

FULL INFORMATION ON RUN TO VICTORIA

C. D. McPhail on Road-Scouting Trip in Stutz Bulldog.

HIGHWAY CONDITION GOOD

Keep to the Left in Canada, But Go Right Ahead When You See Beer, Ale and Stout Signs.

"On to Victoria by automobile" is the slogan this week of members of the Portland Realty board, who plan to motor to Vancouver and Victoria for the convention at Victoria of the Interstate Realty association on July 17, 18 and 19.

MACKENZIE PASS OPEN. PORTLAND, Or., July 9.—To the Automobile Editor:—Dear Sir: As many motorists are in doubt relative to the condition of the Mackenzie pass road, they will naturally be interested in learning from you that this road is in very good condition.

lined with a vacation outing the duties of road scout to gather information about the roads and accommodations for the benefit of realtors and others desiring to make the trip. Here in his account of it and advice to motorists bound for Vancouver and Victoria:

"I took the main Pacific highway between Portland and Seattle," said Mr. McPhail, "going from Portland by way of Vancouver, Wash., and Kalama, and return via Goble, Or., crossing the Columbia by ferry at Kalama.

"Just at present these two routes are about horse and horse. However, the Goble route is the safer of the two. A good driver can save time by going via Vancouver, Wash., but as this road is full of steep, sharp pitches, and is very rough and cut up along the Martin's Bluff section by new construction work, I would advise the driver who isn't accustomed to country road driving to go via Goble and the ferry.

"From Kalama to Seattle, the highway is good. There has been a detour between Kalama and Castor from the west side of the Cowlitz river, via the bridge at Kelso. But I came through by the highway and understand it will be open from Kalama to Seattle."

"I left Portland at noon Tuesday and reached Seattle at 10:30 that night, 19 1/2 hours en route, which is very fast for a trip of this length. I left Seattle at 8:30 next morning and reached Vancouver, 162 miles at 3:30 that afternoon. Most of this run is over fine roads. Much of it is paved. It is a beautiful trip."

"From Seattle to Sylva, 55 miles, there is pavement all the way. From Sylva (mileage 55 from Seattle) to Mount Vernon (mileage 76.5 from Seattle), most of the way is over a detour, due to new construction on the main highway. It is somewhat rough but not bad going through it all to compare with the Vancouver, Wash., Kalama road."

"Getting Clearance at Blaine. From Mount Vernon (76.5) to Bellingham (102.3), a wonderful, smooth, gravel road, passes through mountains and by pretty lakes, with scenery long to be remembered."

"From Bellingham (102.3) to Ferndale, Wash., there is pavement. From Ferndale (115.4) to Blaine, Wash., on the boundary line (136.5), the road is gravel, not first class, but not bad road. It goes for the most part through a farming country."

"There is an American customhouse at Blaine. And here all travelers for over the line must first stop and get their clearance papers."

"The deputy collector of customs here is very courteous and when he learned I was representing The Oregonian on an automobile run he suggested that I advise his motorist readers on the procedure required of them before they cross the line, thus saving them time and trouble."

"He said each driver should come prepared with answers to the following questions: Engine number of car. State license number. Make of car. Number of cylinders. Seating capacity. Address of each person, with street and house number."

"As a clearance paper must be made out for each person crossing the line, he suggested that when parties of say 20 or more persons make the trip, they write ahead to the collector of customs, Blaine, Wash., giving names of each person and answering the questions for each, so that he can prepare the papers to have them ready when the party arrives, thus saving 20 or 40 minutes wait."

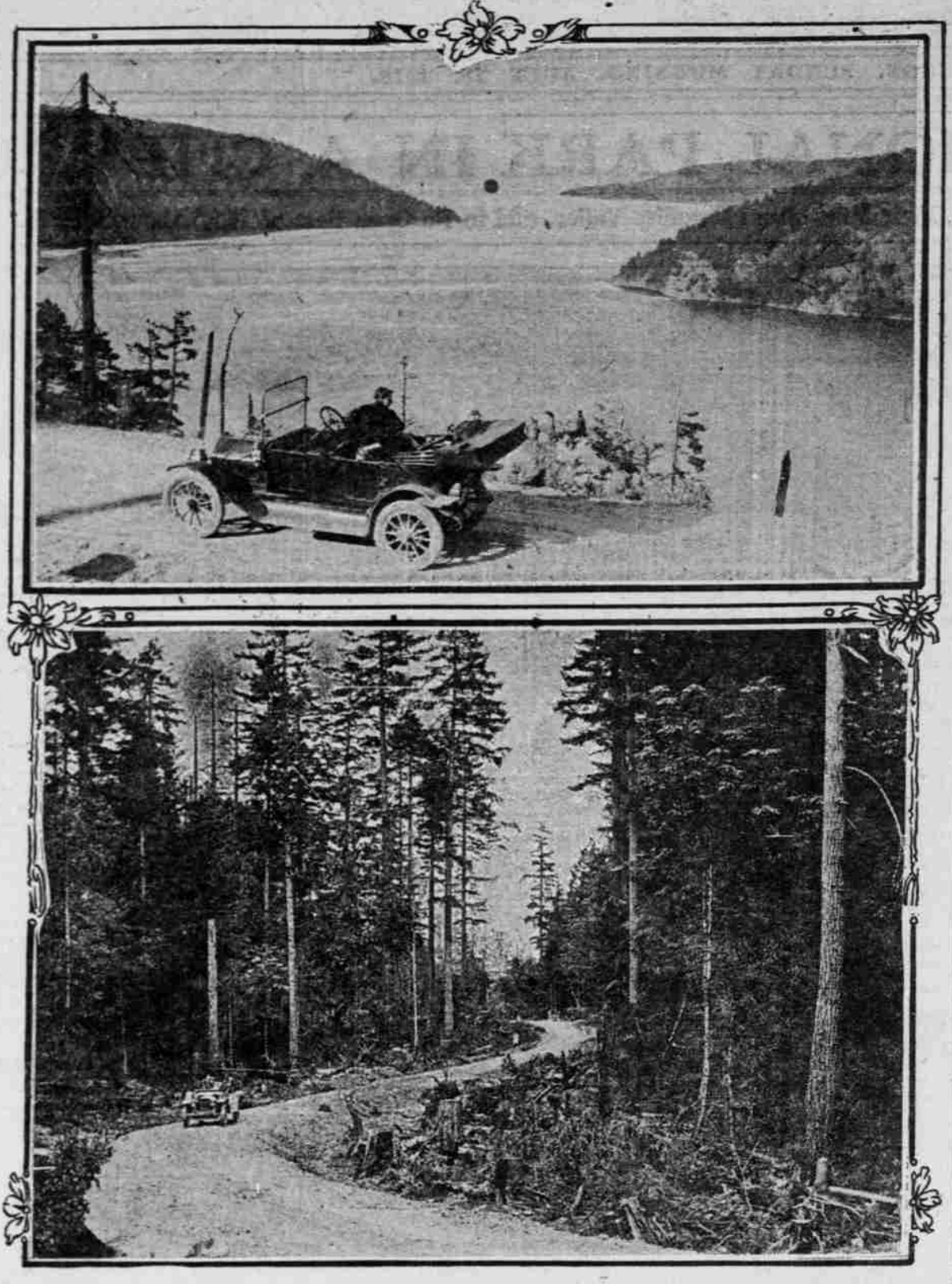
"Beer Signs, Ahoy! About one mile from Blaine, the Pacific highway crosses the international boundary line. Do not stop at the American station on the line, but cross to the Canadian side where you will be met by the Canadian examiner. He also is very courteous. He examines your personal effects and your American clearance papers, and then gives you a permit to stay in Canada not longer than one month."

"Incidentally, don't bring firearms of any kind. They are not permitted. If you happen to be thirsty—well, the first thing that looks you in the eye across the Canadian boundary line is a great big beer sign—beer, ale and stout. And you don't have to have a doctor's prescription to drink it. Real beer, too, at least it has all the appearance and taste thereof. How American travelers go for it!"

"From Blaine, Wash. (136.5), to New Westminster, B. C. (156), there is a very fair gravel road. From New Westminster (156) into Vancouver (182), the route is over a beautiful paved highway."

"But before going further, let me emphasize this: As soon as you cross the boundary line, you begin to drive on the left side of the road! Don't forget this important point. In Canada you drive on the left, instead of on the right. It comes awkward at first, mighty awkward, but that soon wears away and presently you feel right at home driving on the left side of the road."

MEMBERS OF THE PORTLAND REALTY BOARD WILL VIEW SCENERY LIKE THIS ON THEIR AUTO-MOBILE RUN TO VANCOUVER AND VICTORIA, B. C.



Above—One point on the Malahat drive, between Nanaimo and Victoria, on Vancouver Island. Below—Typical view along highway out of Nanaimo.

you feel right at home driving and turning to the left. Better practice it a little, though, while you are still on the United States side.

"One of the finest things about Vancouver, B. C., and Victoria also, is the courteous treatment the traveler receives from all sides. Everyone seems anxious to do you a favor."

"If you feel lost at first, drive to the Vancouver hotel, one of the finest in the country, and meet H. F. Bird, secretary of the Vancouver Automobile club. Mr. Bird makes you feel that he hasn't a thing else in the world to do but make you feel at home. You couldn't get better treatment if you were king of England."

"If you should be pinched by a speed cop, he will go down and fix it up. He'll tell you where to drive to see the sights. Nothing seems too good for you from this whole souled young man. And Vancouver is a town in which you can enjoy yourself."

"I left Vancouver at 2 o'clock Thursday by steamer for Victoria. You leave from the Canadian Pacific dock. The cost for cars is \$5 to \$10, according to size, and the fare is \$1.85 per passenger. This is for one way, not the round trip."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

"After a three-hour trip across the straits, I arrived at Nanaimo, B. C., on Vancouver Island. This is a great coal town, and important shipping city."

WOMEN AND BATTERIES

MORE CAREFUL OF 'EM THAN MEN, SAYS HARPER.

According to Willard Service Manager, They Make Sure Battery Is in Running Order.

"Leave it to a woman to take good care of a car," says Charles S. Harper, manager of the Willard service station, Ninth and Everett streets. "I found out a long time ago that when the woman of the family drives and takes a real interest in a car it not only looks better, runs better, too."

"Take the battery, for example. It is as hard to make the average man remember to put in distilled water every two weeks, with no street drivers to tell him, as it is for a woman to take care of a car. She's pretty sure to remember to put it in."

"Another thing that counts is this: A woman driver as a usual thing isn't satisfied unless her car works perfectly, and if her battery doesn't work she scratches she wants to know why. As a general rule she does what every car owner ought to do, she drives around to have us locate the trouble and put the battery in A-1 shape."

"In our new location we have endeavored to make it especially easy and pleasant for women drivers to get their Willard service. Fusing with a storage battery is not a very pleasant operation and those women who drive will find Willard service a big help in the care of their cars."

"The fact that our service station is out of the congested downtown district, with no street drivers to tell her, we have a large service floor, 50 by 160 feet, with separate entrance and exit, eliminates any chance of congestion or difficulty in driving in or out."

MOTORISTS, TAKE NOTICE

HAVE YOUR LICENSE RECEIPTS FOR CALIFORNIA TOUR.

Otherwise, You'll Have a Lot of Trouble When You Apply for Required Permit.

SAN FRANCISCO, July 2.—(To the Automobile Editor.)—Dear Sir: As a matter of information to those contemplating touring California, it would be well for them to bring the state auto receipt, showing they had paid 1919 license.

Otherwise they may be caused unnecessary annoyance when attempting to register, as the law of California requires a non-resident of California to procure a permit within ten days after entering the state.

I am offering this suggestion, as I was annoyed and embarrassed on account of leaving my receipt at home. It was only through the kindness of a member of the State Automobile association (a personal friend) that I obtained my permit.

Otherwise I would have had to send home for identification and license receipt. Trusting this may be of some value to other motorists, I remain, yours truly, H. W. MEYERS, Salem, Or.

Wheel Bearings. Every time a wheel is removed the bearing cup is removed with it, and consequently the bearing must be adjusted properly when the wheel is replaced. The best method of doing this is to turn the bearing up tight and then revolve the wheel a few times by hand, which overcomes any tendency to backlash.

RUBBER FACTORY AT TACOMA

Work Starts on Plant of Western Rubber Company.

TACOMA, Wash., July 12.—(Special.)—Actual work on the construction of the Western Rubber company's factory started Tuesday. Ground was broken for the first building, which will be 260 feet long and 80 feet deep. Under present plans the tire factory will be ready for operation by January 1, 1920, as all machinery and equipment were ordered many weeks ago by Elmer Dover, president of the concern. The site on which the company is to build its factory consists of four acres near South Tacoma on the North arm of the plant will employ 150 persons and start with a production of 250 tires a day.

Dover resigned as manager of the Tacoma Gas company and representative of Blylesby & Co., on the Pacific coast, to become president of the rubber company. He and E. J. Broesevan, architect for Akron, O., before work was started.

HIGHWAY MAY BE CLOSED UP

Work Starts Monday Between Ruth-ton Hill and Hood River.

HOOD RIVER, Or., July 12.—(Special.)—Information as to the status of the Columbia river highway between here and Cascade Locks when pavers are engaged on some of the grades is indefinite. It is the opinion, however, at local offices of the contractors that the road will be completely blocked for a time in the next two weeks.

Beginning Monday, crews with a steam shovel will begin grading a two-mile stretch between here and Ruth-ton Hill. The old road will then be blocked and traffic will have to be diverted through the Frankton and Belmont districts. The alternate roads, however, are in as good condition as the old state road.

HUGE GROWTH THAT OF AUTO INDUSTRY

Double Amount Invested Over Year Ago Only.

MOST FACTORIES EXPAND

Already Orders Call for 500,000 More Cars This Year Than Can Be Delivered.

The steady expansion of the automobile and tire industries is not mystifying alone to the man who stands on a busy street corner or by the side of a popular highway and watches the motor traffic stream past him in both directions; it is also mystifying to the man closely connected with these industries.

The man higher up on the inside marvels at the stupendous volume of business which seems to be walling him in and fairly swamping him with orders and work.

It is often said the pioneers of a great industrial development "were wonderful dreamers" and the pioneers of the United States may have been dreamers also, but their dreams were more catnaps compared to the dreams necessary today if a manufacturer would merely keep abreast of the times.

Investment Doubled in Year. Statistics of people employed, of capital invested and number of establishments making cars, trucks, parts and accessories become obsolete over night.

During 1918, when congress called for facts and figures concerning the automobile industry, it was estimated, after a careful census of the trade by the National Automobile Chamber of Commerce that there was invested, in a total of 550 companies making finished cars or trucks, \$738,000,000.

That was the figure of a year ago. Today it is estimated that the amount invested in complete vehicle building companies exceeds \$1,500,000,000.

The number of passenger car manufacturing plants is not increasing rapidly, but the capacity of the existing plants rapidly is being doubled.

In 1917, for example, 238 passenger car factories (including the Ford) produced 1,718,775 cars.

Production figures for 1918 do not count for anything, as many of the passenger car plants were on war work.

In doing government work, however, many of those plants were engaged, and if labor and material conditions had been favorable since the signing of the armistice it would have been possible for these 200 odd factories to have produced more than 2,000,000 passenger cars in 1918.

Over-Orders 500,000 Cars. As it happens, strikes and shortage of raw materials may cut production of passenger cars down this year to about 1,500,000.

Distributors and dealers throughout the country have already ordered from the passenger car factories 500,000 cars in excess of what the factories can produce this year unless an unexpected improvement takes place in the labor market. It does not now appear that any of the popular lines of cars would be up to normal production in either July or August.

In the early spring much was expected by both buyers and sellers at hand the situation is not promising.

It is unprecedented in the automobile business for buyers to take delivery of "current models" in July and August.

This summer, however, thousands of buyers who placed their orders months ago, and who would, under normal conditions, have taken delivery in May or June, at the latest, are still hoping to get their cars before September.

Many buyers remember that in former times they could view "coming models" of certain popular makes of cars in August and September. So for this year nothing is heard about 1920 models.

The carmakers are apparently content if they can supply 50 per cent of their orders for 1919 models before fall.

SPECIALISTS FOR EIGHT YEARS. For the past eight years the Commerce Motor Car company has been building trucks of one-ton capacity. H. B. Bennett, vice-president of the Com-

Advertisement for John A. Walter, 391 Stark, opposite Pittock block, selling tires on the installment plan. Includes a portrait of John A. Walter and text: "He Has No Other Location".

Advertisement for Archer & Wiggins, Auto Accessories and Parts, located at 348-350 Couch Street, near Broadway. Includes text: "Official Service Station for Goodyear Tires and Exide Batteries".

Advertisement for David Hodes Co., Automobile Gears, Parts and Accessories at Reduced Prices. Located at N. Broadway and Flanders.

Advertisement for Delco Repair Station, R.W. Lee, 409 Burnside, New 10th. Includes text: "We Stand Back of Every Job".

Advertisement for Laner Auto Spring Co., 10,000 Springs Carried in Stock. Located at 15th and Couch Streets.

Advertisement for Mitchell, New Light Six, \$1475 Factory. Located at Broadway and Oak.

Advertisement for Vesta Storage Double Life Battery, Gibson Electric Garage & Storage Battery Co., 12th and Alder Sts., Broadway 2557.

Advertisement for USL Batteries, Sunset Electric Co., Automobile Electric Equipment. Located at North Eighth and Davis Streets, Phone Broadway 128.

Advertisement for Atterbury Truck, Service Motor Trucks, A. W. Andersen, 355 Wheeler Street, Phone East 445. Includes text: "Without a Superior".

Advertisement for Sam M. Wood, "He Sells Miller Tires." Includes a portrait of Sam M. Wood and text: "Big Sam" they call him. He handles sales of Miller geared-to-the-road tires for the Northwest Auto company in eastern Oregon and eastern Washington. Lots of these tires are being used in that territory.

Advertisement for Malcom Tire Co., 82 N. Broadway, Portland, Or. Includes a table of tire prices and text: "Standard Makes".

Advertisement for United States Two Stage Air Compressor, High-Pressure Air Tanks—Hose, Valves, Couplings. Located at 320 Couch St.