

RECONSTRUCT ASTORIA RUN IN FIVE HOURS

Rain and Slippery Road Is No Obstacle to Progress of Sturdy Car.

TRIP BEGINS IN PORTLAND

Grades Where Other Machines Are Encountered in Difficulties Are Taken With Ease and Journey Is Delightful.

BY WILLIAM M'REYNOLDS.
It was a never-to-be-forgotten trip which the writer and the picture man and the writer's little daughter made over the Lower Columbia River Highway last week.

The dial showed 105 miles when we rolled into Astoria from Portland in the afternoon, and our actual running time had been a little over five hours. How wonder we had made good time, for we were in one of F. W. Vogler's Reos with W. R. Chisholm, his Astoria agent, at the wheel.

We left Portland in the mist of the early morning, 6 o'clock to be exact, with our dial at zero. The first stop was at the Forestry building where we alighted into the St. Helens road and were away at a rattling good clip, past Olton, Gasco, Hinton, Havlicek, which, in the latter place we hereby officially put on the map and into Scappoose, 22 miles out, at 7 o'clock. Then we passed Warren and Houlton, and reached St. Helens at 7:35. Along here we begin to see the highway builders' first work, although, of course, the highway builders have engaged in hard-surfacing near Portland. At 7:45 we rolled into Deer Island.

Falls Are Wonderful.

Speeding on we passed Goble on the right, and then made our first long stop at Little Jack Falls, 47 miles out. These falls, of course, have not the volume and the majesty of the great falls along the upper river, but they have a wonderful beauty all their own, and it is well worth a trip from the city to see them. A pure, sparkling sheet of water tumbles over the cliff, splashes into a pool and disappears through a subterranean outlet under the rocks. Ferns and greenery cover the face of the cliff, and the highway builders have made a rustic stone wall around its base which has been filled with rich soil and planted with ivy.

We reached Rainier, 9:35, and, true to name, here it began to rain. We did not at all mind it. It was amusing, however, going down the long-timbered hill between Rainier and Clatskanie, when we came upon a little car that was actually skidding right down the hill. One of those cars that look like an animated water spider, and its passengers, some four or five men and women, were all out on the road, shouting, cursing and throwing pieces of wood in front to retard its somewhat too rapid progress. When they saw that we were a tread or pair of chains would have solved the difficulty, but they had neither, so we had to saw by and leave them.

Miniature Holland Passed.

After a stop at Clatskanie, we sped past Palm, where, looking across toward the river, the Clatskanie marshlands, a Holland with its canals and dikes, embracing some of the richest land in the state, which has been reclaimed from the sea, and the line into Clatskanie County, 74 miles from home.

A little farther on, at Westport, there is an abandoned road, the one which is worth stopping to see. Formerly a logging road ran through it, but that has long since been removed, and now you can drive through the tunnel and see a picture of a neat farmhouse and barn just beyond its western end.

Now we began to climb Clatsop Crest, where the really notable engineering work of the lower Columbia Highway has been done. Mile after mile the broad road zig-zags up the mountain, always with the river and Washington hills in view. Far across the stream we can see historic Clatsamot with its monumental cliffs, with Puget Island lying like a huge emerald in the foreground. The afternoon sun shines down. Out in the channel a little river steamboat is energetically pushing a four-master.

Trawlers Are Aided.

We passed Knappa, where our dial showed 88 miles; Svensen, 92 miles, where we could have picked a ton of luscious evergreen blackberries along the roadside. Then, all at once, we were again in sight of the river in all its majestic beauty.

Highway Opening Arranged

Morton, Wash., Ready for Red Letter Day in Progress.

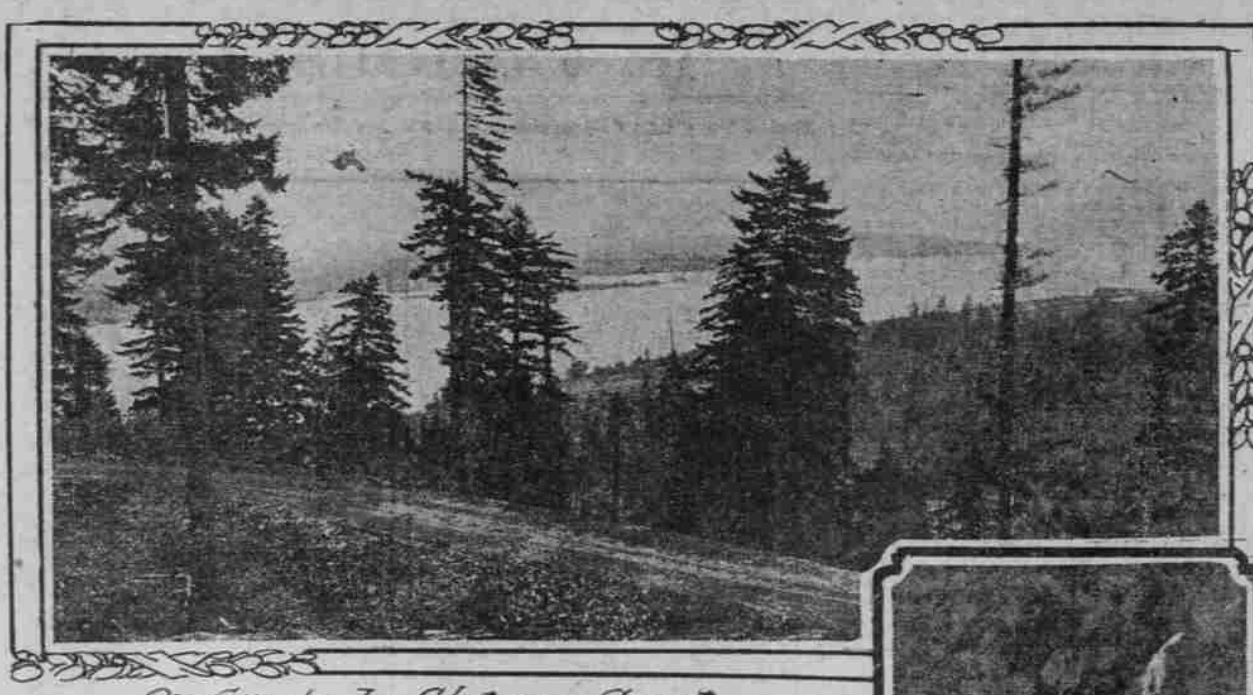
CENTRALIA, Wash., Sept. 11.—(Special.)—That the official opening of the National Park highway into Morton on September 13 will be a red-letter day for Eastern Lewis County, is the assertion of Valen H. Honeywell, publisher of the Morton Mirror, who returned home Sunday after a visit with relatives here during the Southwest Washington fair. The Tacoma, Portland, Seattle, Centralia and Chehalis Commercial and Auto Clubs have been invited to be present at the opening.

Car Started From Distance

Wireless Used for Demonstration at Indiana State Fair.

For the first time in the history of the automobile it has been demonstrated that a car can be started from a distance by means of the wireless telegraph.

SCENES ON LOWER COLUMBIA RIVER HIGHWAY.



On Grade To Clatsop Crest

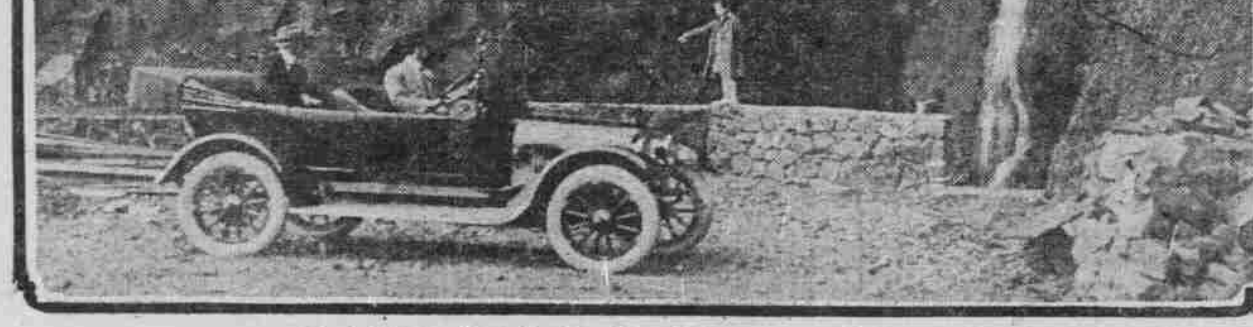
ates by a wireless spark from the Overland headquarters in Indianapolis, five miles away.

CADILLAC EIGHT BEATS TRAIN

Car Travels 72 Miles in 77 Minutes, 14 Minutes Faster Than Engine.

It would seem that proud owners of fast express trains should take warning and not permit their trains to be inveigled into racing with a Cadillac Eight.

The latest instance of a Cadillac Eight making faster time over a bad road than a crack train can make on smooth rails was recorded Sunday, August 29, on the stretch of the National Old Trails Highway between Indianapolis and Terre Haute, Ind. The Cadillac, driven by Harry O. McGee, of Terre Haute, covered the 72 miles in 77 minutes.



Little Jack Falls Near Goble Point

utes, against the train's regular schedule of 91 minutes for the distance.

FORD EFFICIENCY CLUB MEETS

First Conference of Fiscal Year Held at Ford Plant.

The Ford Efficiency Club held its first meeting of the fiscal year last week at the Ford assembly plant with President Eckert presiding. Other officers are C. H. Wolters, secretary, and R. C. Dodge, treasurer.

HIGHWAY LINK NEARS FINISH

Scenic Drive South of Bellingham to Be Ready November 1.

OLYMPIA, Wash., Sept. 11.—(Special.)—That the Waterfront road, the one missing link of the Pacific Highway in Washington, will be open for travel by November 1, and will remain open throughout the winter, is the announcement of Chief Engineer Allen of the State Highway Department.

DRIVERS MAKE FREAK OFFER

Chicago Man Desirous of Driving Across Country Without Food.

DETROIT, Mich., Sept. 11.—Automobile manufacturers have received some interesting and unique propositions from persons who want to make automobile trips across the country. The climax is believed to be reached by Otto Nordbo, of Chicago, who proposes to drive a car from New York to San Francisco without eating.

REGISTRATION FEE IS SAME, IRRESPECTIVE OF TIME OF FILING.

Numerous automobile owners have inquired of The Oregonian recently as to the law affecting automobile registrations, the impression being abroad that only a fractional license fee was required for cars registered late in the calendar year.

BOYS TAKE LONG DRIVE

TRIO FROM EVANSTON IN CITY WITH 5782 MILES RECORDED.

Tour Made in 1914 Cadillac and Only Trouble Experienced Is From Blowouts, 26 Being Repaired.

Three young men of Evanston, Ill., a suburb of Chicago, arrived in Portland recently, after having made a trip from Chicago to San Francisco and then to Portland. The boys, none of whom were more than 20 years of age, left their homes on July 8, and after 16 days of continuous running and a five-day lay-over they arrived in San Francisco July 29.

While on their trip the only trouble that was experienced was with their tires, they say. A total of 26 blowouts were patched up during the 5782 miles of travel on their latest trip. They are making the journey in a 1914 Cadillac and are taking turns acting as driver and mechanic.

While in Portland they were the guests of George S. Botsford. All along the way from Chicago to Portland they have found travel rather strenuous. Machines of all makes are winding their way westward, bringing Eastern touring parties to the Panama-Pacific International Exposition and later to the Pacific Northwest.

A side trip from Portland to Astoria and return was taken. While on the way to Portland the boys picked up two Portland hikers and brought them into town. After remaining here until Wednesday the visitors left for Tacoma and Seattle.

After spending three or four days in the Northwest cities they went to Spokane and then to the Yellowstone National Park. They expect to be in their Illinois homes the latter part of this month. All are students at the Evanston, Ill., high school.

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AUTO BECOMES TRACTOR

OVERLAND DOES WORK OF TEAMS ON CANADIAN FARM.

Crops Planted and Cultivated or Famously Carried to Town by 20,000-Mile Machine.

After driving an Overland touring car more than 20,000 miles over the rough roads of Saskatchewan, A. W. Bell, a native of Saskatchewan, conceived the idea of putting it to work on his farm. His theory was that if the car could stand three years of traveling over the so-called roads of that section of the country, it could go a step better and do the practical work.

The Overland was converted into a tractor by the simple arrangement of putting in an extra axle under the frame, two feet in front of the rear axle of the car, on which were placed two binder wheels. After removing the rear wheels of his car Mr. Bell replaced them with small sprocket wheels which were connected with large sprockets on the drive shafts of the car. This reduced the speed of the car and gave it more power.

Practically all of Mr. Bell's neighbors who were interested in his experiment believed the scheme impractical. They tried to convince him that the engine would heat up too much and declared the wheels could not possibly stand the continuous strain.

But, although the machine has been in almost constant use throughout the summer, no trouble has been developed. It has been operated 14 hours a day, drawing a set of discs and a set of 14 fast harrows, without even needing a fresh supply of water.

Mr. Bell says that he was able to seed 30 acres a day or harrow from 60 to 70 acres with it. By drawing two 12-inch bushers, he managed to break five acres of soil a day, or the equivalent to the work done by six to eight horses.

The Overland consumed just 70 gallons of gasoline to put in the crop, while the cost of hay a chain. This would have more than doubled the expenditure. The saving in time and labor was another important item.

ROAD CONVENTION SET

PAN-AMERICAN CONGRESS WILL MEET IN OAKLAND.

Northwest Highway Associations Are to Have Part in Sessions Beginning September 13.

NEW YORK, Sept. 11.—(Special.)—The Pan-American Road Congress, which will assemble at Oakland, Cal., September 13, has been arranged on a most comprehensive scale. The fact that nearly all of the states of the Union now have highway departments and that the Canadian provinces, Guatemala, San Salvador, Costa Rica, Honduras, Panama, Colombia, Venezuela, Brazil, Argentina, Chile, Ecuador, Peru and the Guianas, all are pushing road construction energetically, emphasizes the usefulness of civilization of the Pan-American Road Congress, where universal American methods and practices may be studied and discussed.

Brazil and Argentine have problems in road building similar to those in the Central and Eastern portions of the United States and the Eastern Canadian provinces. Chile, Peru, Colombia and Bolivia may be compared, in road possibilities and requirements, to the Pacific Slope and Rocky Mountain region of the United States and British Columbia. All America meets on common ground when roads are to be built.

Peru and Chile and Bolivia have some specimens of wonderful roads built by the ancient Aztecs; Brazil has some roads built nearly 500 years ago by the Portuguese, and in various parts of Central America there are examples of remarkable road construction.

The Municipal Auditorium at Oakland is admirably equipped for the deliberations of a large gathering, and as the Congress is to be held during what is considered the choicest season of the year, opportunity is afforded to see the Pacific Coast at its best, combining pleasure with business.

The American Road Builders' Association and the American Highway Association which have joined forces this year for the organization of the Pan-American Road Congress, are being aided on the Pacific Slope by the Tri-State Good Roads Association and the Pacific Highway Association. Samuel Hill, well known to road builders both in the United States and abroad, is president of the latter organization, which will

Equip With Hercules Tires and Forget Your Tire Troubles. HERCULES TIRE SALES CO. Distributors for State of Oregon. 302 Oak Street, PORTLAND OREGON

Maxwell
"The Wonder Car"
1916

The Maxwell has lowered all economy records for:

- 1st—Miles per set of tires.
- 2d—Miles per gallon of gasoline.
- 3d—Miles per quart of lubricating oil.
- 4th—Lowest year-in-and-year-out repair bills.

The Maxwell earned a victory over 40 other cars in an impartial test made by the Yale University Sheffield Scientific School. In the test made by the Yale professors, the Maxwell averaged 33.2 miles to a gallon of gasoline at 19.8 miles an hour, with a correspondingly low record for consumption of lubricating oil.

We have them on hand and can now make deliveries, but the Pacific Coast territory is overstocked at the present time—800 cars more than their factory allotment.

Price, including electric starter and all equipment, \$655 F. O. B. Detroit.

C. L. BOSS & CO.
615-617 Washington Street, Portland

hold its annual convention September 16, in San Francisco. September 15, is to be Pan-American Road Congress day at the Panama-Pacific Exposition, and the two sessions of the Congress on that day will be held in Festival Hall on the exposition grounds. Thursday, September 16, will be Pacific Highway day at the Congress. The officials in charge of the organization of the Pan-American Road Congress are: Governor Charles W. Gates, of Vermont, chairman; Major W. W. Crosby, Munsey building, Baltimore, programme; J. E. Pennybacker, Willard building, Washington, D. C., arrangements; James H. MacDonald, New Haven, Conn., finance; and E. L. Towers, 150 Nassau street, New York, publicity.

MOTOR LANGUAGE IS FORMING

Special Terms Being Created for Use in Cycle World.

Baseball—in fact none of our most popular sports—ever achieved any great degree of National approbation until the "slang artists" turned their attention to the creation of a language fit to do justice to the sport in general and its various details in particular. That the motorcycle is due to share in a measure, at least, the popularity of our most popular sports, is apparent from the fact that the wielders of the "funny talk" have already turned their attention to the power-driven cycle.

MORROW IMPROVING ROADS

Commissioners Prepare for Heavy Motor Traffic on Highways.

JONE, Or., Sept. 11.—(Special.)—Roadmaster Willard Blake has started to haul straw for the road between Olex and Ionska. This road is one of the best for auto travel to Pendleton.

RACE RUMORS ARE DENIED

Studebaker Company Not to Enter Into Speedway Contest.

Authoritative denial has been given rumors to the effect that Studebaker contemplates entering the automobile racing game. Reports of this nature have frequently found their way into print of late, this being the second repetition of any such intention coming within the past few days from manufacturers of an importance in the industry that might warrant their becoming interested in the sport.

Notes of Interest to Cyclists.

Rubber City M. C. is the title of a new Akron (O.) body which affiliated with the Federated American Motorcyclists recently.

Auto Business Healthy.

The automobile business continues healthy throughout the country, more big quantity orders than ever being received the past season by the factories in Detroit. One of the latest big orders reported was for 50 King nights for the R. W. Munzer & Sons Co., Minneapolis.

Established 1899
Incorporated 1899

To make every car as perfect as possible, both as a machine and as a work of art is our aim.

In appreciation of the importance of the N. W. territory we beg to announce the opening of a distributing branch in Portland, wherein a complete stock of cars and parts will be carried.

We Cordially Invite the Public to Call, Inspect Our New Quarters

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