

MOTOR TRIPS MAP BENEFITS AUTOIST

President Clemens, of Portland Automobile Club, Gives Information.

MT. HOOD ROAD LAID OUT

Short Route via West Side to Salem, Furnished by W. H. Moser, Member of Club's Touring Committee, Proves Big Advantage.

Information regarding changes of routes in the roads to Government Camp, Mount Hood and Salem has been given out by President Clemens, of the Portland Automobile Club. So eager have been Portland and Oregon autoists to obtain information regarding short motor trips about the city, Mr. Clemens has been forced virtually to give up his business affairs.

Last week Mr. Clemens toured to Newport and found a delightful journey, including good roads, instead of following the directions of the maps printed in the Portland Automobile Club tour books, he advises autoists to follow the routes to Mount Hood given below:

Portland to Government Camp.

1. Leave Sixth and Oak streets, go south on Sixth street.
2. Turn left on Madison street over Hawthorne bridge and out Hawthorne avenue.
3. Turn left on East Fifty-fifth street.
4. Turn right on Belmont street.
5. Turn left on East Fifty-first street.
6. Turn right on East Stark street.
7. Turn left on East Stark street.
8. Enter East Stark street.
9. Leave city limits.
10. Cross Mt. Hood Railroad.
11. Cross electric railroad to Troutdale.
12. Twelve-mile house on right. (Road to right leads to Greengarden, on left to Fairview.)
13. Crossroads. (Road on left leads to Troutdale.)
14. Turn right. Metros Farm on right. (Road to left leads to Troutdale.)
15. Straight ahead. Road to left leads to Sandy bridge. Portland Automobile Club grounds, Latourette Falls and Bridal Veil.
16. Straight ahead.
17. Over culvert and take left fork.
18. Straight ahead.
19. Bad culvert. Keep on straight road.
20. Right fork.
21. Right fork.
22. Crossroads. (Road to right leads to Greengarden, on left to Troutdale.)
23. Cross Mt. Hood Railroad.
24. Straight ahead.
25. Turn right.
26. Turn left.
27. Turn right. (Road to left leads to Sandy P. O. along bridge above Sandy river.)
28. Pleasant Home. Turn left. (Straight road to Greengarden and Portland.)
29. Right fork.
30. Kalam. Turn right.
31. Turn left.
32. Left fork.
33. Enter Sandy.
34. Shore. Right fork. (Left fork leads to Metros and Belmont's and back to main road at 4th mile.)
35. Left fork.
36. Left fork.
37. Firewood. Left fork.
38. Cherryville.
39. The road which forked to left at 21 miles comes back on main road.
40. Salmon.
41. Bridge.
42. Brightwood P. O. on left.
43. Up 15-20 per cent grade.
44. Straight ahead. (Road to right leads to Weir's Hotel.)
45. Rhododendron Tavern.
46. Toll gate and 12-15 for automobile regardless of number of passengers.
47. Up 25 per cent grade.
48. Up 25 per cent grade.
49. Ford and up 25 per cent grade.
50. Government Camp. Mountain View Hotel.

New West Side Way Laid Out.

A new West Side route to Salem has been found and information regarding distances has been compiled by W. H. Moser, one of the Portland Automobile Club members. Mr. Moser has located three better routes for one-day trips about Portland and has furnished the club with his findings.

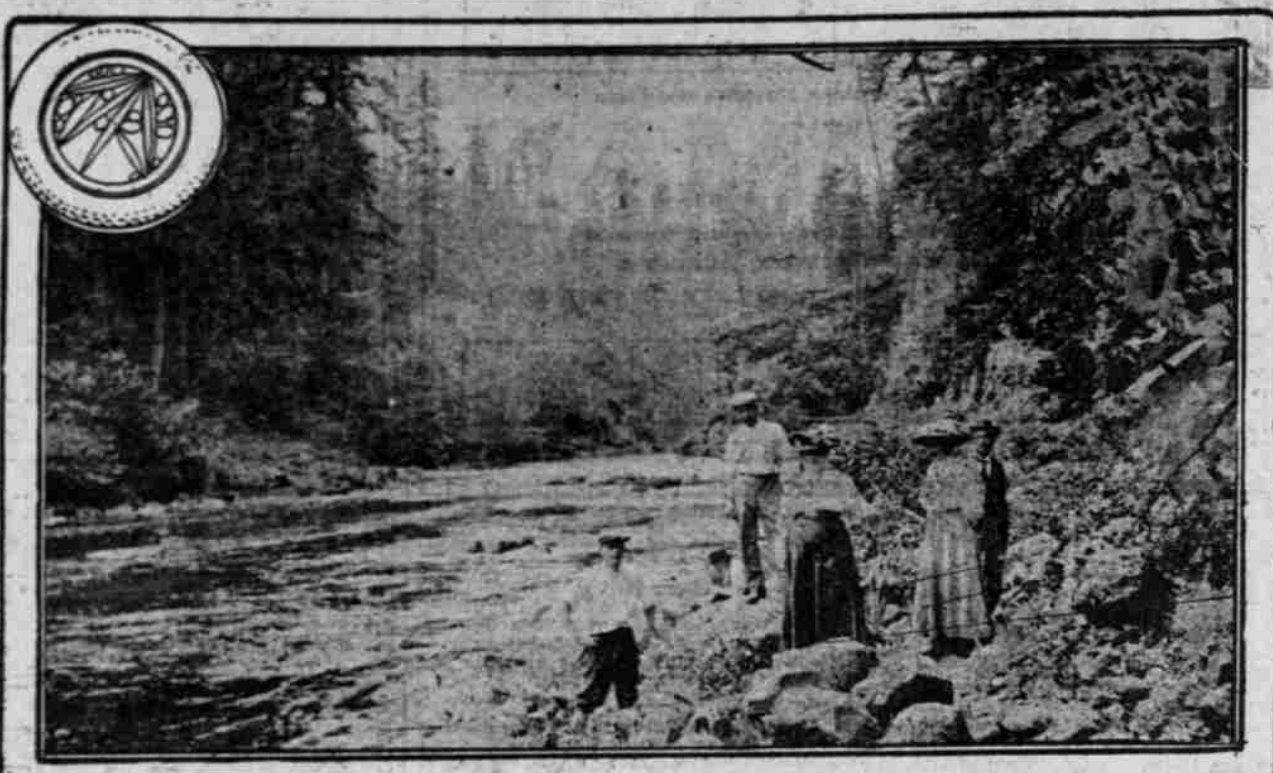
On the way to Newport, Mr. Clemens advises autoists to go to West Salem, then to Independence and Monmouth. Then continue through King's Valley, regardless of sign posts to Blodgett. There are many misleading signs on route, but by keeping the King's Valley idea in one's mind good roads may be found all the way to Newport and Yachin Bay. Following is the new route to Salem and the speedometer and odometer readings on Mr. Moser's car:

Portland to Salem.

1. Via Newberg and Dayton.
2. Leave Sixth and Oak, going south on Sixth street.
3. Turn left on Taylor street.
4. Turn right on First street.
5. Turn left on Porter street.
6. Turn right on Front street.
7. Turn left on Gibbs street.
8. Turn right on Oak street.
9. Turn right into Slavin Road.
10. Cross R. P. R. R.
11. Cross R. P. R. R. and keep to right on main road.
12. Turn left.
13. Keep to right on main road.
14. Multnomah Station on left.
15. Cross Oregon Electric R. R. and take left fork.
16. Road turns right then left with schoolhouse on left.
17. Turn right then left.
18. Cross R. P. R. R. and Oregon Electric R. R. at Tigard.
19. Tigardville.
20. Left fork.
21. Covered bridge over Tualatin River. Turn right after crossing bridge. Up 15 per cent grade.
22. Treble.
23. Cross road.
24. Down 15 per cent grade, treble and up 10 per cent grade.
25. Turn left at sign post.
26. Cross road.
27. Cross R. P. R. R.
28. Left fork.
29. Box station on right.
30. Cross road.
31. Cross long trestle and enter Newberg on First street.
32. Turn left on Main street. Turn right at bend in street.
33. Bridge and up 15 per cent grade.
34. Cross R. P. R. R.
35. Dundee on left.
36. Down 12 per cent grade.
37. Twenty-five per cent pitch.
38. Cross R. P. R. R. (Dayton station on right).
39. Bridge over Yamhill River.
40. Turn left after crossing bridge. (Dayton on right.)
41. Treble.
42. Cross road.
43. Schoolhouse on left.
44. Take road on right.
45. Turn right on left at cross road.
46. Unimproved Grange Hall on right.
47. Keep on straight road.
48. Keep on straight road. (Road on left for Salem via Wheatland Ferry.)
49. Williams River on left.
50. Down 10 per cent pitch, sharp turn over culvert and up 10 per cent pitch.
51. Turn left at cross road, cross culvert and up 10 per cent grade.
52. Bad culvert.
53. Keep on straight road. (Road on right to Salem.)
54. Sharp turn to right down 12 per cent pitch over culvert and up 10 per cent pitch.
55. Cross R. R. at West Salem.
56. Cross bridge over Williams River under Salmon on Center street.
57. Turn right on Commercial street.
58. Hotel Marion.

MANY AUTOISTS GO AMISS IN TANGLE OF ROADS LEADING TO PICNIC PARK

Joy Awaits Dust-Covered Travelers When They Reach Grounds at Estacada—Al Fresco Luncheon and Ball Game Are Features of Motor Dealers' Holiday.



ON THE BANKS OF THE CLACKAMAS



PLAYING BASEBALL.

WHILE the weather in Portland was doing its best to break the heat record Sunday, members of the Automobile Dealers' Association, in various parties, were out in the full glare of the sun, adding to their tan while they searched for Estacada Park, where their annual picnic was to be held. Indeed, the most exciting part of the picnic was the series of roadside adventures that different drivers had to recount, after they had arrived at the park, most of them having traveled almost twice as far as was necessary to reach the place. Nearly all had gathered enormous funds of information about the intricacies of the Clackamas highways, after having first been made the victims of equally great funds of misinformation from pedestrians and from scattering finger-boards along the route.

They were a dusty crew when they at last came trailing into the park, stained with the colors of every kind of soil that may be found in these regions. For a long time the center of attraction was the hydrant near the park bathroom. Men, women and children assembled to splash a handful of water on their faces and streak the dust off as best they

might, regardless of the destruction to handkerchiefs. C. M. Menzies and Fred Mead, in charge of the refreshments, had taken the precaution to find out the way before leaving Portland. They were at the park in ample time, together with a few others who were experienced in the ways of the Clackamas County roads. R. H. Wempe had abandoned a trip over the Mount Hood road to come after wrestling with tire troubles and walking a distance, he had been picked up by another early party, and was there triumphant, to welcome the later arrivals. After the hydrant, Mr. Menzies and Mr. Mead established in the park bandstand, with a tubful of lemonade and a supply of bottled beer for those who wished it, with plenty of chicken and plenty of sandwiches, attracted the crowd about them. Gathering their share from the refreshments offered by the association, the heads of the different parties delved into their autos again and brought out big baskets of provisions. These supplemented the refreshments already given, and furnished a rare bill of fare. Jolly lunch parties soon occupied every bench and pretty bit of shade in the park. Undisturbed by the heat that prevailed outside the park, a hundred or

more drove over to the Estacada ball grounds to enjoy a game between two teams representing the accessory men and the dealers. The game was not intended to be an exhibition of league class, but it furnished enough amusement for both players and spectators to keep the grandstand in a tumult of laughter for more than an hour, before victory for the accessory men was declared, with a score of 5 to 3. Meanwhile, the remainder of the crowd had spent the afternoon in luxurious idleness in the shade of the park or along the banks of the Clackamas River. When the crowd from the ball grounds returned the boldest of those left behind had rallied for a second attack upon the refreshment stand. By 5 o'clock all of the eatables had been swept away, devoured by hungry picnickers or stowed into the machines to furnish a lunch on the way back, and machines were puffing out of the park and away on the homeward trip. Profiting by their forenoon experiences the drivers chose the main traveled road and whizzed along without any delay, so that by 8 o'clock the last of the picnickers had reached home, washed the dust of travel from their faces and were dilating on the success of the entertainment, to those who had not been so fortunate as to go.

In Nebraska Secretary Watkins predicts that before the year is over, in practically every part of the state there will have been county associations formed.

From Iowa, Vice-President Groves, of the State Automobile Association, reports that the state-wide campaign in progress is resulting in combining of good road forces in such an effective manner that Iowa before long will possess roads equal to those of any other state in the Central West. In Missouri, the automobile clubs of St. Louis and Kansas City supplied the escorting party for Governor Hadley and State Engineer Hill in the trip to decide upon the location of a state road from St. Louis to Kansas City.

White Salmon to Get Road.

HESUM, Wash., July 29.—(Special.)—That the Northwestern Electric Company have in view the building of a railroad to the White Salmon River is indicated by the fact that President Condit, of the company, is negotiating for a townsite in the Upper Valley near Trout Lake. The company's surveys have been in the field ascertaining the most feasible site for a new town. Engineers put in several weeks near the mouth of Glimmer Creek, where it empties into the White Salmon River, presumably for the purpose of locating a townsite.

ROAD ADVOCATES TO GATHER HERE

Pacific Highway Association Will Discuss Plans for Future Work.

MANY DELEGATES TO COME

Seattle Automobile Club Will Be in Attendance as Guests of Portland Motorists—Big Campaign in View.

Portland will be host this week to good roads enthusiasts from all parts of the Pacific Northwest and the Pacific Coast at the annual meeting of the Pacific Highway Association, August 4 and 5. Indications are that the meeting will be the largest ever held in the history of that body. The convention chamber of the Portland Commercial Club will be the scene of the gathering. Several hundred delegates are expected to attend.

The attendance at the meeting will be greatly increased by the fact that the Seattle Automobile Club has decided to make one of its summer tours to Portland in conjunction with the highway association's meeting. About 30 cars are expected from the Seattle Automobile Club. The Puget Sound motorists will be entertained in Portland by the Portland Automobile Club.

Highways Said to Be Better.

Due to the earnest campaign for good roads made by County Commissioners, good roads enthusiasts, motorists and citizens in general, the western parts of Washington, Oregon and California, road conditions generally along the Pacific Coast are said to be much improved and many touring parties have already this year made the Coast tour over the route of the proposed international highway.

One of the most interesting units of the convention is expected in the stereopticon lecture on good roads by Samuel Hill, of Seattle. Mr. Hill will speak upon highway construction in the United States, Canada and Europe. One evening has been promised Mr. Hill for his illustrative lecture. There are several prominent good roads speakers carded for appearance at the convention.

In view of the fact that the Seattle Automobile Club has decided to make one of its club runs to Portland during the convention, the road condition in Cowlitz and Clark Counties, Washington, is rapidly being advanced, that a comfortable trip may be had. In addition to Seattle motorists there are many from Victoria and Vancouver, B. C., who intend to come overland to the meeting. Every subject pertaining to good roads on the Pacific Coast will be thoroughly gone over at the Pacific Highway Association meeting. Reports from officers of the many associations affiliated with the Pacific Highway Association will be read and much road improvement is expected to be noted.

Road to Be Rushed.

It is said the officers of the association will be enabled definitely to announce at the meeting this week whether or not the Pacific highway will be completed by the summer of 1915, as was planned. It is the hope and intention of Northwest enthusiasts to have a fine highway completed to San Francisco for the Panama-Pacific Exposition at that time, many of the automobile owners being desirous of going by automobile to the fair. It has been predicted that the Pacific Coast will be visited by 100,000 automobiles from the East during the Panama Exposition in 1915, and that the Pacific Northwest will be the objective point of many tours if the Pacific highway trunk road from Mexico to Canada is completed.

C. C. Chapman, manager of the promotion committee of the Portland Commercial Club, is busy working out details for the Pacific highway convention. He probably will play an active part in the meeting, as will Frank M. Fretwell, secretary. Mr. Fretwell, who is a Seattle man, has worked unceasingly upon the Pacific highway project.

ROAD CLUBS PROFIT

Middle West Reaps Advantage of Co-operation.

FARMS ADOPT MOTOR CARS

Chairman Diehl, of National Highway Board, Points Out Success of Small Organizations in Improving Auto Pathways.

Good roads and systematic maintenance is a subject which of necessity must concern the motorist more than any one else," said Chairman Diehl, of the National Good Roads Board, recently. This fact is gaining country-wide significance, and nowhere is it more thoroughly appreciated than in the country districts. The man on the farm has come to a belief in organized effort, and while his local grange is interested in the roads question, work accumulated along other channels, which means that the roads question is simply one of a considerable number that call for his attention. Hence, he is willing to co-operate, particularly in highway improvement with other users of the road whose interest in agriculture is limited to the economical transportation of farm products to suburban communities. Both the man in the city and the man in the country want good roads, and it so happens that the man in the city has been the first to adopt in quantity the motor-driven vehicles, even though it is inevitable that every farm will possess an automobile, just as it requires a plow or any other farm implement. "In its organization work the American Automobile Association is finding that many of its local clubs and county organizations are gathering in the farmer motorists of their respective vicinities, and one of the phases of the

situation is that after the country dweller buys a car his interest in the road proposition develops on the high speed."

Michigan and Nebraska are the two A. A. A. state bodies which are most active in perfecting state-wide plans of organization and procedure. Secretary Warnshuis reports to National headquarters that the field representative of the Michigan association has just formed clubs in Fremont, Big Rapids, Cadillac, Grant and Petoskey with increased membership in Battle Creek, Kalamazoo, Saginaw and Bay City, and several other towns. In some instances the energetic organizer secured 50 per cent of all the automobile users in the vicinity.



Schacht 40 Horse Power
120 Inch Wheel Base
Power—Safety Economy in Upkeep
\$1965, PORTLAND
Fully equipped with Imported Mohair Top, Zigzag Windshield, Speedometer, Prestolite Gas Tank, Robe and Foot Rails and full equipment of Tools. The Schacht Car stands for every desirable development in the Automobile—from the powerful, perfectly constructed engine to the evenly balanced quality parts that go to make the finished car.
SCHACHT MOTOR CAR CO.
Phones Main 7093 or A 7093 5TH & HOYT STREETS
Good Territory in Pacific Coast States still open to five Agents

Archer & Wiggins Company

Auto Supplies and Sporting Goods
N. W. Corner Sixth and Oak Streets

BALLOU & WRIGHT

Largest Stock
Automobile Accessories
M. & W. TIRES
MONOGRAM OILS
86 Sixth St., Portland, Or.

BOWSER

GASOLINE and OIL TANKS
STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES.
S. D. Stoddard, Agt., 305 Columbia Bldg., Main 1478

REX

THE KING OF POLISHES
It has never scratched yet.
Chandler & Lyons Motor Supply Co.
627 Washington Street, Portland, Oregon.

John Deere Plow Co.

Northwest Distributors,
EAST MORRISON AND SECOND STS.
Phones: E. 3587, B. 1625.

Firestone TIRES

Vulcanizing & Retreading, R. B. BLODGETT, 510 Alder St., Main 7005.

STEVENS-DURYEA

MOTOR CARS
GRAHAM MOTOR CAR CO.
Washington and 15th Streets, Portland, Oregon

J. W. LEAVITT & CO.

829-531 Washington St.
Distributor for Oregon, Washington, California and Nevada.

Mitchell

MOTOR CARS
Osen & Hunter Auto Co.
A. L. LUTZ, MANAGER
88 North Sixth Street Marshall 227

Schacht Motor Car Co.

COMMERCIAL AND PLEASURE CARS
COR. FIFTH AND HOYT STS.
NEATE & MCCARTHY, Inc.

Locomobile

Main 6374 A 7577
694 Washington Street, Corner King

Our Motto: "Quality and a Square Deal."
Western Hardware & Auto Supply Co.
SEVENTH AND PINE STREETS
Vulcanizing, Hardware and Auto Supplies.
Phones: Main 8828, Home A 2016.

KELLY

"THE TRUCK THAT DELIVERS THE GOODS"
BOTH NEATE AND MCCARTHY, INC. M-6574
KPHONES 694 WASH. ST. COR. KING ST. A-7577

MOTORCYCLES

INDIAN AND EXCELSIOR
BALLOU & WRIGHT, 86 SIXTH STREET

OREGON MOTOR CYCLE CO.

189 BURNSIDE STREET.
STATE AGENTS NEW ERA AUTO CYCLE
FLYING MERKLE MOTOR CYCLE