

MCKENZIE ROAD OPEN

Willamette Valley-Central Oregon Outlet Safe for Autos.

CONSIDERABLE WORK DONE

Several Thousand Dollars Available Next Month—Eugene Now Less Than One Day's Motor Car Ride to Center of State.

EUGENE, Or., June 27.—The McKen- zie River highway, the only motor car outlet from the Willamette Valley into Central Oregon, has been formally declared open and safe for motor traffic. The announcement is made through the United States Forestry officials, who have been instrumental in building what is now practically a macadamized highway, open to all classes of motor traffic across the Cascade Mountains. They also have been instrumental in obtaining nearly \$20,000, including road district money, which will be spent to complete the highway this summer.

Until this year the road has been open only to expert and adventurous drivers with a class of machines almost especially built for climbing. Since last summer 30 per cent grades have been cut down to 7 per cent. Although the Millican Hill grade has not yet been reduced and will not be for another two months, the remaining obstacle is not too difficult for any careful driver.

Passing of Snow Marks Opening.

The passing of snow on the summit of the Cascades, on the lava beds at the foot of the Three Sisters, with Mount Jefferson towering to the north, is what marks the opening of the road, for the roadwork on Deadhorse Hill, the most difficult grade, was completed last fall. This year three miles of new road have been cut in solid rock, and only one more heavy grade is left. At present Crook County officials, under the direction of Supervisor Merrill of the Deschutes National Forest, are working with \$1000 to be expended before July 1, on the sand grade on the east side of the mountains. After July 1 about \$3000, of equal parts of county and government money, will be available to complete this work. Before July on the west side of the summit \$4500 will have been expended, and after July 1 more than \$8000 is available to complete that part of the McKenzie Highway near the summit above McKenzie Bridge.

Individual Districts Aid.

These figures do not include the money to be spent along the McKenzie River by the individual road districts and by the county. The Blue River district has taxed itself to expend \$7000 on but a few miles of road, which will connect the semi-macadam road constructed during the last two years from Eugene to Blue River with the government-county built road beyond, to and over the summit. The project for the construction of the McKenzie Highway was conceived and carried out by Clyde R. Setz, supervisor of the Cascade forest, who went out among the people of Eugene and solicited \$2000 to use with money raised in a similar manner along the highway to spend in road districts not able to make their own road.

Rough Roads Avoided.

It means that the motor car traffic through Oregon from now on may come through the Willamette Valley as far as Eugene, where turning east, it may cross the Cascades into Central Oregon over perhaps the most scenic highway in Oregon with a maximum seven per cent grade on almost macadam roads. In this way would be avoided the rough roads and the tremendous grades of the Pacific Highway through the Siakivou mountains between Eugene and Medford. A side attraction is the fishing in the McKenzie River, famous over the Pacific coast, the hot springs and the summer resorts of this valley.

Once into Central Oregon, the motor

tourist drives through the Jack-pine ever roads that never are muddy or rough because of the soil formation, past Crater Lake to Klamath Falls, avoiding the mountains. From Klamath Falls he may pass onto the Highways of California by way of Medford and the new Jackson County Highway, or he may reach the Lincoln Highway east by way of Lake Tahoe.

Road in Good Condition.

Smith Taylor, forest ranger at Paradise Station above McKenzie Bridge, in charge of the road work at Millican grade, says, the wind of the last week has dried up the road, and that at present it is in as fine a condition as it will be all summer. A government telephone line, fitted with weather-proof telephone attached to the trees for the benefit of the tourist and the forest guard jointly, follows the road over the summit into Sisters, 100 miles east of Eugene.

With the new highway as far completed as it now stands, Eugene is separated from Central Oregon by less than a day by motor car. The trip from Eugene to Bend, a distance of 140 miles, in a day will be possible for machines this summer, according to the forestry officials. On the very summit of the Cascades, 8000 feet above Eugene, there is a stretch of road, with snow patches beside the road the year around, and the snow caps directly above, on which a speed as high as 30 and 40 miles an hour is possible for seven or eight miles.

MAIL GOES BY AUTOS

HORSES GIVE WAY TO MOTORS ON LEWIS COUNTY ROUTES.

Large Increase in Tonnage Noted, but Improved Roads Permit of Better Service.

CHEHALIS, Wash., June 27.—(Special.)—With the advent of the better roads for which Lewis County is becoming well known over the Northwest, automobile mail service is being rapidly installed on the various star routes, especially on the main roads. An automobile stage and mail service has been in operation for some time between Chehalis and Riffe, and Chehalis and Alpha. The distance to Riffe is 42 miles, while the route to Alpha is 23 miles, seven miles of which is served by automobile stage.

Recent weighing of the mails on the star route out of the Chehalis post-office toward Eastern Lewis County showed that there was an increase in the mail handled from the months ending May 15, 1914, of more than a ton as compared with the same period in 1913. The parcel post is largely to be credited with this increase, but there has been a great development in the country and new people are coming in. On the Winlock-Toledo star route T. G. Patterson, the contractor, has just purchased an automobile, which he will use for mail and passenger

business, giving the people a mail service twice daily instead of once. R. L. Calvin, who has the contract to carry the mail from Toledo to Knab will also use an automobile and will do a passenger business.

The star route from Morton to Randle and Lewis is one of the few ones in Lewis County that will still use the horse and wagon for transporting the mail, but with the completion of the Nesika bridge it is announced that there will be a daily auto stage service from Riffe that will connect with the Chehalis-Riffe auto stage.

ENAMEL FACTORY BEING BUILT

Buick Company's New Plant to Be One of Best in World.

A three-story fireproof building is being built by the Buick Motor Company at Flint for its enamel plant. The structure will be 108 feet by 265 feet and, according to Buick officials, it will be one of the most complete factory buildings in the world. In addition to the standard equipment of the modern enameling plant, in the Buick building will be installed the monorail system for moving the raw material and the finished product to the various parts of the factory. There will be 15 ovens and two high-speed electric elevators of 4000 pounds capacity each. There will be washed air ventilation, dustless floors, loccupled drinking fountains of running water, well-lighted and sanitary lunch and locker-rooms and shower baths for the employees. The work is scheduled for completion October 1.

GOOD ROADS MEN MEET

AUTOMOBILE CLANS TO GATHER IN WHITE MOUNTAINS.

Experts to Talk on Progress Made in Eastern States and Subject of Federal Aid Featured.

WASHINGTON, June 27.—Governor Felker, of New Hampshire, will head the list of noted speakers who will address the good roads session of the midsummer meeting of the American Automobile Association, to be held at the Hotel Maplewode, Bethlehem, N. H., on the afternoon of July 8. White Mountain visitors generally are invited to attend the highways gathering which will be directed by Chairman George C. Diehl, of the A. A. A. National good roads board.

State Highway Commissioners S. Percy Hooker, of New Hampshire; Lyman H. Nelson, of Maine; and Charles W. Gates, of Vermont, will tell of road development in their respective states. An address, which will have some reference to Federal aid, will be delivered by Paul D. Sargent, the State Highway Engineer of Maine, who was formerly acting director of the United States office of public roads of the Department of Agriculture. Colonel W. D. Sohler, chairman of the Massachusetts Highway Commission, also expects to be present.

The American Automobile Association is accentuating this summer New England territory for the reason that a year hence there will be a decided trend to the Pacific Coast on account of the Panama-Pacific Exposition in San Francisco, and the magnet of wonderful roads accomplishment in Southern California, as well as in Oregon and Washington. Early inquiries to the association touring bureau, 437 Fifth avenue, indicate a substantial army of road travelers who will head westward in 1915.

The rendezvous at Bethlehem will begin with arrivals on the afternoon of July 2. For the Fourth of July a programme of symphonic stunts in charge of Paul H. Lewis, secretary of the Automobile Club of Buffalo, who has made a specialty of this sort of thing, is being prepared. Sunday, July 5, will be devoted to short tours to various points in the White Mountains, with the meeting of the A. A. A. directors and the good roads session on the following day. There will be a scattering of the clans on the morning of July 7, many having planned supplemental tours into Maine and Vermont.

VISITORS TELL OF TRIP

C. G. PILLING GETS FIRST LIGHT SIX CHALMERS FOR TOUR.

Roads Found to Be in Good Condition and Auto Travels Over Worst of Them Without Repair.

C. G. Pilling, a British Columbia government attorney, and his brother, R. W. Pilling, both of Vancouver, B. C., arrived by automobile in Portland last Thursday evening and left Saturday morning for San Diego. "We are on urgent business at certain points en route," said Mr. Pilling, "and had planned to start from home a week earlier, but concluded to wait for the first shipment of the 1915 Chalmers light six cars. Finally, through clever manipulation by H. W. Welch & Co., the Vancouver agents of your H. I. Keats Company here, we were enabled to secure the first 1915 light six car delivered in Vancouver, and left Tuesday morning. "We arrived in Seattle Wednesday morning, spent the day there and left for Portland Thursday morning, arriving here the same evening. So far the condition of the roads has surprised us, as we had been led to believe that they were almost impassable, owing to the late rains. "So far we haven't made a single adjustment. Indeed, we have not even had to take out a wrench or screw-driver. We have found the unobscured headlights in the light six of great assistance, permitting unlimited night driving, even on hazardous roads. "We are rapidly creating sentiment in our section of the country in favor of the Pacific Highway improvement and extension from Vancouver to San Diego. We will ship our car to The Dalles and will penetrate California by way of Klamath Falls and Crater Lake. We expect to see some fine roads when we strike your interior country. "The further south we go the more beautiful the scenery gets. Our schedule calls for our arrival in San Diego July 25."

"BOUQUETS" HANDED AMERICA

Foreigners Who Raced at Indianapolis Pleased With Treatment.

INDIANAPOLIS, June 27.—A most charming letter of thanks has been received by the management of the Indianapolis motor speedway from the various foreigners who competed on that course during the last 900-mile race. The massive states that never in the history of racing was an equal degree of courtesy and consideration manifested, not only by the racecourse officials proper, but by the American entrants as well. "Concerning the conduct on the track only the highest praise is heard, a more sportsmanlike contest never having been driven, it is affirmed. The communication winds up with good wishes for the well being of the Indianapolis track and American racing in general, together with the universal desire to be present again next year. License Tags. Owing to the variety of shapes and

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\$495 Equipped Complete

Big, roomy seats, with thick, tufted upholstery and deep cushions, built for luxurious comfort.

Four-cylinder 22½ H. P. water-cooled motor, Bosch high tension magneto, Prest-O-Lite tank, best quality Goodrich clincher tires.

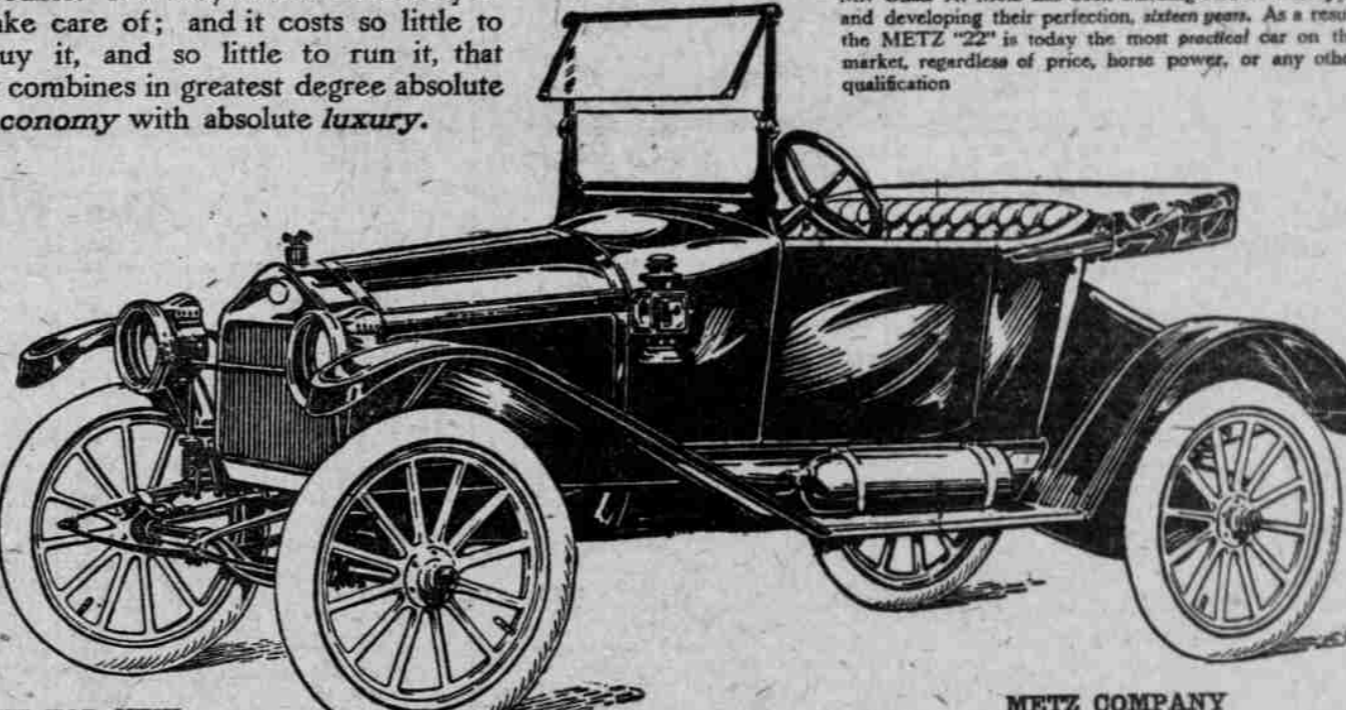
Fore doors of liberal dimensions, 20 inches wide. Left hand drive, with center control.

Gearless transmission — the kind that won the Glidden Tour.

The METZ "22" is the most compactly built car in the world, and is extremely economical in operation and upkeep. METZ owners travel 28 to 32 miles on 1 gallon of gasoline, 100 miles on 1 pint of lubricating oil, and 10,000 to 12,000 miles on a single set of tires. It makes 50 miles per hour, and at hill climbing is unsurpassed. Its engine develops more horse power per 100 pounds of weight than any of the big touring cars, and its gearless transmission does away entirely with gear trouble. It is easy to drive and easy to take care of; and it costs so little to buy it, and so little to run it, that it combines in greatest degree absolute economy with absolute luxury.

The METZ "22," in open competition with cars of all makes and prices, won the last Glidden Tour, from Minneapolis, Minn., to Glacier National Park, Mont., the three METZ cars being the only cars that held perfect scores, without time extension or additional allowance of any kind, for the entire eight days of the contest. The METZ cars were the lowest priced cars in the tour, and they were the only cars in it that were equipped with gearless transmission.

Mr. Chas. H. Metz has been building cars of this type and developing their perfection, sixteen years. As a result the METZ "22" is today the most practical car on the market, regardless of price, horse power, or any other qualification.



METZ COMPANY WALTHAM, MASS.

WRITE FOR NEW CATALOGUE

WINNER OF THE GLIDDEN TOUR

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CYCLECAR MEET HELD

AMATEURS OUT-DRIVE PROFESSIONALS IN PRELIMINARY.

William Bouldin, Newark Millionaire Aviator and Champion Auto Polo Player, is Best Point Winner.

America's first cyclecar race meet, held at Teaneok, N. J., June 13, was the first event sanctioned by the Cyclecar Association of America. Held by the newly organized Cyclecar Club of New Jersey, it was a success. The events were held by amateur drivers, who entirely out-drove the paid demonstrators in every event. William Bouldin, the Newark millionaire aviator and champion American auto polo player, won the trophy offered by W. H. McIntyre, of the Imp Cyclecar Company, for the driver winning the greatest number of points. The events were held on a specially constructed course, 50 feet wide and 1500 feet long, on the farm of the club's president, Dr. C. G. Percival. This was sprinkled with hazards of bumps, soft soil and sand and had a gradient of one foot in seven to make the contests hard and to test the reliability and power of the little cars. The 150-yard hill climb on this course was made in 26 seconds from a standing start and the reverse gear hill climb of 75 yards in 13 seconds. Both events were won by Bouldin. The belt drive cars beat the chain drive cars by 10 points, and in no instance did the air-cooled motors heat up or seize. Previous to the races a 40-mile reliability run brought in three cars with a perfect score. The little cars averaged over 70 miles to the gallon of gasoline. The club will repeat its meet and run on Labor day with the addition of a gallon economy fuel test. License Tags. Owing to the variety of shapes and

reasonable demand, but also be a source of no trouble to the owner.

Criminal Prosecutions Started. OLYMPIA, Wash., June 27.—(Special.)—Labor Commissioner Olson has started

criminal prosecutions of the Clarke and San Juan County Commissioners for violation of the public work law. In each case the Commissioners are charged with employing men on road work more than eight hours a day. Attorney-General Tanner, in an official opinion rendered this week, held that the provisions of the public work law apply to public officials employing men more than eight hours, as well as to contractors.

With a view to obviating these difficulties, the Society of Automobile Engineers at its Summer meeting at Cape May, June 23-27, will consider the advisability of recommending a uniform style of tag which could be mounted in a uniform manner, and which would not only satisfy every

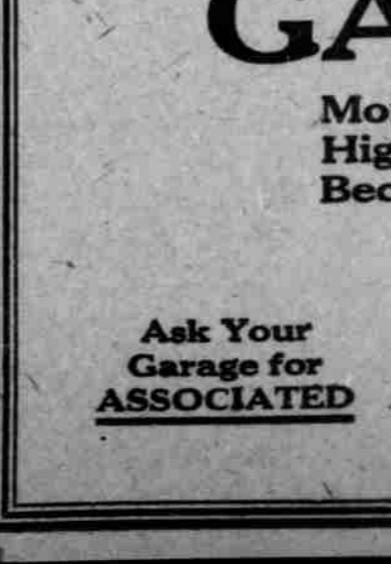


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