

ROAD DATA SOUGHT FOR SUMMER TRIPS

Portland Auto Club to Issue Guide Book for Tourist and Asks Co-operation.

LOCAL AID IS ENLISTED

Explorers Are to Be Sent Out by Commercial Organizations to Note Conditions of Highway in All Parts of State.

Here is good news for the Oregon motorists: the touring committee of the Portland Automobile Club, under the chairmanship of W. J. Clemens, is planning to publish soon a comprehensive automobile tour-book showing all of the roads in the state with detailed data as to mileage and road conditions in every direction.

Each Community Responsible. As the basis for this information copies of the road data published in previous tour-books are being mailed out to the appointed road explorers with the request that they check over in every detail and supplement in every case possible.

Work to Start at Once. In years past, Oregon, in contrast with its sister states on the north and south, has been rather slack in issuing this official information in weekly bulletins and this announcement from Mr. Clemens should be hailed with hearty cheers by all Oregon motorists.

Following is a sample of the letters now being mailed all over the state from the office of Mr. Clemens: In order that there will be no errors or omissions in the new 1916 tour and map books we are asking the various commercial bodies of the state to aid in compiling the data necessary for the preparation of automobile tourists the coming season.

Mutual Benefit Possible. No financial contributions are asked by the touring committee. We desire only a little co-operation in the work.

Readings Must Be Accurate. Please advise if the weather permits the making of the trip at the present time. Also let us know if the County Commissioners have information.

Road is Generally Good. C. A. Parvin, who made the road trip from Portland to Castle Rock, Wash. last week in his Chandler Six automobile, reports that all of the road, except a stretch of about five miles just beyond Woodland was in good condition.

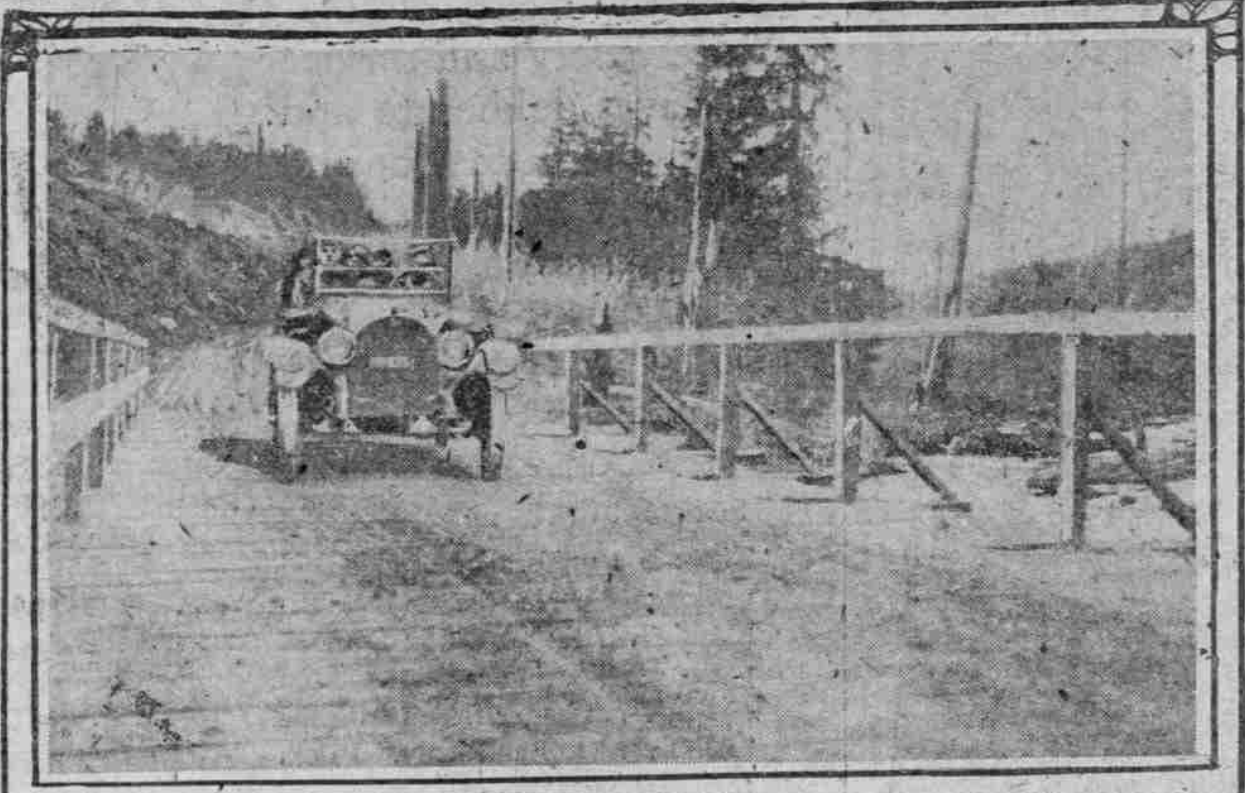
Snow Regions Penetrated. Report was received in Portland last week of the first trip of the season from Bend down into the snow regions of Burns, 152 miles. This trip was made by C. D. Hillman, of Pasadena, Frank Readon, and J. L. Morrison, of Portland, and Kay McKay, of Seattle, who were looking over stock lands.

Hongkong Uses American Cars. Of the 50 automobiles in Hongkong, 74 are American. The Chinese are improving their roads to accommodate automobile traffic.

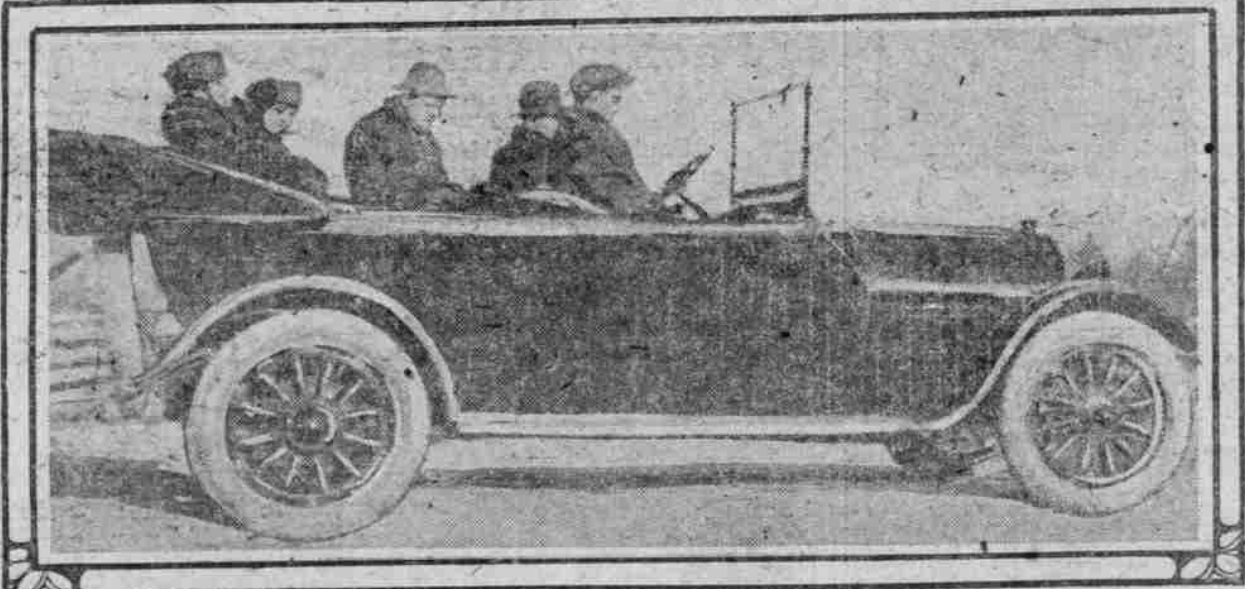
Belmont Buys Maxwell. Among the many residents of Greater New York who bought Maxwell cars during the recent National Show, was August Belmont, Jr., 43 Exchange Place.

REO IS FIRST MACHINE IN 1916 TO COVER MOST OF MOUNT HOOD TRIP

Party of Six Hungry Travelers Find Repast at Rhododendron—Roads Are Reported to Be in Fairly Good Condition, but Motorists Are Not Advised to Make Trips Unless They Are Acquainted With Routes.



Reo Six Crossing One of Many Streams



Typical Stretch of Road Not Far Beyond Sandy

BY CHESTER A. MOORES. GUIDING a powerful Reo Six automobile over the 48 miles of good, bad and commonplace roads that intervene between Portland and Toll Gate, Charles M. Menzies, sales manager of the Northwest Auto Company, dealers in Reo, Cole and Marmon cars, last Monday afternoon won the singular distinction of being the first in 1916 to motor over that major portion of the famous Mount Hood trip. Strange to report, the road was found to be in surprisingly good condition of half a mile to go through the mud on the outer end of the trip that required the use of tire chains, but the cantilever springs took care of the six passengers in elegant shape on every bump and the strong Reo motor, controlled by the framed hand of Mr. Menzies, met every situation "slicker than a whistle."

Consistent Gait Maintained. All except the last two of the seven miles that spread out from Sandy to Cherryville were favorable to a consistent gait of speed and the mud even on the last two miles was never deep enough to require chains. Thanks to the last County Commissioners, most of all the hills on either side of Cherryville are blanketed with smooth boards and whatever roughness exists is met fairly and squarely on the level. The worst chapter of the Portland-Mount Hood route at the present time lies between Cherryville and Brightwood, a total distance of seven miles, with intermittent patches of fair road. This was about the only place along the route Monday that real mud was found, but it really wasn't necessary to swing on the chains until coming to some soft mud about two miles from the town of Brightwood. At one place a new fill had been made along the side of a bank that had suffered a slide recently, but worry over this lastest for an instant only, because the car straddled the fill as though it enjoyed the diversion.

Foot of Snow Encountered. After turning to the right at McIntyre store in Brightwood the road at once ascends to higher ground and solid footing is had for the remaining six miles to Rhododendron. From the tavern it is only a mile of fine travel on to Toll Gate. A foot of snow was about the average depth along the road Monday from Brightwood to Rhododendron, but the surface was mostly solid as ice and the car floated along right over the crest, the wheels' most of the time being in the grooves that had been carved out by heavy wagons. The height of the snow has been dropping off fast during the past two weeks, Mr. Frantetti says, and in motorists who try the trip this week may find more mud and water and little snow this side of Rhododendron. This country is bound to get a good deal more rain this Spring, but the fall is unusually heavy the road as far as Toll Gate should be passable to at least sturdy cars and experienced drivers for the balance of the season.

Party Begins Return Trip. Then, after a hearty appetizer, were turned loose for a long, long time on a generous supply of hot biscuits, jelly, chicken and huckleberry pie, prepared with a vengeance by Mrs. Phil Frantetti, at Rhododendron. This done, and everyone warmed to a Queen's taste by a glowing fire in the grate, the Reo was turned towards Portland again for the second time.

COLUMBIA HIGHWAY OPEN TODAY TO CROWN POINT ONLY. According to information given out yesterday by officials in the Portland office it probably will be a week before automobiles will be able to negotiate the Columbia River Highway. The road to that point is in fine condition except for a rather bad place on the hill near the automobile clubhouse, but there are still 10 or 12 drifts just beyond Crown Point that probably run to a depth of 12 feet. When these drifts are out of the way it is believed that the Highway will be open as far as Store, 41 miles from Portland, where the pavement is still closed near the Sandy approach to the Highway is still closed near Troutdale and it is also impossible to drive through the Taylor, Helms and Canyon roads and the Cantoll Highway are all open to travel today, and the road via Vancouver, Wash., will be open in fine shape all the way to Seattle.

return trip of two hours and 35 minutes through the darkness of a wonderful night modified by the light of brilliant stars and a full moon that illuminated the bare outline of Mount Hood for a part of the journey. From Portland to Gresham over the smooth pavement of the Powell Valley road everything was of course delightful, and the same can be said of the 5.9 miles of dry, level road that connected Gresham with the town of Pleasant Home. From the latter point on through Cutler to Sandy was encountered every variety of corduroy surface with enough level dirt road sprinkled in between to tease Mr. Men-

zies, who was always willing to let the car have its own way and travel like lightning.

At present the trip to Rhododendron should not be attempted by anyone who has never driven over the road before, at least in this report on the conditions of the road and taking due cognizance of the current state of weather, a motorist feels that he would like to follow up Mr. Menzies' lead, there is absolutely no reason under the sun why he shouldn't take a shot at the trip any time now. The principal thing is to know by experience and by "hunch" what you are going to run into on the road.

Jeffery Cars Used on Trips. It was the writer's privilege to ride in the first car, a Jeffery Six, that was driven over the road from Toll Gate to Government Camp last year, as well as in the Jeffery Four which record by completing the last Portland-Government Camp round trip in 1915, and it is interesting to compare conditions on the respective trips. The first trip of 1915 was taken under mighty favorable circumstances, with very little snow at any stage—far less snow and mud than was met on last Monday's trip to Toll Gate. Last November there wasn't as much snow on this side of Toll Gate as there is today, but the climb up Laurel Hill to Government Camp was a terror and, as the Marmot road was then used in preference to the Cherryville way, there was another big job cut out in submerging through the mud flats between Marmot and the bridge that stretches across the Sandy to intercept the Cherryville road this side of Brightwood.

The road conditions found by the Jeffery-Oregonian pathfinding party last April were far more favorable than those prevailing at certain times during the height of the Summer season, when the road was most in use, and it is undoubtedly true that the road conditions as far as Toll Gate last week will average up fairly well with the conditions for the coming season. They are bound to grow better, but during rainy periods they are apt to be much worse than they are right now.

Hudson First in 1915. Going back into history a bit, the first car to make the Portland-Toll Gate trip in 1915 was a Hudson Six,

TYPE OF ROAD VITAL IN WEAR ON AUTOS

Exertion of Power to Limit Increases Amount of Depreciation, Is View.

ENGINE PUT IN COMPARISON

Steam Locomotive, Even With Its Smooth Steel Path, if Pushed Beyond Ordinary Capacity, Must Undergo Repairs.

Most of us know the motorist who, imagining himself a miniature Breta or Oldfield, will tear through the town with a wide-open throttle, in gleeful realization of the fact that his machine, by being pushed to the limits of its capabilities, will attain and maintain a speed of a mile a minute, or even more.

It is to the everlasting credit of the automobile, says A. S. Robinson, manager of the Pacific Klondike branch, that these exultations of speed may be continued with comparative impunity for a considerable time.

However, he who is familiar with railroad mechanics and knows the intervals within which the average locomotive goes to the roundhouse for repairs understands that though the locomotive travels on an ideal road surface which is not interrupted by the slightest inequality, every demand upon the engine beyond the normal service conditions for which it was designed must result in abnormal wear and tear.

Road of Travel Considered. The point is not often made, but is worthy of attention, that for purposes of transportation it is impossible to consider the road on which it travels; the one is as necessary as the other. And, ultimately, the mechanism of an automobile rests not on the block foundation of a stationary engine, nor on the ideally-conditioned steel rails of the railroad, but on the ordinary road surface, which changes during every second of running.

Thus the modern automobile acquires itself nobly of its tasks, when used sensibly. But the chronic speeder, who is apt to be disgruntled at what to him may seem unassailable wear and tear, must bear in mind that he is putting his car to severe trials every time he races over the ever-changing road surface, and every ounce of reserve power is put to action.

Hill-Climbing Observations Made. Similar observations may be in order in regard to hill-climbing. The persistent high-speed hill-climber is first cousin to the speeder. Climbing every hill on the high gear, while it may be done, imposes the hardest kind of work not only on the motor, but on every part of the car. The lower gear ratios are provided for hill-climbing, and they should be used for it.

It may be well to consider a little more carefully the amount of work done by an automobile climbing a gradient of, say, a gear ratio of three to one.

This means that one revolution of the driving wheel is produced by three revolutions of the engine crankshaft. With the other gear ratios, the intermediate and the low, the number of revolutions of the engine become still greater as compared with the number of driving-wheel revolutions.

Distance Not Hard to Compute. It is not difficult to compute with exactness the distance which a car is propelled by one explosion of the engine, and the power consumed in hill-climbing. The circumference of a 32-inch wheel is approximately 100 inches, and in covering one mile the driving wheel revolves 633 times. Since the motor turns over three times as fast as the driving wheel, it will require 1899 revolutions of the crankshaft to propel the car one mile.

Thus, if, for instance, a Briscoe touring car should proceed at the rate of 30 miles per hour, approximately 350 engine revolutions are required. With two power strokes for each revolution there are 1900 explosions a minute, or 3800 explosions per mile, and each explosion propels the car about one foot and four and a half inches. This estimate presumes that the car is propelled over level ground. To mount a hill means simply that grade resistance is added to the various frictional and other resistances.

An automobile weighing, like the Briscoe, 2100 pounds, including gas, oil and water, climbing a hill 200 feet high (measured vertically), overcoming the action of gravity, or lifting, and the calculations of the power required to do this must involve the factors from which the horsepower unit is derived.

Maxwell Conservatism advertisement. Features a Maxwell car and lists prices for various models: Two-Passenger Roadster \$635, Five-Passenger Touring Car \$655, Touring Car (with All Weather Top) 755, Two-Passenger Cabriolet \$865, Six-Passenger Town Car \$915. Includes a list of Maxwell Motor Cars for sale in Portland by C. L. Boss & Co., 615-617 Washington St.

National Highway Six and Twelve Cylinder Cars advertisement. Features an illustration of a woman driving a National car and text describing the car's performance and availability. Lists prices for Highway Six (\$1690), Highway Twelve (\$1990), and Newport Six (\$2375). Distributors: Archer & Wiggins Co., 516th and Oak Sts.

MICHELIN-FOUNDED-1832 advertisement. Features an illustration of a Michelin tire and text promoting 'The New MICHELIN UNIVERSAL TREAD' and 'A New Casing'. Includes the slogan 'ONE QUALITY ONLY - THE BEST'.