

# AUTO ASSOCIATION WANTS GOOD ROADS

J. W. Morris, Consulting Engineer, Visualizes Result of Giving Tourist Welcome.

## ALL-WINTER TRAVEL AIM

Every Advantage Will Be Offered Drivers of Oregon and Visitors and Wonder of Views Is Held Great Attraction.

BY J. W. MORRIS, Consulting Engineer, Oregon State Motor Association.

With a system of 365-day roads running north, south, east and west, Oregon, with her natural advantages, will have more to offer the motorist than any state in the Union. For the first time in its history, the Legislature has enacted some real, genuine good roads laws which will result in something we can ride upon instead of mud about.

It is unreasonable to expect some of our large, sparsely settled counties, alone and unaided, to grade and pave several hundred miles of highways. The Federal Government is recognizing the need of its help to the states, and now the state is extending assistance to its counties. Such a unity of effort is going to give genuine results.

The newly organized Oregon State Motor Association is preparing to do its bit. With a membership of more than 600 in Multnomah County, it proposes to extend its efforts to the state as a whole; to bring about an efficient organization in every county in the state; to make our highways what they should be, and to make known to the world what we have to offer to the tourist.

### Aid to All Promised.

It is the aim of the association to assist in every way possible with an advertising campaign that will reach to the ends of the earth; to work in harmony with state and county officials on all road legislation; to aid in the construction and maintenance of highways; to bring about the erection of road signs that will mean to them, as they say, and to keep them in place and of good appearance; to compile accurate and intelligible state maps and trip maps that the average motorist can follow without an interpreter.

It is, of course, our desire to extend every courtesy and aid to the outside tourist, but we are by no means overlooking the thirty-odd thousand automobile owners of the state of Oregon. While most of us are well acquainted with our immediate surroundings, we need the experience gained by others when we start out on an extended trip. A week-end would be all the more enjoyable if one knew just where to go, how to go, the condition of the road and the camping facilities. How many times have we started out with joy in

### OREGON STATE MOTOR ASSOCIATION TO HOLD FIRST "PARTY"

The first social function staged under the auspices of the Oregon State Motor Association, formerly known as the Portland Automobile Club, will be held in the association club building on the Sandy River next Wednesday evening. Dining will commence shortly after 8 o'clock and later a cafeteria lunch will be served. The affair will be informal, according to an announcement of Frank E. Watkins, president of the association.

our souls and wound up in a mud-hole on some road that we should never have attempted to navigate!

### Accurate Reports Aimed.

Our information Bureau proposes to afford the members the best possible information on road conditions. Sometimes in the past, the desire of our neighbors to have us wash their reports on roads that were more optimistic than the circumstances warranted. This we shall watch closely and shall endeavor to gain as much knowledge first hand as possible and to see that the remainder is supplied from reliable sources.

The completion of the Interstate Bridge impresses us with the idea that a paved highway from Canada to Mexico is nearer than we imagined. This recently finished project is by far the most gigantic undertaking in the entire distance. The portion of the Pacific highway through Oregon is only 260-odd miles which, with the work already done, can be completed for \$7,000,000 or \$8,000,000—not a large sum when one considers that California voted \$18,000,000 in one issue.

### Tourists Are Wanted.

Our sincere hope is very appreciative of our annual tourist crop and now we are getting ready to offer counter attractions which will extend the scope along the Pacific Coast, the winter playground of America. Our efforts will be not alone the lines of competition, but also the lines of cooperation. Some day in the not-far-distant future we shall look back and wonder if it was really true that in February, 1917, a motorist could not drive from Portland to California because of the muddy and impassable condition of the road. It is hoped that within a very few years the winter traffic over the Pacific Highway will be so great that we will be talking snow-plows to take care of the occasional storms in the Siskiyou rather than to suffer interruption for even one day.

A delegation from the association is going to Ashland this week to initiate its state-wide campaign of organization. From reports and from the good work already done, we are expecting Ashland to become quite an important unit. Located at the entrance from California, they have already extended a welcome to tourists by placing at their disposal a free camping-ground. This is the spirit that makes one glad he came and desire to return.

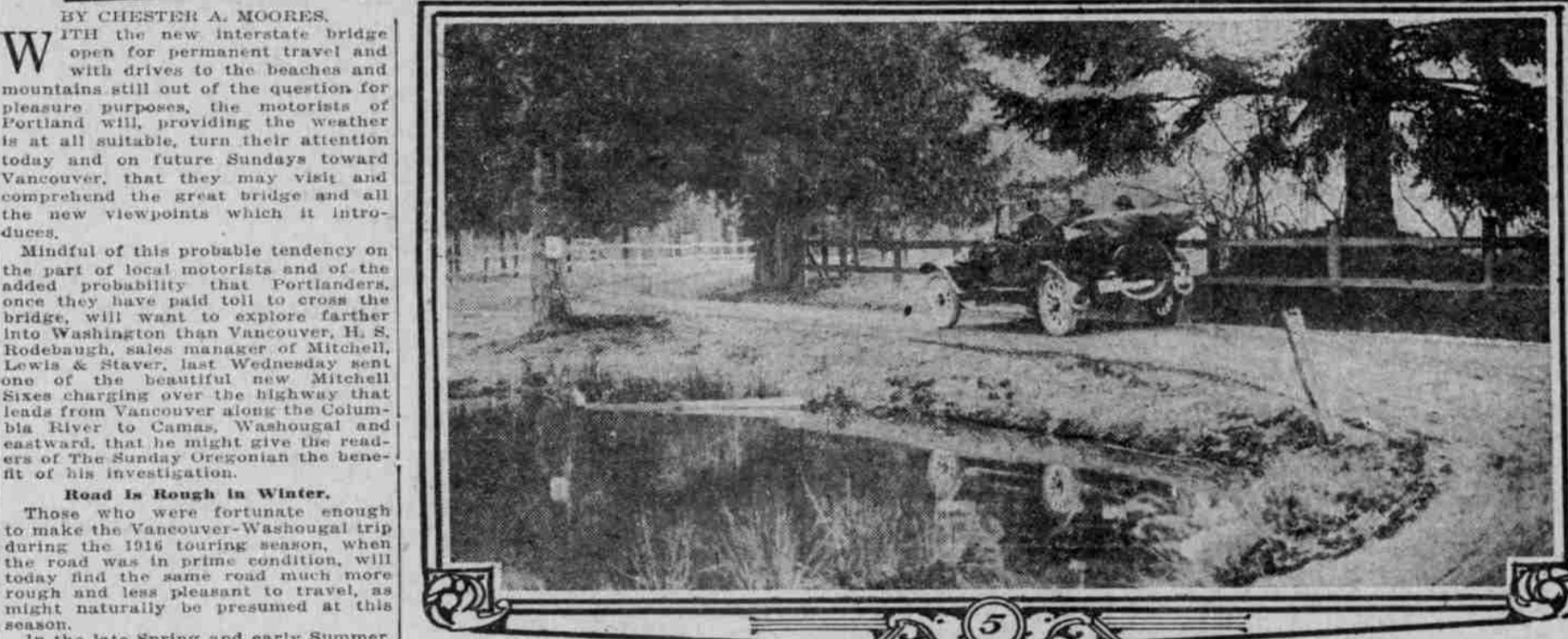
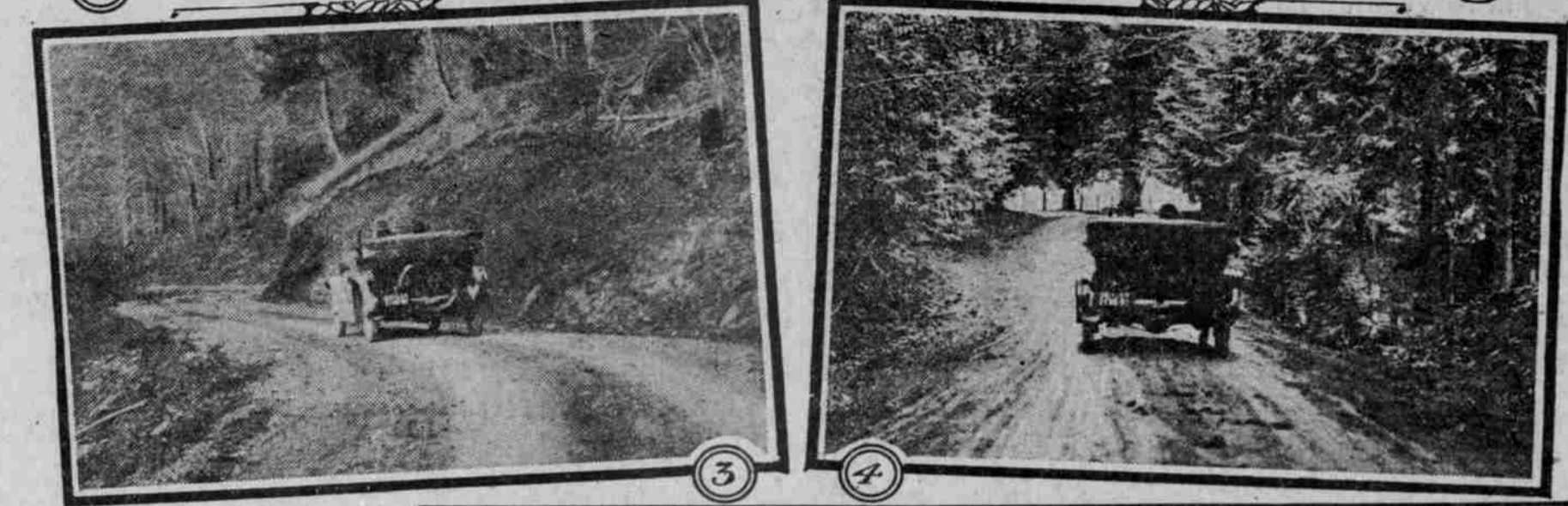
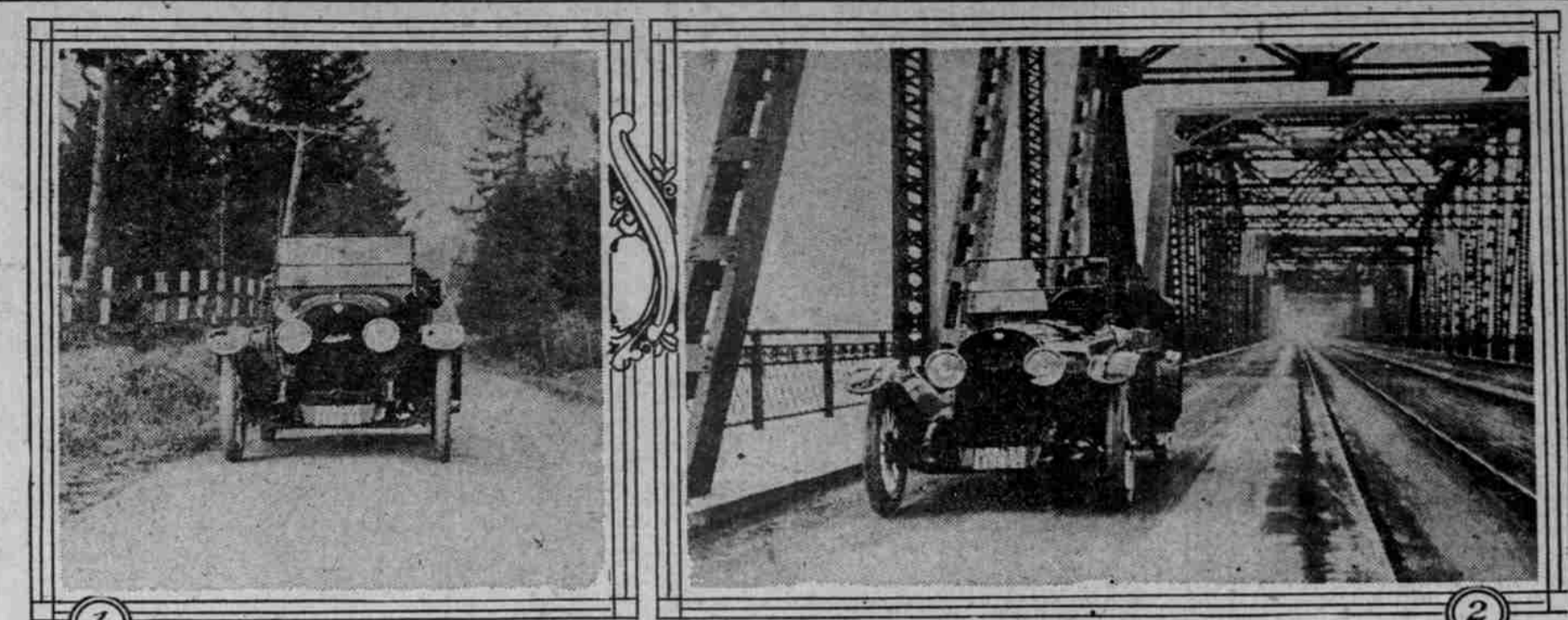
### Oregon Wonders Noted.

Jackson County, the "First Over the Bars," will create a most favorable impression on the stranger. Many miles of excellent paved highway are already waiting for him. Medford, with its wonderful orchards, next greets him in the valley of the Rogue, comes in sight. Grants Pass, with its nearby unrivaled caves, will cause a stop. Then the scenic valley of the Umpqua. Then the glorious valley of the Willamette with Portland at its northern end.

Then the world-famous Columbia River Highway the Pacific Ocean on the left, the impressive gorge of the Columbia on the right; on east to Idaho, or perhaps back the inland route by way of the Deschutes, famed throughout many states for its excellent fishing. The tourist back again and the next time he will bring his neighbors. Let's get ready for them.

# OPENING OF INTERSTATE BRIDGE PROVIDES NEW SCENIC FIELDS FOR MOTORING PARTIES FROM CITY OF PORTLAND

Interesting Places in State of Washington May Be Reached After Few Hours of Driving; Vancouver Is Center of Travel After Crossing Columbia River; Road East on North Bank of Stream Is Rough in Winter, Says Salesmanager of Mitchell, Lewis & Staver Company, Who Provides Log.



1—Stretch of Best Road Between Vancouver and Camas. 2—Mitchell, First Portland Car on Interstate Bridge Dedication Day. 3—Descending New Grade on Vancouver-Washougal Road. 4 and 5—Mitchell Car Penetrating Woods and Passing Lake Near Captain Biddle's Country Home.

BY CHESTER A. MOORES.

WITH the new interstate bridge open for permanent travel and with drives to the beaches and mountains still out of the question for pleasure purposes, the motorists of Portland are content to jog along at it is at all suitable, turn their attention today and on future Sundays toward Vancouver, that they may visit and comprehend the great bridge and all the new viewpoints which it introduces.

Mindful of this probable tendency on the part of local motorists and of the added probability that Portlanders, once they have paid toll to cross the bridge, will want to explore farther into Washington than Vancouver, H. S. Rodebaugh, sales manager of Mitchell, Lewis & Staver, last Wednesday sent one of the beautiful new Mitchell Sixes charging over the highway that leads from Vancouver along the Columbia River to Camas, Washington, and eastward, that he might give the readers of this Sunday Oregonian the benefit of his investigation.

### Road Is Rough in Winter.

Those who were fortunate enough to make the Vancouver-Washougal trip during the 1916 touring season, when the road was in prime condition, yesterday find the same road much more rough and less pleasant to travel, as might naturally be presumed at this season.

In the late Spring and early Summer, when days are likely to be clear and moonlight is more apt than not to shine on the shores of the majestic Columbia River eastward from Vancouver is hard to excel.

Some day, so Washingtonians hope, this road will be extended up the river to White Salmon, on to Marshfield and perhaps still farther east, thereby matching the Columbia River Highway, on the opposite Oregon bank, in the heart of the touring season. It is possible to follow this road as far as Stevenson, but there is a gap of several miles between Stevenson and White Salmon which has not yet been cut with a road. Skamania County has spent a large sum of money to lay new grades within its borders, but because of the softness of the road surface at this stage of construction there is but little time during the year that the roads from Washougal to Stevenson are practical for automobile travel.

### Butte Is Scenic Viewpoint.

The great scenic viewpoint along the so-called North Bank Highway is Biddle's Butte, which towers toward the sky as the rival of Crown Point, which is farther westward on the Oregon side. Biddle's Butte should not be confused with Beacon Rock or Castle Rock, another scenic wonder along the same road on the river near Stevenson.

Biddle's Butte is about seven or eight miles beyond Washougal. It is reached by a side road that branches off to the left and swings around a rather sharp hill to the grand summit. One or two machines have been making this trip lately, according to advices received by Mr. Rodebaugh at Washougal last week, but it is just about all they can accomplish. In the summer time this drive up the hill is less difficult, even easy and delightful in fact, and Portland motorists should right now mark down their resolve to make the Biddle's Butte drive during the approaching touring season. But to get back to the immediate possibilities of touring in the vicinity of Vancouver and the road conditions met by the speedy Mitchell Six on an expedition last Wednesday. By following Main street and the Pacific Highway out of Vancouver motorists will find seven miles of solid pavement forming part of the regular Pacific Highway which proceeds northward to Tacoma and Seattle. Just now the unpaved roads of Southern Washington are in bad condition.

### Hard Surface Expected.

Ultimately the Clarke County folk expect to see the Pacific Highway hard surfaced from the present terminus of the pavement on to the bridge at Woodland, a distance of about 15 miles, with the probability that the entire length of the Pacific Highway in Washington will be paved before many years have passed.

Considerable attention will also be paid the road from Vancouver to Camas and Washougal, which is now rather cut up, though solid and passable for the full distance. It is possible that a decision will be reached to pave a few miles of this road, with the idea of continuing on a permanent programme until the complete Clarke County stretch is finished. If this is not done the road will at least be rolled or given a fresh macadam surface. There is heavy travel by motor between Vancouver, Camas and Washougal. Several

spunky cars, like the Mitchell, on any kind of road, remarked during the Mitchell exploration last week that he would rather plunge through mud than drive the hit-and-miss speed required on such a road as the present highway from Vancouver to Camas and Washougal. He admitted, however, that drivers of different temperament would probably fancy a solid, slightly rough road in preference to mud, and granted that the Vancouver-Camas-Washougal stretch averages up about as nicely as could be expected of an unpaved rural

highway. The passengers who were fortunate enough to be riding behind Mr. Rodebaugh found nothing to complain of, as the dependable springs of the even-running Mitchell did more than their share to equalize such balance as the roadway lacked.

For the time being, of course, and probably for all time to come, the magnificent interstate bridge and its wide, attractive approach, lined for most part by white fences similar to those which skirt the Columbia River Highway, will serve as the outstanding feature on all automobile trips into Southern Washington from Portland. The barracks, directly east of Vancouver, along the road to Camas, and the comprehensive views of the river and of the Oregon communities would, however, always be fascinating enough to draw motorists, even though they were not privileged to see the new bridge.

### Trip Requires Half Day.

The trip from Portland to Washougal, a total distance of 26.5 miles, can be made in less than two hours' time even by the most cautious driver. The round trip, together with the separate run over the pavement from Vancouver over the Pacific Highway, may be completed handsily in a half day, with the constant option of lengthening the time during the season when picnicking is the general rule.

Motorists crossing the Interstate bridge are charged tolls both for cars and passengers. Small cars, such as roadsters and "bugs," are assessed 19 cents for the vehicle, standard touring cars are charged 15 cents and big passenger buses carrying more than seven passengers are taxed 25 cents. A general charge of 5 cents is made for each passenger.

The log of the full trip made by the Mitchell-Oregonian party is as follows:

- Portland to Washougal, Wash., via interstate bridge and Vancouver—
- Miles.
- 0. Oregonian building, Sixth and Alder streets. Proceed west one block to Broadway and follow that thoroughfare north.
- 1. Eastern terminus of Broadway bridge.
- 1.9 Turn left on Union avenue, official route to bridge.
- 4.8 Cross Columbia boulevard and immediately enter upon interstate bridge approach.
- 7.3 Reach draw of bridge.
- 8.0 Turn right on main street to Fifth street, turn right and follow road with Army barracks on left.
- 8.7 Cross road by straight ahead.
- 9.8 Right fork (view Portland and river on right).
- 11.5 Turn left on main street.
- 14.5 Elsworth, go straight ahead, crossing draw at 25.4 and 18.8.
- 14.4 Fisher Landing, straight ahead (cross-roads).
- 19.0 Careful, rock trains overhead.
- 23.2 Paper mills on right, follow board fence, turning with it to right.
- 23.3 Camas.
- 23.4 Cross railroad.
- 23.9 Steel bridge over Washougal River.
- 24.4 Turn right then left, keeping on macadam road.
- 24.5 Turn left into Washougal.
- 26.2 Optional, see both streets lead into town.
- 26.5 Second and Main streets, Washougal.

### NATION'S CHAMPION RACE DRIVER RECEIVES RECOGNITION FOR HIS SEASON'S VICTORIES.



DARIO RESTA (AT LEFT) ACCEPTING CUP AND TROPHY FROM CHAIRMAN OF CONTEST COMMITTEE. "To Darlo Resta, Champion, 1916." That's the inscription on the diamond-studded platinum fob Chairman Kennardell, of the contest committee of the American Automobile Association, is presenting in this picture to the beaming Darlo, winner of the greatest number of points in the American Speedway championship of Chicago. The scene is laid in the banquet room of the Chicago Automobile Club, Feb. 17, 1917. The "speed king" registers pleasure, as they say in the movies, very much, we suspect, because he has just received a \$5000 check for first prize in the \$10,000 Goodrich award. Johnny Aitken, winner of second, and Eddie Rickenbacker, winner of third prize, received checks of \$2000 and \$1000. The checks are signed by the B. F. Goodrich Company, makers of the Silvertown cord tires, used by Resta in all his 1916 races.

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General Motors Trucks 3/4, 1 1/2, 2, 3 1/2 and 5-Ton The Standard of Portland Business Houses. Columbia Carriage & Auto Works, 209 Front Street.

Grant-Six As a Hill Climber the Grant Six Is Without a Peer. MANLEY AUTO CO. 11th and Oak, at Burnside. Phone Bdwy. 217

Hudson Super Six—The Car with the greatest records BOSS & PEAKE AUTOMOBILE CO. 615-617 Washington Street

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## BALLOU & WRIGHT

Broadway at Oak, Portland

Rickenbacker, the big, handsome, bearded race demon, third in the championship for 1916, who was held up by the English military authorities at Liverpool, then released, only to become embarrassed because he wore civilian attire while the rest of the shop after he gets his party together as a result of his European shopping tour.

"Rick" Is in Europe. DETROIT, Mich., Feb. 17.—E. V.