

BEAD PATHWAY TO CALIFORNIA GOOD

Portland Motorists in Marmon Find Central Oregon Route Fine to Travel.

OTHERS URGED TO TRY IT

Mr. and Mrs. F. A. Douy and Family Make Wonder-Trip Long to Be Remembered, and See Mount Lassen Spouting Smoke.

Motorists bound for California are missing some wonderful scenery and good roads, too, by not taking the Central Oregon route south, via Bend and Lakeview, Or., and Susanville and Westwood, Cal.

So declare Mr. and Mrs. F. A. Douy, of 328 Kelly street, who have just returned to Portland from a month's business and pleasure trip to Westwood, Cal., in their Marmon car. They took the Central Oregon route and wouldn't have missed it for anything.

They left Portland on May 1, shipping the Marmon by boat to The Dalles and there taking the trail to Bend. They found it in excellent condition. In fact, in approximately 400 miles covered on their tour they found only 22 miles of really rough going.

They took their time on the tour and stopped a few days near Bend to fish in the Deschutes River. They were rewarded with fine sport and a good catch, one afternoon's angling returning 41 fat trout in a couple of hours.

Shower Bath Belt. They had an unusual experience between Grass Valley and Wasco on the journey south, when they passed through what they dubbed a "shower bath belt." Which pretty well describes it, for they ran into a heavy rain storm which kept them for several miles until the road took a westerly turn at right angles.

That took them out of the shower into the finest of summer weather for several miles. Whereupon another right angle turn brought them back into the rain. They had to endure it this time until still another turn took them well out of the shower bath belt. Driving on south from Bend toward Lakeview, they skirted the west shores of Silver and Summer lakes. The latter, declares Mrs. Douy, was one of the most beautiful sights of the trip. The reflection of the sun's rays on the water gave it all the colorful tints of the rainbow.

From Summer Lake south their route lay through Paisley, Lakeview, and Pine Creek, in Oregon, and along Goose Lake to Alturas, Likely, Madeline, Terman, Susanville and finally to Westwood, in California. Over nearly all this distance the roads were in first-class touring condition.

They had an interesting experience between Lakeview and Madeline, where they climbed a steep five-mile grade and didn't realize they were going up until the engine began to slow down. Right in this section the road passes through a plain that extends for miles on either side, with no hills or other landmarks to judge by.

Mystery Cleared Up. Consequently Mr. Douy couldn't imagine why the motor seemed to pull so hard. He had excited visions of his trusty Marmon going back on him for the first time in its life. Just then one of the children, looking back, called attention to the fact that they were climbing a very long hill. Of course that cleared up the mystery. Mr. Douy shifted into intermediate gear and the Marmon went right along.

Earlier in the journey, as they neared Paisley, in Oregon, they passed through an irrigation project of 27,000 acres drawing its water from the Cheyenne River. The land is owned by a Portland syndicate and besides shipping 15,000 head of cattle last year, a good crop of hay was raised on the project.

Interesting sights of this kind were encountered all along the route. As they neared Westwood, at the end of their journey, they obtained a fine view of Mount Lassen, 40 miles away, spouting black smoke, which hung over the mountain like a heavy cloud. Had they been two days earlier they might have seen fire pouring out, but the eruption was subsiding at that time.

Good accommodations were found all along the route. Mr. and Mrs. Douy, who took their two daughters, Roberta and Margaret, with them, enthusiastically recommend the journey to all motorists. Travel has been very light over this route this year, they say.

Mr. Douy also praises the performance of his Marmon, which he purchased last year from the Northwest Auto Company in Portland. He didn't have the slightest trouble with the car on the whole trip, either going or returning, and did not so much as have to make any adjustments, although they reached an altitude of 7,000 feet.

DEVICE SAVES GASOLINE

PORTLAND MAN INVENTS GASIFIER FOR AUTOMOBILES.

Claim is Made by Hans Therkelsen That Distillate and Even Kerosene Can Be Used.

A Portland man, Hans Therkelsen, of 211 Clinton street, is the inventor of a gasifier for automobiles for which the claim is made that it enables any car to burn distillate and even kerosene with as great fuel efficiency as that obtained from gasoline.

Not only is a substantial saving made in fuel bills through substitution of the cheaper distillate for gasoline, Mr. Therkelsen says, but he cites performance of his gasifier on cars in Portland in proof that actually more mileage to the gallon is obtained. Mr. Therkelsen calls his device, which he has patented and intends to manufacture and market on a considerable scale, the Primo Gasifier. It combines three essentials for burning low-grade fuel: a priming system whereby gasoline is used to prime the motor for starting, the primer working semi-automatically; a heater which gasifies and breaks the heavier substitute fuel; and what he calls a moisturizer, which keeps the cylinders clear.

He has been working on his device for three years, and has tried it out every thoroughly in actual use. He makes the primo gasifier for Ford cars and for other makes as well.

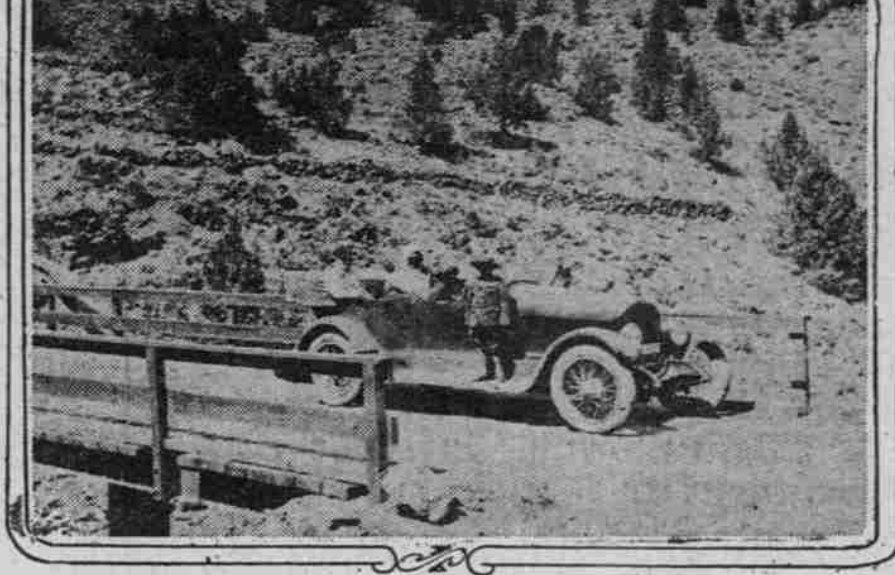
Watch Battery Now.

Do not forget that from now on until the end of the warm weather the battery is going to need extraordinary attention. The electrolyte evaporates much more rapidly in warm weather and the cells should be inspected once a week and the liquid brought up to the proper level with distilled water.

THROUGH THE SCENIC CENTRAL OREGON PATHWAY INTO CALIFORNIA IN A MARMON.



Marmon Party in Hay Creek Canyon Near Sheniko, Ore.



in Crooked Canyon, 50 Miles From Bend

OFFICIAL ROAD INFORMATION

United States Forest Service Bulletin Gives Data, Compiled by Field Men, on Condition of Oregon and Washington Roads.

This Road Bulletin No. 8 contains general information concerning road conditions in or near the National forests of Oregon and Washington, based on data furnished by the field men of the United States Forest Service. Forest fires interfere seriously with the pleasure of summer touring in the mountains. Fallen trees obstruct the roads and trails and hinder travel while the smoke clouds cover the scenery which gives the mountains so much of their charm. Most forest fires are the result of carelessness and might have been prevented. When everyone who visits the woods is careful with fire the annual loss of timber and forage will be reduced to a minimum.

The co-operation of forest travelers to prevent fire is earnestly requested to keep the mountains green, to save the forest resources for the Nation's use, and to make the calling of men from industrial work to fight forest fires unnecessary.

Western Oregon. Willamette Valley, Cascade Mountain wagon road—Open and in fair condition between Foster and Upper Soda. Closed by unsafe bridges between Upper Soda and the summit of Cascade Mountains. No detour is possible. Wagon traffic is possible by fording river twice. However, fords are bad.

Hebo-Neekowin—Open and in fair condition entire length. Very rough in places. Tillamook-Willamette—Open and in fair condition between Tillamook and Willamina. This road is in permanent summer condition.

Dead Indian—Open between Pelican Bay and Ashland. Passable for auto by making short detours around fallen trees which have not yet been removed.

Columbia River Lake—Open, but in poor condition between Klamath Falls and Bridge Creek. Should be open to Crater Lake by June 15.

Crater Lake road—Open and in good condition between Medford and White Horse Creek. Closed between White Horse and Headquarters Camp on account of snow.

Willamette road—Open between Eugene and a point a few miles beyond Oak Ridge. Closed to vehicles beyond this point.

Medford-Rogue River Valley-Crater Lake—Open from Medford to a point just within the park boundary, and in good condition to Crater Lake.

Columbia River Highway—Open and paved between Portland and Cascade Locks. Closed for construction between Cascade Locks and Astoria. Auto travelers may ship cars between Cascade Locks and Hood either by rail or boat, on week-days only.

McKenzie Pass—Open and in fair condition from Eugene to the summit, also to Belknap and Foley Springs. Closed by snow between Alder Springs and Windy Point. No detour possible. Probably will be open June 15.

Drain-Scottsburg—Open and in good condition from Drain to Scottsburg. Scottsburg-Allagany—Open for horse travel, but closed by mud and excessive grades to auto traffic.

Klamath Falls-Bend (via Fort Klamath)—Open and in fair condition. Crescent City-Bandon—Coast road. Open in fair condition entire distance. Has some rough places.

Grants Pass-Crescent City—Open the whole distance and in good condition except for a few rough places.

Pacific Highway—Open and in good condition between Grants Pass and Crater Lake. Open and in fair condition from Roseburg to Grants Pass and Medford. Barlow-Oak Grove—Open and in fair condition from Portland to Rhododendron. Passable from Rhododendron to Government Camp. Closed by snow and windfalls between Government Camp and forks of road near Clear Lake. Open, but rough, from Clear and Clackamas lakes to Cedar Burn. Good condition from Cedar Burn to Wapinitia.

WORST ROAD FOUND

It's From Klamath Falls to Ashland, Says Hemphill.

HILLS, RUTS AND STONES

Chalmers Distributor Has Praise for Route From Bend to Klamath, but He Balks at Road Across the Mountains.

Another strong indorsement of Central Oregon roads comes from Roy Hemphill, manager of the Western Motor Car Sales Company, Chalmers distributor, who found them in fine condition from Bend to Klamath Falls last week.

The distance between these points, about 153 miles, Mr. Hemphill made in seven and a half hours in a "hot spot" Chalmers, or an average of 20 miles an hour actual elapsed time. This included a couple of stops, one of which was for luncheon. The route taken was that via La Pine, Crescent and Fort Klamath and everywhere the roads were good for motor travel.

But to show that he is not out boosting Oregon roads regardless, Mr. Hemphill has some very unkind remarks to make of the road from Klamath Falls over the mountains to Ashland, via Keno, 64 miles, which he tackled next day. It is fully as bad, and worse, he declares with emotion, as the other one is good.

"Just one hill after another, to begin with," describes Mr. Hemphill, "and every mile of the way contains a thousand, or ten thousand, ruts, bumps, boulders, stumps, roots and shell holes."

"I will say this for the road, wishing to be perfectly fair, that it has no tin cans or slivers of glass. I don't know why the omission, but somebody has passed up a bet, for every other kind and condition of impediments to automobile travel is there in vast quantity."

"Ten miles an hour is fast traveling over this abomination of a road. It is the Barlow trail out-Barlowed. The bravest man in Oregon, to my notion, is the stage driver between Klamath Falls and Ashland, who takes a car over the road every day. He has a couple of Chalmers, which is one reason why he is able to do it. They stand up to the work superbly, and it is real work."

Mr. Hemphill had good luck in getting orders for Chalmers and Truxton truck attachments, for which he is also the Oregon distributor, during his trip through Central and Southern Oregon.

LIBERTY DONE IN WAX

MODEL OF CAR STUDIED BEFORE ITS MANUFACTURE.

Every Little Detail Carefully Adjusted Before Popular Auto Went on the Market.

In the building of the Liberty motor car a lesson was taken from the experience of British naval experts. Before actual construction begins on an American navy vessel, a perfect model of the ship is made of paraffin wax. With this perfect miniature before them the ship they are building, the naval experts are able to observe its finished appearance in detail, check up its construction and make improvements and changes.

Knowing of the remarkable results of such thoroughness, the Liberty Motor Company made a perfect wax model of the Liberty Six before the building of the first Liberty car was undertaken. Every detail of its construction was then subjected to the rigid inspection of the designers.

The slope of the seats was observed and adjusted so as to afford the maximum of comfort for the car occupants. The steering post was set at just the proper angle. Body measurements were computed with scrupulous care. The position of the clutch pedal, brake pedal and gear shift and brake levers was determined with exacting precision.

The exterior appearance of the car also received the closest consideration. Every angle and curve was planned so as to blend into the harmonious, streamlined effect which has distinguished the Liberty car since its first appearance. The effect was such that it established an altogether new trend in body design, which has been repeatedly modeled after by other manufacturers.

This unique method is characteristic of the policy which accomplished that difference in the way the Liberty rides and drives and earned an immediate public approval for the Liberty car.

Cleaning the Car. Heavy road oils or tar, which are

Don't Overdo It. Many beginners make the mistake of using the choker whether the motor is cold or not. If the motor has not yet cooled down from previous running, it is usually not necessary to use the choker, or at least not fully. Using the choker with a hot motor is likely to flood the cylinders and prevent starting. If this has been done, open up the pet-cocks and turn the motor over a few times with the throttle closed to clear the cylinders. Then close them and start with the choker in normal running position.

On the Car Tracks. Wet or icy rails are particularly slippery and care should be taken in driving on or crossing them at a slight angle. Quick twisting of the front wheels may start a skid that will result in serious accident—Milestones.

Why procrastinate and waste money? REPUBLIC TRUCKS SAVE MONEY! ROBERTS MOTOR CAR COMPANY Distributors Park and Everett, Portland, Oregon



SAVE 1/3 TO 1/2 ON YOUR TIRES by using GATES' HALF-SOLE TIRES. Puncture-proof for 3500 Miles. Investigate now. J. S. Hutchinson & Son 70 Sixth Street VULCANIZERS

The Cole Aero-EIGHT advertisement featuring a photograph of the car and descriptive text about its performance and features.

sometimes splashed onto a car which has been driven over a freshly oiled road, cannot be removed by ordinary washing with water. By saturating a cloth with kerosene or stale butter and rubbing each spot of oil, the deposit will be loosened. After allowing it to soak in for a few moments, it may be rubbed off.—Milestones.

Smith Form-a-Truck advertisement featuring a large illustration of the truck and text describing its mechanical quality and availability.