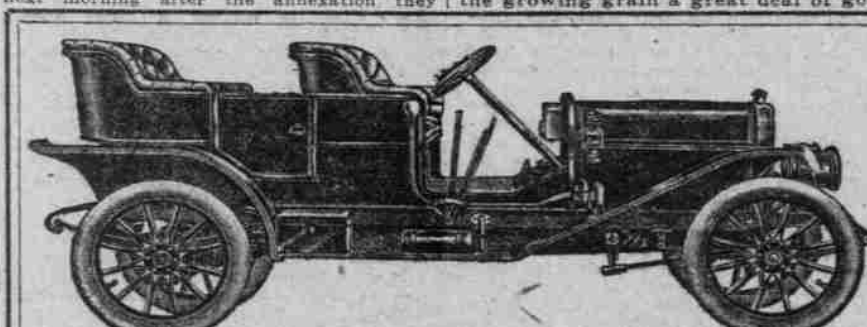
J. W. Goodin, County Judge of Washington County, has been a loyal supporter of "good roads" and has done everything in his power to not only stimulate the good road movement in Washington County, but to help build them, but being out of three or four County Commissioners, his efforts have been held back on account of imaginary conservative ideas of the other Commissioners, whose main object seems to be to guard the money in the County Treasury, and especially as far as good roads are concerned, instead of looking on the good road question as an investment that returns big revenues to the taxpayers, who are really the people interested.

If Washington County was lucky enough to have the jurisdiction of the Board of County Commissioners as enthusiastic over "good roads" as the present County Judge is, there would be no just grounds for complaint from anyone about the roads in that county. They would be built and they would be built right. They would be built economically and the taxpayers would be more than satisfied with the results, and it is to be regretted that a man who is as sanguine and enthusiastic over the good road movement as Judge Goodin is, is to be handicapped by a majority of the Board of Commissioners, elected by the taxpayers, who will not give the taxpayers returns for the taxes paid.

Laurels Should Be Looked To.
When a county elects a Commissioner to manage its affairs, and especially that part pertaining to good roads, who has lived in a county for 23 years and yet has no road within a quarter of a mile of his house, excepting through a narrow lane and that crosses and recrosses with two or three sets of bars, and whose main method of transportation is a fancy horse and a two-wheeled cart, it is hardly possible that he could be expected to be very progressive in the good roads proposition, much less anything else. Unfortunately this is true in Washington County, and if the taxpayers of Washington County are really in earnest and want good roads, they should look well to their laurels in their next selection of County managers.

Already a large number of Washington County people are clamoring to have part of Washington County annexed to Multnomah County for the reason that they claim they have not got value received for

taxes in the way of roads, and others think that if part of Washington County should be annexed to Multnomah County that the next morning after the annexation they



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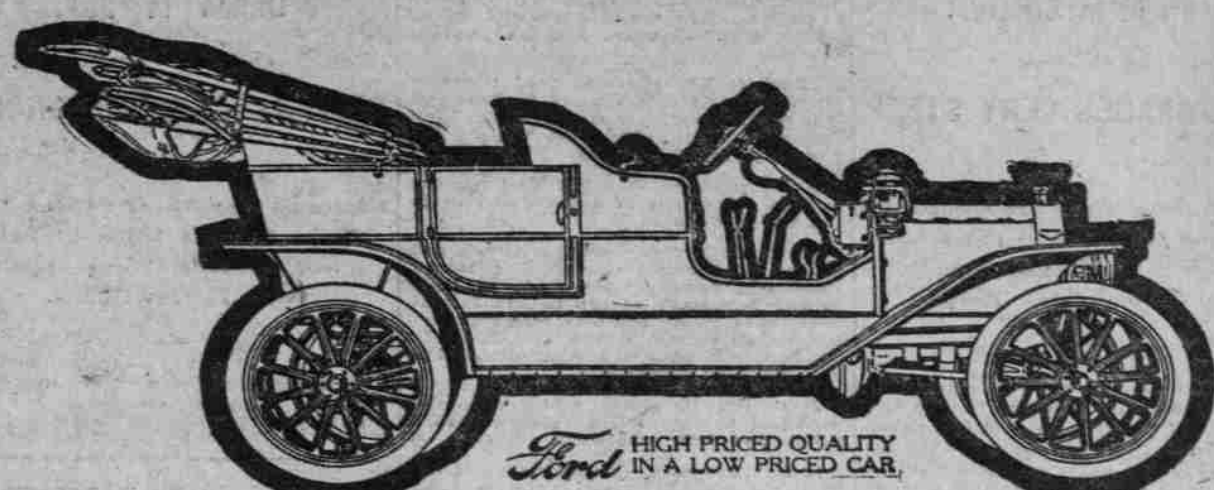
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JAS. W. ORICHTON, Manager, Sixth and Madison Streets, Portland, Oregon

would have macadamized roads in front of their homes at the expense of the City of Portland. Washington County is able to take care of itself if the taxpayers will only use good judgment in selecting a good, up-to-date, aggressive lot of business men to manage their county affairs. Recently, through the personal efforts of County Judge J. W. Goodin, arrangements have been made with the various railroad companies running through Washington County for an exceptionally low rate to transport crushed rock from a new quarry that they are now opening up at Oswego, all over the county. Certain sections of Washington County are not blessed with good rock, but with these low rates, it is going to make it possible to transport rock to all parts of the county at a very low cost for the building of roads.

(Signed) GEORGE ROYER.

Rain Brings Joy to Klamath.

KLAMATH FALLS, July 23.—(Special.)—A heavy lightning and rain storm visited this entire section yesterday afternoon and last night, and the farmers are jubilant. It has done the growing grain a great deal of good

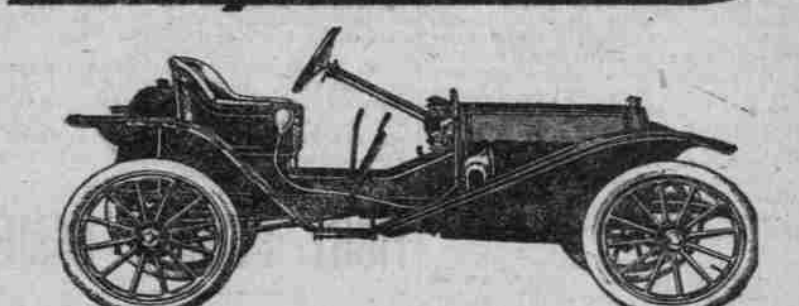
and quenched the forest fires which have been burning in the timber of this county.

Rain Delays Palouse Harvest.

DAYTON, Wash., July 23.—(Special.)—Harvesting operations are interfered

with in this part of the country by rain and strong west winds. Headers and combined harvesters are "laying off" and only threshing machines working from the stacks are busy. Farmers feel that this inconvenience is offset by the cooler weather. Yesterday's rains had no bad effect on cut grain.

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