

OCEAN-TO-OCEAN ROUTE SELECTED

National Convention at Kansas City Decides Direction of Atlantic-Pacific Way.

HISTORIC TRAIL FOLLOWED

Data on Transcontinental Trips in Great Demand — Good Roads Work Is Given Impetus in West.

An important step in the movement to construct a great National highway across the American continent was taken last week when the National Old Trails Ocean-to-Ocean Highway Association was formally launched at an enthusiastic convention held in Kansas City, at which many delegates were in attendance from the states through which it is planned the highway will pass.

The route will include almost every city of importance from New York to San Francisco, every mile of which has been charted by the pathfinders of the Touring Club of America, which made a 9000-mile circuitous tour of the United States under the auspices of the office of public roads of the Department of Agriculture.

Starting from New York, the highway will go westward through Philadelphia, Baltimore, Washington, Wheeling, Columbus, Indianapolis, Terra Haute, St. Louis, Kansas City, Emporia, La Junta, Albuquerque, Phoenix, San Diego, Los Angeles to San Francisco.

Historic Route Selected.

At the Kansas city convention plans were formulated for the making and marking of a permanent transcontinental highway following as near as practicable the route known as the Cumberland Pike, the Boone's Lick Road, the Santa Fe Trail and the Trail to Sunset. This route not only includes most of the important sightseeing regions, but also keeps to historic paths, forming the most remarkable scenic highways ever opened to the motor tourist.

The route follows the Braddock Road, the Cumberland Pike and the National Highway through Philadelphia, Baltimore, Washington, Columbus and Indianapolis to St. Louis. From St. Louis it follows the State Highway through Columbia, and then goes through to Santa Fe, N. M., by the Boone's Lick Road and the Santa Fe Trail; from there it follows the line of march of General Kearney's army into Columbus, passing through the wonders of the Southwest, the Indian pueblos and the Grand Canyon.

The important hearing which the Touring Club's pathfinding tours have had upon road improvement throughout the West is reflected not only in the organization of the Ocean-to-Ocean Highway Association and other similar organizations having for their like purpose the construction of new transcontinental routes for automobilists, but it is further evidenced in the wonderful strides in roadbuilding which is manifest in other states, some of which lie between the routes which have been selected during the past two years by the club's representatives.

Road Work Given Impetus.

The Ogden Good Roads Association, in a letter to the Touring Club, states that a stretch of 100 miles of mountain roads around the extreme northern end of Great Salt Lake is now being improved from the proceeds of a \$175,000 bond issue, and is being marked with direction signs for the entire distance.

The Canyon City Business Men's Association, with headquarters at Canyon City, Colo., recently notified the club that within another year they will have a central transcontinental route through Pueblo, Canyon City, Salida and Montrose, which can be used as an alternate route by transcontinental motorists.

In his letter H. S. Maddock, secretary of the association, states that a large force of men are now at work on the new scenic road between Canyon City and Colorado Springs, which will make a magnificent boulevard. He further states that with the expenditure of hundreds of thousands of dollars, coupled with the assistance of convict labor, there will be a revelation in the good roads situation in Colorado within the next year or two. The new roads are being built for all time and improvements are being made to the old roads so that within the next two years Colorado will have a veritable network of scenic highways, second to none in the world.

Many Long Tours Planned.

Scores of requests have been received from transcontinental itineraries and it is predicted during the year hundreds of the club members will have covered the route. The club has been laid out by its official pathfinders from the Atlantic to the Pacific.

One of the longest individual trips which has been planned by a club member this Spring is that of Max Hirschman, a retired merchant of Jacksonville, Fla., who will start this week on an automobile trip to the city, going by way of Atlanta, Chattanooga, Nashville, Louisville, Cincinnati, St. Louis, Kansas City, Denver and San Francisco, from where a side trip will be made to Los Angeles. Upon returning to San Francisco Mr. Hirschman will come here, returning East by the way of Yellowstone Park, then the Touring Club's Northern route via Ogden, Cheyenne, Omaha and Des Moines to Chicago, where he will report to Manager J. P. Dods, of the Touring Club's Middle Western department as to the road conditions and other interesting details for the benefit of other motorists.

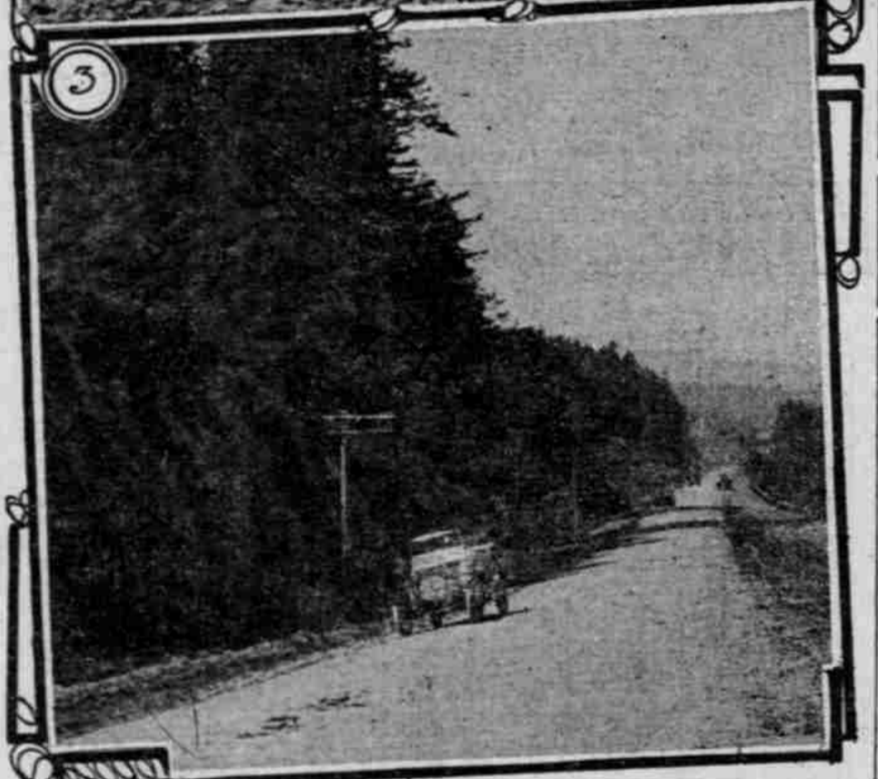
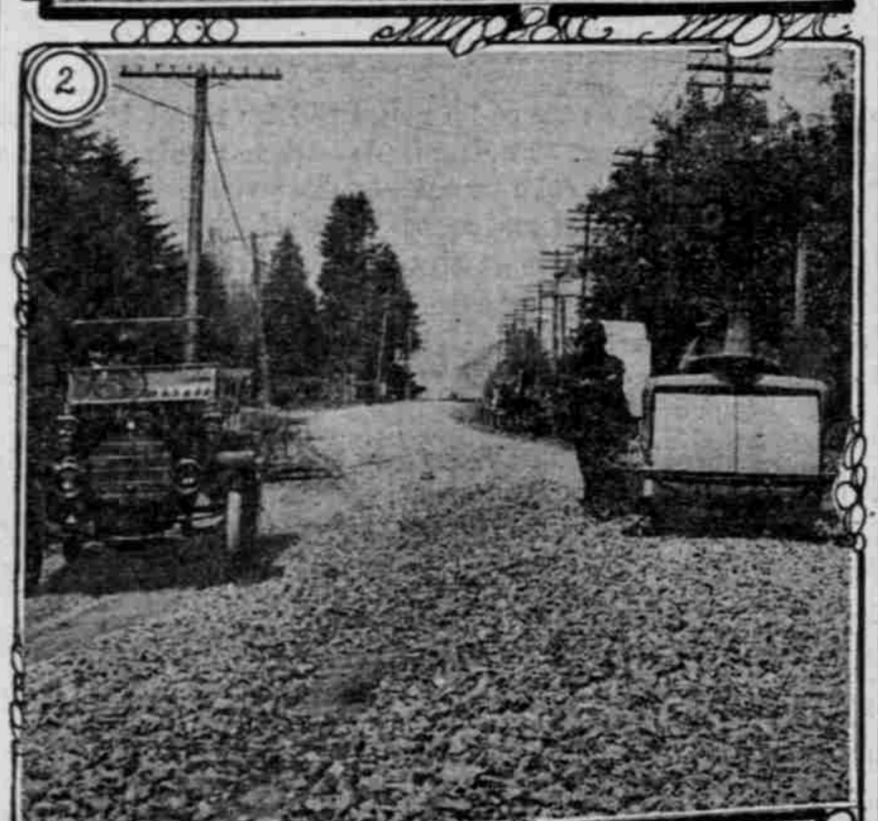
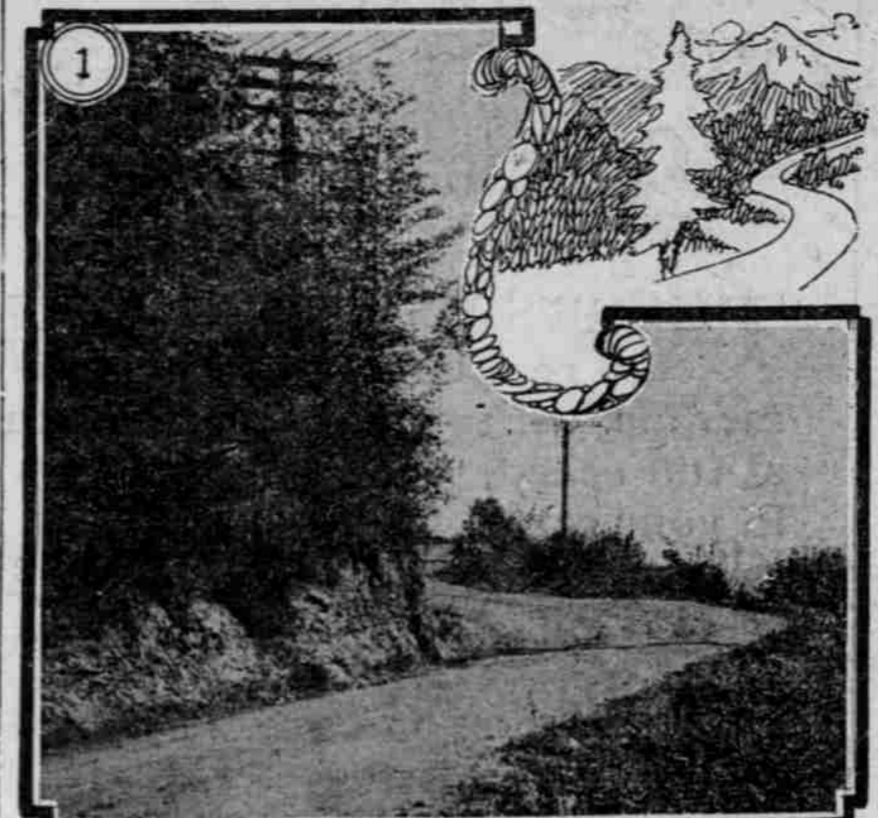
Mr. Hirschman will follow the routes furnished him by the Touring Club and in addition will have the proud distinction of having carried the first copies of the Automobile Blue Books for this year across the continent. These new volumes will be referred to for the scenic and historic points of interest along the route, as they contain the first complete tours from New York to San Francisco ever issued.

From Chicago East Mr. Hirschman will follow the popular route via Cleveland, Rochester, Syracuse, Utica, Albany and Poughkeepsie to New York, where he will report at headquarters of the Touring Club of America at Broadway and Seventy-sixth streets, thereby completing one of the longest entire round trip tours of the United States ever made by an individual motorist. Mr. Hirschman will drive a 1912 Cadillac throughout the trip.

New Pope Factory Planned.
Announcements received by the H. L. Keats & Co. Company state that a new factory will be built at Hartford, Conn., to supplement the manufacturing energies of the Pope Manufacturing Company, and that a new car will be brought out this year.

Just what the new car will be has

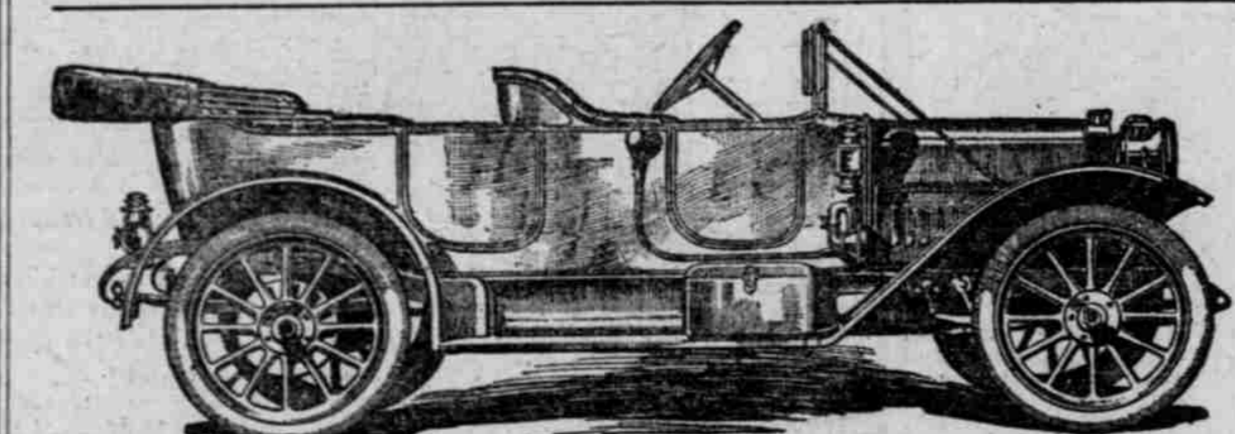
PACIFIC HIGHWAY IN MULTNOMAH COUNTY BEING MADE MODEL OF MACADAM ROAD PERFECTION.



1. Rebuilding the Pacific Highway at Riverdale; Arnold Cohen, Good Roads Advocate, and His New Maxwell to the Left—2. One of the Many Scenic Spots Along the Route of the Pacific Highway in Multnomah County—3. A Mile Stretch of Perfect Roadway, the Pacific Highway From Riverview Cemetery to Riverdale.

not been divulged. Details have not been given out by the makers of the Pope-Hartford, who are guarding against the premature announcement of details concerning it. The new factory will be 192 by 72 feet, four stories in height, bringing

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ROAD WORK BEGUN

Pacific Highway to Be Made Model of Macadam Art.

NEW SURFACE BEING LAID

Route Through Multnomah County Will Be Improved From Riverdale South to Clackamas Line.

Hoping to establish a standard of improvement for the Pacific Highway which will be carried out all along the line, the Multnomah County Court has begun improvements which will make the portion of the highway in this county probably the best stretch of macadam road in the state. The work was begun last week at Riverdale and will be carried south to the county line as rapidly as possible, it being the intention of H. White, supervisor of the work, to have it finished early in June.

The main part of the Pacific Highway in this county extends from the city limits, near the Riverview cemetery, south through Riverdale, Briarwood and to a point near Oswego. It is one of the most heavily-traveled thoroughfares in the state, as well as one of the most scenic. It is the main artery for travel to Oregon City and all towns along the West Side of the Willamette River, as well as the main road for travel from many roads leading into Oregon City.

For some time past the road from Riverdale to the county line has been in poor repair in spots and the county officials decided to eliminate all this trouble by giving it a complete surface of crushed rock. During the past week three-quarters of a mile of this work was completed and everything is ready now to go ahead at a more rapid rate until the work is finished.

From a scenic standpoint the highway is considered second to none in the state. It extends along the west bank of the Willamette, coursing a thickly-wooded section and following an attractive course around mountain sides through a district which is attractively improved with modern residences and summer homes. A beautiful stretch of straight macadam road is found from the city limits to Riverdale. Up to the point where the city's part of the highway joins that under county jurisdiction the road needs repairs, but in the county part it is as level and straight and smooth as modern machinery and carefully-selected materials can make. Automobilists take advantage of this piece of perfect road by speeding. It is the hope of the county to make the rest of the road as perfect as this particular stretch.

Rock to be prepared at the Linnton quarry and shipped by the Portland Railway, Light & Power Company to the end of the freight line in Fulton. From there it is being hauled by team to the scene of construction.

Among those who have visited the scene of improvements is Arnold Cohen, of the United Auto Company, who is a good roads enthusiast. "I am much pleased to see the work being done by the county," said Mr. Cohen. "I consider the Pacific Highway in Multnomah County a most beautiful scenic drive-way. No more worthy improvement could be made. It is not alone an important improvement for automobilists, but just as much so for other vehicles."

Not only in Multnomah County is the Pacific Highway receiving favorable consideration from the road builders. All through the state it is being improved. The Pacific Highway route in California will be improved in a short time from the Oregon border to the Mexican line. Washington and British Columbia have done considerable work on this, the first road to be marked along the Pacific Coast.

JOHNSON'S TRIP SUCCESSFUL

Nineteen Bulks Sold as Result of Journey to Eastern Oregon.

Mel G. Johnson, manager of the Howard Automobile Company, returned this week from a trip through Eastern Oregon. The weather conditions have been anything but propitious for the automobile industry, as snow fell in La Grande during Mr. Johnson's visit there.

A carload of four Buick machines was placed with the Bolton-Bodmer Company in La Grande; a carload of five machines with William A. Brown, of Baker, and two carloads of 10 machines, with Charles E. Seguire, of Ontario, as a result of the trip. "Ontario seems by far the most prosperous and energetic town in extreme Eastern Oregon, while La Grande is probably second, with much business activity and a general feeling of confidence among its citizens," said Mr. Johnson on his return to Portland.

New Road for Husum.

HUSUM, Wash., May 11.—(Special).—A new road has been established and nearly completed between Robertsville and Husum, the route being along the bottom lands of a large creek. G. A. Hurd, who has been securing ranchers to sign up for the new road, which will be 15 miles in length, says the people of Robertsville will now have an easy outlet to Husum and Columbia River points.

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