

HERE'S VERY LATEST ON ALL THE ROADS

Oregon State Motor Association Gets Report.

NORTH BANK HIGHWAY GOOD

Charles F. Wright Goes Over It for Himself to See to Detours When the Oregon Side Is Paved.

According to reports received by the information bureau of the Oregon State Motor association, all the highways of Oregon are now at last open to automobile travel, although construction work makes detours imperative on some of the more prominent roads and increased activity on paving operations threatens the early closing of some highways, including the Columbia River highway between Cascade Locks and Hood River.

With Old Sol working overtime, last week saw the final disappearance of snow from the roads to the rim of Crater Lake, Government Camp and Cloud Cap Inn, making the most stubborn mountain roads have surrendered for the season to the invasion of motoring parties. The road from Government Camp through to eastern Oregon points has also been penetrated by one car and is in pretty good condition, all things considered. The McKenzie pass from Eugene to Bend is also open, as well as the cross-mountain road from Ashland to Klamath Falls.

Wright Sees for Himself.
Anticipating that the upper portion of the Columbia river highway might have to be closed during the paving operations which were commenced a few days ago, Charles F. Wright, president of the Oregon State Motor association, last Sunday made a personal inspection of the North Bank highway, which extends from Vancouver, Wash., to White Salmon, opposite Hood River. Whenever the Columbia river highway is closed between Cascade Locks and Hood River it is expected that motorists will be routed over the North Bank highway, either for the full length or for that portion extending from Stevenson to White Salmon. A ferry service connects Cascade Locks with Stevenson.

Mr. Wright reported to association headquarters last week that the North Bank highway is now in splendid condition for most of the distance, the roughest part of the entire trip being the old road from Vancouver to Washougal, which is already familiar to most Oregon motorists. He said there was not much loose crushed rock to overcome, most of the newly laid rock being covered by a smooth surfacing of gravel.

Working at Shell Mountains.
The speedometer distance from Vancouver to White Salmon is 113.28 miles longer than the Columbia river highway along the Oregon shore, due to the fact that the Washington highway runs inland from the river at a number of points following up and down the banks of the Washougal, Little White Salmon and White Salmon rivers for the nearby beaches.

Mr. Wright and his party, which included Sam S. Corl, western representative of the Racine tire factory, used the North Bank highway, following up the Columbia river, ferried across the river from White Salmon to Hood River and sailed home over the Columbia river highway. The trip, it was made comfortably in one day's travel.

Along the edge of Shell mountain, Mr. Wright reported, a rock base is being prepared for paving. There were also other evidences last Sunday of impending activity. The contractors who have the construction job in hand have informed Mr. Wright, a vice president of the state motor association, that it will probably be necessary to close the upper part of the highway entirely during a part of the construction work.

Because of enforced detours and the handicap of crushed-rock surfaces, Mr. Chambers expressed the opinion last week that the road to Newport would probably be in better shape for travel this season than any other highway leading to the nearby beaches.

Rock on Astoria Road.
Motorists who drove to Portland last week from Astoria say the road along the river is cursed with crushed rock, the worst patch being at the outskirts of Astoria. The road between Goble and St. Helens is also torn up now and work is in progress, too, on the St. Helens-Scappoose salient.

The so-called inland road, which goes through the Nehalem valley is said to be inferior to the river highway as well as being 15 miles longer. It is necessary now to make a detour at Olney which adds eight additional miles to the distance.

The worst part of the road from Portland to Tillamook via McMinnville is through the Grand Ronde reservation, where road crews are active, and where the surface is very rough. One detour requires the motorist to ford a stream in the Grand Ronde, with slippery, steep banks on either side and chains should be taken on this passage.

Reports from Lincoln county points indicate that both roads leading to Newport from the Willamette valley are in fine condition. One route goes through Corvallis and Philomath while the other road approaches from Dallas and King's valley.

The latest report on the condition of the Pacific highway in Southern Oregon is to the effect that the road is still in rather poor shape through Cow Creek canyon although cars can get through. It is now necessary to take the old road north of Wolf Creek, the new road being in poor condition for travel due to paving.

The roads of Eastern Oregon are generally in good or fair condition. As the season progresses these highways are growing more and more cut up and dust is heavy on many roads.

Dupe on Georgian Circuit.
Inasmuch as road crews are busy between Scappoose and Goble, motorists have little choice between this route and the regular Pacific highway from Vancouver to Klamath in picking out a route to be followed in going from Portland to Seattle.

Extensive information for Oregon motorists on the Georgian circuit trip was received by Oregon State Motor association headquarters last week from Manager Scher of the Automobile club of Western Washington as follows:

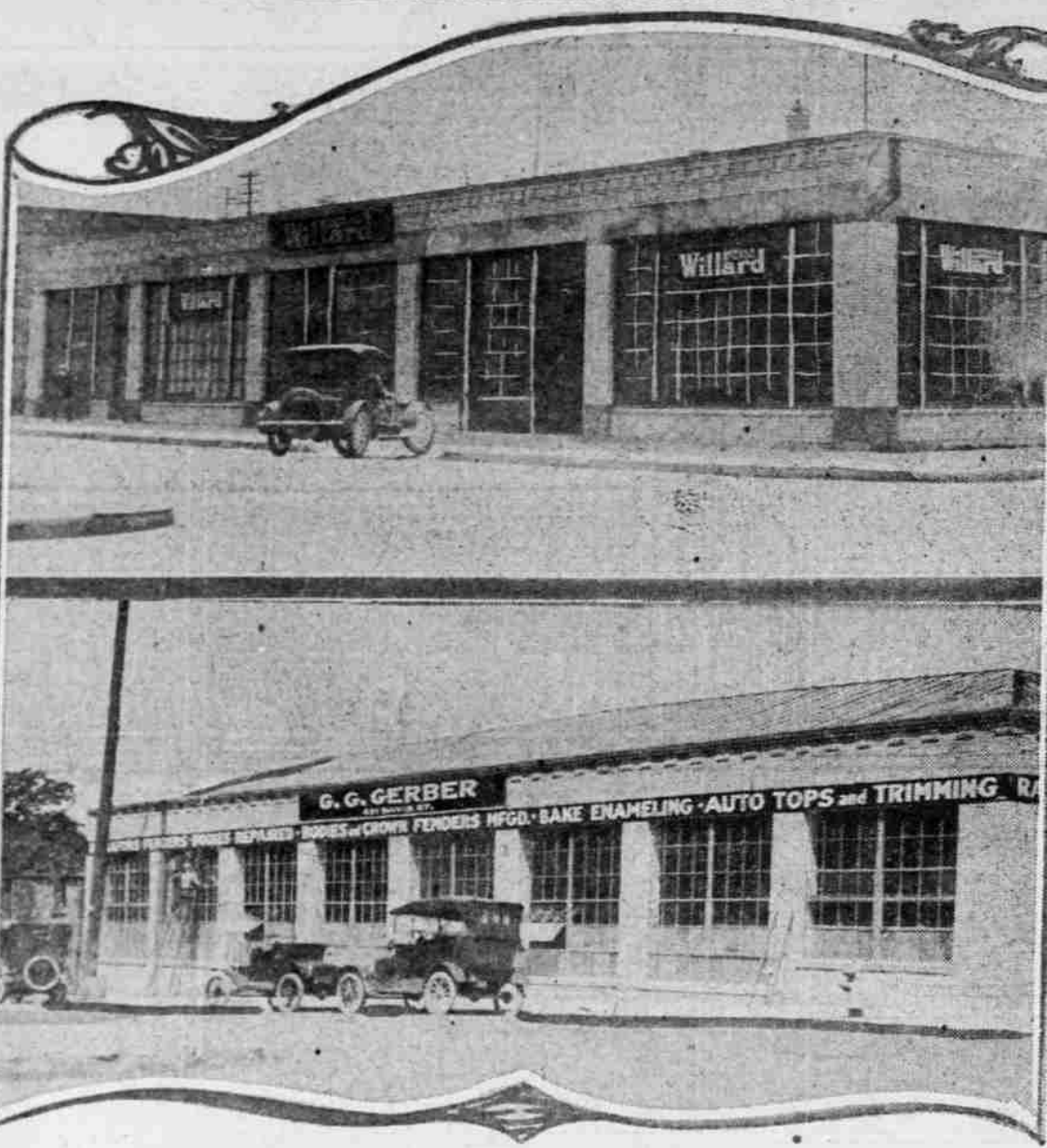
"From Portland to Klamath it is a 50-50 break. Washington or Oregon side. Both had enough. From Klamath to Toledo, fair; from Toledo to Forest, good; from Forest to Grand Mound, paved; from Grand Mound to Olympia, rotten, full of chuck holes and under construction.

"From Olympia to Port Angeles, fine gravel road. Perry to Victoria, fine gravel to Nanaimo. Vancouver to Mt. Vernon, fine road; Mt. Vernon to Milltown, rotten, under construction and full of chuck-holes; balance to Olympia, paved.

"This takes in the entire Georgian circuit route.

Mr. Scher closed his letter by giving

WILLARD BATTERY SERVICE STATION IN FINE NEW QARTERS.



Above—Modern quarters at Ninth and Everett streets just occupied by Charles S. Harper, former Willard coast manager, now the official Willard representative here, at Ninth and Flanders streets. Below—New home of G. G. Gerber, radiator man, at Eleventh and Davis streets, where he has a \$50,000 equipment for radiator, fender, body and other motor car repair work.

ing the Oregon association detailed information on the ferry charges and requirements from Port Angeles to Victoria and from Nanaimo to Vancouver. He also added a paragraph to the effect that the road from Nisqually Glacier, in Rainier National park, to Paradise valley at the upper end of the mountain road would not be open to travel until about July 10.

MT. HOOD LOOP TRIP MADE

(Continued From Page One.)

through it will do it at the expense of bumpy fenders and steps. The ideal boat for running through this timber would be a Ford with hinges in the middle.

Herlihy got through and only scraped the Chalmers once against a tree. But he afterwards wondered long and earnestly how he missed all the other trees. As remarked, he is a left-hander.

Now for the gasoline.
At mileage 69, 13 miles from Government camp, the timber opened a little and it looked as though we were out. Idle thought. It soon closed in again, with more hills and intermediate work. But from this point on the prevailing timber was pine, tall, stately masses of tree trunks, feasted on this perfect view. One in the party was young George Herlihy, brother of Ted, but lately arrived here from cow-punching in the plains of New Mexico. He looked and said, "Why, this is New Mexico!" And then for long afterwards a silence fell upon him. He said later that in this moment the tang of homesickness brought by this likeness to his own country, had got him.

And at Last It Happened.
But here was a house, the first in a long, long distance. And presently, before another house, at mileage 55.7, Herlihy hailed a man standing by a sedan. "A. W. O. L. He peered over, gingerly rubbing the dust off the indicator with his finger.

Great Nova Scotia! The indicator registered one gallon! And Wapinitia, haven of gasoline, at best available estimates, at least 20 miles away.

In hopes that the register might be off its base, the gasoline was measured with a stick. It showed a scant two inches! That, and what was in the vacuum freed, might, by stretching the imagination, be two to three gallons, and it most probably was not a whit over two.

The roads were good now—that is, as mountain roads go, good and dry, and very little rock, but always continued the need of shifting into intermediate to climb the hills. Every time he shoved the gear shift forward Ted groaned, and a united groan echoed his from the back of the car.

All Hills, Confound It!
Never did a driver nurse gasoline more manfully. At every slight descent he shut off the ignition. But, darn it, there seemed to be no descents.

NEW SALES MANAGER FOR NORTHWEST AUTO COMPANY.



Mr. D. L. Dougherty, whose appointment as retail sales manager has just been announced by F. W. Vogler, president of the Northwest Auto company.

All either level or up hill in intermediate. Nothing frightfully steep now, but just steep enough to require the everlasting intermediate, gussling away at that gasoline.

As mile after mile slipped by like this, and Wapinitia still far, far away, baba began to be placed as to just the mile where the carburetor would give a choking gasp and all would be over. It was agreed that a night in the woods would have a certain novelty for steam-heated, apartment-house cliff dwellers. But at that, somebody would have to walk, walk, walk for gas, and all accounts agreed that the writer, being young and agile, should be the go-getter thereof.

"This car will run at least five miles on its reputation," said Herlihy affectionately of his Chalmers, "but after that—"

Then came a sign in the road, the first honest - to - goodness Wapinitia sign we had seen. "Wapinitia 11 miles." It read. This sounded better. At worst, it would be only a ten-mile walk, then nine-mile, then an eight, seven, six-mile walk.

And then suddenly, at mileage 54.9, the road emerged, all at once, so it seemed, from woods and mountains. He then before us was the level yellow plain of central Oregon.

What a sight! The eye, wearied of tree trunks, feasted on this perfect view. One in the party was young George Herlihy, brother of Ted, but lately arrived here from cow-punching in the plains of New Mexico. He looked and said, "Why, this is New Mexico!" And then for long afterwards a silence fell upon him. He said later that in this moment the tang of homesickness brought by this likeness to his own country, had got him.

And at Last It Happened.
But here was a house, the first in a long, long distance. And presently, before another house, at mileage 55.7, Herlihy hailed a man standing by a sedan. "A. W. O. L. He peered over, gingerly rubbing the dust off the indicator with his finger.

Great Nova Scotia! The indicator registered one gallon! And Wapinitia, haven of gasoline, at best available estimates, at least 20 miles away.

In hopes that the register might be off its base, the gasoline was measured with a stick. It showed a scant two inches! That, and what was in the vacuum freed, might, by stretching the imagination, be two to three gallons, and it most probably was not a whit over two.

The roads were good now—that is, as mountain roads go, good and dry, and very little rock, but always continued the need of shifting into intermediate to climb the hills. Every time he shoved the gear shift forward Ted groaned, and a united groan echoed his from the back of the car.

All Hills, Confound It!
Never did a driver nurse gasoline more manfully. At every slight descent he shut off the ignition. But, darn it, there seemed to be no descents.

NEW SALES MANAGER FOR NORTHWEST AUTO COMPANY.



Mr. D. L. Dougherty, whose appointment as retail sales manager has just been announced by F. W. Vogler, president of the Northwest Auto company.

the central Oregon plain—it was left-hander's luck, and nothing else.

Mr. Keen was a good scout and a lifesaver. He walked a couple of hundred yards to neighbor's house and appropriated for us a gallon of gas from a can under the neighbor's doorstep, the neighbor not being at home. And on this gallon the Chalmers sped on to Wapinitia, six miles further, 51.6 miles from Portland, and 35.6 by speedometer register from Government camp.

Crackers, Cheese, Gasoline.
Wapinitia, with cracked meat loaf, 4 hours and 10 minutes from Government Camp. With crackers and cheese and chocolate for all hands to munch, the Chalmers at 9 was spending a tank full of gasoline this time, for The Dalles, 45 miles away.

Who can do justice to these Central Oregon roads, or describe the beauties of the central Oregon plains at night? Over there on the left the Cascade mountain wall, rising up sheer from the plain, blue tinted in the evening light. Up there in those mountains, grand old Hood looking down over many leagues—Mount Hood viewed from the opposite side as seen in Portland, and from another view than the one at Government camp, a veritable new mountain in its different angles and rugged bumps, for now the circling of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.

Ahead there loomed another blue range across the plain and this side of it was half completed. And wonder of it all, Mount Adams, far over into Washington, looming full in sight.



NEARLY a half million Buick Valve-in-Head Motor cars are in service
—and the most remarkable phase of that fact is the unusual length of each Buick car's service.

There is no magic about the long life of Buick cars. Their owners simply get from them the life, the stamina that is built into each one of them.

Today motorists accept Buick longevity for its character of construction and individual endurance.

Howard Automobile Co.

Pacific Coast Distributors

SAN FRANCISCO

PORTLAND

LOS ANGELES

Camp. Then the run over the mountains, through one of the noblest timbered regions of any country, to central Oregon. The great central Oregon plain, with its wheat fields. Then the grandeur of Tygh valley. Next the wheat field region on the plateau above The Dalles, and the scenery of the Columbia river valley at this point, so different from that on the highway below.

Next this truly grand tour brings to the traveler a glimpse in bird's eye of the orchard country of Hood River valley. And lastly, the run into Portland over the Columbia River highway.

Pivot Around Mount Hood.
All this while, remember, pivoting around Mount Hood, with a different view of that great peak at every turn of the great encircling movement. Nowhere in the whole world, perhaps, is there a tour that can equal this one in scenic and even wider interest.

The road over the mountains will soon be at its best. There is virtually no snow along its route now, and the few mudholes will have dried up in the next couple of weeks.

Rough as it is, and steep and mountainous, this is not a bad road as mountain roads go. That is to say, there is no reason why any good driver cannot make it. No novice should attempt it. A light car is better than a heavy one because of the grades and sharp turns, and a car of long wheel base had better be left at home if the owner wishes to preserve his fenders when driving through the timber.

Take this trip under favorable conditions and you will never regret it. Here is a rough log of the tour that will come in handy for the motorist when the spirit moves to tackle it:

60.0—Leave Oregonian building, Portland. Drive out Powell Valley road to Greaham and on to sign "Bluff Road" at 17.7. Turn left on to Bluff road. Road good to Sandy.

26.0—Sandy. Road in pretty fair condition, most of it planked, some sand and dust to Rhododendron and Toll Gate.

46.0—Rhododendron. Road begins to climb. Good to Twin Bridges, though rocky and steep.

52.0—Twin Bridges. Road becomes very steep, narrow, rocky up Laurel hill. Good condition, however, to Government Camp.

56.0—Government Camp. Take Wapinitia road straight ahead. Start right down hill.

57.0—Port creek. Some good road, then rough pancheon through glade.

59.0—Down bad hill, rocks, springs in road but rock bottom; rocky road, lots of down hill, and into timber.

61.0—Up you start on long hill, very narrow road, bed rock and boulders, up, up for 1.3 miles on low gear, then more

in intermediate. Beautiful view. 62.0—Frog lake. New the road winds and twists through the heavy timber, start driving because of having to dodge trees. Road mostly pretty good.

68.0—Opening in timber, short stretch good road, then more timber.

73.0—Camas prairie. More timber, hills, but not steep as before, though much in intermediate. Fine view.

84.0—Suddenly emerge from woods and mountains on to central Oregon plain. Road to Wapinitia.

91.0—Wapinitia. Take on gas.

100.0—Begin descent into Tygh valley. Start down on Hood River side. This side is very winding and narrow. For protection, go into second gear.

157.0—Bottom of Mosier hill. Fine road into Hood River.

160.0—Hood River. Good highway to Cascade Locks, but shortly paving work will make it bad.

180.0—Cascade Locks. Start down on Columbia River highway, and all the way into Portland.

227.0—Oregonian building, Portland. Do not follow another vehicle too closely, it might stop suddenly.

136.7—The Dalles. Take main highway to Portland. Road very good to Mosier.

131.5—Mosier.

132.7—Start Mosier hill climb. Very steep. Low gear.

155.8—Summit of Mosier hill. Immediately start down on Hood River side. This side is very winding and narrow. For protection, go into second gear.

157.0—Bottom of Mosier hill. Fine road into Hood River.

160.0—Hood River. Good highway to Cascade Locks, but shortly paving work will make it bad.

180.0—Cascade Locks. Start down on Columbia River highway, and all the way into Portland.

227.0—Oregonian building, Portland. Do not follow another vehicle too closely, it might stop suddenly.

GRANT



Electric Starting and Lighting Saves You Money

WITHIN a few years all motor trucks will be equipped with electric starting and lighting systems. Grant Trucks are all so equipped now—have been for more than three years. You lose money unless you do have complete electrical equipment. You lose it in driver's time cranking up. You lose it by jars and jolts from unseen bumps because the driver has no bright lights to pick out the road details.

Within a few years truck makers will put on at the factory—every bit of necessary equipment. Grant Trucks today are completely equipped.

And this is what we mean by "completely equipped." A two unit starting and lighting system, electric front lights, tail light, spot light, rain vision windshield, driver's seat, bumper dash with instrument board equipped with Steward Speedometer, ammeter, light switch, oil gauge, ignition switch, carburetor choke, hand tone horn, tool kit, spare rim and tire pump, are furnished as standard chassis equipment with Grant Trucks.

Every detail that makes for added economy and efficiency is included in Grant Trucks. Good business judgment won't permit you to accept less quality, less efficiency, less equipment in the truck you buy. And the same judgment will show that you get most for your money when you buy Grant Trucks.

1800 pounds with express body \$1125
1 1/2 tons completely equipped chassis \$1885
2 tons completely equipped chassis \$2150

TERRITORY OPEN FOR LIVE DEALERS

MANLEY AUTO CO.

A. B. Manley President
Eleventh and Oak at Burnside
Phone Broadway 217.
C. M. Manley Manager

GRANT MOTOR CAR CORPORATION • CLEVELAND

Just Call
Broadway 1799
A 2444

for SERVICE ON NEW

DEPARTURE BEARINGS

24 N. Broadway

BEARINGS SERVICE COMPANY

General Offices: Detroit, Michigan