OFFICIAL LOG ISSUED ON PACIFIC HIGHWA

Stretches Criticised Most Now Reported to Be in Fair Condition.

DETAILED DATA ARE GIVEN

Journeys in April and May by Samnel Hill and H. L. Bowlby Form Basis for Information-Route Near Kelso Reported O. K.

The official log of the Pacific Highway, made as the result of automobile trips in April and May by Samuel Hill, president of the Pacific Highway Assoclation of North America, and by H. L. Bowlby, executive officer of the same association, was completed last week and is published herewith to give The Oregonian readers the benefit of de-Vancouver, B. C., to San Francisco.

Mr. Hill and Mr. Bowlby went south through Central Oregon and returned over the regular Pacific Highway to Portland. Because heavy rains were the general rule while the official trip was in progress, some of the unfavorable references to road conditions do not now apply. Since that time the better weather and the work of road crews have mended matters materially, as is attested by the dozens who have day for the last few weeks automobile tourists have stopped off in Portland on through trips. Most of them report favorable road conditions and all say things are better than they were severally and the several of the state of the several of the state of the several of the state of the stat oral weeks ago, when unusually heavy rains were experienced all over the

For some time criticism has been directed against the road between Kelso and the Oregon line and the road leading over the Siskiyou Mountains on either side of the Oregon-California boundary line. Within the past week The Oregonian has received authentic information on these two stratches of information on these two stretches of highway which have been bearing the brunt of criticism for some time.

Road to Kelso Reported Good.

Dr. C. W. Boles, of Kelso, who drove through Portland with Mrs. Boles on route for California in a Ford runabout, reported that the roads from Kelso to Portland are all right except for about six miles of rough work lying just this side of Kelso, between that point and Carrollton.

Carroliton.

The following report on the Siskiyou roads received last week by Phil Metschan, Jr., manager of the Imperial Hotel, from J. A. Westerlund, of Medford, is self-explanatory:

"Regarding the reports of road damage in Southern Oregon, I would say that there was only a little damage done down here on a short stretch in the Siskiyous and that already has been

the Siskiyous and that already has been

repaired.

"I have had the matter up with H.
L. Walther, general superintendent of
the California-Oregon Power Company,
in regard to the roads in California.
Mr. Walther also is connected with the
touring bureau of the California State
Automobile Association, reporting road
conditions regularly in Northern California and Southern Oregon. I am assured by him that whatever damage
has been done in California is being
amply cared for by the county authoritites there and the roads put in shape
for travel, so that, regardless of the for travel, so that, regardless of the work on the new highway, auto tour-ists will have no difficulty whatever from now on in going south through Medford and over the Siskiyou Moun-tains and into Northern California and

"I do not see any occasion for diverting the travel from the direct route. I am glad that you have given me an opportunity to correct the false impression that has gone abroad regarding the extent of the damage done by the recent rains in California." recent rains in California."

Trip Is Given in Detail.

Following is the complete log of the Pacific Highway prepared by Mr. Hill and Mr. Bowlby:

Left Seattle 1:10 P. M. April 8, 1915. Pollowed Pacific Highway stgms. striving Everett 2:30 P. M.; speedometer 29.7 miles. Arrived Bellingham 7:15 P. M., 1926 miles. Took one hour for supper at the Leopold Hotel.

Left Bellingham at 5:15 P. M. On account of taking the wrong road, due to the tuide meridian road and the northwest liagonal road being under repair in parts. we arrived at Blaine at 11:90 P. M., 124.6 miles.

The night was passed in Blaine. Leaving April 9, at 6:50, we arrived Vancouver Hotel for breakfast at 8:65 P. M., 172.4 miles.

After calling on our vice-president, F. R., McD. Russell, and making preliminary arrangements for the Centennial Peace Celebration at Blaine, on July 4, we left for Scattle at 10:30 A. M. Arrived at Bellingliam 1:30 P. M., had lunch and left at 2:15 P. M.

Took out 30 minutes changing tires. Arrived at Scattle for dinner at 7:15 P. M., speedometer reading on return trip 171.4 miles. Running time seven and one-half hours.

hours.
The Pacific Highway was in bad chaps thipugh Cloverdale, Blaine, Ferndale and Alter. From less were given that the road at these points would be improved for the Summar's traffic.
Going south from Blaine take the north-west diagonal road to a point three miles south of Ferndale. Turn left and take cross-read to the Guide Meridian road, six miles out of Bellingham. Turn right and go straight to Bellingham.

Portland-San Francisco. Left Portland May 3, 1915, at 11 P, M o steamer State of Washington, for Whit almon. (Recommend others to ship to Lymid completion of connecting road, Samula, Preight on auto \$7.50, individual.)

	THICK	Freight on auto \$7.50, individues	200000	aged 40 miles on this
	lure 2	1.00, berth buc, bremkfust on boase see	70.3	End of concrete road
	Arr	ived White Salmon dock 8 A. M.	71.7	Orland
				If going to Chico turn
	Distan	nce, place-	100000	before crossing the
	0.0	White Salmon dock \$163	N 52	crate bridge over th
	0.4	Railroad crossing 8:05		mento River.
		Up steep grade (15 to 20 per-	85.3	Hamilton; heavy rain;
		cent).	-	water in road at pla
	1.0		98.7	
	1.5		32.1	Chlco; spent night at Pa
	2.0	White Salmon, turn right at	4.5	TAXABLE PARTY OF THE PARTY OF T
	4.0	bank 8:14	0.0	Left Chico
	1.8	Schoolhouse on left 8:17	18.3	Nelson
	3.4	Cemetery Sign Take left road 8:47	35.0	Oridley
	5.9	Take left road 8:47	37.4	East Oridley
	37.5	Sleepy Hollow 9:55	44.1	Live Oak
	22.3	Stlva's ranch	56.6	Yuba City
	28.1	Schoolhouse	57.3	Feather River City
	30.6	Cross bridge, Klickitat River 11:20	\$5.2	Maryaville
	31.0	Lyle Hotel		
	59.9	Warwick, cross railroad 12:47	2011/03	Left
	55.0	Centerville E:05	72.4	Wheatland
	65.6	Goldendale 1:28	76.9	Sheridan
	75.7	Maryhill 2:10	87.5	Lincoln
		Lunch at Meadow Lark Inn.	98.3	Roseville
		A.M.	115.5	American River bridge
	0.0	Left Meadow Lark Ivn May 8	120.0	Sacramento
		New ferry (Gov. West) across		Left
	1.6	New ferry (Gov. West) across	138.6	Armo
		Columbia River between Mary-	144.7	Galt
		hill and Spanish Hollow 4:50	152.7	Woodbridge
		Excellent new state road to	166.6	Stockton
		Wasco.		Supper at Stockton H
	12.3	Wasco 5:40	9.0	Left Stockton
	21.4	Moro 6:05	17.2	Banta
	26.5	Brakine 6:18	20.7	Tracey
	233.1	Grass Valley 6:35	D4.8	Altamont
	42.8	Warehouse on left 7:00	42.0	Livermore
,	33.0	Warehouse on right 7:30	48.5	Santa Rita
	67.4	Shaniko 8:03	52.3	Dublin
		Elevation at station 3320 feet.	66.5	San Leandro
		Distance from Biggs by rail-	76.5	Oakland Ferry
		road, 70 miles,	10.0	maniana Perty
		Left Shaniko 8:15		Ean Francisco
	75.2	Antelope 8,37	Shirt	amary of trip-
	89.1	Wasco-Crook County line 9:20	E SALI	mary of trip—
	90.2	New Hay Creek bridge	-	20000
			2000	Miles.
	98.8	Very bad hill in road	MALY	hiil-Lakeview348.5
	108.8	District No. 70, Crook County	1,816.63	dew-Redding 237.0
	110.1	Hay Creek	Treca!	ng-Oakland Ferry343.8
	40.55	Devil's Paint Pot	100	

FACTORY TIRE MAN FINDS BUSINESS RUSHING IN ALL PARTS OF COUNTRY.



F. W. Suhr, of Akron, O., special representative of the motor truck department of the Fire-stone Tire & Rubber Company, came to Portland last week for a fortnight's visit at the Firestone branch. With him is R. D. Fos-ter, Western auditor of the com-pany.

"On my present trip I have visited all but two of the 32 Fire-stone branches in the United States, and nearly 100 large States, and nearly 100 large agencies, and the principal trouble I have found has been the filling of orders for truck tires," said Mr. Suhr yesterday. "Our busi-ness in this department has in-creased 150 per cent within the

past year.

"In the truck end of the business service is particularly important, because it costs a business man money for every minute his delivery car is held up on account of tire trouble. With these roads you have about Portland you ought to get good land you ought to get good mileage out of truck tires. I am not going to leave Portland until I have seen the Columbia Highway and driven to Mount

		Lakeview-Redding.	
	0.0	Left Lakeview May 9	A. M
į	0.0	South along east shore of Goose Lake to state line at	11:00
2	15.6 16.4	New Pine Creek	12:00
	10.4	a great nuisance south of	
ě	35.1	Schoolhouse on right	P. M.
Š	38.3	Davis Creek postoffice.	7 - 265
	03.3	Alturas Passed night at Niles Hotel. Sixeelient accommodations. The trip from Lakeview to Alturas was made in a	4:10
	100	Alturas was made in a	
	0.0	Left Alturas May 10	
	18.7	Kelley Hot Springs	M.
	21.2	Kelley Hot Springs	7:31
	26.3	Summit	8:50
Ĝ	46.7	Adin Hot Springs	0:6:
	59.2	Biober	21 EUR 31 E 21 7
	70.2 78.2	Summit Beaver Mountain	2:00
	1000	Ate lunch and enjoyed one of	2.74
	10.71	the grandest views of Mount Shests and the Sacramento	
		Valley. Left	1:14
	78.5	Pittville	2:44
	87.2 91.1	Fall River Mills	2:20
9		sight	3:00
1	96.7	Cross Hat Crock, Abandoned fish	
3	98.0	Summit Hatchery hill	3:50
3	107.6	Burney	49.754
3	126.2	Steep grade, high centers Montgomery Creek postoffice	7:40
1	136.8	Auto mired in recent slide	8:20
9	20012	Night in auto, Team pulled	
į	136.8	Loft slide May 11	. M.
J	143.5	Mrs. Osburn is an excellent	5:10
ĺ		cook. We had a fine bot	
j	146.6	cook. We had a fine hot breakfast Left. Turned right onto Swede Creek	9:10
ı	240.0	road right onto Sweds Creek	9-10

146.0 Turned right onto Swede Creek 162.8 Discovered hole in bottom of crank case. No lubricating oil since Mile 112. None till Bella Vista 158.5 Bella Vista 11.20 F. Soldered patch over hole in crank case. Forty-six miles without oil. Some Hupmo-bile. Left 150.2 Schoolhouse on right 1.20 F. Schoolhouse 2.20 F. Schoolhouse on right 1.20 F. Schoolhouse on right 1.20 F. Schoolhouse 2.20 F.	Ę	S. F. SALE.	Night in auto. Team pulled	ш
Mrs. Osburn is an excellent cook. We had a fine hot breakfust. Left. 9:10 146.0 Turned right onto Swede Creek Foad 152.5 Discovered hole in bottom of crank case. No lubricating oil since Mile 113, None till Bella Vista 2 189.5 Bella Vista Illizo in crank case. No lubricating oil since Mile 113, None till Bella Vista 2 189.5 Bella Vista Illizo in crank case. Forty-six miles without oil. Sombe Hupmobile Left 1:20 2 180.2 Schoolhouse on right 1:20 2 180.2 Schoolhouse on right 1:30 2 180.3 Junction of oid Oregon road between Dunasmuir and Redding 2:25 2 173.7 Redding San Francisco. 2 173.7 Redding May 11 2:50 3 1.6 Anderson 4:13 3 1.6 Anderson 4:13 3 1.7 Hed Bliff 5:55 4 2.9 Proberts 6:40 4 2.7 Tehama 6:55 5 3.6 Octionwood 4:20 2 5.7 Tehama 6:55 5 3.6 New concrete state road. Averaged 4 miles on this stretch. 7:18 3 1.7 Tehama 6:55 5 3.6 New concrete road 7:49 3 1.7 Colland 7:47 3 1.7 Colland 7:47 3 1.7 Colland 7:47 3 1.8 Cottonwood 1:40 3 1.7 Colland 7:47 3 1.7 Colland 7:47 3 1.8 Cottonwood 1:40 3 1.7 Colland 7:47 3 1.7 Colland 7:47 3 1.8 Cottonwood 1:40 3 1.8 Cottonwood 1:40 3 1.9 Poather River Clue turn left just before crossing the long concrete bridge over the Bacramento Kiver. 3 1.8 End of concrete road 1:40 3 1.8 Cotton 9:40 3 1.9 Poather River Clue 11:45 3 1.1 East Gridley 10:46 3 1.2 East Gridley 10:46 3 1.3 Nelson 9:40 3 1.4 East Gridley 10:46 3 1.5 American River Clue 11:45 3 1.5 American River Clue 11:45 3 1.5 American River bridge 2:55 3 1.5 Lincoln 1:55 3 1.5 Lincoln 1:55 3 1.5 Lincoln 1:55 3 1.5 Lincoln 1:55 3 1.5 Cotton 8:50 3 1.5 Lincoln 1:55 3 1.5 Lincoln 1:	9	136.8	Loft slide May 11 7:40	81
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190.2 Schoolhouse on right 1.200	1		. crank case, Forty-six miles	tor
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1.	1	11.6		2000
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18.7 Tehama	ä	40.0	Took oil and gasoline. Left 6:15	-
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	녱	70.5	End of concrete road 7:43	wa
0.0 Left Chice 3.50	20	****	If going to Chico turn left just	13
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0.0 Left Chice 3.50			mento River.	1
0.0 Left Chice 3.50	'n	30.0	Hamilton; heavy rain; 2 feet of	2
0.0 Left Chice 3.50	9	98.7	Chico; spent night at Park Hotel, 10:10	
18.8 Nelson 9.40 7 35.6 Gridley 10.45 8 44.1 Live Coak 11.97 9 55.6 Ynba City 11.45 9 81.3 Feather River City 11.45 10 81.3 Feather River City 11.45 11.50 11.50 12.15 11.50 13.5 Maryéville 12.15 14.5 Sheridan 12.15 15.5 Sheridan 1.25 15.5 American River bridge 2.25 15.5 American River bridge 2.25 15.5 American River bridge 2.25 15.5 Arno 4.57 15.7 Woodbridge 5.27 15.7 Woodbridge 5.25 15.8 Stockton 5.00 15.9 Stockton 5.00 15.	311	0.0	Tatt Chica	
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152.7 Woodbridge 5:23 168.8 Stockton 5:06 Supper at Stockton Hofel. 5:06		98.2	Roseville 2:16	53
152.7 Woodbridge 5:23 168.8 Stockton 5:06 Supper at Stockton Hofel. 5:06	ξ,	115.5	American River bridge 2:55	62
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5 10.7 Tracey \$115 5 14.8 Altamont \$147 6 2.0 Livermore \$15 6 42.5 Santa Rita \$200	U	9.0	Left Stockton	15
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0 48.5 Santa Rita	80	44/5/28		1
52.3 Dublin			Santa Dita	
68.5 San Leandro	5	52.3	Dub.in 9:40	100
	1	66.5	San Leandro	2

Redding 10:15
Redding 10:45
Coakiand to Redding 539.1 miles
Running time, 16:45 hours.
Average 20.2 miles per hour.
Feccult rains had washed out the FaHighway between Redding and DunsWe took the old Oregon road by the
f. Baird and Wyndham Ferry. P. M.
Left Redding May 17. 12:20
Took right fork. Left goes to 1:27
Took right fork. Left goes to 1:27
Baird and Wyndham 2:30
Pitt River Ferry at Wyndham. 2:30
An inexperienced forryman was
afraid to cross the water, as
three feet above the ordinary. We were held here 20
hours There is a good hote
at Baird.
May 18, crossed Pitt River. 10:10
Baird Hotel 10:20
Baird postoffice 10:45
United States Fisheries P. M. 83.7 Baird Postoffice
United States Fisheries
Antiers or Sacramento bridge
Road to Delta on right
Le Meine state highway, new grade, anyon Creek astle Crag Inn hasta-Siskiyou County line... Weed Hotel. Spent night at Weed Hotel, Spent sign; at Dunsmuir.
Running time from Redding, 12 hours, Distance, 75.5 miles, Avorage 5.3 miles per hour.
Left Dunsmuir May 10 Pollowed Pacific Highway signs all the way to Portland.
Mott
Weed
Edgewood
Crossroada

1916 Six-Cylinder

Valve-in-head **MOTOR CARS** ARE HERE

Two Chassis and Six Body Designs Are Announced For This Season

The Completely Equipped 1916

Buick Six-Cylinder Models

Electric double-bulb head lamps, electric rear lamp, Famous Delco electric starting, lighting and ignition system, electric light on instrument board, electric trouble lamp, ammeter, nickel trim, motor-driven horn, speedometer, foot rest and robe rail in touring cars, extra demountable rim, license plate hangers, tire carrier irons, tools, jack, pump and tire repair kit, mohair one-man top, inside curtains, rain vision wind shield, full floating rear axles and cantilever springs.

PRICES AT PORTLAND

Model D-44, Runabout, 115-inch wheel Model D-45, Five-Passenger Touring Car, 115inch wheel base..... Model D-46, Three-Passenger Coupe, 115-inch @ 1 Model D-47, Five-Passenger Sedan, 115-inch de wheel base Model D-54, Runabout, 130 - inch wheel Model D-55, Seven-Passenger Touring Car, 130inch wheel base

Thirteen years years ago the Valve-in-Head principle was worked out for Buicks, and for thirteen years Buick cars have been proving the might of the Valve-in-Head motor on every road in the world.

Every automobile speed and endurance test held in the entire world in the last two years has proved the superiority of Valve-in-Head motors.

Four years ago the first Buick six was built and in four years the Buick Valve-in-Head motor has made real the dream of possibilities in the Six.

Remember, the Buick factory has been building Buicks thirteen years. It has never produced a model that was a failure. It built the first successful small four-cylinder car and its business has increased every year. This is your best guarantee of satisfaction.

Couple this guarantee with Howard Free Service. Use your own best judgment and you will sell yourself a Buick. If we can help in any way, call on us.

DELIVERIES IN ROTATION

HOWARD AUTOMOBILE COMPANY

Fourteenth and Davis Streets, Portland LOS ANGELES SAN FRANCISCO OAKLAND

H				
0 4		Salem 7:40 Left via Oregon City 9:40 Arriving Portland 1:30		551 vehicles, valued at \$1,216,091, and all other countries took 2670, worth
2.5	242.1 Arriving Portland		April Motor Car Exports Large.	valued at \$6,054,273. In April year ago the exports from New Yor were 2005 cars of an aggregate valued \$1,533,305—about one-fourth of the year's April shipments.

-the motor is 30-35 h.p. cast en bloc.

-it has full-floating rear axle.

-the wheelbase is 110 inches.

The price of the car complete is \$785 f. o. b. Detroit

DODGE BROTHERS MOTOR CAR