

ROUTE MAPPED OUT TO SAN FRANCISCO

Proposal Made to Designate Regular Road From Seattle for Use by Autoists.

SIDE TRIPS SUGGESTED

Tent City at Southern Terminus on Bay and Control Stations at Convenient Points Along Line Part of Plan.

A definite programme for the establishment of a touring route for automobile motorists going from Seattle through Portland to San Francisco has been mapped out. Vallejo, on San Francisco Bay, is suggested as the southern terminus of the route. L. H. Griffith, of Seattle, one of the prime movers in the plan, announces that he has completed all arrangements for the routing.

At the southern terminus, which will be connected with San Francisco by bay steamers, a tract of about 25 acres has been procured for the location of a tent city and the parking of automobiles.

Special tent cities will also be established at various controls along the route for the convenience of all travelers.

The path will lead over the Pacific Highway, the greater part of which is said to be in fair condition, with long stretches of paved roadway. Unless many of the offered side trips are taken it is predicted that the trip from terminus to terminus may be made in six days.

Aside from Portland, where all tourists undoubtedly will tarry for a considerable time, Astoria will be one of the principal stops. Here the Jackson County Fair grounds have been procured and arrangements made for side trips over the Hill auto stage line to Crater Lake National Park.

Other control stations in Oregon will be established on the Mitchellton Road between Medford and Roseburg, on the north fork of the Umpqua River, near Roseburg, Boswell Springs, near Drain, in Douglas County, Eugene and Albany.

The owners of 25 motor buses representing an investment of \$10,000 met last week at 215 Washington street, to perfect a permanent organization of the Portland Auto Bus Association. C. L. Boss accepted the presidency of the organization for a temporary term of three months.

In the hope of regulating the motor bus business and differentiating it from the "hit and miss" jitney cars, rules were adopted which provide that each member must file with the association officers a specific route and time table which cannot, under penalty of fine, be departed from.

It was also provided that any member of the association who is at liberty to issue books of tickets allowing adults 24 rides and school children 24 rides for the uniform price of \$1. As soon as all routes and time tables have been established, a system of transfers will be outlined with the approval of the City Commissioner of Public Utilities.

It is also provided that each bus shall be properly illuminated at night.

In case belated passengers destined for a district are not served by other transportation, any member of the association may extend his schedule after hours to accommodate such passengers. Provision is also made by the board of directors for the purpose of creating a fund to provide the public with suitable and adequate liability insurance.

Alleging an unjust cancellation of agency contract without sufficient reason or cause the Pacific Motors Company has instituted suit in city court against the Maxwell Motor Sales Company, of Detroit, Mich., and requests damages of \$22,000.

The Pacific Motors Company, a local corporation, of which E. E. Cohen is president, became the agent of the Maxwell car in this territory on August 15 and under that capacity, until January 30, the closing night of the Portland Automobile Show, when the Maxwell factory notified the local firm that its contract had been cancelled.

Immediately thereafter the Maxwell agency was taken up by a new corporation—the H. C. Skinner Company. In his complaint, W. C. Bristol, attorney for the Pacific Motors Company, alleges that a considerable amount of money has been spent by Mr. Cohen and his associates in organizing the agency during the dull months of the year, in advertising the Maxwell car at the show and in other ways. Just when the benefits are about to be reaped on the investment through the sale of cars, the agency is snatched away without just cause, he alleges.

Mr. Cohen says that his company contracted for 335 cars for the year and that it had ordered 139 cars for delivery in this territory during the first three months of the calendar year.

"Although the suit in no way affects the H. C. Skinner Company, I have sufficient information to predict that the case will never come to trial," said Mr. Skinner yesterday.

There is at least one automobile in the City of Portland that will not be affected by that provision in the traffic ordinance adopted by the "city fathers" last week, which prohibits the use of dazzling headlights.

When Louis Goldsmith returned recently from Los Angeles and San Francisco he brought a set of newly patented crystal headlights for installation on the beautiful seven-passenger Stevens-Duryea owned by his mother, Mrs. Rudolph Goldsmith.

The rays of light thrown out by these new lights are brilliant, but they have been softened by the manipulation of reflectors so that a person may stand immediately in front of the lights when they are turned on full force without being blinded in the least. This style of light has become exceedingly popular in California, where ordinances similar to the new Portland law have been in force for some time.

Few automobile owners are ever willing to admit to a dealer that they are at fault when their machine gets "sick and dies" on them, but Dr. S. M. Strohecker is a rare exception to the rule.

Recently Edward E. Gerlinger, general manager of the Gerlinger Motor-car Company, mailed this bill to Dr. Strohecker: "One hour's labor going to Thirteenth and Washington streets to start car and adjust carburetor, \$1."

As he returned the invoice with a check to cover payment, Dr. Strohecker crossed out the citation and wrote: "To penalty for trying to run a car with too little gasoline in the tank to feed properly. The joke is on me. No receipt necessary."

Mr. Gerlinger is still smiling and still wondering.

No little amount of interest has been aroused in Portland by the appearance of a device by which an ordinary bicycle may be converted into a motorcycle. It is a motor wheel consisting

of a pneumatic-tired wheel placed behind the bicycle and containing a complete power unit, including a motor, magneto, carburetor, driving gear and gasoline tank. The extra wheel may be taken off at any time and the bicycle operated by the pedals. C. H. Mead, manager of the West Coast Supply Company, has been busy during the past few days demonstrating the motor wheel.

The Garage and Repairmen's Association held its regular meeting Wednesday evening, a majority of the garage owners of Portland being in attendance.

C. H. Williams, manager of the Portland branch of the Goodyear Tire & Rubber Company, addressed the association along the lines of standardization and maintenance of prices, also explaining the Stevens bill and the Federal Trade Commission act, which are to come up before Congress this coming session. He spoke in favor of the two bills and asked the association members to support them and to notify the Congressmen from this district of their views.

ROADS ARE BEING IMPROVED

Plank Highway Constructed From Morton to Bremer, Wash.

MORTON, Wash., Feb. 20.—(Special.)—There is considerable road work going on now in the vicinity of Morton and in other sections of eastern Lewis County. A stretch of plank road has been built west of Morton leading to the Bremer vicinity. Four teams are engaged in hauling gravel from

BAKER COUNTY ROADS AS GOOD IN WINTER AS IN SUMMER.



Sag Road Between Eagle and Pine Valleys. Picture Taken After A Snow Storm.



Another Part on Same Road.

HIGHWAYS WHERE FARMERS WORKED LAST FALL NOT AFFECTED BY RAIN OR THAW.

the river bed near the station to various sections east and west of here. If the special appropriation of \$20,000 asked for state road No. 13 between here and Glenoma is made by the Legislature County Commissioner Bivlin will be requested to put the county money to use on this road between here and Bremer. The idea is being fathered by the Morton Commercial Club.

Wonders to be illustrated. Photographs by the best photographers of the historical and unusual wonders of nature will be used to illustrate the booklet.

Special attention will be given the Pacific Highway routes and also the "Old Oregon Trail," which Eastern Oregon hopes to have in good shape for automobile tourists who will come westward over the Lincoln Highway as far as Oden and then branch off to the Northwest through Idaho and across the Snake River, through Baker, Pendleton and connect with the Columbia Highway at The Dalles.

Roads to Tillamook, especially over the cutoff which is being made at the present time in Tillamook County, will be described so people can drive from Portland through McMinnville, Newberg and Seaside, and their return via Clatsop beaches and Astoria and over the Columbia River Highway back to the Rose City.

Indorsements have been given the booklet committee by the Portland Chamber of Commerce, Commercial Club and many other bodies. Cities throughout the state also have offered to assist actively in its preparation.

Arrangements are being made whereby the Rotary Club will use 10,000 or more copies to be sent to other Rotary Clubs throughout the country. In this way the books will reach the people for whom they are intended. The business men will find them of great assistance in making the Summer's itinerary.

Members of the Oregon State Hotel Association have expressed a desire to arrange for a lot of the Automobile Club books for distribution at their booth at the Panama-Pacific International Exposition at San Francisco.

For this reason a directory of the best hotels in the state will be run. This can be used with assurance by the prospective travelers, for the names will be carefully selected with a view to comfort, first-class quarters and desirable location convenient to the man who cares to tour the state in an automobile.

Word has been received by the committee that Glendale will build a huge arch over the Pacific Highway where it runs through that place. The steel structure will be lighted at night with hundreds of small electric globes and will be a guiding mark for many miles. A large fountain also will be built under the arch. Sanitary drinking arrangements will be installed and also faucet and hose for the convenience of dry radiators.

The club booklet committee, which consists of James D. Aron, chairman; Phil Metchan, Jr., of the Imperial Hotel, and C. F. Wright, of Bailou & Wright, has had a busy week getting ready for the coming year. It now has the work well organized and will hurry so an early date of publication can be announced.

American Road Builders Elect. George W. Tillson, consulting engineer to the president of the Borough of Brooklyn, New York, was elected president of the American Road Builders' Association, which held its regular annual meeting at the Hotel Astor on Friday, February 6, New York City.

Other executive officers for 1915 were elected as follows: First vice-president, A. W. Dean, chief engineer of the Massachusetts Highway Commission; second vice-president, Austin B. Fletcher, state highway engineer of California; third vice-president, S. Perry Hooker, state superintendent of highways of New Hampshire; secretary, E. L. Powers, editor "Good Roads"; treasurer, Major W. W. Crosby, consulting engineer, Baltimore, Md.

Three Silent Knights to Enter. PORT JEFFERSON, N. Y., Feb. 20.—Three Knight-motored cars are promised for the next Indianapolis 500-mile race by Finley R. Porter, one of America's most noted automobile designers of this city, who is at present preparing to engage in the manufacture of F. R. P. cars on his own account. Porter says his cars will have a piston displacement of 287 cubic inches, with a bore and stroke of 3.8 by 6.2, respectively. They are expected to develop a brake horsepower of 130 at 2300 and a speed of 105 miles an hour on the road. Porter will carry on his manufacturing operations at Indianapolis, he says. He formerly was chief engineer of the Mercer company.

SCENIC BEAUTY TOLD

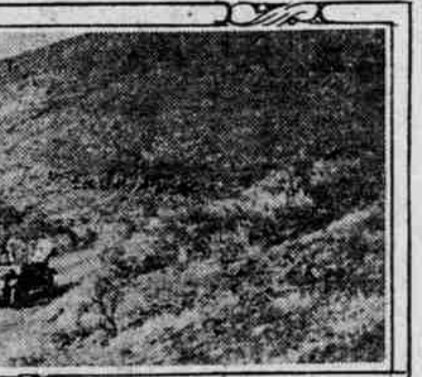
Auto Club Booklet for Fair Pictures Wonder Travel.

BEST ROADS ARE LISTED

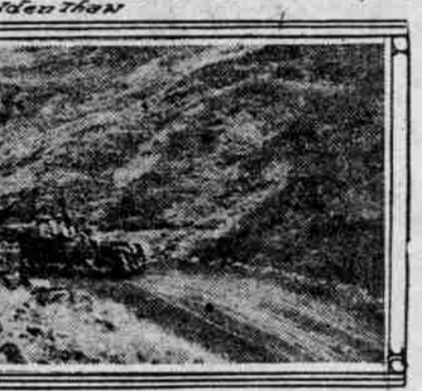
Attractive Nooks in Oregon Pictured in 64 Pages of Color and Print. Directory of Best Hotels to Be Included in Work.

BY CLEMENT W. AUSMAN, Secretary of Board of Comm. Res. Besides opening the trade commerce of the world for the Pacific Coast, the Panama Canal and the Exposition in its honor at San Francisco will bring to the Coast thousands of visitors during the coming year. It is only natural that all will go to California. Oregon is bidding for a large percentage of the travelers, at least in the way of its natural attractions may be seen by the tourists. The Portland Automobile Club is making a special inducement through the medium of a booklet that

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will describe the scenic spots and the highways of the state. The publication is the largest ever undertaken in the interests of Scenic Oregon. Its 64 pages and covers in colors will depict the new Columbia River and the Cascade Mountains, the wonderful scenery in the Cascade and Coast Mountains, especially Mount Hood, the Three Sisters, Mount Jefferson, the Clatsop and Josephine Counties, the beach resorts and the rugged Southern Oregon coast.

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"But"—you say—"other cars have this advantage."

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TRACTOR PROVES AUTO GENERAL FARM UTILITY

New Invention Makes Pleasure Car Available for Plowing, Harrowing, Seeding, Harvesting or Other Power Work, Says Dennis Stovall.

BY DENNIS H. STOVALL (Special.)
An American invention that is proving successful on the farm and which makes it possible for the automobile to be used for plowing, harrowing, seeding, grain cutting and harvesting, is a motor tractor. This farm tractor is employed solely in connection with an ordinary automobile. It is so designed that it can be attached or detached in five or ten minutes.

Last year, the motor tractor was tried out on many farms, large and small, and with cars of all sizes and makes. It was found that it would displace from six to 30 horses, making it possible for the farmer to do practically all his ordinary work with his motor car and in addition have power for operating a wood saw, thresher, corn cutter or any other kind of stationary machinery for which power is needed.

To furnish power for operating machinery a belt pulley is attached to the rear gearing of the tractor, and so arranged that the drive wheels can be thrown out and only the pulley itself operated, thus relieving the motor car of the strain in a manner similar to that in traction work.

The drive or traction wheels are 18 inches wide and six feet in diameter. The weight of the tractor is 2500 pounds, or almost three tons. This is lighter than the average tractor, but is heavy enough to give the traction and pulling power needed for such machines. Conical spurs are fastened to the wheel surface to prevent slipping on soft, muddy or hilly ground. In fact, a 25 horsepower motor car, attached to a tractor, can easily pull four to six 14-inch plows. It can be turned as short as the car itself will turn and guided about just as easily as a motor car, running at only two or three miles an hour. Only the front tires of the car touch the ground, and so much of the weight of the car is removed that the wear on these is slight compared with the wear sustained during ordinary road work.

One Western rancher who employs such a tractor and who formerly used and kept ten horses now keeps only one general utility horse. It does many tasks that horses could not do, such as cutting the winter's supply of wood, pumping water, operating the dairy churn, and doing all manner of power service. When it is idle it needs only a safe shelter from rain and storm.

On this Western ranch a 14-year-old boy "drove" the car for all the plowing, harrowing and seeding, a task that would have required nine horses of three teams each and three men, if done the old way.

SHIP HAS OWN TRAPSHOOT "Solace," Sailing for Fair, Takes Outfit to Accommodate Men.

Indicative of the widespread influence of trap shooting it is noted that the United States ship Solace, which shortly sails from New York for the Panama-Pacific Exposition, is to have a trap-shooting layout on board so that the officers and men can enjoy all the delights of this sport while on the high seas. The officers of his arm of that they must needs take their traps along when on the ocean, so as not to miss their regular competition. Probably when the Solace reaches the exposition at San Francisco this novelty will be so exploited that it will give the sport of trap shooting a tremendous amount of advertising and a forward impetus that will spread to all sections of this land.

Many drivers prefer to handle a big, powerful car. This need, alone because of its increased accommodation for passengers, but because of the pleasure of driving a large, powerful machine," said C. L. Boss, local Hudson distributor, yesterday.

"The Vogue of the light six has become so wide that some people seem to think that there is nothing else to be considered except the motorized light car. Nevertheless there exists a numerous class to whom a large, powerful car, such for instance as the Hudson Six-54, appeals more strongly than does the smaller car.

"With its two auxiliary tonneau seats, the Hudson Six-54 accommodates seven people with the greatest of ease. The divided front seat makes it easy for people to move about in the car without the necessity of leaving it. There is ample room for luggage and the carrying capacity of the car is very great. The feeling that he has beneath the hood something better than 50 horsepower available at the turn of a finger or a pressure of the pedal, is very gratifying to the driver. On the suburban roads and on cross-country tours the big '54 reigns supreme in the mind of many motorists.

"Objection, sometimes is made that it is difficult to handle a large car in congested traffic, but owners and drivers of the Hudson Six-54 make no such complaint. The car is so flexibly and so excellently controlled, and the steering connections and front wheels are so admirably adjusted that no difficulty whatever is experienced in handling even so large a car in dense traffic."

J. F. Barham, official photographer of the University of Missouri at Columbia, uses a motorcycle in going about the country to take photographs for the Agricultural Experiment Station.

TOURING CAR CONVERTED INTO FARM TRACTOR FOR PLOWING AND OTHER TRACTION WORK.