

TOURISTS AIDED IN PASS CREEK CANYON

Comstock Residents Not All Charging Exorbitant Rates for Helping Autoists.

ROADS IN BAD CONDITION

Many Motorists Report Good Treatment Despite Muddy Thoroughfare—Roy Griggs Willing to Do Work Free.

The residents and newspapers of Douglas County are having quite a merry time discussing the condition of the Pacific Highway near the railroad station of Comstock, in Pass Creek

Comstock people are mad, and we don't blame them. Men at work on the road told us that nothing could please them more than to have certain people attempt to drive an auto through the canyon at a time when the mud was at its best. The result would be as usual, and not a hand would be lifted to help them out. They could "stick" and form part of the road ballast for all the Comstock people cared. Among the people included in the wish were the County Court and the State Highway Commission.

As for fixing the responsibility for the condition of the road—that is very easily done. The roadmaster said it was the fault of the district supervisor, but as usual the Roseburg people were wrong. In the first place, the County Court is at fault for establishing a new grade and leaving it in an unfinished condition. The result was inevitable. In the second place, Mr. Griggs went to Roseburg several times to talk with the County Court and try to get them to do something for the road. But nothing came of it. Mr. Griggs spent his time and money, but the court remained obdurate. Now that we have good weather, and there has been a much agitation that the court could not afford to overlook it, money has been set aside to plank the road. Move foolishness. Far better save the money spent in lumber and labor in planking and put it into crushed rock surface. The road would be passable without being planked, and in a week or so it would be in first class condition. Why, then, the need of planks?

STOLEN CARS ARE RECOVERED

Pennsylvania Rubber Company Has Plan to Aid Owners.

The police departments of large cities are about the only organizations that have any idea of how many automobiles are stolen in a year. There stands \$399 or \$5000 of con-

2 LONG TRIPS MADE

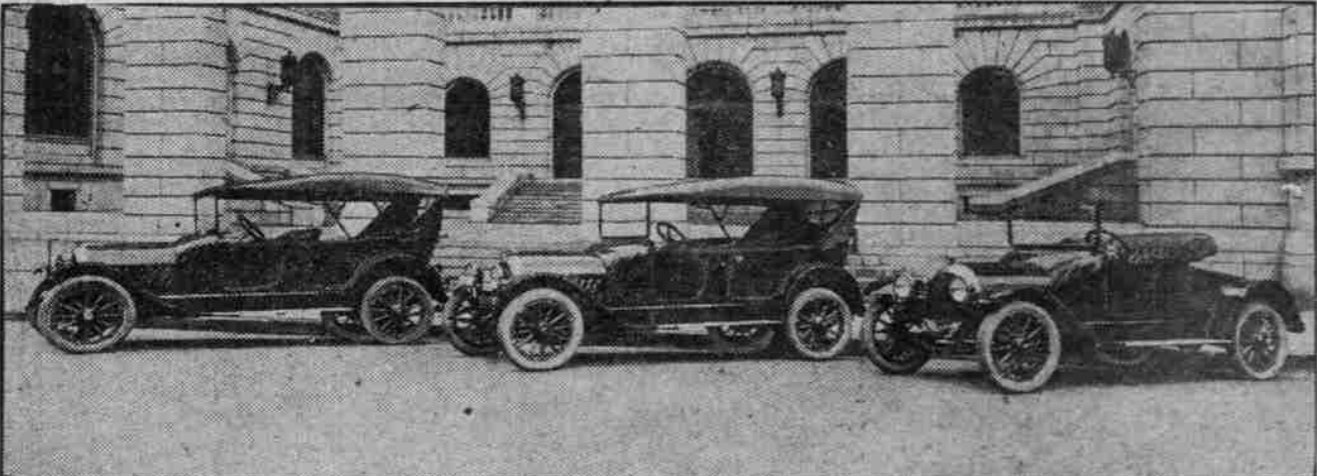
Motor Parties From Far East Reach Portland.

ONE DRIVER HAS ONLY DOG

Mr. and Mrs. J. A. Lilly, of Waterbury, Conn., Form Other Party. T. A. Hanson Reports No Mishaps Along Journey.

Two motoring parties from far-Eastern points were in Portland last week. T. A. Hanson, who left his old home at Boone, Ia., on December 21, and Mr. and Mrs. J. A. Lilly, of Waterbury, Conn., who left their home last October and came through the Southwestern states to reach California about the first of the year. "Although only my little dog was with me, I didn't have to call for help

THREE OLDSMOBILE CARS GO IN ONE SALE MADE BY "ED" COHEN.



MACHINES PURCHASED LAST WEEK BY MURPHY BROTHERS.

E. E. Cohen, manager of the Oldsmobile Company of Oregon, made a unique deal last week when he sold three Oldsmobiles, one eight-cylinder, five-passenger; one four-cylinder, five-passenger, and one four-cylinder roadster, to Murphy Brothers, barbers.

Without mentioning to place the blame, all motorists who have reported their Comstock experiences at the various touring headquarters in Portland have spoken well of the treatment they have received from the residents of Comstock.

Charge is Moderate. During one of the worst storms of the year the members of the Bulletin-Oregonian pathfinding party were stuck in the mud near Comstock early in April. At that time Roy Griggs road

veritable wealth, all ready to be moved to a point where it can be turned into cash.

The man with loose ideas of property rights so reasons, and as a result the loss to motor owners has been enormous.

The owner of any car equipped with Pennsylvania vacuum cup or ebony tread tires who will immediately notify the Pennsylvania Rubber Company or any of its branches or distributors of the serial numbers of his tires will receive without charge the co-operation of an organization which should result in the rapid recovery of his property.

Naturally the details of this organization's methods will not be printed. Its efficiency, however, has been proved in several of the larger cities and the system has now been extended to cover the entire country.

once on the entire trip," said Mr. Hanson, in praise of his 1916 Huppmobile. "After leaving home I drove to Dallas and Mineral Wells, Tex., where I stayed for nearly three months without seeing any fights with the Mexicans."

"From Dallas I drove west to Los Angeles and then came north via Bakerfield and Sacramento to Redding, Cal. From Redding north over the Pacific Highway to Cottage Grove, Or., I had a pretty tough tussle five weeks ago and they told me I was the first to motor across the Siskiyou Mountains this year.

Trip Route is Mapped Out. "I have just spent five weeks with my brother-in-law, G. A. Flood, at Albany and am starting east now via the Columbia River Highway and the Northwest (Yellowstone) trail for my new home in Minneapolis.

"Although I have been on my way since December 21, I actually drove my Hupp only 25 days and averaged 132 miles of travel each day of eight or 10 hours. In all the 4800 miles I have covered since leaving Boone I haven't had a particle of real trouble with my car, which has run on its own power without being helped out of difficulties.

"Considering the season of the year in which I traveled I could not, of course, expect good roads and I really didn't find good highways except between Los Angeles and Redding, Cal. I didn't expect to get through without being hauled a good many times, but my car never failed me.

Railroad Bridges Are Crossed. "At Winona, Ariz., many serious washouts made it necessary for me to

cross double-track railroad bridges and ford many streams and rivers. I was in the rain all the way from

supervisor of that district, who lives at Comstock, pulled the Buick car for the entire 30 feet through the mud when it was probably at its worst. On the entire job of getting his team ready and pulling the car out he spent perhaps more than two hours, yet he was patient and courteous and willing to work hard during the entire tussle. At the end of his labors he said he would charge \$1 for his services, but Harry C. Hays, territory man for the Howard Auto Company, who appreciated so much the services had been worth, insisted on paying him more, which Mr. Griggs accepted reluctantly.

In reply to articles which have appeared in other papers the North Douglas Herald, of Drain, has the following to say on the controversy.

There has been considerable newspaper comment recently on the condition of Pass Creek Canyon near Comstock. Several articles have appeared in the Roseburg papers, and one or two in Portland papers. All of them refer to the canyon as a bottomless mudhole, and the residents of the vicinity are anathematized because, according to the papers, tourists were charged exorbitant rates for teams hired to get pulled through the mud.

In an article which appeared in one of the Roseburg papers recently the responsibility was placed upon the shoulders of Roy Griggs, pulled through the mud. In this district, our newly appointed roadmaster making the statement that the condition of the road was due to the inactivity of the supervisor.

Responsibility is Placed. We like to see responsibility placed where it belongs. Upon investigating conditions we find the following facts to be true.

The road just north of Comstock was a bottomless pit, the way was advisory, for the road has dried up and the worst condition has been planked. The Comstock Canyon is now in a fairly passable condition. A month ago any tourist who was so unfortunate as to have to pass through the canyon could feel certain that he would have to be pulled through. Now comes the part concerning who should be blamed and printed. It was stated in the Roseburg and Portland papers that prices ranging from \$200 to \$150 were charged for hauling tourists through the mud, and that some of the Comstock residents did nothing out of their own heads near the mud.

We find the facts to be exactly the opposite. At no time has more than a very reasonable fee been charged for the service rendered, and most of the tourists have been pulled through without trouble. Many time Roy Griggs has gone out to his barn, harnessed a team and pulled the car out to pull some tourist out of a mudhole. When the tourist said "How much?" Mr. Griggs said "25 Cents" (according to the Roseburg papers). However, the Roseburg papers had it wrong. Mr. Griggs was repeatedly rendered the services aforementioned for nothing, and Mr. Griggs is not the only one, for others in the community have done the same thing. Two weeks ago last Sunday the men from the hotel went out in their Sunday clothes and pushed a tourist through the mud for nothing.

Comstock Folk Vexed. Then came the newspaper article with the assertion that Comstock people were not satisfied with the normal precipitation, but that artificial means were used to keep the canyon in a condition sufficiently moist to "stick" ambitious tourists. Now the

NEW AUTO RECORD MADE

LOS ANGELES-SAN FRANCISCO RUN TIME IS 12:47:50.

Trophy, Contested For Since 1904, Is Won by Joe Nikrent, Driving Buick D-6-45.

Driving the same Buick D-6-45 which broke the record via the valley route on April 25 last, Joe Nikrent started from Los Angeles Monday night and

IOWA MAN DRIVES AUTO FROM HOME TO OREGON BY EASY STAGES.



On Top of Mountain Road Near Shasta Springs.

after crossing the three mountain ranges, reached San Francisco two hours and one minute ahead of the best previous record. The 484 miles were traveled in 12 hours and 47 minutes and 50 seconds, thus winning the Fernando Nelson trophy.

This trophy, which has been contested for since 1904, has long been considered the most prized cup of the Pacific Coast. It was offered by Fernando Nelson, of San Francisco, as a perpetual trophy for the fastest time by automobile via the coast route between Los Angeles and San Francisco.

Prior to May 14 the Buick car had never contested for this trophy over the coast route. While holding the record between San Francisco and Los Angeles via the valley route, the Buick men were not satisfied, and determined to try for the trophy over the Coast route, although this represented a much harder trip.

No trouble was experienced, but half of the distance was run through a heavy fog, making the mountain driving unusually dangerous. In spite of this the average time was better than \$6 1/2 miles per hour.

The trip was made with a regular stock Buick light six, known as the model D-6-45, and it has undoubtedly established a record which will stand for some time to come.

A sum of \$2,800,000 has been included in the "Covon" government's general budget for the next fiscal year of railway expenses. No new lines will be constructed, but the work already begun on two of the lines will be completed.



Going Through Tunnel in California.

DENVER

More Than Two-Thirds Across the Continent

NEW YORK

1819 Miles in 24 Hours

by a Hudson Super-Six

An Endurance Record Never Matched By Any Traveling Machine

No man today—if he knows the facts—doubts the Super-Six supremacy. At first the truth seemed like a romance. Think of one new invention, applied to a light six, adding 80 per cent to its power. Then official records began to pile up, certified by the A. A. A. The whole motoring world then had to concede this the greatest motor built. But many men asked, "What about the endurance? Can a motor so flexible, so speedy, so powerful, stand up in years of road use?" So we asked Ralph Mulford to take a stock Super-Six chassis and, under official supervision, show the world its endurance.

All Records Broken

He took a Super-Six stock chassis—certified by A. A. A. officials. It had already been driven over 2000 miles at speed exceeding 80 miles per hour. It had made a mile at Daytona at the rate of 102.53 miles per hour. And he drove that car 1819 miles, equal to the distance from New York to Denver, in 24 hours of continuous driving—at an average speed of 75.8 miles per hour. At the end of that test—after nearly 4000 miles of record-breaking strain—the car, when officially examined, showed no appreciable wear.

Unrivaled Records Made by the Super-Six

All made under A. A. A. supervision, by a certified stock car or stock chassis, and exceeding all former stock cars in these tests.

- 100 miles in 80 min., 21.4 sec., averaging 74.57 miles per hour for a 7-passenger touring car with driver and passenger.
- 75.69 miles in one hour with driver and passenger in a 7-passenger touring car.
- Standing start to 50 miles an hour in 16.2 sec.
- One mile at the rate of 102.53 miles per hour.
- 1819 miles in 24 hours at average speed of 75.8 miles per hour.
- Over 3800 miles at speed exceeding 75 miles per hour without evident wear on any engine part.

How Long Will It Last?

It will be many years from now before we can tell you how long a Hudson Super-Six will last. But the records we cite cover the greatest strains a motor car ever met. Many a great engine has gone to pieces under far lesser strain. Years of ordinary driving would never tax a motor like

those thousands of miles of speed tests. Yet the wear was almost nothing. Certain it is that no man has ever built a traveling machine to compare with this car in endurance.

Endurance Proved

That was the last question—this one of endurance. In all other ways it has long been evident that the Super-Six stands supreme. Never has a motor of this size shown anywhere near such power. Never was an engine made to match this in smoothness. Never has a stock car recorded equal performance—in hill-climbing, quick acceleration or speed. Handsomer cars have never been shown. Finer engineering is simply unthinkable, with Howard E. Coffin at the head of this department. You are getting the car of the day when you get the Super-Six. Every man who knows the facts knows that. And, in view of our patents, rivalry is impossible.

No Need to Wait

It is natural to say, "Let us wait and see" when we meet such radical advancements. We think that nothing can excel in so many ways without falling behind in one. But not one fact about the Super-Six is left unproved today. Not in one respect has its performance been matched. Not in any way has a rival motor been made to compare with this.

There is no need to wait to get Time's verdict on the Super-Six. The records prove the Super-Six supreme. A half-hour's ride without those records would convince any man of the fact. Thousands of these cars are now running. You will find them in every locality. And every owner will tell you that he never meets a car to compare with his, in looks or performance. These are things to consider when you buy a car.

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C. L. Boss & Co.

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Roadster, 3-passenger	1475
Companion Roadster, 4-passenger	1525
Cabriolet, 3-passenger	1775
Touring Sedan	2000
Limousine	2750

All Prices F. O. B. Detroit

UNDER-INFLATION VITAL

AUTOMOBILE TIRE INJURY CAUSES ARE EXPLAINED.

Only Relief for Tax on Energy Is Declared to Be Automatic Pump Attached to Motor.

Several of the leading automobile tire manufacturers were asked recently to give the most common causes for tire failure and depreciation. Without an exception they replied that one of the principal sources of tire trouble is under-inflation. With the old hand pump, it is said that the average tire is inflated to only about 75 per cent of what it should be, due to the energy required and exhaustive labor necessitated by the pumping-up process. The only relief in sight for the automobile owner who not only wishes to save wear and tear on his tires, but wishes to avoid the exasperating time and expense of the hand pump, is the motor-driven pump, in the opinion of a local representative of the Stewart-Warner Speedometer Corporation, of Chicago, manufacturers of the Stewart tire pump.

The Stewart tire pump is the biggest little money saver in the automobile accessory market, says the dealer. "Besides its economical advantages, it is the greatest labor-saving device connected with the driving of a car. When our motor-driven pump is used there is absolutely no excuse for under-inflation of tires. If your tube requires 4333 cubic inches of air to inflate to the proper degree, and that is the average amount, you can be sure that it is pumped up to just that degree without expending any physical energy or hard work on your own part. It is easy to understand why under-inflation of tires is so common among those who use the old-fashioned hand pump. Tire trouble in itself is most provoking, and when the new tire is put on, or the puncture repaired, the average driver is not in the proper mood to enjoy a hard-breaking session with a hand pump. The result is that just as soon as his tire begins to feel hard and firm he disconnects the pump as hurriedly as he can and climbs into his machine for a rest. He is too wrought up over the accident to worry about proper inflation—all he is hoping for is that the tires will keep the rims off the ground until he reaches a garage where free air is available."

Tire Bill \$100,000,000 Too Big.

The annual tire bill paid by American motorists is \$200,000,000, as revealed by recently compiled figures on

DOCTOR SAVES OFFICER'S LIFE

Dodge Bros. Car Makes Trip Across Desert to American Front.

Word comes from Mexico of a thrilling trip from Columbus, N. M., to Casas Grandes made by Dr. W. L. Brown, of El Paso, who was called to attend Lieutenant-Colonel Tye Rivers, who was ill with pneumonia at the American front.

Dr. Brown was conveyed across the Mexican desert in one of the regular Dodge Brothers cars in use in the Army

14-Year-Old Boy Buys Overland.

Everard Lehman, 14-year-old boy soprano, of St. Paul, Minn., has just recently purchased a car from the St. Paul Overland dealer, paying for it in gold cash, every cent of which he has earned and saved. Young Lehman is well known as the boy soprano leader of the choir at St. John's Episcopal Church, and is also a member of the Fisher Stock Company of the Shubert Theater, St. Paul.

No Road Too SAVAGE FOR SAVAGE TIRES

DIRECT FROM FACTORY TO YOU

A Reliable Guide

THE name "Savage" is your insurance against tire trouble. It stands for a tire of the highest quality, more miles for less money and an easy-riding car. For the long trip over hard roads or for slippery pavements—for all kinds of every-day use, Savage Tires are unequalled.

Ask for Tire Book.

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