

GEORGE BAKER FINDS OREGON ROADS GREATLY IMPROVED; SUGGESTS UNIFORM HIGHWAY SIGNS

City Commissioner, Accompanied by Mrs. Baker, Mrs. W. M. Skeel, Mr. and Mrs. John F. Logan, Bruce Galloway and Lee Pearl, Completes "Swing Around the Circuit," Touring to Mount Hood, Southward Through Central Oregon to Crater Lake and Home Through the Willamette Valley.



Days Catch in Odell Lake
Left to Right
G. L. Baker
L. H. Pearl
Bruce Galloway
John F. Logan

Old Stage Coach Near Wasco That Once Carried Gen. Grant and Horace Greeley

View from Rim of Crater Lake

Portland Motorists at Snow Line

Baker-Logan Party at Outlet of Odell Lake

Baker Car and 17 Others Parked Near Rim of Crater Lake

FOLLOWING is the log of the motor trip made by Mr. and Mrs. George L. Baker, Mrs. W. M. Skeel, Mr. and Mrs. John F. Logan, Bruce Galloway and Lee Pearl, from the notes of Mr. Baker.

"Left Portland July 20 over the Columbia River Highway, proceeding to Cloud Cap Inn on Mount Hood, where we met W. S. Ladd, who gave us an interesting history of Mount Hood. Elliot and Coe glaciers, as well as Lost Lake and the surrounding country.

"July 21—Party ascended Elliot Glacier without ropes or crampons, the lack of which resulted in lame backs and peeled noses. Left Cloud Cap Inn at 3 P. M. going east over that inferno of ascents, known as the Mosier grade, through The Dalles

bravery born of entire ignorance, we drove through Madras and Metolius down to and over the dangerous Crooked River bridge at midnight. After crossing this dangerous zone, we became lost in the perfectly safe place of what was formerly Hillman, but because of the eclipse to which this gentleman became obscured, has been renamed as Terrabonne. We finally arrived at the hotel at Redmond at the usual midnight hour.

"July 22—Motored from Redmond to Harper's Ferry, where we attempted to fish in the Deschutes. We got no bites from the fish, but each of us got at least seven million from the mosquitoes. These pesky creatures drove us away from the river bank to an empty cabin at the ferry crossing, which we commandeered for a resting and partially sleepless night's abode.

"Angler's Elysium Found.

"July 24, 25, 26, 27, 28—Some kind providence directed us into the acquaintance with one of those choice spirits of kindness and good cheer that exists in the out of the way places, in the person of Ed Rourke and his good wife, at Crescent. They, together with William Brock, took charge of us at Odell Lake, 18 miles west of Crescent, Klamath County. This spot is the Elysium of hunters and fishermen. May we never see paradise if it be not the truth that the men of the party caught so many fish that the women protested against what they considered a miraculous draft. We lingered at this spot until driven away by our knowledge that there was work at home, finally leaving on July 27 and proceeded to Klamath Falls by way of old Fort Klamath and the Klamath agency.

"We stopped at the White Pelican Hotel at Klamath Falls. This hotel is fittingly designated after the old-style name of hotels in England, such as the White Horse Tavern, the Sign of the Red Dragon, the Bear's Head Inn and other animal and bird designations to catch the eye of the weary but itinerant traveler of the times. The White Pelican is also famous for the legion printed conspicuously upon its literature.

"Oh, a wonderful bird is the pelican! His beak will hold more than his belican. He can hold in his beak I don't understand how the belican.

"At this place we enjoyed the rare treat of a bath.

"Crater Lake Visited.

"July 29—Autod around the west side of Port Klamath and enjoyed a magnificent twilight view of the in-

spiring cliffs of Sand Creek, to Anna Camp, five miles below the Crater Lake Inn. After registering, as required by United States regulations, we were hospitably housed for the night by Mr. Robinson.

"July 30—We were able to motor to

the rim of Crater Lake through the snow banks. In passing it may be said that the Government has constructed roads, both east and west, from and to Anna Camp, as wide as Alder street, which roads are maintained in fine condition. Last Monday a camp was established to build a road around the entire circumference of the upper rim of the lake. After drinking in the magnificent view of the lake, we drove to a point below the gorge of the Rogue River, where we camped for the night.

"August 1—Drove from Medford, lunching by the roadside, to Glendale. At sundown we passed over the dangerous Wolf Creek grade. Motorists will be pleased to know that they are now building a fine road with a grade not over 2 per cent around this point.

"Calves Disturb Rest.

"August 2—Drove from Glendale to a camping place on the Umpqua near Dillard and again enjoyed fishing and the magnificent view of the mountains. We rested here and then proceeded to Oakland for the night, where we did not rest because of the howling of several carloads of calves.

"August 3—Proceeded to Springfield, where we turned east to the McKenzie bridge for some hours successful fishing and passed the evening at Eugene.

"August 4—The roads from Eugene to Portland are in such good condition that we were able to proceed leisurely and arrive home at 8 P. M.

Tour Is Educational.

"The automobile is the greatest agency in touching state pride. A fortnight's motor tour eastward along the Columbia Highway, southward through Central Oregon and home through the Willamette Valley far surpasses all book learning or school training in bringing home the grandeur and glory, as well as the boundless economic advantages of Oregon.

"A good roads movement has caused a revival of the old-time healthy community rivalry in making the best possible appearance to the traveling public in the way of roads leading into and out of town, in housing facilities for both man and machine, and in the civic improvements copied after the larger communities.

"Local communities show commendable zeal in bridge building, but either by reason of lack of funds or unsentimental methods much money is wasted in erecting structures not suited to the place or inadequate for the travel.

Uniform Signs Urged.

"It is the belief of those interested in road development that the whole matter of road and bridge construction in National, state and county roads, should be within the supervisory jurisdiction of the State Highway Commission.

"Throughout Central Oregon the community desire to excel in diverting travel toward various towns is exhibited in the effort of different cities to route travel by ingenious road-marking. One town will expend considerable time and energy in having a pink streak on every available fence and post, while another town will adopt a blue arrow to attract travel its way. The traveling public soon learns as

PORTLAND MAN IS NAMED COAST MANAGER FOR OLDSMOBILE INTERESTS.

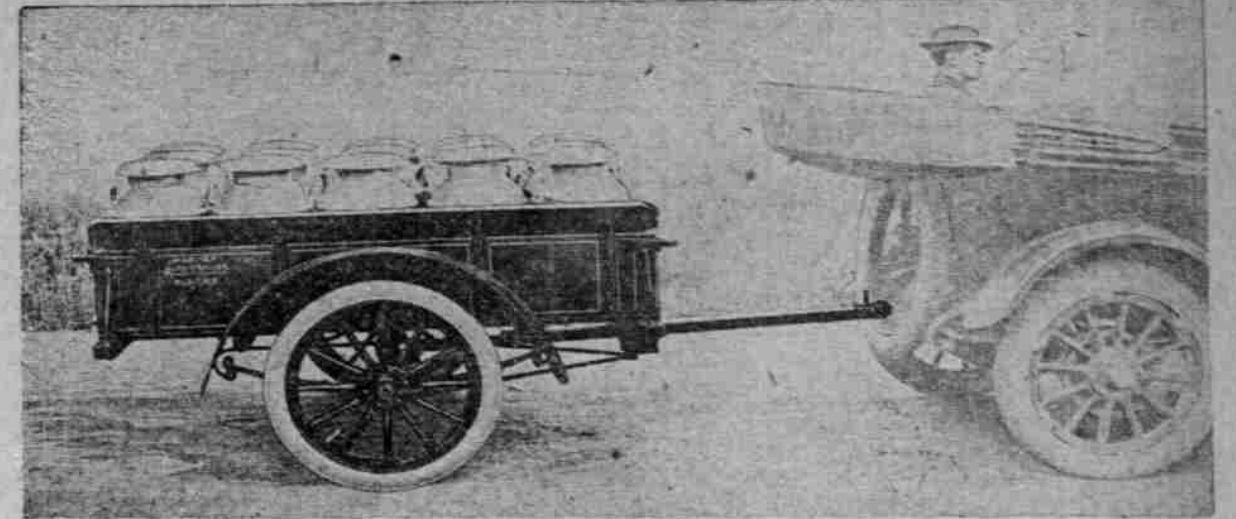


W. W. Stillson.

A distinct honor was conferred upon a Portland man last week when W. W. Stillson, who has made his headquarters in Portland for about one year as Northwest manager for the Oldsmobile Company of California, was appointed as general manager of the entire interests of the company, which exercises selling privileges on the Oldsmobile car for Pacific Coast territory north of Bakersfield, Cal., and including the Hawaiian Islands.

After being called to San Francisco to receive the appointment, Mr. Stillson returned to Portland to tell his many local friends "so long" before proceeding to his coast headquarters at San Francisco.

The Warner Auto Trailer



A GREAT UTILITY

The Warner Auto Trailer is one of the greatest conveniences of the age. It adds to the value of your automobile by adding to its usefulness. You can carry big loads in the Auto Trailer to and from town at a speed which saves you hours of time. It does not interfere with the riding qualities of your car. You can draw a heavy load and take your family on the same trip. The Auto Trailer pulls so easily that your motor hardly feels the difference in load. Carrying things in the Auto Trailer takes no more gasoline than it would take to carry the load in the car itself. It saves enough in time alone compared to the same trip with a wagon, to pay for the fuel many times over in a single season.

The Warner Auto Trailer is built to give lasting service. It consists of a strong, roomy body on a pair of automobile wheels with pneumatic tires. The body is carried on strong, live springs, that prevent any jarring of contents. It rides as easily as the car itself. It is beautifully finished, giving it a classy appearance. The body is equipped with Warner rattle-proof end gate locks, allowing body to open at both ends, which makes loading and unloading easy. It is drawn by a steel tongue. The tongue is fastened to the axle of the Trailer—not to the body. The body of the Trailer floats on the springs, making the Trailer follow smoothly, without whipping. Another Warner patent is the adjustment of the tongue to the height of any automobile. The patent Warner hitching device is secure and safe. Mr. Warner has developed this hitch in various forms to fit any automobile. You can attach this hitch to the tire irons, springs, rear axle or frame of your car, as you wish. It is so simple that a child can fasten or unfasten the Trailer. Don't try to get along without this great convenience any longer. No farmer or merchant who has one could be induced to give it up. Think what it would mean to have this equipment, which turns your car into a silent high-speed carrying vehicle without affecting the use of the car or its appearance. Most of the loads that you have to hitch up your team to carry can be carried in the auto Trailer better and more quickly. Built in three styles—without flare boards, with flare boards, with cattle stake body, removable. Price \$100 to \$110, f. o. b. Seattle.

Agents in Oregon Wanted

Warner Prairie Schooners—just the thing for that camping trip. \$230.00

Northwest Buick Company, Seattle

Northwest Distributors.

A. S. Eldridge, President.

between two roads equally distant the advantages of one in general attractiveness over the other. This causes the adherents of the losing road to improve its condition with the final result that the traveling public is the gainer thereby.

"There should be a uniform method of placing signs directing travelers, which should be in the hands of the State Highway Commission."

ABERDEEN ROAD IS NOW GOOD

Trip From Portland Is Negotiated in Nine Hours.

ABERDEEN, Wash., Aug. 12.—(Special.)—The automobile highway between Portland and Aberdeen now is in good condition, and the trip, 170 miles including necessary stops, can be made in nine hours, according to John McBride, one of the 25 Pythians who made the trip to the Portland convention by automobile.

From Aberdeen to Centralia the roads are in excellent shape," says Mr. McBride. "Between Centralia and Chehalis the main road is blocked, due to the fact that the Pacific Highway is

being paved between these two cities. The river road, which now must be followed between these towns, is circuitous and rough. From Chehalis to Winlock the autoists have another stretch of fairly good road. From Winlock the river road will be found the best. Outside of Vancouver there are 10 miles of paved roadway, over which fast time is made.

"Two routes lead into Portland from Kalama. To get onto the Oregon route cars must be taken across a ferry at Kalama. When this is done the autoists have 40 miles of nearly perfect highway, of which 20 miles are paved. The road between Kalama and Vancouver on the Washington side, however, is good, and 10 miles of it is paved."

DEALERS GET CARS AT PLANT

72 Illinoisans Go by Train to Factory and Drive Away in Autos.

"I believe the record 'drive away' both for number of cars and distance traveled was engineered by F. J. Simmons, of the Simmons Motor Company, Chicago, last week," writes George S.

Waite, of the Grant Motor Car Corporation.

"Simmons kept the wires, both telephone and telegraph, busy for several days endeavoring to get a train load of 1917 Grant Sixes, but owing to the freight car shortage, we simply could not take care of him. But Simmons was not to be daunted. He chartered two sleeping cars, and yesterday morning appeared at the factory with 72 Northern Illinois dealers prepared to drive away 72 model 'K' 1917 touring cars.

"The cars were turned over to him, of course, and at 1 o'clock sharp the caravan headed from Findlay for Chicago, arriving there the following afternoon with every car showing a perfect score. A check-up showed that the mileage attained by the various drivers was 29.3 miles to the gallon of gasoline—some record when you consider the condition of the roads."

Gold Belt Offered at Round-up.

PENDLETON, Or., Aug. 12.—(Special.)—Richard K. Fox offers to give an all-gold belt this year for the Round-up championship September 21, 22 and 23.

Maxwell

\$595

The enormous increase in our sales (about 10,000 cars sold in July) is largely due to the good words spoken by Maxwell owners

YOU can get the most reliable information about any car by asking the people who own cars of that make.

Ask Maxwell owners. If you don't know any of them, we will give you their names and addresses.

There are more than 250,000 Maxwell cars in use in the United States.

The satisfaction of this army of owners is responsible for the tremendous asset of good word behind the Maxwell car and the Maxwell Company.

We are satisfied to rest our case with any Maxwell owner.

5-passenger Touring Car, \$595 3-passenger Cabriolet, \$865
3-passenger Roadster, \$580 6-passenger Town Car, \$13
5-passenger Sedan, \$985

C. L. BOSS & CO.

615-617 Washington St. Time Payments if Desired

