

OREGONIAN SCORES CALIFORNIA ROADS

H. H. Sichel Fails to Discover Alleged "Paved Routes" on Los Angeles Trip.

HEAT ADDS TO AGONIES

Veteran Road Traveler Insists Bear State Is Getting a Lot of Undeserved Advertising on Highways That Do Not Exist.

The California motorists who drive into Portland cursing Oregon roads and boasting condescendingly about the wonderful paved highways of California are given the retort courteous by H. Herbert Sichel, a prominent Portland motorist of many years' driving experience, who returned last week from an extensive road tour through California.

"I want to tell you the real truth about the roads of Central and Southern California," said Mr. Sichel yesterday.

"You have heard that little California yarn about the roads being paved from San Francisco to Los Angeles. Well, they are paved in some places, great roads leading to Modesto and from Modesto to Merced, a total distance of 120 miles. From Merced to Madera the road is practically on a straight line except through the last town and for three miles further where it is as dusty and rough as sin. You arrive in Fresno jubilant. You have had a dandy trip and if you drove at night it was fairly cool, about as cool as Portland August 25 at 3 P. M. Your speed limit has been 32 miles an hour and you saw but few motor officers. You also found that the motorists never dim their headlights and never stop if you are broken down or fixing a puncture, as in Oregon, to ask if you need help.

Heat and Holes Disgust

"From Fresno for about 49 miles the roads are paved, with only one detour for construction, until you reach Tulare County. Here the rough road and the heat starts in. For 62 miles all the way to Delano the road is one mass of chuck holes and dust.

"The thermometer stands from 108 to 122 and if you stop and ask for water for your radiator they will give you a pint and a half in a dipper and that is all. No matter where you stop, the radiator ordinary runs, it will overheat in this part of the country, as there is absolutely no shade. The heat is like the blast from a furnace and you have to run slowly because of the bumps.

"From Delano on the road is paved to Bakersfield, and it certainly is a treat to bowl along where your cap and the road and one searching for motor police. You arrive in Bakersfield, look in a mirror and see yourself to death. You have forgotten to wear a mask and your face is purple, with white goggles burned in and a white strip across your forehead where your cap has fitted down. The grain of the sweat band is burned into your head in an exact pattern and three days later you look like a man who has climbed Mount Hood without any protection, only you are as dark as any Mexican.

"The next 22 miles out of Bakersfield are straight except for one turn and all paved. If you take over 25 minutes for this run you are wasting time. You have to take a detour to the right, and, etc., in Bakersfield, about the road ahead and two have told you the truth, but you hate to believe it. The road is the worst trunk road in the state, the canyons of Southern Oregon are a treat compared to it. The Mount Hood road is a boulevard in comparison.

Terrors Are Indescribable.

"You climb the mountain for seven miles on a rather rough road and then get to Lubek, which boasts of a garage and an garage attendant. The attendant informed me that several cars a week burned their bearings out on the pass roads. For about 12 miles out of Lubek you again find pavement, but this is the last for over 40 miles. I am at a loss to describe the terrors of this stretch of road.

"If you can imagine the figure eight on the highway half as wide as at present, winding through a chain of desert mountains, with a total of 10,000 to 20,000-foot precipices on one side and high banks on the other, with the few lonely tourists who meet stopping you and advising you of the terrors you are to meet and advising you to drive in the daytime, when the heat is unbearable, along a road that is just one mass of chuck holes and dust, you never had an ounce of gravel pavement, you have some conception of one of those wonderful California roads.

"All Pavement" Is False.

"I have a poor reputation as a slow driver, but these 40 miles took me over three hours. After getting out of the passes you strike a stretch of dust that has just been graded for a few miles. This is from two to three feet deep and automobiles are constantly stalling in the center, just like in a large mudhole. If you have lived through this you get to Sargus and find 34 miles of dandy pavement into Los Angeles.

"Around the latter city the roads are all paved, but on some of the roads the heat has separated the asphalt from the concrete base and the surface is all in waves. This makes very rough riding, especially on account of its deceptive appearance.

"The tour books innocently state that the road is paved from Los Angeles to San Diego. It is paved, all but 30 miles. The bridges were out a year ago when I went through. Very poor temporary bridges were erected and they are still there. The old holes have not been repaired and a brand new detour of about four miles, rough as sin and twice as dusty and unattractive, has been marked out.

"The last 21 miles into San Diego have never been paved and there is no sign of work being started. So be prepared for this when you go south.

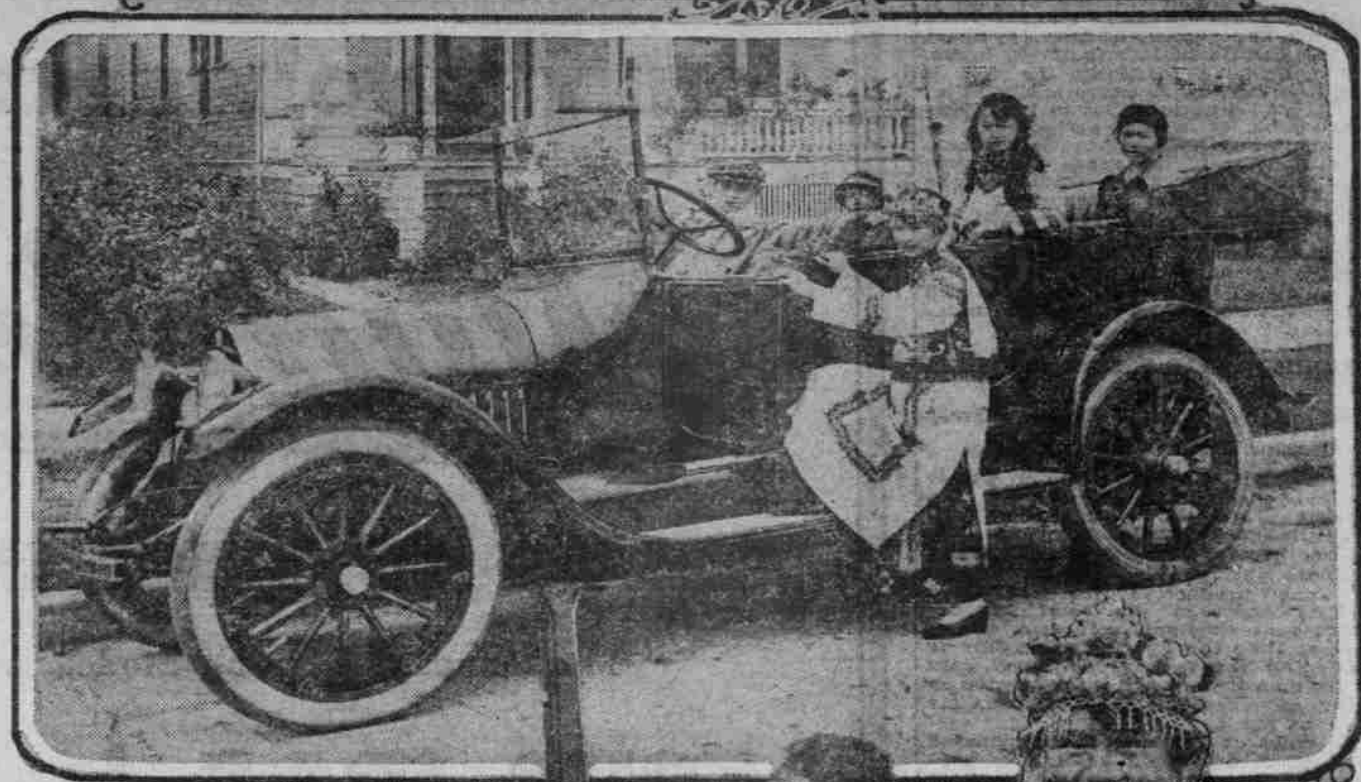
"Oh, yes, the roads from San Francisco south are all paved. NIT.

"Incidentally I have been reliably informed that there are ONLY 275 miles of rough road on the Coast route."

Average Is 53.6 Miles an Hour.

In setting his world's records for 500, 1000 miles, for 12 and 24 hours with a sidcar at the Cincinnati, O. Speedway on August 24-15, "Teddy" Carroll averaged 53.6 miles per hour for the entire 24 hours of riding, and not 48.28 as originally stated. Carroll covered 1275.7-8 miles during the entire period of 24 hours. He drove a stock Powerplus Indian sidcar outfit.

PORTLAND'S ONLY CHINESE GIRL WHO DRIVES MOTOR CAR IS BUT 16 YEARS OLD.



FUEL RECORD MADE

Rev. I. W. MacCallum Claims 33 Miles a Gallon.

MAXWELL CAR IS USED

Trip of 165 Miles Over Roads Described as Disgrace to State Negotiated on Five Gallons of Gasoline.

Can anyone beat the gasoline economy record claimed by Rev. I. W. MacCallum, pastor of the First Congregational Church of Oregon City, who last week drove from Portland to Tacoma over the Pacific Highway, a distance of 165 miles, on five gallons of gasoline?

Over roads that Mr. MacCallum described as murderous, he piloted his Maxwell motorcar through dust and over bumps and ruts, up grades that called for low gear and in timber where a cow trail would be disgraced to be seen in company with such a highway.

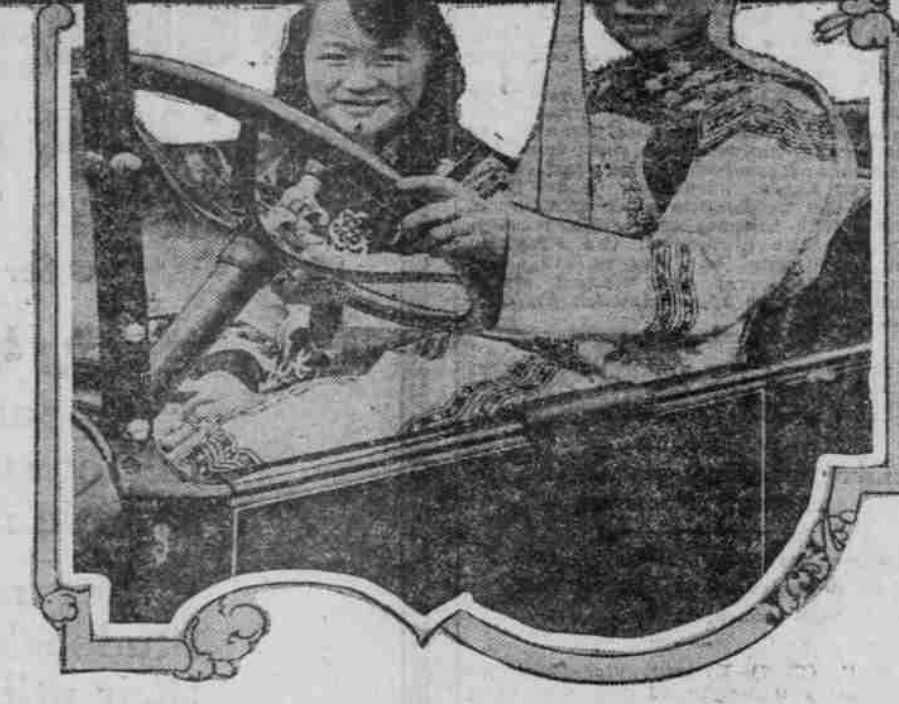
Mr. MacCallum has had his Maxwell about 13 months and in that time has traveled about 7100 miles. Making better than 33 miles to the gallon of gasoline, he regards as an unusual accomplishment, considering the roads.

Many other persons also who have driven down the highway from the northern cities describe the road as "something fierce." From Tacoma to Olympia the roads are said to be fair, except where repairing is being done. In some places they are said to be fine, the total distance being about 32 miles. From Olympia to Centralia, 28 miles, the roads are good except where detours are necessary on account of construction work. At these places Mr. MacCallum had to steer his Maxwell around through the jungles for a considerable distance. From Centralia to Chehalis, about five miles, the roads are paved, and from Chehalis to Castle Rock, 36 miles, they vary from good to rough, a gravel surface making riding comfortable.

From here on, according to Mr. MacCallum, the worst stretch of road imaginable afflicts the motorist for about 30 miles. Even a minister of the gospel knows what it feels like to want to swear and curse the country, state and all the highway officials. This stretch of road is said to be a disgrace to the state of Washington. Here is where the motorist encounters the deep ruts and holes and bumps and dust and steep hills and narrow grades until he is exasperated almost beyond endurance.

Then from Kelso to Woodland, 22 miles, the grades are narrow, the hills steep and more roughness is encountered. Dust is annoying also. From Woodland to about 10 miles north of Vancouver, 20 miles, this same condition is prevalent. From this point north of Vancouver there is hard-surface road all the way into Portland which makes one sigh with great content. Conversely, when a tourist is traveling northward, he lide this particular road a fond farewell with misty eyes.

Over such a route did the Maxwell



Above—Mrs. Helen Yee and Several of Her Children About to Enjoy a Spin in Their New Studebaker Car. Below—Miss Lily Chian at Wheel of Car.

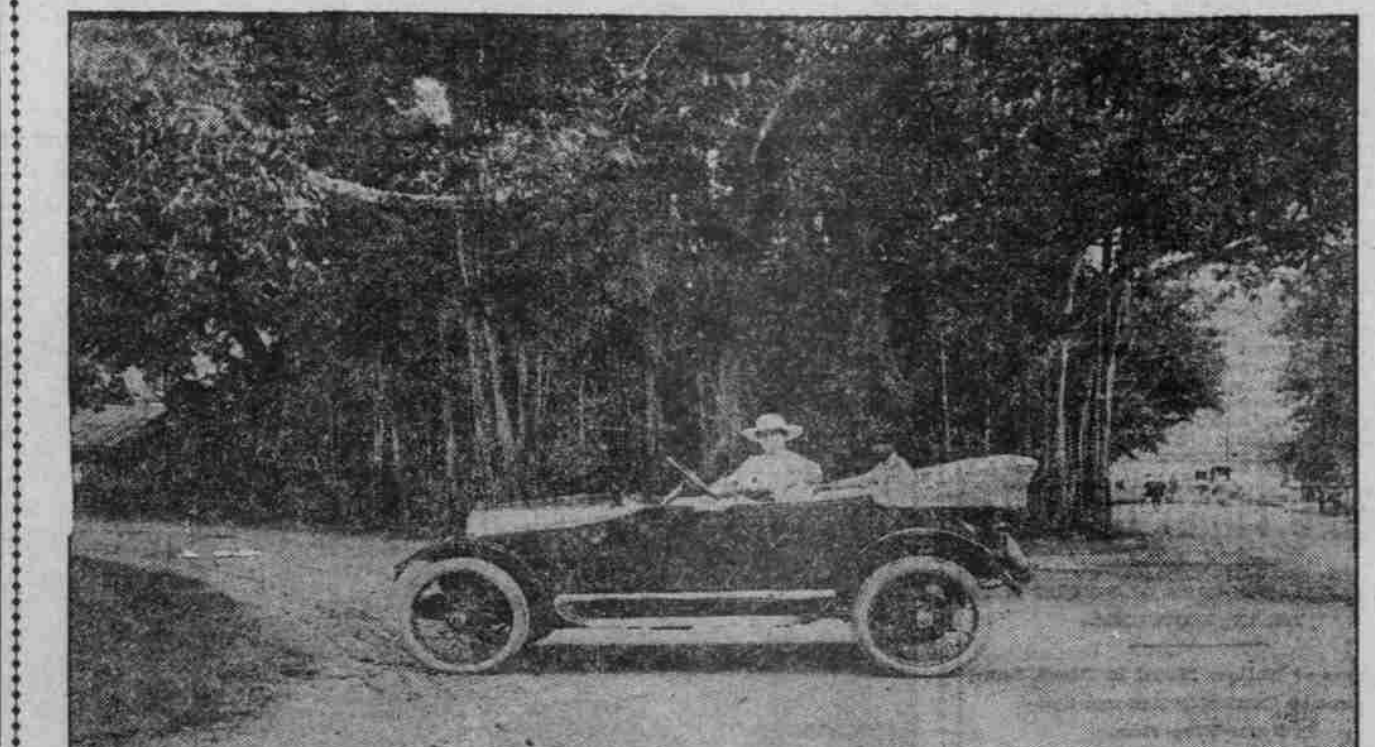
Pretty little Lily Chian, the 16-year-old daughter of Mrs. Helen Yee, may be seen most any day of the week at the wheel of her mother's new Studebaker Six, sold recently by J. E. Obyer, of the Oregon Motor Car Company sales force. There are seven children in the family, all of them native born. Lily's father, Chian Yee, an importer, died three years ago, since which time his affairs in Portland, San Francisco and Seattle have been looked after by Mrs. Yee. The family residence is at 263 East Fifth street.

went its way to the northern city, and over such a highway did Mr. MacCallum nurse his motor to accomplish the 165 miles on five gallons of gasoline. Now he wants to know if anyone can beat this record. If anyone can he would like to be shown.

New Car Owners in County.

- THE following purchasers of 1917 model automobiles obtained temporary police permits in Portland last week pending the arrival of the official state license tags from Salem:
- R. A. Weed, Estacada, Or., Saxon.
 - G. G. Gerkling, Tualuma, Or., Reo.
 - F. E. Wilson, Marafield, Or., Franklin.
 - Jim Gasperis, 449 Morrison street, Paige.
 - A. H. Schmidt, Harwood, Or., Maxwell.
 - J. E. Harter, Tillamook, Or., Chevrolet.
 - Portland Railway, Light & Power Company, Electric building, Chevrolet.
 - M. H. Hickey, 199 Third street, Mitchell.
 - George M. Hall, 415 South Jersey street, Maxwell.
 - A. E. Haworth, 5042 Sixty-third street, Southern, Maxwell.
 - R. B. Huston, 51 First street, Ford.
 - American Tire & Rubber Company, 74 Broadway, Reo.
 - M. G. Butterfield, 394 Marguerite, Ford.
 - A. Wood, fourth floor Electric building, Ford.
 - J. Santry, Ritz Hotel, Overland.
 - J. Rickner & Sons, Oswego, Or., Ford.
 - R. D. Morris, Socio, Or., Chalmers.
 - U. Y. Banks, Alexandra Court, Winton.
 - State of Oregon, Highway department, Nash.
 - M. W. Winterberger, 881 Division street, Ford.
 - Valencia Spataris, 524 Thurman, Maxwell.
 - T. Robinson, Tillamook, Or., Chalmers.
 - Alfred Thompson, Gresham, Or., Maxwell.
 - J. W. Reed, Estacada, Or., Maxwell.
 - Claresce C. Bush, 8419 Thirty-seventh street Southeast, Chevrolet.
 - E. H. Wilkey, Fairview, Or., Chevrolet.
 - H. H. Princehouse, 1037 East Caruthers, Ford.
 - Willard Long, 1127 East Twentieth north, Chevrolet.
 - Ella Hauber, 1234 Hancock, Hudson.
 - Palmer Bros. Company, 234 Russell, Studebaker.
 - D. R. DuBois, 256 East Forty-sixth north, Chevrolet.
 - P. E. Gysner, 340 Grant, Monroe.
 - Mrs. Anna Reiser, 168 North Park, Chevrolet.
 - Joseph Michaud, Tillamook, Elgin.
 - George R. White, Lexington avenue, Hudson.
 - W. S. Barzee, 453 Marguerite avenue, Willys-Knight.
 - A. H. Richmond, 1509 East Sixteenth, Ford.
 - Dr. Milo Kirkpatrick, 1015 Stevens building, Franklin.
 - G. F. Nickerson, 509 McKay building, Chevrolet.
 - H. A. Kervik, 235 Ivy street, Oakland.
 - W. H. Boyer, 809 North Twenty-fourth, Chevrolet.
 - Harvey O. Willworth, 542 Deloy, Chevrolet.
 - Pacific Grain Company, 901 Board of Trade, Ford.
 - C. E. Bennett, 800 East Ankeny, Buick.
 - F. A. George, St. Helens, Ford.
 - Mrs. R. B. Drews, 694 Borthwick, Ford.
 - John Williamson, 704 Mission, Ford.
 - H. E. Cushman, 565 Overton, Oakland.
 - H. E. Bauman, 1524 East Hoyt, Ford.
 - H. R. Elliott, 428 Yamhill street, Ford.
 - J. C. Helgen, 48 North First, Ford.
 - Clay S. Morse, 126 Clackamas, Dodge.
 - S. R. Dugan, McMinnville, Ford.
 - A. Lawrence, 1165 East Yamhill, Overland.
 - F. Saquist, Gresham, Overland.
 - P. L. Hunter, Dallas, Or., Chevrolet.
 - H. F. Johnson, 1308 East Fourteenth street North, Ford.
 - George C. McDonald, 778 Pettygrove, Paige.
 - I. W. Schipper, 305 Salmon, Olds.
 - A. M. Patten, Saxon, Or., Chevrolet.
 - H. A. Hildebrandt, 15 East Sixteenth north, Ford.
 - H. C. Miller, 26 North Twentieth, Maxwell.
 - Craze Company, 140 North Fourteenth, three Fords.
 - D. Evidand, 1111 Killingsworth, Ford.
 - H. J. Reidin, 83 Eighteenth north, Ford.
 - Dan P. Stevenson, Baker, Or., Elgin.
 - A. A. Auspund, 1111 Simpson, Buick.
 - John Yates, Sherwood, Or., Ford.
 - Chester Toole, Sherwood, Or., Ford.
 - Knight Packing Company, East Ninth and Alder, Ford.
 - John Wortman, McMinnville, Or., Oldsmobile.
 - A. M. Kinney, Astoria, Or., Oldsmobile.
 - J. L. Galtmar, 3705 Sixty-fourth street, Overland, Saxon.
 - George Carlin, 645 Mississippi, Saxon.
 - J. C. Glover, foot of Main street, Saxon.
 - James P. Madigan, 547 Plandora, Ford.
 - J. W. Long & Co., 82 Broadway, Ford.
 - Holman Fuel Company, 84 Fifth, Ford.
 - Standard Oil Company, Yeon building, Ford.

OVERLAND CAR, BOUGHT RECENTLY IN PORTLAND, NOW MAKING TOURS OUT OF SINGAPORE.

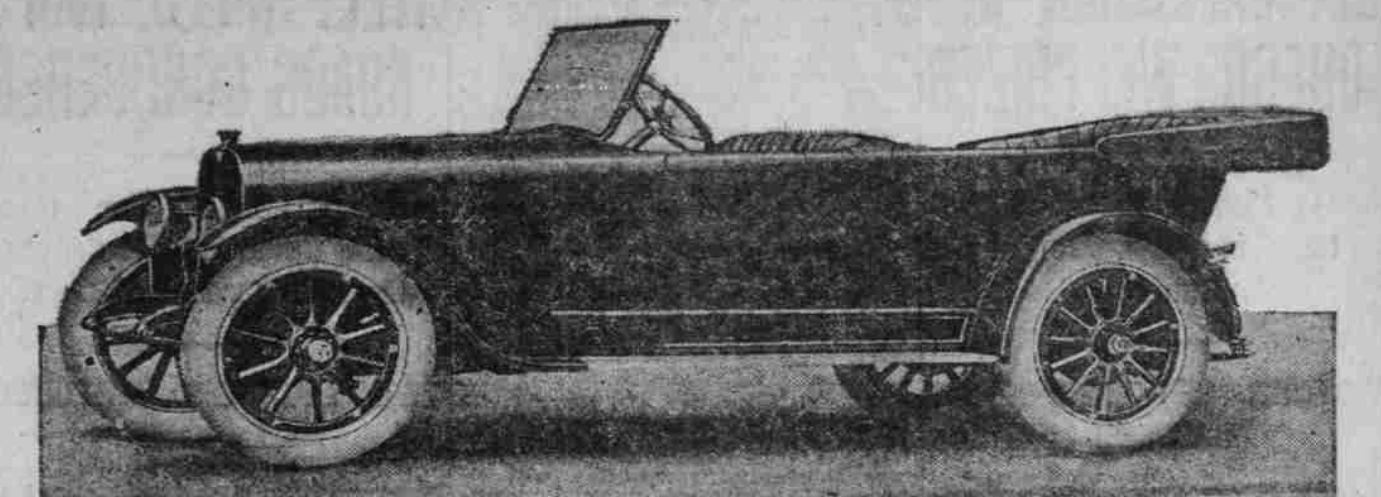


—Photo by Plate Limited, Ceylon.

Mrs. A. C. Logan, Formerly of Portland, at Wheel of Her Overland "Country Club" in Front of One of the World's Largest Banyan Trees in Ceylon.

Since buying an Overland "Country Club" car in Portland several months ago, A. C. Logan, as the representative of Connell Bros. Company, Singapore, has driven in and around Colombo and 2000 miles through Ceylon. The purchase was made while Mrs. Logan was visiting her relatives in Portland. Accompanied by H. V. Peterson, sales manager of the Portland branch of the Overland Pacific Company, the little car was driven overland to Seattle and from there shipped direct to Singapore, where, Mr. Logan reports, it has been creating a great deal of favorable comment.

"My car has had great success," says Mr. Peterson. "In a recent trip I ascended as high as 8000 feet above sea level without being forced to drop down to low gear, even on the narrow winding roads. This is considered the best record ever made in Ceylon."



Buy Now and Save Money On a Hudson Super-Six

Over 50 makes have already advanced in price. Hudsons, too, must cost more.

Nearly every make of car, except the Hudson, has lately increased in price.

Cars that sold at \$1200 and \$1400 now cost about as much as a Super-Six. Since January, 51 makers of automobiles have announced price increases amounting to \$100 to \$700.

The necessity of buying materials on today's market has forced these increases.

Steel costs five times as much as it did at the beginning of the war. Cotton, rubber—all items that enter into the manufacture of an automobile—now cost more than ever before.

Hudsons will cost more when the present stock of materials, bought last year at lower prices, is exhausted. There is no way of avoiding it. The price advantage that other cars once held no longer exists.

Hudson has been the most wanted car, regardless of price. It will be more popular than ever now that cheaper cars have advanced in price.

We know the number of cars from present material supplies that we are to get. At the rate of present sales present prices cannot be continued long. Some models will be advanced in price within one month.

Now is the time to get a Hudson Super-Six. Have its use the remainder of the Summer and throughout the Fall. Save the money that delay will necessitate your paying for a Hudson.

C. L. Boss Automobile Co.

615-617 Washington Street, Portland

NEW SERVICE OPENS

Bearings for Automobiles, Etc., Carried in Stock.

3 MAKERS REPRESENTED

Portland Gets One of Several Branches Established Throughout United States by Bearing Service Company.

The importance of Portland as a distributing center for automobiles and automobile accessories is emphasized by the choice of this city for one of the branches of the Bearing Service Company. The local branch has just been opened at 24 North Broadway, with R. H. Cross, formerly assistant manager at San Francisco, as manager.

The Bearing Service Company of Detroit, Mich., specializes in rendering service for three leading types of anti-friction bearings used in automobiles—Timken, Hyatt and New Departure. It has taken over the service organization of the Hyatt Roller Bearing Company of Newark, N. J.; the Timken Roller Bearing Company, of Canton, O.; and the New Departure Manufacturing Company, of Bristol, Conn. The idea is similar to that of a union railway station, where competing lines enter a city. Instead of as many stations as there are lines, or in this case as there are companies, one station cares for the work of all.

It is pointed out that the Bearing Service Company is entirely separate from the companies whose products it is handling. Yet it is the authorized representative of these companies and it is receiving the hearty support of all three.

Sixteen service branches have for some time been in operation in the following cities: New York, Detroit, Chicago, Atlanta, Boston, Kansas City, Minneapolis, Dallas, Los Angeles, Seattle, San Francisco, Philadelphia, Indianapolis, Rochester, Cleveland, and Denver. In addition to the local branch, service branches are being opened at Pittsburgh, Toronto, Omaha and New Orleans.

The local union station for bearings service will carry complete stocks of ball, taper roller and flexible roller bearings for automobiles, motor trucks, farm tractors and motorcycles. Owners of cars may go direct to this station and obtain the bearings they need and also advice and instruction as to the method of making installations, in case they desire to do the work themselves. The establishment of this central station will also be a material convenience to dealers and garage men, as the bearings they need for replacement may be secured at a moment's notice.

24-HOUR RECORD IS CITED

Motor in Dawson Car Same as That Used in Stock Chalmers.

The motor which carried Joe Dawson on a Chalmers stock chassis nearly 2600 miles in 24 hours is the same as

that under the hood of the Chalmers cars which are being retailed from the salesrooms of the Western Motor Car Sales Company and wholesaled throughout the Oregon territory by H. L. Keats.

The motor, under a dynamo test at the factory, turns 3400 revolutions per minute, but attached to the car it develops its maximum power at not to exceed 2800 revolutions, according to factory tests. This is no faster than other high-grade automobiles, according to Roy Hemphill, manager of the local retail selling branch. "There is a great deal of satisfaction, however, in knowing," said Mr. Hemphill, "that the motor will stand up under the terrific strain of 3400 revolutions."

AUTO PASSENGERS ARE MANY

Nation's Motor Mileage Valued at More Than Billion Dollars.

"The passenger car has developed into a universal utility," says Harry M. Jewett, president of the Paige-Detroit Motor Car Company. "As such, its economic influence is now tremendous in a thoroughly practical and constructive way.

"Some inking of what the automobile now means to us and the practical part it is playing in our economic life is realized when it is learned that greater passenger-mile service is rendered by the passenger motor cars in the United States than by the entire railroad or street railway systems of the country. The 3,700,000 passenger cars, averaging 5000 miles a year and three persons each, give a total of 55,000,000,000 miles. At a rate of 3 cents per mile, this is worth \$1,110,000,000 a year.

Probably the "road hog" does not know it, but he is violating the laws of the state of Oregon and laying himself liable to a heavy fine every time he fails to show courtesy. Road courtesy is almost synonymous with road law as enacted by the Oregon Legislature.

A few of the courtesies made obligatory on the "road hog" by law are that a vehicle driving slowly must keep at all times to the right of the road, leaving, wherever possible, space for vehicles wishing to drive faster to pass at the left. The driver of any motor vehicle is violating the state law if he passes any team or another motor vehicle without giving a signal with his horn.—Eugene Guard.

'ROAD HOG' PENALIZED

NEW STATE LAW MAKES HIGHWAY COURTESY NECESSARY.

Writer Sets Forth Things Automobile Drivers Must Do to Keep Within Meaning of 1917 Statutes.

The "Road Hog" is a peculiar animal, but he is the same animal whether he is driving a one-horse cart, a freight wagon, a motorcycle or an eight-cylinder touring car. He is a person who will take just as much of the road as he can and will give the party meeting him just as little of it as possible. He will drive by another vehicle or team at a 40-mile clip, or he will keep in the middle of the road for miles and just crawl along to annoy the man who wishes to drive faster.

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We Know

The Warner-Lenz complies with the law, because our state law and city ordinances are patterned after the New York laws and Warner-Lenz comply with the New York laws. In fact, the Warner-Lenz has been approved by every city of importance in the United States.

Further, they give you a perfect driving light under all road conditions, shifting of the lens in your headlight does not affect the light.

Make night driving safe, equip your car today with Warner-Lenz.

Archer & Wiggins

Distributors of High-Grade Motor Car Accessories

SIXTH STREET AT OAK