

TILLAMOOK COUNTY'S GOOD ROADS SOURCE OF DELIGHT TO AUTOISTS

New Highway to Be Built Across County From Dolph to Nehalem, Forming Link in Chain Along Coast—Many Farmers and Dairymen Own Machines, and Drive Them for Pleasure.



AUTO PARADE IN FRONT OF TILLAMOOK COMMERCIAL CLUB.



DR. R. T. BOAL'S CAR.



DR. T. M. SMITH IN HIS CAR.

TILLAMOOK, Or., Sept. 17.—(Special.)—There is a lively and growing interest in automobiles in Tillamook County with quite a number of enthusiasts who have replaced the small cars for more modern ones. Although there is no active automobile club in the county, the automobilists have been acquiring improved roads. The small buckboard cars have given place to the medium-sized automobiles and several modern and up-to-date machines have been bought this year, all medium-sized, making in all, probably 60 machines in the county. Apart from the automobile stage lines running into this county from Sheridan, Willamina and McMinnville, most all the automobiles are used for pleasure, with the exception of one operated in connection with a livery barn and two owned by physicians.

Automobile stage lines have done a large amount of business this summer. The dairymen are beginning to buy machines, but thus far they have not been purchased for utility, but for pleasure. Tillamook has had an exceedingly large number of automobile parties from Fogland and other Willamette Valley points. Those who came here for the first time were highly delighted with the good roads they traversed and the large amount of road work going on. The largest auto party coming to Tillamook County was that arranged by the Portland Automobile Club. The aim and object of Tillamook County is to have one of the best and most beautiful scenic automobile roads in the state, and it will not be long before this is an accomplished undertaking. The road will extend from the

Yamhill County line at Dolph, in the south, traverse 60 miles through the heart of the county to the Clatsop County line at Nehalem on the north. A few years ago the county officials became alive to the necessity of improving the roads suitable for automobile travel, and with this object in view they devised ways and means to give Tillamook County some good turnpike roads. This could not be done in one year, but it was not long before the county court had purchased three rock crushing machines, three traction engines and three road crushers and other road paraphernalia to construct modern and up-to-date roads. These plants are operating regularly. Although the population of the county is only 7500, for the past few years nearly \$100,000 annually have been expended on roads and bridges. With three rock crushing plants and three road rollers paid for, and with very little money to be expended on bridges Tillamook County will do a large amount of road work next year. Another pretty stretch of road suitable for automobiles will be the road from Tillamook City to Netarts Bay, which is now being improved. As the county built a bridge across the Tillamook River this did away with the ferry. When completed the road will be well traveled. Yamhill and Polk counties have shown their willingness to improve their roads leading into Tillamook County. Clatsop County has also shown a willingness to meet Tillamook at the county line with a good automobile road, and whenever Clatsop does that it will be a great addition to Tillamook's automobile road, making the journey into this county and neighboring counties much longer and that much more delightful, for there is a pretty stretch of country between Tillamook and Astoria, which should be opened up to auto travel.

MALHEUR TRAFFIC PROBLEM IS SOLVED

Machines Quickly Spring Into Favor—Good Roads Movement Furthered by Owners and Users of Machines. Teams and Wagons Now Replaced by Fine Roadsters and Touring Cars.

ONTARIO, Or., Sept. 17.—(Special.)—The automobile in Malheur county is fast proving itself to be the means of transportation where the traveler is desirous of making quick trips where the railroad has as yet failed to traverse the vast undeveloped territory. Two years ago there was scarcely an automobile in Ontario, to say nothing of the county. Today there

are more than 40 cars in Ontario, possibly a like number in Vale, while in the interior the stockmen and farmers are buying them for use in traveling from their ranches to the nearest railroad station. Far in the interior where the means of travel is slow by team and wagon the automobile is becoming the popular method of transportation and this summer several fine machines have

been purchased and put into commission for private use by the wealthy stockmen and farmers. They now make the trips from Westfall, Beulah, Brogan, and other points in quick time and are aided over the advancement in modern inventions, that have apparently solved the problem of spending less time on the road when in a hurry to get into communication with the business centers. While the roads in the summer sea-



SIX-MILE AUTOMOBILE BOULEVARD SOUTH OF ONTARIO.

son are rather dusty they are easily traveled and in the fall will be ideal for automobiling. The hope is advanced that the numerous oil wells now being drilled will put an end to the road question in Malheur County. It is the intention, if sufficient oil is found, to make use of it in bettering the roads throughout the entire county. Already large sums of money were expended this season by the county commissioners in grading the county road between Ontario and Vale, and with oil to finish the highway it will be one of the favorite speedways in the county.

South of Ontario, the "Boulevard" is now the main automobile road and on account of its peculiar surface, it is always in the best condition and even having been without rain for several months is now in excellent condition for automobiling.

Ontario possesses two garages, one of which is the equal of those found in the large cities. This company has in stock 12 machines and maintains a livery service, as well as does the second garage. The trains from the East and West are always met by these liveries and scarcely a day passes that they are not pressed into service for trips to Vale and the interior. On account of the present schedule on the railroad, almost a day's time can be gained by the auto trips. The business men who possess automobiles mostly in the East find in Ontario, a fine macadamized street, it being the main thoroughfare in the city. Every evening it is alive with machines speeding to and fro and has developed into favorite pastime for the fortunate ones owning cars.

While there is not an automobile club at the present time, there is strong talk among the autoists of forming such an organization this fall. The good roads movement in Oregon, which comes before the state for consideration, has been endorsed by the Ontario Commercial Club and petitions were forwarded, signed by nearly all the automobile owners. The probability of these plans will surely come when the state law allowing counties to incur indebtedness for the building of permanent roads is amended. Few counties in Oregon possess as many automobiles per capita as Malheur county.

Trip to Point Near Mount Hood Is Pleasant

C. C. Robbins and Family Make a Journey by Auto.

REFRESHED and happy, C. C. Robbins, a Portland architect, and family returned last Sunday after spending three days in the mountains between Portland and Mount Hood. The party left Portland in Mr. Robbins' car on Friday morning a week ago. The first stop was at Salmon River, where Mr. Robbins, after a very few hours' angling, landed 34 fine beauties. While the head of the family was whipping the stream, Archie Robbins was busy with his rifle.

The party was headed by Sergeant A. B. Holcomb, of the Salmon River Fish Hatchery, who is a brother of Mrs. Robbins. Saturday the party put in at fishing and inspecting the work being done at the Government Fish Hatchery. On Sunday morning the car was loaded with necessities for an all day trip and left for Government Camp and Mount Hood.

The car pulled up at Mount Hood two hours after leaving Salmon River. When the party got there no glimpse of Mount Hood was to be had on account of clouds hovering near the summit. Soon, however, they blew away and a good view of the snow-capped mountain was had. It was 32 years ago when Mr. Robbins was a boy, that he and his father traveled by this place. He was unable to distinguish any of the landmarks other than the mountain itself.

After a delightful morning and part of an afternoon at the summit of the Cascade Mountains the homeward journey was made and the party arrived here five hours after leaving Government Camp. Not one mishap occurred to mar the pleasure of the trip.

AUTOS SHINE IN PARADES

Car Owners Generous in Providing Machines for Pageants.

Among the divers ways in which automobiles have been extensively used in Portland is in parades. They have taken a prominent part in almost every parade held in Portland in the past few years.

Never was the automobile in more glory than during the decorated automobile parade during the Portland Rose Festival, last June. At that time there were over 300 machines in line. All were profusely decorated with roses, for the wealth of which Oregon and Portland are now known throughout the land.

Prizes were offered for the best decorated cars. This had the desired effect on the owners of cars, most of whom elaborately ornamented their cars with festoons of roses. These decorated automobiles were the center of attraction, especially to Easterners and tourists.

Whenever any kind of a parade has been held in Portland the automobile has been the carter in use. At the opening of the baseball season in Portland in April a parade of several hundred cars paraded around the city. Automobiles have been used for parades for the Baby Home, Tag day and similar events.

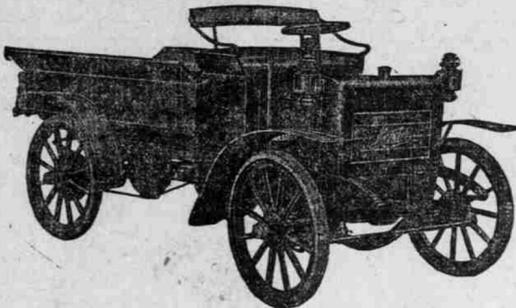
During the Labor day parade many cars were mingled with the marching artisans. The "Live Wire" parade just before the livestock show, two weeks ago, was characteristic of the uses of the auto. During that parade some of the good roads enthusiasts of the Portland Automobile Club took occasion to show their apathy toward the unprogressive County Commissioners in the vicinity of Portland. Cheap coffins

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were set on automobile trucks. Attached to these were banners telling where the opposers of good roads should be.

A big automobile parade was held on Labor day morning to help advance the cause of the livestock fair. One of the best uses of the automobile was put to this year when soliciting committees were gathering funds for the Marjorie Mahr benefit fund. Machines full of chorus girls, co-workers of the unfortunate little actress, paraded the streets and set up an appeal for help for the injured girl. They were fairly showered with money. Next year the

automobile will play a prominent part in the Rose Festival.

Hupmobile Shows at Salem.
Fred Smith, Willard Ferris and Ray Singletary represented the Smith-Cleveland Company, Oregon distributors of the Hupmobile, at the State Fair at Salem last week.

Hood River to Have Garage.
What will be the finest automobile garage in the state, outside of Portland, is that planned by F. T. Lisco, a former

Portland real estate man, for Hood River, Or. He intends remodeling a two-story brick building there and adding another story. The garage will be as finely equipped as any in Portland, according to Mr. Lisco. The cost of the structure will be about \$14,000.

Stoddard-Dayton Agency Opens.
The new agency for the Stoddard-Dayton was opened up at 86 Tenth street on Thursday. The name of the firm is the Stoddard-Dayton Motor Car Company. That line of car will be exclusively handled in this territory.

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