

PACIFIC HIGHWAY IN FINE CONDITION

Roads Good All the Way From San Francisco North to Portland.

ONLY A FEW ROUGH SPOTS

Tourists Make Trip in New Buick Car, Which Reaches Portland in Perfect Shape, Paint Not Even Being Scratched.

No better evidence that touring conditions on the Pacific highway between San Francisco and Portland are most favorable right now could be had than the fact that a party of six persons, with all the baggage, came through to Portland last week without the slightest trouble at any point.

Moreover, they were traveling in an absolutely new car. The auto, a five-passenger Buick touring car, had been driven only a few miles before they left San Francisco for Portland. It came through without a scratch.

In fact, the tourists, who were Mr. and Mrs. J. H. Mills and daughter, Mr. and Mrs. C. P. Cotter and Mrs. W. E. Turney, all of Helena, Mont., made the trip without even a spare tire. They carried one extra tube in case of puncture, and didn't have to use it. The Goodyear tires, with which the Buick was equipped, showed almost no signs of wear when the car arrived in Portland. It was hard to believe they had actually gone 823 miles, which was what the odometer registered at this end of the journey.

New Highway Being Built. The travelers reported the highway in good condition throughout, with the exception of about five miles just south of Dunsmuir, Cal., where the new highway is being put in. Due to the construction work and blasting, they were delayed somewhat and were obliged to take it slowly over this portion of the road.

But even here conditions were not very bad, their assertions being more than proved by the condition of their tires, which didn't show a single cut.

Six days were taken to the trip north. This was largely due to the fact that they drove very slowly the first 399 miles of the way in order to give the motor a chance to work in. After that, the speed was regulated by their own wishes.

Before leaving San Francisco the tourists were particularly warned of the terrors of Cow Creek and East Creek Canyons in Southern Oregon. Well, they were looking for some very bad roads in consequence, but actually drove through Cow Creek Canyon without knowing they were in it.

They were on the lookout for the canyon, which they thought must be close at hand, when they met a countryman in the road.

Both Sides Surprised. "How's Cow Creek Canyon?" asked Mr. Cotter, who was driving.

"Well," said the countryman, looking surprised, "you ought to know better than I do, seeing you've just come through it."

Pass Creek Canyon they found a little rough only in one short stretch north of Comstock, where the road had been cut up while muddy. But there was no mud when they came through.

In fact, the roughest road they found in Oregon, the tourists declared, was part of the highway between Junction City and Monroe.

Their route north from Oakland, Cal., led through Martinez, Benicia, and Davis, thence by the West Side route through Williams to Proberta and Red Bluff. They report the road in this section fine as far north as Delta, shortly this side of Redding, Cal.

For about 12 miles from Delta to three miles north of Sims, new highway work is under construction in Northern California. Portions of it they report as being very rough owing to the blasting of shale rock.

They were held here four hours and a half because of the fact that a blast tore up the road, and they had to wait until the soft shale loosened by the blast could be scraped off.

Detour Road Good. Thence they went through Dunsmuir on the main Pacific Highway to Geville, Cal., where they had to take a detour road to the left on account of more construction work. This detour road is about 26 miles long, joining the highway again at Hornbrook, Cal., at the Oregon-California state line. But the detour road is in such good condition, they report that 25 to 30 miles an hour can be made easily.

From there north to Portland they had no difficulty. Arrived in Portland they went to the Howard Automobile Company, Buick distributors here, and asked that the car be overhauled.

Manager George W. Dean, complied with their request, but there wasn't anything to overhaul. The car was in perfect condition. In fact, despite the 823 miles on the odometer, it could easily have passed for a brand new car right off the salesroom floor.

The tourists left Portland for Helena, Mont., by train, with instructions to have the Buick shipped to them there. Mr. Miller, who owns the car, was in a hurry to reach Helena, for the party would have driven there from Portland.

A fact worthy of note on the trip north was that the Buick averaged 17 miles to the gallon of gasoline.

BIG AUTO FIRM WILL MOVE

Northwest Auto Company to Go Into Large New Building.

The executive, wholesale, truck, parts and service departments of the Northwest Auto Company will move into the new quarter-block home of the firm at 19th and Chapman streets Monday. The company has taken a five-year lease on the four-story, brick quarter-block formerly owned by the Studebaker Corporation of America. The present quarters of the Northwest Auto Company at Broadway and Couch streets will still be retained by it as a city salesroom. The Northwest Auto Company is distributor for Cole, Marmon, Stearns, Reo, Dort and Roamer cars, and Duplex, Indiana, Bethlehem and Reo trucks.

Clean Hub Caps.

When putting the car in commission for the year and every month during the running season the hub caps should be thoroughly cleaned out, all the grease and verdigris removed, after which the caps should be repacked with fresh grease. It is also well to clean out the hubs and bearings, washing them thoroughly with gasoline so that dirt and grit will be dislodged. When this has been done the moving parts should be again lubricated, the hub caps put back in place and the car can be driven without fear of improperly lubricated axles.

Don't fail to tighten up all body bolts at end of every 800 to 1000 miles.

BUICK TOURISTS, TRAVELING NORTH FROM SAN FRANCISCO, REPORT PACIFIC HIGHWAY IN FINE CONDITION OVER WHOLE ROUTE.



J. H. Mills (Left) and C. P. Cotter (Right) and Brand-New Buick Car, in Which They Made 823-Mile Trip Without a Particle of Trouble. The Car Was in Perfect Condition, Not Even the Tires Showing Wear, When It Reached Portland.

NEW ROUTE FOUND

F. H. Nash Tells How to Drive to Hood River.

RIVER IS CROSSED TWICE

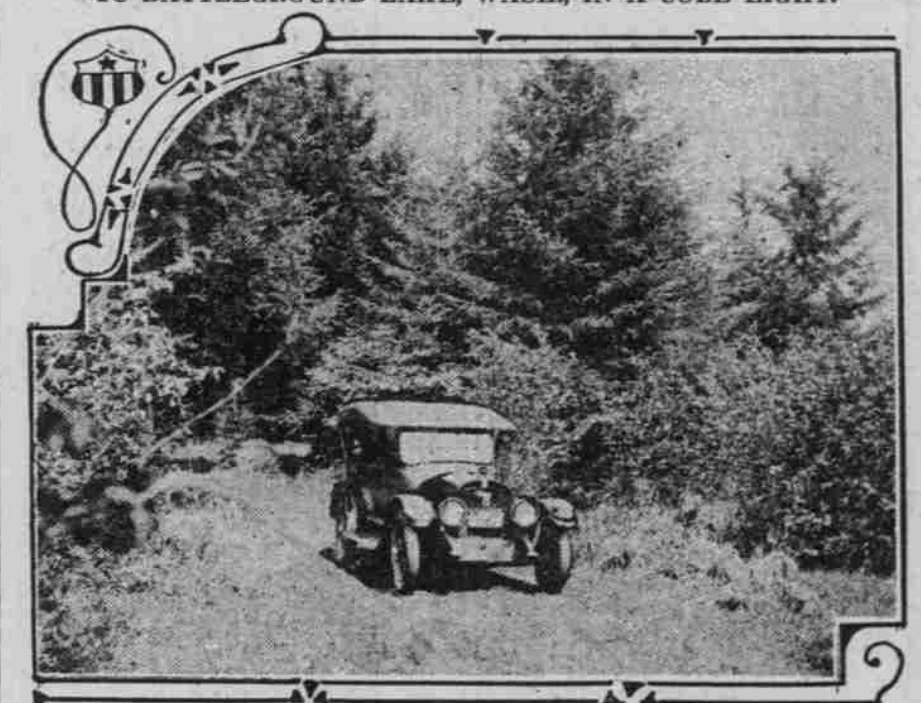
Velle Representative Drives Along Beautiful North Bank Highway on Detour That Is Feasible for Any Motorist.

F. H. Nash, manager of the wholesale department of the D. C. Warren Motor Car Company, brought word to Portland Friday of a new way for motorists to get to Hood River around the blocked portion of the Columbia River Highway closed for construction work, between that town and Cascade Locks.

As hundreds of car owners are disappointed these days at not being able to drive to Hood River and The Dalles, Mr. Nash's routing, which is perfectly feasible for anyone to follow, is of particular interest.

He reached Hood River Friday morning in a Velle Six, in which he was returning from a business trip into central Oregon. Instead of shipping his automobile by train to Cascade Locks, which involves considerable delay, Mr. Nash took the ferry at Hood River and

TO BATTLEGROUND LAKE, WASH., IN A COLE EIGHT.



Road scene near Summer Boating and Camping Resort in Clarke County.

Battleground Lake is 19 miles from Vancouver and 28 miles from Portland, and the drive there and return is a pleasant Sunday motor trip. The car in the picture was sent out by the Northwest Auto Company.

was taken across with his car to the White Salmon landing on the Washington side. The fare was \$1.

Wonderful Scenic Road. There he took the first road to the left and drove over the bluff to Underwood. By rail, Underwood is only two miles below White Salmon, but the automobile road over the hill is six miles. However, Mr. Nash told regular automobile editor of The Oregonian it is in such good condition that the drive can be made in 30 minutes to Underwood.

At Underwood he took the new North Bank Highway, which is a state road, and drove 15 miles down the North Bank of the Columbia to Cook's, the end of the road at present. He declares that this is one of the most beautiful drives he has ever taken in his life.

The North Bank Highway winds along the summit of the bluffs high above the river, giving wonderful view of the gorge and of the Oregon shore. It is graveled and in perfect condition to travel.

Arrived at Cook's after an hour and a quarter's easy driving, he there took the ferry for Cascade Locks. This is a boat trip of several miles, but the ferry fare is not excessive. For Fords, says Mr. Nash, it is \$5; for cars of medium size, \$8; and for large, heavy cars, \$10. Moreover, the ferry runs on a regular schedule between Cascade Locks and Cook's. For the benefit of any car owner desiring to make the trip, the schedule is here given: The ferry

Exide Batteries advertisement with logo and contact information for The Storage Battery Co.

GRANT TRUCK HERE

Manley Auto Company Receives First Shipment.

CAPACITY IS 1800 POUNDS

Attractive Commercial Car Job Has Torbensen Internal Gear Drive, Borg & Beck Clutch and Pneumatic Tires.

The Manley Auto Company received last week a preliminary two-carload shipment of the new Grant truck, for which it has taken the Oregon distributorship in connection with the Grant Six.

The Grant truck is a very attractive light truck job. It comes in a new size in this territory, being manufactured in 1800-pound capacity instead of the more common 1500 or three-quarter-ton capacity.

It has 32x4 pneumatic tires on both front and rear wheels, and will be consequently much faster for delivery purposes than a light truck that is wholly or partially equipped with solid tires. The new Grant is supplied with commercial car body, full top and side curtains, or with panel body, according to the preference of the customer.

High-class units are used throughout on the Grant truck. For instance, it has a four-cylinder Huralhel-Spiller motor, 34x5 inches; Bijur generator and self-starter, and electric lights, both side and tail light, with a spotlight as standard equipment.

Further, it has Borg & Beck single plate clutch, Grant-Lee transmission, Dixie high tension magneto, rain vision two-piece windshield, spring bumper and demountable rims, and the well-known Torbensen internal gear-driven axle.

E. J. Jeffery, truck manager for the Manley Auto Company, has been promised delivery of enough of these new trucks to take care of orders in this territory.

TIRE ORDERS POUR IN

LAWRENCE TALBOT DOES LARGE BUSINESS IN MICHELINS.

Large Concerns Order Michelin Tire Equipment for Their Fleets of Delivery Cars.

Lawrence Talbot, of the Talbot Auto Supply Company, Portland distributor for Michelin tires, has been doing a wholesale of a business in the past couple of weeks with several large Portland corporations that have placed orders with him for Michelin tire equipment for their automobile fleets.

One firm gave an order totaling more than \$1000 for tires and tubes. The tires ordered are in various sizes, as the cars in the firm's delivery fleet range from Fords to considerably larger machines. But all are to be equipped with Michelines.

An order from another large firm was for \$800 in tires and two laundries also ordered Michelin equipment for their automobiles.

Mr. Talbot recently received the better part of a carload of Michelin tires from the factory, but business has been rushing so much that he has had to put in another big order.

News for Motorists.

WESTPORT, Wash., June 8.—(Special.)—The commissioners of Grays Harbor County have closed the south side trestle leading from Scherzer lift bridge to the beach for one week, and

calling on guaranteed factory "seconds," tires of standard make sold by the manufacturers at a reduction owing to blemishes and minor defects in the treads. His experiment has been a big success from the start. Most of the lines of seconds he carries have a full factory guarantee, so that failure to give the mileage promised results in prompt adjustment. But good seconds, says Mr. Nash, seldom require adjustment because the defects which cause their being marked as seconds are generally only surface blemishes.

J. S. Moltzner advertisement for tire agency, located at Washington and Burnside at Sixteenth.

MICHELIN Twelve Tire Tests No. 6 advertisement featuring tube-shape comparisons and Talbot Auto Supply Co. information.

AUTO DIRECTORY

Auto Directory listing various car models and dealers like Chandler, Elgin Six, Harroun Cars, Franklin, International Motor Truck, Lexington, Mack Trucks, Mitchell, Oakland, Oldsmobile, Peerless, and Republic.

Extra Value of Extra-Tested Tires

Racine Country Road and Multi-Mile Cord Tires advertisement with logo and distributor information.

Willard advertisement for storage batteries with logo and contact information.

AUTO ACCESSORIES AND PARTS

ARCHER & WIGGINS advertisement for high-grade automobile accessories.

BOWSER advertisement for gasoline and oil tanks.

Columbia STORAGE BATTERY CO. advertisement for storage batteries.

David Hodes Co. advertisement for automobile gears and accessories.

Willard advertisement for storage batteries.