

HOOD RIVER URGES SKYLINE BOULEVARD

Opposition of Portland's Water Board Answered by Boosters for Highway.

FORESTRY SERVICE FAVORS

Automobile Road Would Benefit Fire Fighters in Reaching Scenes in Short Time—Beautiful Route Would Be Open to Visitors.

Great efforts are being made by Hood River residents and by citizens of Hood River in Portland to open up for automobile travel the road known as the Skyline boulevard, which at present is nothing more than a trail six feet wide built through Hood River Valley over the Cascade Mountains connecting with the automobile roads of Multnomah and Hood River counties.

These objections are met in the full and complete way by Wilson Ross Winans, of Hood River, who is actively heading the movement to procure signatures sufficient to get the road opened.

Board's Objections Answered. "The objections of the Water Department and Commissioners Daly can be met in a very few words," said Mr. Winans.

Forestry Service Favors. "Now with regard to the risk of fire, the forestry people are greatly in favor of the highway because the presence of a good automobile road through there would enable men on motorcycles to patrol the road and apparatus to be rushed to the scene of any fire much more rapidly than could possibly be the case without such a road."

Highway Loop Needed. "We of Hood River are asking that the road be opened immediately to the public so that it can be made a loop of the Pacific Highway in ample time for 1915 travel."

Local Manager of Howard Auto Company Finds Idea Adopted by Buick Long Ago Still Holds Good.

"If any further proof is needed to justify our oft repeated claim that the valve-in-the-head motor develops more power and speed than any other type of motor ever put in an automobile, this proof is furnished by the winners of the recent 500-mile race at Indianapolis," says Mel G. Johnson, local head of the Howard Auto Company, distributor of Buick cars.

TYPE OF MOTOR PROVED

VALVE-IN-THE-HEAD DESIGN IS "RIGHT," SAYS JOHNSON.

Local Manager of Howard Auto Company Finds Idea Adopted by Buick Long Ago Still Holds Good.

In speaking of the race, Mr. Johnson says without doubt the contest was the greatest racing event ever held, and the ability of any piece of machinery to stand the punishment that those cars were subjected to for approximately six hours demonstrates beyond the question of a doubt that the builders of automobiles have solved all the problems of automobile construction and that the future will see very few radical mechanical changes.

"Of course, I would very much have preferred to see an American car win first honors," said Mr. Johnson, "but as this was not to be, I was more than pleased to see not only first, but also second, third and fourth honors, captured by cars using valve-in-the-head motors. This decisive victory not only gives the valve-in-the-head motor the honor of propelling an automobile 500 miles in a shorter space of time than ever before, but proves conclusively that the valve-in-the-head motor is the most powerful and most reliable type of motor ever put in an automobile."

WASCO BUILDS ROADS

Orchardists Help Pay for Highway to Mosier.

MOTOR TRUCK AIDS WORK

Thoroughfare From Mayerdale Is to Be Used in County and Will Be Best by Fruitgrowers in Transporting Crop.

MOSIER, Or., June 27.—(Special.)—Work being done on the county highway known as the River road is proof that the Wasco County Court is a firm believer in good roads and is eager to assist its citizen taxpayers in procuring them.

The River road runs from Mosier eastward through hundreds of acres of orchards, acknowledged to be among the finest and most scientifically managed in the Northwest.

This road was ordered opened by the County court three years ago and was intended to connect at Rowena with the old O.-W. R. N. & N. right of way, which is now used as a thoroughfare by the residents of that hamlet, connecting them with The Dalles.

Considerable work has been done east from Mosier and west from Rowena, but operations were stopped before the two ends were connected, leaving unfinished a gap of perhaps three miles.

Grade Less Than 2 Per Cent. The road from Mosier east to Mayerdale has a grade of less than 2 per cent to the top of the hill, where one is presented with a view of the Columbia River for miles both east and west.

In every way rival those of Switzerland, and offering gradients that will make touring easy for the smallest of us, the parts of the route already existing, regular motor excursions have been organized for the summer months by the railway company.

Will it beat the Columbia River Highway? We think not.

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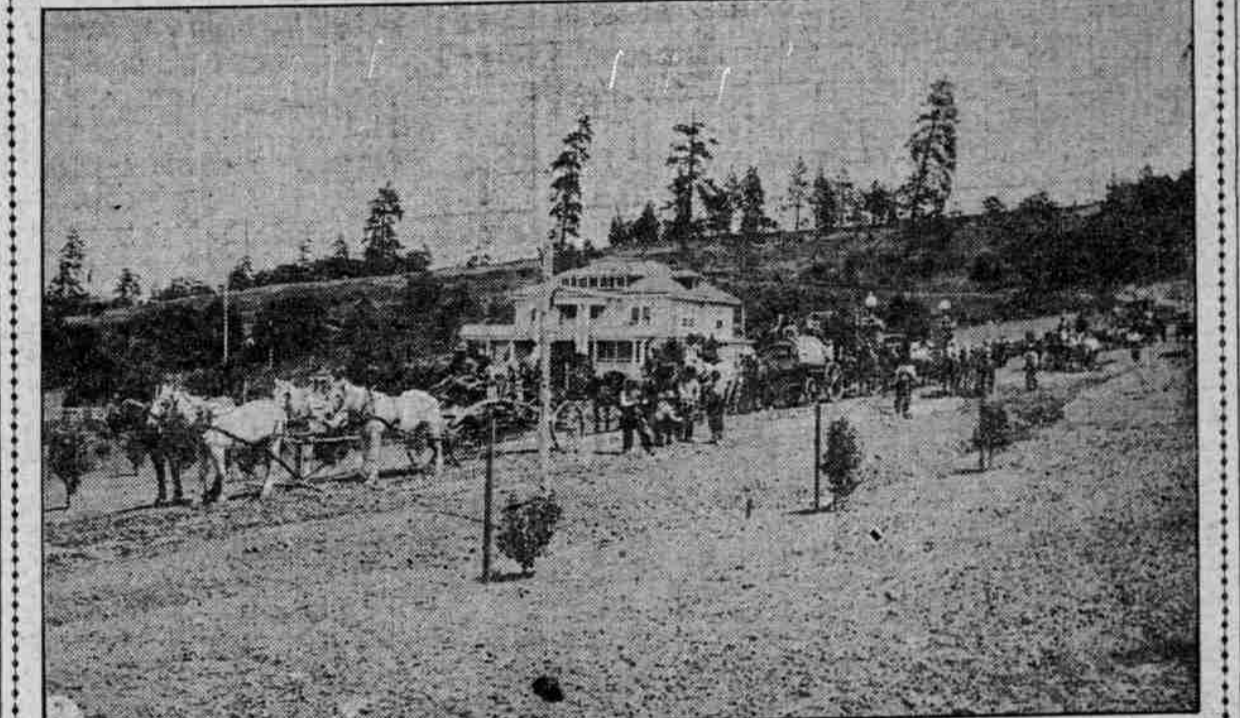
Auto Truck Procured. Mr. Mayer procured an auto truck from Portland to haul the gravel from the rock crusher just east of Mosier to the new road. This truck has a capacity of four yards a load and is doing the work of eight four-horse teams.

The road when completed will be by far the best in Wasco County. It will make a delightful driveway for automobiles and will greatly facilitate the fruitgrowers in transporting their crops. The road is graded 24 feet and will be macadamized to a width of 16 feet.

The following persons, in conjunction with the County Court and Mr. Mayer, made it possible by their financial aid to construct this piece of road: Dr. David Robinson, the Misses M. and A. Shogren, J. A. Shogren, K. D. Chatfield, Mrs. William Johnson, Morton and Aigelsheimer, C. C. Isom, H. M. West, J. N. Mosier, J. W. Letter and O. E. Wilson. Mr. Mayer personally supervised the work.

Judge Gunning, representing Wasco County, is to start work on the Columbia River highway and will begin

COUNTY ROAD NEAR MOSIER, NOW IN COURSE OF CONSTRUCTION, CONNECTING UP THE COLUMBIA RIVER HIGHWAY.



WASCO ORCHARDISTS AND PRIVATE CITIZENS WORKING IN CONJUNCTION WITH COUNTY OFFICIALS ON THE ROAD.

Motorcycle Notes

THE first annual picnic of the Quincy (Ill.) Motorcycle Club was attended by about 35 riders. Many girls took part in the run to the picnic grounds.

In a recent membership campaign, 28 riders were affiliated with the motorcycle club of Rochester, N. Y.

September 9 and 10 are set for the 450-mile endurance run of the Oakland, Cal., Motorcycle Club.

There are now 27,857 riders affiliated with the Federation of American Motorcyclists.

In three weeks of service as a motorcycle officer, C. B. Arthur made arrests which netted the city of Peopeka, Kan., \$125 more than his month's salary.

The Danville (Kan.) Motorcycle Club is planning a 100-mile race meet to be held at the State Fair Grounds track at Hutchinson.

The annual convention of the State Federation of American Motorcyclists of Ohio will be held at Dayton, June 26 to 28.

A number of events are being arranged for the entertainment of the motorcyclists, including a hill-climbing contest at Fort Ancient.

In Yale, Wis., motorcyclists are very popular with the farmers for delivering milk to the creameries.

On June 27, Joe Ealer, of Quincy, Ill., and John E. Hogg, of Kansas City, will start on a 31,000 mile motorcycle tour of the world.

London, Paris, Berlin, Rome, Cairo, Africa, South America and Australia are included in the itinerary of J. H. Cooper, of Akron, Ohio, who has just started on a motorcycle world-tour.

A motorcycle officer has been appointed to patrol the mountain parks near Denver and enforce the speed regulations.

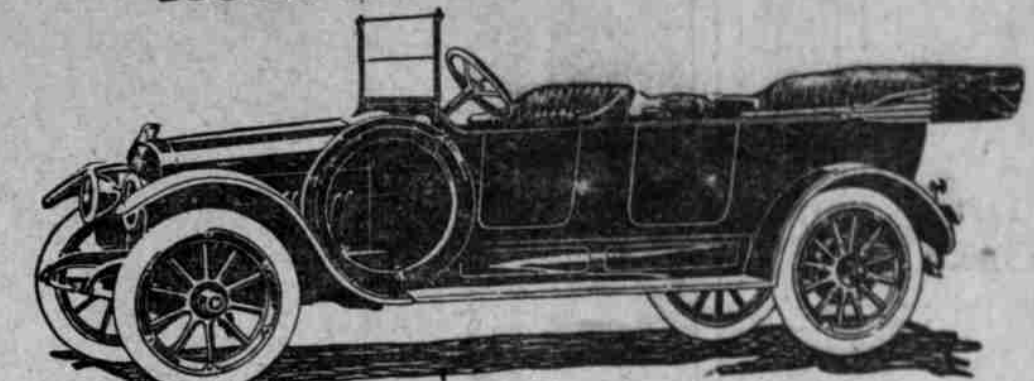
When in Doubt Try Beer! Lacking material with which to fix a puncture, Richard Whittemore, an automobile driver of Taft, mixed ten pounds of flour, the remains of rations from a camping trip, with several bottles of beer, and pumped the fluid into the tire of his automobile, which had gone flat. Revolving the wheel until the liquid was directly over the puncture, he pumped up the tire. The beer saved him a walk of 50 miles over the desert.

Whittemore had used the repair materials he had taken with him on the trip, and was too distant from any garage to replenish his supply before starting on the return trip. The beer, compounded held up all the way after the tire was pumped up.

St. Helens to Have Militia. ST. HELENS, Or., June 27.—(Special)—St. Helens is to have a company of the Oregon National Guard.

Mayor Mueller and Attorney White are in communication with Governor West and Lieutenant Hennessey, of Corvallis, in regard to forming the organization.

HUDSON Six-40 For 1915



The New Price is \$1550

This HUDSON Six-40 met a welcome last season which broke all Hudson records. It so met men's ideals that the end of the season left 3,000 orders unfilled. The demand compels the factory for 1915—to treble its production. And that trebled output—which lowers the cost—permits a reduction of \$200 under last year's price.

Last Year's Record

The HUDSON Six-40 has now run for a season—in thousands of hands, on all sorts of roads, in Europe and America. And not a single shortcoming developed. All the questions men had have been answered. Every innovation has proved itself practical. As the car revealed itself, men flocked by the thousands to it. And the end of the season left 3,000 disappointed. There was no rival in sight of the HUDSON Six-40. And this year—with a trebled output, with thirty-one new features and a much lower price—effective rivalry is out of the question.

Leads Popular Class

The HUDSON Six-40 is the leader in a new, immensely popular class. It marks the same medium in size and power. It marks the top limit in quality, beauty, finish and equipment. It marks the low limit—for such a car—in price, in weight, in operative cost. The more you know of motor cars the more this car will appeal to you.

The Larger HUDSON Six-54

The HUDSON Six-54—built on the same lines, with 135-inch wheel base and greater power—sells for \$2350. It is for men who want a big impressive car.

We expect demonstration car and first shipment almost any day. There will be waiting orders. Better call TODAY and see us.

C. L. BOSS & CO. PORTLAND, OREGON

615-617 WASHINGTON STREET

- Attractive Features of the 1915 Car
A distinguished streamline body.
All hinges concealed.
Gasoline tank in dash.
Extra tire ahead of front door.
Seats for up to 7 passengers.
Extra tonneau seats disappearing.
Hand buffed leather upholstery.
20-coat finish on body.
123-inch wheel base.
Wider seats—higher backs.
More room for the driver.
"One-Man" top, with quick-adjusting curtains attached.
Integral rain-vision windshield.
Dimming searchlights.
Simplified starting, lighting and ignition system.
Simplified wiring in metal conduits.
Lock on ignition and lighting switch.
Even better construction.
Speedometer drives from transmission.
Automatic spark advance.
Tubular propeller shaft.
All instruments and gauges within reach of the driver.
Trunk rack on back.
Still less weight—2890 pounds.
New price, \$1550 f. o. b. Detroit. Standard Roadster, same price.

"We Build Better Tires Than Goodyears"

That—in effect—is what makers say when they charge you higher prices. And 16 makers do that. They are asking for tires up to one-half more than present Goodyear prices. The inference is wrong. Those extra prices are all unjust. The verdict of users—as shown by sales—is that No-Rim-Cut tires are the best in the world. And in four ways they certainly are.

That Is Impossible

It's utterly impossible, so far as men know, to build a better tire than Goodyears, measured by cost per mile.

For years and years we've employed scores of experts to find out ways to better them. Their efforts have cost us \$100,000 per year. No-Rim-Cut tires mark the present-day limit, to the best of their belief.

How They Excel
No-Rim-Cut tires, in at least four ways, excel every other tire.

Our No-Rim-Cut feature—which we control—is found in these tires alone.

Our "On-Air" cure is employed by no other maker. This extra process costs us \$450,000 yearly, but it saves many times that in blow-outs.

Our rubber rivets—formed to combat tread separation—are a patent feature found in no other tire.

Our All-Weather tread

—the greatest anti-skid—is an exclusive Goodyear feature. It is tough, double-thick and enduring. It is flat and smooth, yet it grasps wet roads in a resistless way with countless deep, sharp-edged grips.

What We Save
Our matchless output and modern equipment have immensely cut cost of production. They have cut our overhead cost 24 per cent, our labor cost 25 per cent. We have also cut our profits, until last year they averaged 6 3/4 per cent.

No-Rim-Cut tire prices dropped 28 per cent last year. They are half what they used to be. But never before was the quality so high as it is today.

Smaller makers can't compete on any high-grade tire. That's another reason for getting Goodyear tires.

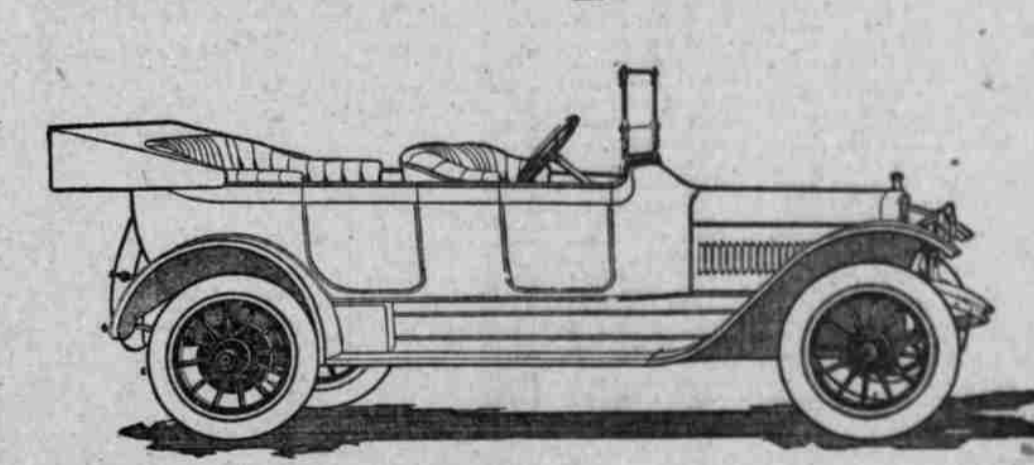
Almost any dealer will supply them.



No-Rim-Cut Tires With All-Weather Treads or Smooth

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
This Company has no connection whatever with any other rubber concern, whatsoever, which uses the Goodyear name.
Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

ARRIVED And on Display--Now



1915 MODEL 21 WINTON SIX

A car that rides like an ocean yacht. A motor with magnificent power, equal to any load or climb—as flexible as the hair-spring of a watch, and nearly as quiet. Equipped with everything worth while, including electric starter, if you want it. And, best of all, a car of rare and exceptional beauty—the kind of beauty that impels people in the street to turn for a second longing look. Furthermore, we give your personal car a distinct individuality that will please you. Ask us about it.

The Winton Motor Car Company
Twenty-third and Washington Streets