

MORE WONDERS OF OREGON DESCRIBED

Portland-to-Lakeview Trip Is Full of Magic Scenery, Says C. C. Chapman.

HANLEY RANCHES ARE LURE

In Land Where a Thousand Springs Gush and Millions of Dollars Lay Unclaimed, Autoist Can Find Rare Outing.

(This is the second article by Mr. Chapman on the Portland-Lakeview trip. In his previous article he described the route from this city to Bend. In this story he takes up the drive from Bend to Lakeview.)

BY C. C. CHAPMAN.

It is only a few miles out of Bend

transportation. To the northeast is a great agricultural plain, the Christmas Lake Valley, now being homesteaded. This region certainly should be visited so the conditions under which the homesteaders are subdividing Central Oregon for us may be observed.

Hanley Is Uncrowned "King." From the Christmas Lake country it is only a day's journey, mostly over vast plains to the Harney Valley, Oregon's largest level valley. Like nearly all the large valleys of Central Oregon, this is as level as a floor, and at the prevailing altitude of 4100 feet. A very small part of it has been privately owned and operated for livestock ranches. This is along the river. A great bulk of this level plain is still Government land, although much of it has been homesteaded within the last five years. It is only a matter of time before the Harney Valley will be producing millions of bushels of the finest wheat annually. The railroads are on the way there, and when they come another empire will have been added to the productive area of our state.

William Hanley, president of the Central Oregon Development League, is a small part of his holdings are in the Harney Valley proper, most of his acreage being in smaller valleys which are tributary to it. No motorist should leave the Harney country without visiting several of the Hanley ranches. Each one is a principality, and each one extends a hearty welcome to the visitor.

"P" Ranch Is Historic. The largest of the ranches is that founded by old Peter French and called by him the "P" Ranch. French was

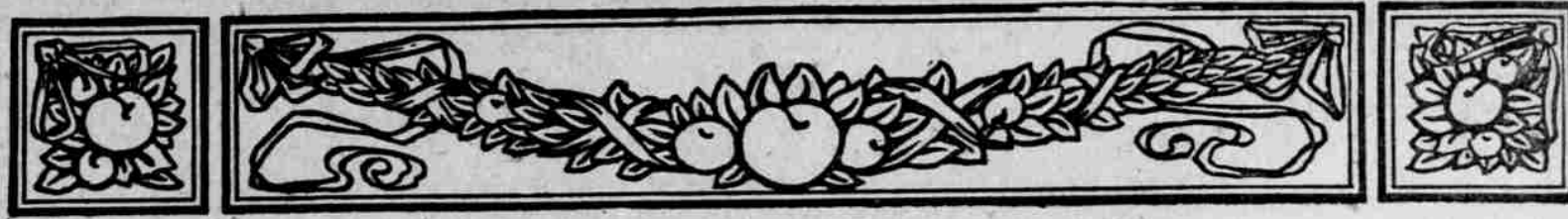
\$18,000,000 ROAD PROJECT STARTED

New Highways in California Will Be Big Boost for Good Roads.

RICHEST DISTRICTS TAPPED

Plans of Enormous Road Building Company in South Call for Improvement of Pacific Highway.

SAN FRANCISCO, Cal., Aug. 17.—From the midst of figures and blue prints there are gradually growing into reality magnificent highways throughout the state of California. With the turning of the first spadeful of earth at



The Most Highly Developed Six Cylinder Car in America

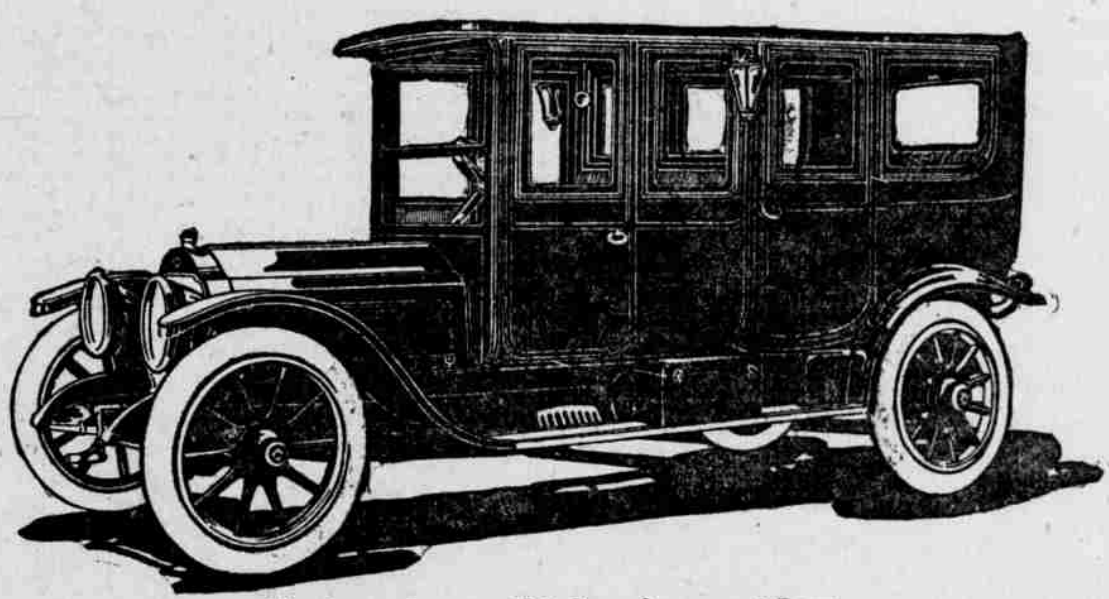
As a six cylinder car is purchased primarily for the purpose of securing better service in the way of additional comfort and efficiency, the motor itself becomes the vital part of the transaction. Therefore look well, long and carefully into that which is under the hood. The Garford "Six" is today, without question, the most highly developed six cylinder motor in America. No other Six has such perfect fuel distribution. No other Six is so economical to operate. No other Six can give better than eleven miles per gallon of gasoline—and the Garford Six does on tour. No other Six has such faultless lubrication and carburetion. The matchless development of these fundamentals alone, guarantees you a six cylinder service that cannot be obtained from any other Six made. The unusual ease with which this car rides is due to its perfect balance, both in correct distribution of weight, and perfect spring suspension. The Garford, conceded for years by the world's most prominent families to be the most practical and luxurious car built, now has the added distinction of being the most highly developed "Six" in America. This comes from the Garford's remarkable six cylinder performance during the last year. Demonstration and catalogue from our representatives in your territory, or catalogue and complete information from us direct.

Table listing car models and prices: BERLIN LIMOUSINE, LANDAULET, PHAETON, SEVEN PASSENGERS, TOURING CAR, KUNABOOT, SEVEN PASSENGERS, SEVEN PASSENGERS, SEVEN PASSENGERS, SEVEN PASSENGERS.

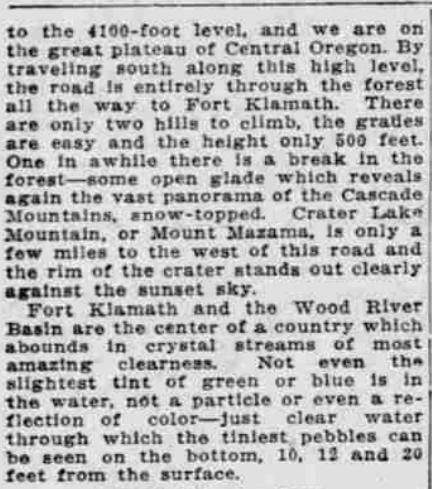
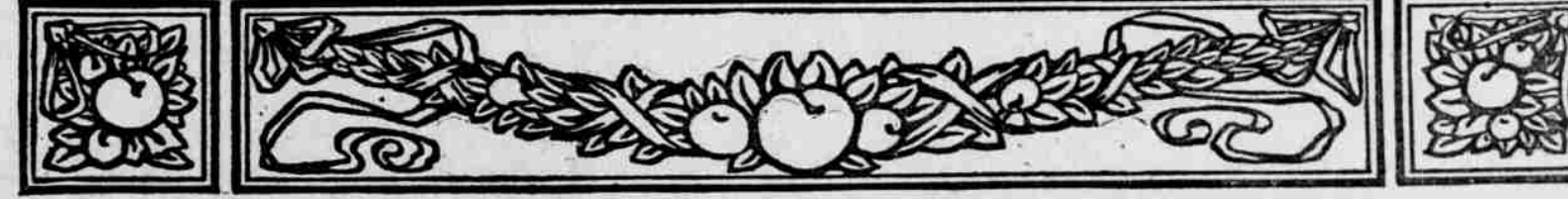
THE GARFORD COMPANY, Elyria, Ohio.

FRANK WATERHOUSE & CO., Inc.

Portland, Seattle, Tacoma. Distributors for Oregon, Washington and Northern Idaho.



We also make a complete line of commercial cars



TESTER SENDING LITTLE MACHINE THROUGH TREACHEROUS STRETCH OF SAND.

to the 4100-foot level, and we are on the great plateau of Central Oregon. By traveling south along this high level, the road is entirely through the forest all the way to Fort Klamath. There are only two hills to climb, the grades are easy and the height only 500 feet. One in awhile there is a break in the forest—some open glade which reveals again the vast panorama of the Cascade Mountains, snow-topped. Crater Lake Mountain, or Mount Mazama, is only a few miles to the west of this road and the rim of the crater stands out clearly against the sunset sky.

Fort Klamath and the Wood River Basin are the center of a country which abounds in crystal streams of most amazing clearness. Not even the slightest tint of green or blue is in the water, not a particle or even a reflection of color—just clear water through which the finest pebbles can be seen on the bottom, 10, 12 and 20 feet from the surface.

Eighth Wonder Seen. The Wood River Basin is a natural grass prairie where the wild hay grows and yields abundant crops yearly. It is beginning to be farmed in a more intensive way. The completion of one of the prettiest creameries in the state at Fort Klamath is quite an aid in the local dairy industry.

The Crater Lake road is crossed here, and of course every automobilist will spend as long a time as is possible on the rim of this eighth wonder of the world. Every motorist in this vicinity should also visit Harriman Lodge and Klamath Falls. The trip from the lodge to the falls is made via steamboat on upper Klamath Lake, one of the most scenic inland bodies of water in the world and abounding in rare water birds and rainbow trout.

Harriman Lodge was recently acquired by the Wendling-Johnson Lumber Syndicate, which also has built one of the finest tourist hotels in the state at Klamath Falls. A vast sum has been expended on improvements so that all the niceties of city life, such as hot and cold running water and a complete sanitary system are at every tent.

From Harriman Lodge at Pelican Bay, one of the best roads of the state goes across Klamath County through the Indian Reservation, along the Williamson and Sprague Rivers, beautiful streams where leafy bowers and nibbling trout beckon the motorist to dally.

Lakeview Needs Day. At least a day should be spent in the vicinity of Lakeview, at the upper end of Goose Lake Valley. This great expanse of level land, at an altitude of 4700 feet is so favored climatically that fruits, early vegetables and other fancy products of the lower altitudes grow here in profusion. A high mountain range surrounds this valley, so that a climb to 6100 feet is necessary to reach the Warner Valley, Summer Lake Valley, Silver Lake Valley, and the Harney Valley. The climb through a forest, the roads are being improved and the trip will be found intensely pleasurable in spite of the heavy grades. The prettiest road out is that to Adel and the Warner Lake Valley.

Warner Lake at this point looks like a wide river. Rim-rock ranging from 2000 to 3500 feet high rises on each side, and between these beetling canyon walls are the fresh blue waters in which Pelican abounds. Its shores are lined with pretty ranches.

Thousands of Springs Gush. The Summer Lake country is reached in one day's easy motoring over mountains and through valleys from Warner Lake. To refer to the Summer Lake district as a "country" is almost a misnomer, for the so-called "country" is merely a narrow strip of highly cultivated ground, covered with orchards and farms between the winding shores of the lake and the high precipices to the immediate west.

From this precipice gush thousands of springs, warm and cold. The largest of these—the Anna River Springs—is said to be nearly 100 yards across. It looks as big as a city block in Portland, and the amount of pure, clear water pouring from it is larger than that which supplies New York City, and nearly eight times that which flows into Portland through our enormous pipe line system.

Across another mountain range, through a low pass brings the motorist into Silver Lake Valley, still devoted to enormous livestock ranches on account of the remoteness from railroad

transportation. To the northeast is a great agricultural plain, the Christmas Lake Valley, now being homesteaded. This region certainly should be visited so the conditions under which the homesteaders are subdividing Central Oregon for us may be observed.

San Bruno last week by Burton Towne, head of the Highway Commission, actual work on the good roads provided by the \$18,000,000 bond issue, the much discussed perfect highways are becoming as real as certain unnamed cow paths out of San Francisco. The local motoring public will appreciate more than any other group the advantages to be gained by good roads. Where, at the present, one must take his life in his hands and leave the fate of his car to the kind hands of Fate whenever he wishes to get down the peninsula, after the state highway is completed and San Francisco has done her share, motoring from this city will be no more of a hardship than leaving Oakland on the Foothill boulevard.

Another territory which up to the present time has not been taken advantage of to any extent by motorists will be opened by the improved highway. This is the territory of the northern coast counties to Eureka. This road at the present time, while not a dangerous one to any driver other than the proverbial fool handle of a car, is in rather bad shape, especially along the Russian River, where a new road will be made cutting out many of the winding turns and sharp climbs. This entire distance is now dotted with surveyors' stakes, which follow in the main the original road, but cut off many useless and dangerous stretches.

The building of the state highways will have greater results than the far into British Columbia, which will be equal to any in the country. As a boost for the great Pacific Highway there is nothing which can equal the network of good roads in California. The Northern state will follow California's example, and by 1915 the trunk road from at least the Mexican line to far into British Columbia will have been completed.

Automobilists, both dealers and owners, have been one of the main factors in bringing about better road conditions. By using the state roads where they were good they have brought business into the cities and towns on that road, and other cities not so favorably situated or so accessible to the motoring public immediately set up a cry for their share of tourist business and showed their desire by improving road conditions.

California is not alone in the good-road movement. The automobile industry through the country has created a demand for better highways, and there is no one state in the Union whose legislators have not considered or have acted upon the question of improved state highways.

Powell Made Coast Manager. W. T. Powell, who has been the Northwest manager for the Goodyear company, with headquarters at Portland, for the past year and a half, has been promoted to the Pacific Coast management of the same company. Mr. Powell's new headquarters will be in San Francisco. He is considered one of the ablest men in the tire business in the West and his promotion does not come as a great surprise to the trade here.

O. C. Learned, of Portland, and a party of friends left Wednesday morning in an Overland "30" for Tillamook. A complete camping outfit was taken along by the motorists, who planned to stop at several favorite fishing spots along the road.

TESTING IS HARD WORK

AUTOMOBILES PUT THROUGH SEVERE GRIND.

Bad Roads Sought by Drivers in Machines Gruelling Test Before Sending Them Away.

One motorist who delights in rather than objects to bad roads is the automobile tester. There is no more picturesque figure in the automobile industry than the road tester mounted on a stripped chassis with a frail looking seat. He speeds along city streets and open country roads, the worst he can find, subjecting his car to all kinds of tests and tuning it up so that it may leave the factory in perfect running order. To the citizens of the city where automobiles are built, the tester passes by without much attention, but to the visitor from districts where motor-car manufacturing is not established, the men who try out the cars are always a source of great interest.

The automobile to the tester is as the broncho to the cowboy, and it seems as though the testers call upon their machines to do about as many feats. It is the tester that takes the complete chassis sent to him from the assembly department and works it into a smoothly running unit. If there is a fault in construction, material, adjustment or workmanship, it is up to him to find it. To do this he relies upon bad road conditions.

To the tester a sand stretch, steep hill or muddy length of road appeals most strongly, because it gives him a chance to test the car. Especially severe is the road test given the R-C-H cars. About four miles from the R-C-H factory there is a strip of sand road that would strike terror to the heart of the average motorist. Putting a car through this is one of the hardest features of the test. Through the strip of sand the car is driven at a speed of 40 to 50 miles an hour. First they take it on the run on high gear, going through the entire length without shifting if possible. They then come back

OLD AUTO NAMES GO

STUDEBAKER COMPANY DROPS "FLANDERS" AND "E. M. F."

All Motor Cars Made in Plants of Detroit Corporation Now Labeled "Studebaker."

To change, by one bold stroke, the name under which is annually marketed a product valued at \$50,000,000, is a feat of daring new to industrial history. Yet it has just been performed by the Studebaker Corporation, of Detroit, which has sent notice to its dealers all over the country that, in the future, all the motor cars built at its mammoth Detroit plants will be known as "Studebaker" cars.

The change went into effect with the opening of the current month. A big battery of machine tools is now engaged in turning out the initial lot of 100,000 "Studebaker" script radiator name plates, which will replace those at present in use, not only on all cars sold by the Studebaker and their predecessors, the E-M-F Company, which was merged into the Studebaker Corporation some time ago. As soon as it is possible to supply the monograms to Studebaker dealers all cars now in use will be equipped with them.

The change though startling, is thoroughly logical. Since the beginning of the automobile plants around which the present Studebaker system has been built, members of the Studebaker family have been heavy stockholders. Two years ago they acquired a controlling interest. The automobile plants are now owned outright by the Studebaker Corporation. Practically all the cars built have been sold through the Studebaker branches. Studebaker policies have dominated the firm for the past two years.

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and Flanders "20" radiator monograms," said A. H. Brown, head of the Northwest Division, in discussing the change. The desire for uniformity is, however, very strong among dealers. They all feel, too, that there is a marked advantage in the old trademark that has been borne by the goods made by the Studebaker for three generations. These conditions, and the fact that the old monograms had long ago lost their personal significance, are the real reasons for the change according to which every car the company makes and have made will bear the Studebaker name henceforth.

As the result of many years of experimenting in England, a new substitute for hard rubber in the electrical industry, being a non-inflammable insulation of high dielectric strength, proof against heat, cold, oils and weather.



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