TOURISTS SHOULD LINGER ON ROUTE

Crater Lake Highway Offers Many Attractions for Leisurely Trip.

SCENIC CHARMS ENTHRALL

Streams, Mountains and Forests, With Splendid Fishing Places, Lure Traveler to Make Frequent Breaks in Journey.

BY DENNIS H. STOVALL.

(Written at Union Creek Camp, Crater Lake National Forest, during Mr. Stovall's recent automobile tour.)

It is the tourists who take their time and stop long enough here and there to enjoy the many beauty spots along the Crater Lake Highway who get the most in real enjoyment from a trip into the big Oregon playground. All the way from Medford to the stone monument that marks the entrance into the park the road is a succession of interesting features—a moving picture of wonder and charm. It is beautiful even to those who spin over the fine mountain road in four or five hours, but it is more beautiful, more impressive, to those who halt now and then.

The Government hatchery at Trail Creek is one of the interesting things. Though this is not the biggest hatchery in the West by any means, it is one of the most important, in that it keeps the Rogue and its tributaries stocked with the royal chinook, silverside, steelhead and other salmon. The little hamlet of Trail is a veritable mountain gem and with its new hotel and improved grounds it is yearly becoming more popular, especially to Rogue River Valley folks, who can run out there and back in a day, with plenty of time to fish or bask in the cool shade.

Picturesque Falls Delights.

A wonder that is too often overlooked is beautiful Mills Falls. Though this is not as high as Multnomah, it rivals the latter in picturesque charm and beauty. It is more wildly grand than Multnomah. It cannot be seen from the main highway, but is only a short half-mile walk—or climb—from Prospect bridge. The trail is easily followed to the brink of the gorge and is then a zig-zagged stairway down the rocky bluff to the river's edge, just opposite the base of the falls. A thousand rainbows play continually in the narrow gorge, formed by the flying white spray from the falls and the bright sunshine overhead. The ever-flying mists keep the big boulders covered with deep moss and give succulence to the maidenhair ferns that find rooting in the rock crevices.

Rogue River gorge, just above the falls, is one of the grandest sections of this wild river, in all its course. The river here has a fall of several hundred feet within a half-mile, making a roaring, turbulent cataract and offering opportunity for unlimited power. Some of this power is already being utilized by the California-Oregon Water Power Company.

The hamlet of Prospect is no longer the unattractive "shack town" that it was in years gone by. Clean white buildings, broad grounds with a velvet-grass lawn, an artificial lake, fountains, gorgeous flower beds and water flowing everywhere, make the place most inviting.

Prospect Road Charming.

At Prospect the drive through the big sugar pine woods really begins. In all the West there is a no more charming forest road than this. For miles, or all the way to Union Creek, the road winds in and out among the tall trees. In places the big pines stand just wide enough apart to allow the passage of the road. It is like driving through the fabled forests of Robin Hood. The great trees, for the most part, are bare of limbs for many feet up, the trunks being brown and smooth. The undergrowth is wild cinnamon and manzanita, two shrubs that are an ornament anywhere. Always and ever the air is delightfully cool and tanged with the rich fragrance of pine and fir.

At the upper limit, or near the upper limit, of the reserve a short side road is reached that leads a brief mile to Rogue River natural bridge. A visit to this Oregon wonder is well worth the time and trouble. In all America, or all the world, for that matter, there is no natural bridge like this one. It is disappointing to those who look for high arches and tall buttresses. At this point the Rogue narrows till it is but little wider than a valley creek. It is flowing here in a gorge of lava rock, irregular, round and honeycombed. Of a sudden the river disappears—just tumbles its waters into a great hole in the rocks. Two hundred feet below, the water pours out again—gushes out from the mouth of an immense cavern at the base of a rock cliff. Undoubtedly the river takes an irregular course under the surface. This surface, all of lava, is the "bridge." It is not a high bridge; on the contrary, it is lower in the center than at either end—so low that the river runs over it during the times of freshet. But it is a real bridge for all that and in olden times was used by ranchers as a convenient crossing place with sheep and stock. In truth, before the Prospect bridge was built, this was the only bridge on the Upper Rogue.

Camping Spot Lures.

There are holes in the honeycombed lava of the bridge. The surging of the water through the underworld cavern or passageway causes a rush of air through these holes. Some visitor fashioned a whistle from a brass cartridge and placed it in one of these holes. The continual shriek of this whistle can be heard long before the bridge is reached.

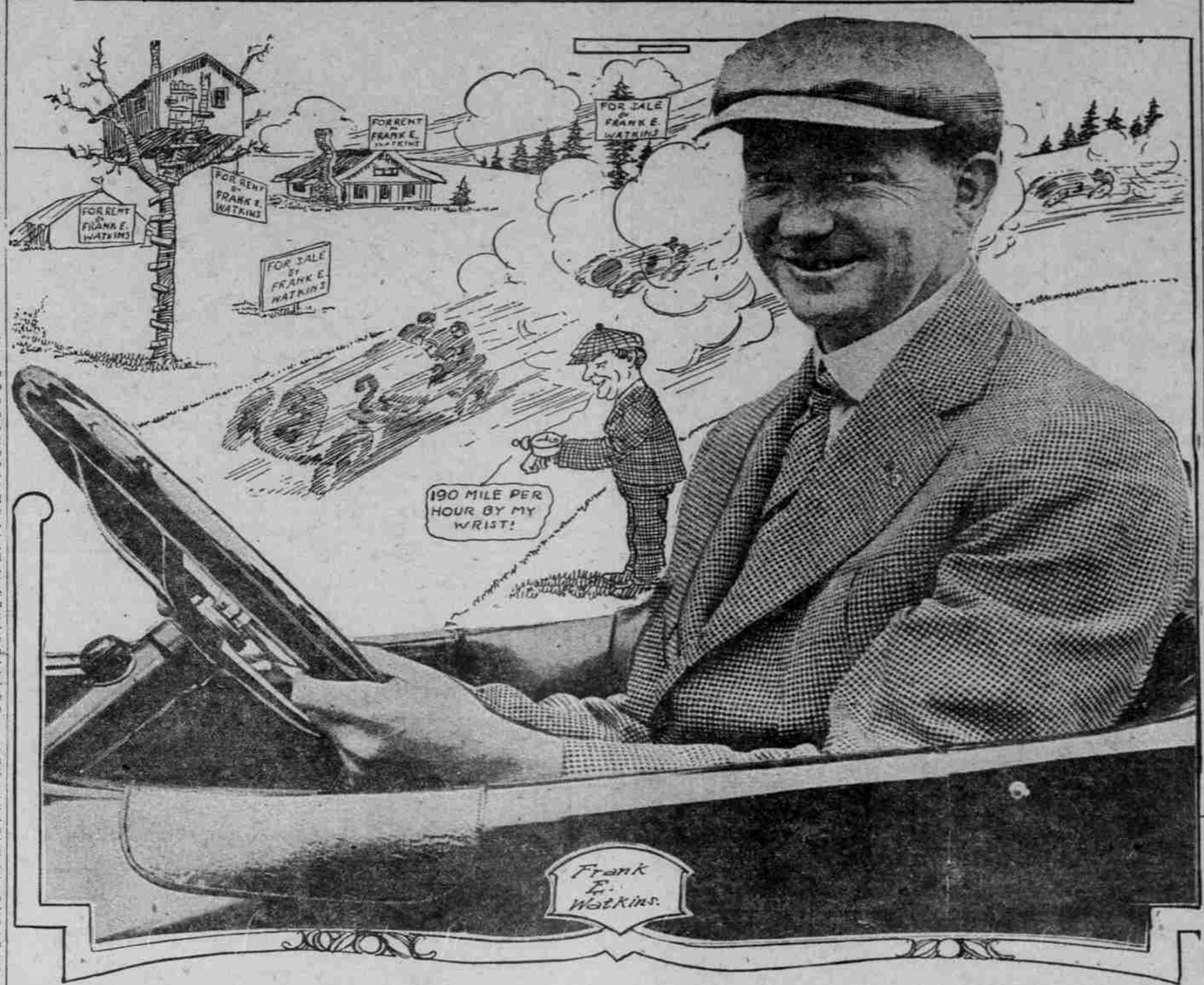
There is a fine camp in the shade of the big pines at Natural Bridge. Here, also, is a huge open fireplace that is abundantly used and enjoyed. Fishing is good on the river here. Just a mile beyond is Union Creek Camp. This is directly on the highway and one of the most popular camps on all the Crater Lake road. Many of those who visit the lake come back down to Union Creek to camp. It is not so cold at night here. There is plenty of parking space for cars and no end of delightful places to pitch a tent. Union Creek, above the crossing, is one of the best fishing streams in Oregon. A supply store, for the convenience of campers, has been established here and there is telephone connection, not only with all the surrounding forest stations but with the outside world as well.

So delightful is Union Creek camp that many of the touring parties remain over here from one to three days and not a few stay for two or three weeks.

Oldest Car Looked For.

The Haynes Automobile Company, Kokomo, Ind., will close entries to its offer to exchange a "Light Twelve" automobile for the oldest Haynes car at midnight Saturday, August 19. One hundred and thirty-five owners of two and four-cylinder models, built many years ago, have answered the inquiry of the Haynes Company for the oldest car.

Prominent Portlanders Who Motor



IF THE field of sport in Oregon had a king it probably would be Frank E. Watkins, motorist extraordinary, famous athlete, general all-around good fellow and the Fred J. Wagner of this section in the gentle art of officiating at athletic contests.

Mr. Watkins is a member of the realty firm of Parrish-Watkins & Co., an organization established by his father 49 years ago and which is still active and successful in the business of selling real estate and renting city properties.

During the past five years as an energetic motorist, Mr. Watkins has driven three Mitchell cars and a Stutz bear cat approximately 75,000 miles in touring over all parts of Oregon, Washington and Idaho. At the present time he owns one Mitchell and his bear cat roadster, which Mrs. Watkins employs much of the time that her husband is busy selling "dirt." Mr. Watkins says his particular ambition is to drive a car across the American continent from Portland to New York.

'Way back in 1892 Mr. Watkins joined the Multnomah Club, and he subsequently was made an honorary life member as a reward for the services he rendered the club as an athlete. He was captain of the baseball team two years, captain of the track team two years and manager of the football team for the same period. He was also elected twice as a director of the club, resigning in 1909 to enter upon a four-year career as City Councilman from the Fifth Ward. For the past six or seven years he has been a member of the club swimming committee, being chairman for a portion of that time. Incidentally, he was director of the Portland Automobile Club during the 1913-1914 tenure, and is now president of Portland Kennel Club, being an enthusiastic dog fancier and owner.

No important automobile races staged on the Pacific Coast during the past seven or eight years have escaped Mr. Watkins. He has "held the watch" on virtually every race conducted in Portland since the first road races of 1909, and, either here or elsewhere, has seen every race driver of any importance in action. He has witnessed the last two Grand Prix and Vanderbilt Cup races and will go to Santa Monica to see the same events this year. In addition to his services as official at the auto races, he has acted either as timer or starter at track meets and football games and at all swimming races of importance. He also has judged many of the amateur boxing matches. In other words, he has been the godfather of athletic sports in Portland.

NEW GRANTS ARRIVE

Many Features of Excellence Are Ascribed to Model.

PRAISE SUNG BY E. C. HABEL

Dulmage-Manley Company Will Receive Two Carloads Weekly for Some Time and Service Department Has Been Added.

The first carload of the new models of the Grant Six car arrived in Portland last week and E. C. Habel, sales manager of the Dulmage-Manley Company, Portland distributors of the line, is highly elated over the prospects of a big business during the coming season.

"Not many cars on the American market have gained as much in popularity during the past year as the Grant Six," said Mr. Habel in demonstrating one of the new cars last week. "Some of the real reasons for the popularity of the Grant Six are its ability to climb hills, its low upkeep and the smoothness with which it rides over the roughest roads. Most important, however, is the fact that out of all the Grant owners not a single one has reported less than an 18-mile average on gasoline, some as much as 28 miles to the gallon, never less than 800 miles to a gallon of lubricating oil.

"Our 1917 models bring out changes in the way of larger and roomier body and fuller streamline. The cantilever rear spring, so much spoken of, is also a part of the new model and the two-unit Wagner starting and lighting system replaces the single-unit system of last season's cars. Instead of carrying the gas tank under the cowl, it is carried in the rear, and stewart vacuum system used.

The new model will be brought into Portland at the rate of at least two carloads a week for the next six months to enable us to catch up on back orders. There are six automobiles in a carload.

"A feature in connection with the selling to the Grant car quite important to the owner is the fact that a complete stock of parts is carried right here in Portland for all Grant models.

"Our service department has just completed special arrangements for service to Grant owners. Something entirely dofferent and more satisfactory than any plan ever tried has been planned."

Mr. Habel reports that it is not an uncommon thing to see Grant cars idled down to a speed of one mile an hour on high gear.

75-B Scores Are Record.

According to word received from Manila, in the Philippine Islands, the new series model 75 B is there accomplishing feats fully as notable as those being scored at home. In a recent test under the observation committee of the Philippine Islands, from Manila to Los Banos and return, a 75 B averaged 22 miles per gallon under very adverse road conditions. In spite of the poor highways the little car was pushed to 45 and 50 miles an hour at times. At the end of the trial it seemed none the worse for the run.

Overland Factory Has Large Yards.

At the Toledo factory of the Willys-Overland Company are seven and three-fourths miles of railroad tracks. Over this trackage more than 300 freight cars are loaded and unloaded each day.

ROADS ARE BETTER

Lower Columbia River Highway Officially Traveled.

SOME SPOTS ROUGH YET

Lewis Irvine Thompson Demonstrates Possibilities by Driving From Seaside to Portland in 6 Hours Without Speeding.

An improvement in the condition of the lower Columbia River Highway, from Portland to Astoria, is indicated by reports given last week by Ben Gadsby, Lewis Irvine Thompson and the members of the Pacific Coast Blue Book road logging crew, all of whom went over the road in separate parties.

In a four-year-old two-passenger Studebaker "25" Ben Gadsby and Leonard Streibig, cashier of William Gadsby & Son, made the trip down leisurely by leaving Portland at 8:30 o'clock P. M., putting up at Rainier over night and proceeding to Seaside next morning in four hours' running time. Mr. Gadsby still has his car at the beach, using it for fishing trips, but Mr. Streibig has returned to Portland and reports that the highway is dried out for almost the entire way.

The trip made by Lewis Irvine Thompson was interesting by reason of the fact that he avoided at all times exceeding the legal maximum of 25 miles an hour, yet finished the trip of some 123 miles in six hours, elapsed time.

He checked out at the Seaside garage at 6:15 o'clock in the morning and reported his arrival at The Oregonian office at 12:15, proving that a man can leave his family at the seashore after breakfast and be in his Portland office before luncheon without breaking any speed laws along the way.

"It is not necessary to drive faster than 25 miles an hour in order to make the Seaside-Portland run in half a day," said Mr. Thompson upon his arrival. "Not once on the entire trip did I exceed the state speed limit.

"From Seaside to Astoria the limit can be traveled over the pavement, and almost all of the road on to Clatskanie permits of the same speed. The notorious ruts just this side of Astoria are still there, but nobody is getting stuck now because the surface has dried out, leaving the former muddy stretch rough only. The roughest going is between Clatskanie and Rainier, where a gait of 16 or 17 miles an hour can hardly be exceeded. From Goble into Portland the 25-mile clip can be maintained again."

Views on Roads Differ.

The report of the Blue Book road authorities to the Portland Automobile Club is hardly as encouraging as that given by Mr. Thompson. Here is what Engineer Lisberger says:

"There are a few bad spots just below Goble, where tire chains are absolutely necessary. Then the road is fairly good to Rainier. The new highway from Rainier to Clatskanie is in very bad state, but is easily navigated by an experienced man with a good car. Near Clatskanie there are some deep, bad ruts in the timber.

"From Clatskanie to a point six miles this side of Astoria the road is very good, but chains would be needed badly during or after any rain, as the character of the surface is such that it is certain to be treacherous when wet, even though the car has non-skid tires. Just this side of Astoria there are several patches of deep, bad ruts that demand careful picking and caution."

The Blue Book crew made the trip on Tuesday in their KisselKar pathfinder.

J. S. Dellinger, a prominent newspaper man of Astoria, drove over the inland route through on his way to Portland last week and reported that there were still some damp spots, but that the general condition of the interior road was good. He said the new road from Seaside to Tillamook would be passable about August 20, providing good weather rules all of this week.

This new road goes up the Necanicum River and down the north fork of the Nehalem to Tillamook. About 15 miles of this road has been macadamized, and the entire link between the two popular beaches has been completed except one long bridge. Many Portland motorists have been watching the construction of this road with keen interest, for it will open up a delightful loop drive.

M'KENZIE PASS AND OTHER SNOWBOUND ROADS ARE INVADED BY AUTOMOBILE.

For the first time during the entire season automobiles were a week ago driven over the McKenzie Pass road connecting Eugene with Bend and conquered the climb on the north side of Mount Hood as far as Cloud Cap Inn. Heretofore both of these roads were choked with heavy stands of snow that stubbornly refused to melt for months after the normal season for automobile traffic had arrived.

Although motorists have been making the trip into Crater Lake National Park for several months, it was only recently that machines were able to travel as far as the rim of the lake, on account of snow. The opening of the road for the entire distance has been the signal for a great rush of machines to Crater Lake.

The first car over the McKenzie Pass was driven by Guy L. Ketcheson, who encountered four deep though not long snowdrifts along the road. One was so deep that the Ketcheson car had to be pulled through with a team.

J. R. Roberts, a Redmond merchant, who came to Portland for Buyers' week, was perhaps the first to drive over the pass from Bend to Eugene.

DEALERS TO SELL TRACTORS

Extensive Business Looms for Automobile Agencies.

That the sale of the modern type of small farm tractor is going to rest more or less with the automobile dealer has been indicated by the first tractor demonstration in Texas, says the Automobile, a magazine devoted to the automobile trade.

The tractor show in Kansas City was held the same week as the automobile show for the purpose of getting as many automobile dealers as possible to visit the tractor show. Many automobile dealers signed for tractor territories at that time.

In large agricultural areas the automobile dealer has reported that he has sold 75 to 95 per cent of his automobiles to the farmer. The automobile has been an unexpected asset to the farmer and he has been tied closer to the automobile dealer by the transaction. There is no more logical person to handle the farm tractor in agricultural states than the up-to-date auto dealer.

Not all automobile dealers, however, will be tractor dealers. Some are not qualified for the work. Some handle cars that do not suit the agricultural trade. Others are not adapted to handle the farm business. There will be many good implement dealers who will take their place in the tractor dealer field.

PORTLAND TOURISTS RETURN

Dr. C. W. Ferrill Tells of Motor Trip to California.

Dr. and Mrs. C. W. Ferrill, of Myrtle street, Portland Heights, have returned from a three weeks' tour in their car through Oregon and California. They were accompanied by Mr. and Mrs. McDonald.

The trip south was made through the Willamette Valley and after San Francisco was left the Coast route was followed to San Diego.

While at Santa Barbara the party was the guest of Harry McIsaacs, well known in Portland because of his work in connection with the Lewis and Clark Fair.

Dr. Ferrill says that tourists from all over the country are inquiring about the Columbia Highway, and when the roads between here and the Southland are as good as those further south Oregon will reap a harvest of tourist dollars that will be its greatest crop as well as its best advertising feature.

FIRST SAMPLE OF 1917 GRANT CAR REACHES PORTLAND.

L. K. REESE, SALESMAN FOR DULMAGE-MANLEY AUTO COMPANY, AT WHEEL, AND E. C. HABEL, SALESMANAGER OF SAME CONCERN, IN TONNEAU OF NEW CAR.

AUTOMOBILE INFORMATION

AUTOMOBILES

CHALMERS
Keats Auto Co., Broadway and Burnside. Broadway 5368.

CHANDLER
Gerlinger Motor Car Co., 563 Oregon St.

CHEVROLET
Benj. E. Boone & Co., 314 Alder St. Main 2966.

FRANKLIN
Braley Auto Co., Washington at 19th St. Main 4880.

GRANT SIX
Dulmage Manley Auto Co., 48 N. 20th St. Marshall 1699.

HAYNES LIGHT SIX
H. L. Mann Motor Car Co., 59 N. 23d. A 2411. Main 299.

HUDSON SUPER SIX
C. L. Boss & Co., 615-617 Washington St.

HUPMOBILE
Dulmage Manley Auto Co., 48 N. 20th St. Marshall 1699.

MAXWELL
C. L. Boss & Co., 615-617 Washington St.

NATIONAL SIX & TWELVE
Dulmage Manley Auto Co., 48 N. 20th St. Marshall 1699.

OLDSMOBILE
The Oldsmobile Co. of Oregon, Broadway and Couch. Broadway 1640.

STUDEBAKER
Oregon Motor Car Co., Park and Davis Sts. Broadway 616.

VELIE
D. C. Warren Motor Car Co., 58-60 N. 23d St. Main 740.

COMMERCIAL CARS

DENBY MOTOR TRUCKS
McCraken Motor Co., 445 Stark St. Phone Main 9010.

G. M. C. MOTOR TRUCKS
Columbia Carriage & Auto Works, 209-11 Front St. Main 2892.

REPUBLIC TRUCKS
Roberts Motor Car Co. Park and Flanders. Phone Broadway 1369.

REO TRUCKS
C. L. Boss & Co., 615-617 Washington.

USED CARS

FORDS
Francis Motor Car Co., 13th and Hawthorne.

ACCESSORIES

AUTO WRECKING
Used parts less than price. Auto Wrecking Co., 271 Front. Main 1939.

BALL BEARINGS REGROUND
Ahlberg Bearing Co., 325 Davis. Phone Broadway 125.

OILS AND TIRES
Monamobile Oils, Federal Tires. Motor Car Supply Co., 84 Broadway N.

PARTS
Most all makes at half price. Motor Parts Mfg. Co., 323 Burnside.

SPEEDOMETERS
Stewart & Warner Products. Portland Speedometer Service, 333 Ankeny.

STORAGE BATTERIES
Gibson Electric Garage & Storage Battery Co., Alder at 12th. Marshall 1792.

AUTO DIRECTORY

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Spotlights $4.50 Up
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DIAMOND ENDURANCE
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ARCHER & WIGGINS CO.
Distributors. Sixth Street at Oak

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DIAMOND TIRES
Vulcanizing and Retreading R. E. BLODGETT, 29-31 North 14th, Near Couch. Phone Main 7005.

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