

BAD ROADS ONLY BANE TO OREGON

State Possesses Rare Beauty Spots for One-Day Motor Trip, Says Writer.

DUST HIDES MANY GLORIES

By Proper Work, Thoroughfares Can Be Made Superior to Those of California—E-M-F "80" Makes Run With Much Ease.

For wealth of beautiful and diversified scenery, fairly good roads and tons of dust, the trip from Portland to McMinnville, Dallas, Independence, Salem and back to the city can stand the highest recommendation. Any motorist who wants an all-day ride and doesn't mind carling home a vast amount of fine real estate, will find in this journey all the beauties and joys of a day's outing.

This is the time of the year when Oregon's wonderful agricultural and horticultural resources are so much in evidence. Waving grain fields, rich fruit crops, acres of fine gardens and beautiful homes, with well-kept grounds and myriads of flowers, all give mute evidence of the richness of the land. To see all this wonderful array of wealth and beauty, with its strong appeal to linger, makes the tired teller of the dusty work-a-day city long to breathe forever the cool, sweet air of the country and was richly sharing Nature's generous gifts to Oregon.

Roads Not in Keeping.

While on every hand conditions point to prosperity and farmers along the route talk with an optimistic air, the roads do not seem in keeping with the country they traverse. They are good roads for Oregon, it is true, but they could be a whole lot better, and still would not be held as a criterion of what country roads should be. Thick layers of dust hide countless chuckholes and envelop machine and landscape in a heavy cloud as the autos splin along. One would imagine that the farmers would see to it that they have good roads, for to see the horses trudging along in the hot sun over the dusty, rough roads proves the fallacy of the argument that fine highways benefit only the pleasure-seeking motorist.

No wonder the average farmer has a continual grudge against automobiles and the men who represent the motor car industry. As the cars approach his place they stir up huge clouds of dust, which are not only disagreeable to the soil-tiller, but to the occupants of the cars as well. This nuisance can be eliminated if the farmers will change their antagonistic stand on good roads legislation and co-operate heartily with the men who are seeking to alleviate the hardships of the rural residents. If the roads keep on going from bad to worse it soon will be necessary, if motorists want to find pleasure in country touring, to envelope themselves and their cars in dust-proof covering.

E-M-F "80" Takes Roads Nicely

Despite the hidden bumps and the dust that invites skidding, the E-M-F "80" in which W. L. Wagoner, "Red" Bartels, Paul Koehler and the writer made the trip as outlined above trundled over the roads with no apparent effort and provided smooth and easy riding that was a revelation when the character of the roads was taken into consideration. All through the warm day the car was sent ahead at a fairly swift gait and the motor failed to show any signs of the hard strain.

Tire trouble is the bane of the motorist's existence, yet it also is responsible for the ludicrous side of motoring. Had it not been for one tire that had grown old in service, or was built of rotten material, the party would not have been forced to drive through the wee sma' hours of the morning to camp along the roadside until break of day and walk eight dusty miles into Oregon City for aid. The work of mending the tire repairs five times after darkness descended did not provoke much mirth at the time, nor did the thoughts of smiling Edward Pearson Weston at 4 A. M. bring any loud shrieks of merriment. Yet, after the work was over, and the eight-mile hike but a mission of memory, all found something humorous in the episode and the post-mortem brought many laughs over the trick of fate in centering its unwelcome activity on one poor tire.

One-Day Trip Proposed.

Since all roads leading from Portland into the country are dust-laden, it would be hard to pick out a trip that has more pleasure attached to it than the route including Gladsville, Rex, Newberg, Dundee, Lafayette, McMinnville, Amity, Perrydale, Dallas, Independence, Salem and the East Side route to Portland. It can be covered with ease in a day.

Leaving Portland it is best to take the Taylor's Ferry Road, which leads into the Rex-Tigardville Road. The first 20 miles of the trip is by far the most beautiful. For miles around the rolling hills and valley farm land present a constant picture of wonderful beauty. It is here that one comes to the full realization of the richness of the country tributary to Portland and it is easy to see why the metropolitan has grown with such rapidity. There is untold wealth lying right at the door of the city, and the calamity of the war has rebuked the idea of prosperous times in store for this particular section of the country.

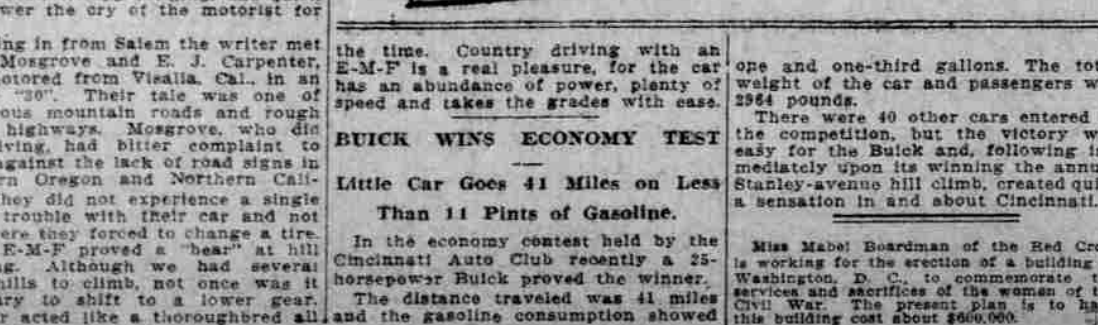
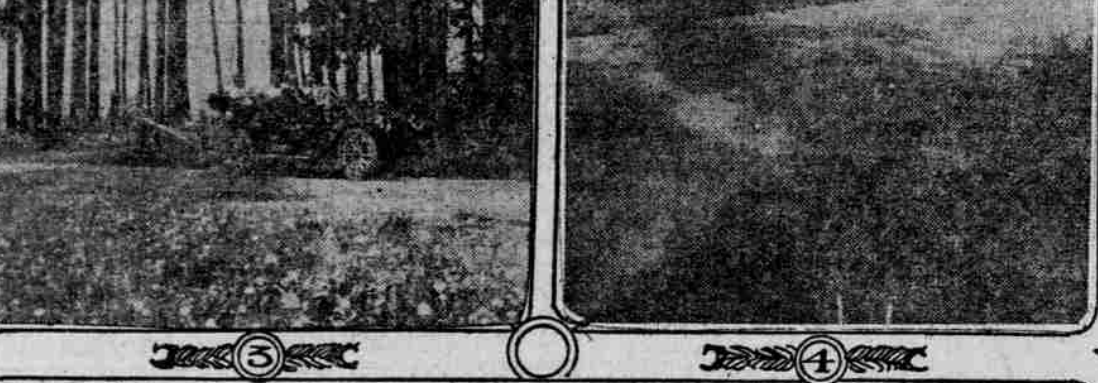
No better evidence of the condition of the country can be found than in the manner in which the homes are kept up. The farmers have an eye for beauty about their homes and their appearance redounds to the credit of the owners.

Bad Roads Discourage.
If Oregon had the highroad standard typical of California this state would be the mecca of Summer tourists. Instead of motoring through California they would take advantage of the superior scenery that this state possesses. But good roads are important to the motorist and he invariably will follow the good road that leads into more good roads and will shun the poor apologetic for highways that traverse some states. It is the opinion of those who have toured extensively in the West that Oregon's scenic attractions surpass in variety and beauty those of any other Western commonwealth, but a veil has been virtually drawn over its wonderland by bad roads.

Rolling into the small towns that dot the route one is impressed with their progressiveness and prosperity. Development work is going on everywhere and in McMinnville, Dallas, Independence and Newberg new buildings of metropolitan proportions are under way. Dallas has fine wide streets, fine buildings and altogether is a fine example of the typical thriving Oregon hamlet.

The efforts of Frank C. Risgs, Jerome E. Wagoner, J. C. Almsworth and their associates, in rebuilding the Rex-Tigardville road, can be appreciated now. The last time the writer drove over this motorist's track of road it was in a frightful condition; now it is partly graded and partly

SCENES ALONG THE ROUTE OF TRIP PICKED FOR IDEAL DAY'S OUTING IN MOTOR CAR.



1. Portion of the New Rex-Tigardville Road—2. An E-M-F "80" in a shady spot along the road to Independence—3. A Delightful Pleasant Place Between Lafayette and McMinnville—4. A Perfect Stretch of Road Near Dallas—5. Beautiful Scene of Valley and Hills on the West Side Road to Salem. About seven miles west of the Capitol—6. Long stretch of straight Road leading into Perrydale.

graveled, with only a small portion rough and full of chuckholes. Multnomah, Washington, Yamhill, Clackamas, Polk and Marion—Clackamas gets the palm for bad roads. Heavily traveled as it is, the Salem road through Clackamas County is not any too good in the best spots and horrible in the worst. It is particularly bad between Oregon City and New Era, while rough, rutty places are all too frequent anywhere after leaving Barlow on the homestretch.

Lack of Signs Scored.
Motorists in distress near Woodburn will find a welcome savior in Mr. Remington, who conducts a first-class garage in that town. Twice the writer has been forced to call on him for assistance and each time he has responded quickly. Both times the call was sent in after he had closed shop. He is a genial soul, always obliging, and quick to answer the cry of the motorist for aid.

Coming in from Salem the writer met A. J. Mosgrove and E. J. Carpenter, who motored from Visalia, Cal., in an E-M-F "80". Their tale was one of dangerous mountain roads and rough valley highways. Mosgrove, who did the driving, had bitter complaint to make against the lack of road signs in Southern Oregon and Northern California; they did not experience a single bit of trouble with their car and not once were they forced to change a tire. The E-M-F proved a "bear" at hill climbing. Although we had several steep hills to climb, not once was it necessary to shift to a lower gear. The car acted like a thoroughbred all the time. Country driving with an E-M-F is a real pleasure, for the car has an abundance of power, plenty of speed and takes the grades with ease.

BUICK WINS ECONOMY TEST

Little Car Goes 41 Miles on Less Than 11 Pints of Gasoline.

In the economy contest held by the Cincinnati Auto Club recently a 25-horsepower Buick proved the winner. The distance traveled was 41 miles and the gasoline consumption showed

one and one-third gallons. The total weight of the car and passengers was 2964 pounds.

There were 40 other cars entered in the competition, but the victory was easy for the Buick and, following immediately upon its winning the annual Stanley-avenue hill climb, created quite a sensation in and about Cincinnati.

Miss Mabel Boardman of the Red Cross is working for the erection of a building in Washington, D. C. to commemorate the service and sacrifices of the women of the Civil War. The present plan is to have this building cost about \$500,000.

MOTORISTS FIGHT FOR PARK RIGHTS

Department Rule Forbidding Cars in National Park Causing Strenuous Protest.

OBJECTIONS ARE UNSOUND

Narrow Roads and Heavy Grades Are Given as Excuse for Prohibitory Ruling—Offers to Make Roads Go Unanswered.

Motorists in California are waging relentless war against the law prohibiting automobiles from entering Yosemite National Park. This is one of the real scenic wonders of the Golden State, and visiting motorists, as well as those of California, have longed for the opportunity of driving through the park. This cry against the adverse ruling has grown louder, the strenuous protest has become more general, until now the leaders of the movement see light ahead.

The following story, written by Leon J. Pinkson, of the San Francisco Call, tells of the attitude of motorists toward the law, and shows how earnest they are to have it repealed: "The wall of the California motorist to be allowed to drive his car into the Yosemite Valley is daily growing louder and it cannot be much longer before the sounds penetrate the red-taped walls of the Interior Department at Washington and some action will be taken that should eventually throw open the roads to the automobile.

Motor Industry Immense.
"There is no doubt to the fact that the motor car is the recognized modern conveyance that has been adopted in all parts of the world. The industry of the United States has developed to the third most important from a money standpoint, in the country. It has swelled the American exports by many million dollars.

"The motor car has proven its worth in almost every recent commercial enterprise. It has lengthened the day of the merchant and enlarged his business territory, it has opened up and brought the country right to the city's edge, and assisted in populating many sparsely settled regions. Yet, in the face of all these benefits, the Government stands by some ancient ruling and prevents the motorist from piloting his car down the picturesque mountain slopes in the scenic wonderland of the Yosemite.

"What is the reason?
"The old fear of danger can no longer hold good, as statisticians have shown that where motor buses have taken the place of the old stage coach in mountain work, the list of casualties has decreased. The motor car is built with adequate provisions for emergencies. No matter how skilled the old stage driver was, he was at the mercy of the whims of his horses.

Objections Are Inadequate.
"The roads into the valley are no more dangerous than many of the other mountain roads that the motor tourist encounters on vacation tours, and no other reasons of any alarming nature can be advanced.

"Each day sees new recruits in the ranks of the campaigners to open the valley to the motor car, and these supporters come from all ends of the state. All of them lay stress upon the fact that California is losing much of the motor tourist traffic of the country as the result of the Government's stand.

"T. I. Fitzpatrick, the well-known local attorney, popular Olympic Club man and ardent motorist, is strong in his denunciation of the ruling barring machines from the National reserve. 'I have made no less than six trips into the Yosemite Valley within the last few years. I have walked into the reserve, gone in on the regular stage coaches and also in special wagons, using all three of the present entrances into the park. I can see no reason why the Government should maintain its present stand.

"To the best of my recollection, the roads are plenty wide enough and not at all dangerous to permit their use by a motor car. If any repairs are necessary it would require little expense to make them, and if the Government is loathe to pay for it I believe that the amount could be easily obtained by popular subscription among the zealots in California.

State Fights for Asset.
"The Yosemite is one of California's scenic assets and we should fight to have it open to the motorists of the world. From a civic standpoint, I believe every Californian should get behind the move to allow the automobile entry into the park.

"Paul Morris, of Tuolumne, president of the Big Oak Flat and Yosemite Turnpike Company, a corporation operating a toll road from Groveland to Gentry, eight miles from the valley in complimenting The Call for its fight to open the valley to the motorists, writes in part as follows:
"For the last six years we have been making requests from all our Senators and Congressmen to get the Interior Department to make a ruling allowing automobiles to enter Yosemite Valley. Every time this request was made the answer came back, 'Cannot allow it, as automobiles will frighten the horses in the valley and someone may get injured.'

"Another strange answer was that the grade going into Yosemite was too narrow and no vehicles could not pass. I personally had charge of the stage line on this road for several years and at no time did I ever meet a vehicle on any part of the grade which I could not pass. I requested information as to where this narrow road was, and never heard any more. My last proposition to the Interior Department was that if we could get a permit allowing automobiles into the Yosemite, the road company would be willing to erect a telephone line from the foot of the grade into Yosemite to the top of the same and place a man in charge at both ends to notify when automobiles were coming or going, so as to overcome any possible chance of any accident. To this request I have never received an answer.

"To show the progress of roads in Tuolumne County leading to the Yosemite Valley, I will say that the enterprising citizens living at Groveland and Big Oak Flat have raised money by popular subscription and have almost completed a new road to Priest's, which does away with the well-known Priest's Hill, making the drive from Jacksonsville to Priest's on less than a 5 per cent grade. The road to Yosemite via Big Oak Flat is in the best condition and there is no place on this road which could be considered dangerous.

"At this stage, when automobiles are so useful, it seems a public outrage that they should be restricted. It is the expressed will of the people of California that they be allowed to enter the Yosemite Valley, and why the Interior Department bars the way I have never understood."

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