

MR. AND MRS. ADAMS TOUR NEAR BY AUTO

Eugene Folk Return From Detroit in Chalmers.

YELLOWSTONE PARK SEEN

Et-Highway Commissioner Writes Entertainingly of Events and Road Lessons Gained on Trip.

BY E. J. ADAMS.

Et-state highway commissioner, now Chalmers dealer in Eugene. In the early dawn of 1919 the call was strong upon us once again to look upon the old scenes, great the old friends and visit the relatives way back east, in Michigan and Ontario.

In Detroit we received the new Chalmers hot-spot six awaiting us there and started forth to the great and visit. We turned up some 1400 miles on the speedometer in visiting the old familiar places that some how seemed to have shrunk greatly since boyhood memory recorded them.

Following Yellowstone Trail. On Friday, June 13, we started back on the westward trail. We took the boat from Muskegon, Mich., to Milwaukee and there hit the Yellowstone trail and followed it as far as Prosser, Wash.

We motored through Oshkosh, Stevens Point, St. Paul, Minneapolis, Aberdeen, Miles City, Billings, Cody, Wyo., the Yellowstone national park. There we spent three days in looking upon the wonders of nature that gave us a very real picture of the hell that was reached to our youthful eyes.

We compared the mountain scenery with waterfalls of the park with our own Oregon, much to the credit of Oregon. This part of the park's offerings has no charm for the Oregonian, for we have better by far at home.

We entered the park through the famous and beautiful Cody road from Cody, Wyo., and left it at Gardiner and followed the Yellowstone trail via Livingston, Roseman, Butte, Deer Lodge, Missoula, Wallace, Coeur d'Alene, Spokane, Colfax, Lewiston and Walla Walla. Leaving the trail at Lewiston we came through Goldendale to White Salmon and there, crossing the Columbia river to Hood River, hit the Columbia highway—the best piece of highway in 4500 miles of travel.

We were glad again to be back in a country where intense and intolerable heat by day and night, tornadoes, cyclones, thunder storms and dust storms are unknown. We never appreciated western Oregon so much or loved it so well before. We spell it HOME now with perfect contentment.

At Cody we had a most delightful visit with Mrs. Cody, widow of the great scout, looking with interest upon the relics, beautiful pictures, rugged rocks and broad prairies that surrounded his life, and took lunch at Pasaqua (Buffalo Bill's house) just before entering the park at the eastern gateway. Two things alone are sufficient to mark the broad vision of this high-shouldered man and these are the Cody road into the park and the great dam across the Shoshone river that holds the water to irrigate the hundreds of thousands of acres of fertile land in the Cody and Powell basins.

Being interested in highway construction, maintenance and marking, we gave particular notice to this in all the ten states we traveled through and were firmly impressed with three things. First—There is nothing between the gravel and macadam road and the best-tested and tried pavement that is worthy the expenditure of money upon. Any attempt to construct with a substitute or medium-cost hard surface is almost a criminal waste of public funds. For it will not stand up several years and there are no elements of value in it when it goes to pieces. All is lost.

Worse Than Corduroy. We found these broken substitutes in Michigan, Minnesota and Washington, and in trying to use them were taken back in memory to the corduroy roads of the east and the punchion of our own mountain roads. One was as good as the other to travel over. Nothing for it but to tear it up and build a real road in its place. The one danger that looms in highway construction of today is the danger of not providing ample base to carry the loads of the future. The weight is even now steadily increasing and will continue to increase, just as the cars and engines and loads increased about three-fold in 15 years on our railroads.

TO MARKET, TO MARKET WITH LOGANBERRIES, IN A REO SPEED WAGON!



As fast as these loganberries are picked on Sam H. Brown's 120-acre loganberry and evergreen blackberry ranch at Gervais, this 3 1/2-ton Reo speed wagon, bought from the Northwest Auto company, rushes 'em to the jelly vats at Salem.

Sam H. Brown, former member of the legislature, might be said to be an out-of-luck gentleman, having only 85 acres of this 120-acre ranch to loganberries—yes, out of luck as a millionaire is out of luck. He has 275 tons of these loganberries at 4 cents per pound, 200 pickers being required to pick them. He is only 15 miles from Salem, and as fast as the berries are picked this Reo speed wagon (shown above) with an overload of berries aboard takes 'em to the Oregon Packing company's plant at Salem, where they are made into jelly. Below are some of the pickers at work.

this or similar climate should be considered. Maintenance—Wisconsin is the only state of the ten we came through that seems to have this lesson learned. There we found the patrol system in actual use and its value cannot be overestimated. The state roads are divided into patrol sections and at the dividing line a board marker is erected, giving the number of the section and the name of the supervisor, that every traveler, whether local or foreign, may read as he goes the name of the very man responsible for road conditions in that section. A wonderful help in carrying the right party if the section is bad and pleasing to know the name of the man entitled to credit for a good stretch. It is also a fine incentive that stirs each supervisor to keep his section in the best condition.

While Wisconsin's roads are far from the best in point of construction, they are the best on the trip for actual travel because all the "chuckholes" at the bottom of the hill and at the bridge approaches are wanting in Wisconsin and a smooth, even speed can be maintained uphill and downhill and over the many bridges. A wonderful comfort to the man at the wheel and a relief from broken springs, bruised tires and busted frames. The ruts after rain are quickly dragged out, the thistles and weeds at the side of the road are cut and even a good hay crop in many places is harvested on the right of way. The patrol system in Wisconsin is a real success and well worthy adoption in Oregon and other states.

Marking—In the marking of the highway, Wisconsin also excels all the other state roads are well marked by number. Every state road is numbered on the road map of the state (so are Oregon state roads), but in Wisconsin the roads are also numbered by the adoption of a "V" design with the words, "State Trunk Highway" above the top, with the number in large plain figures in the center and a large "W" with a smaller "T" and still smaller "M" to finish out the point at the bottom.

Every Detour Marked. This number design is painted or stenciled on nearly every telephone pole along the road, and upon fence posts and buildings constantly to guide the traveler. By following these numbers there is no need for the stranger to ask a question or drive a rod off the way in going from one end of the state to the other. If you have ever tried to find the right road by asking the fellows on the village streets you will fully appreciate this marking system. When you come to a piece of construction work where the road is closed, you find the road barricaded and marked "Closed to Travel," but you also find printed detour cards of the same design as the permanent signs but marked "Detour Road," that guide you correctly around the section under construction by way of the shortest and best route.



It's the Kleiber truck, handled by the State Auto Sales company, of which J. H. Almsough of the Kelly Tire Sales company is president. Mr. Almsough is at the wheel and on the other end it is W. A. Lamson of San Francisco, Kleiber factory representative. The Kleiber comes in all sizes, from one to five tons.

FOUND: ROUGHEST ROAD

W. H. WALLINGFORD SWEARS NO OTHER CAN BE AS BAD.

Stretch Near Mabton, Wash., Is Acclaimed Spring-Busting Champion of the World.

W. H. Wallingford, distributor for Premier, Liberty and Briscoe cars, swears he has discovered the roughest road in the Pacific northwest.

This road, says Mr. Wallingford, is the seven to eight-mile stretch from Mabton hill toward Goldendale, Wash., on the Yellowstone trail via Walla Walla, Kennewick, Mabton and Goldendale. He declares it is rougher than any road he ever has traveled before in his life or expects to travel again.

"Imagine how it would be driving over naked railroad ties, with a telegraph pole or log to climb over every 30 to 50 feet for diversion," said Mr. Wallingford. "Then add about 50 per cent to your most pessimistic estimate. You will still not be giving credit to this road for its true degree of roughness."

"I'll tell you how rough it was. With H. A. Enders, our territory man, I drove over it last week. We had a used car, but one in good condition. Well, it was so rough that it broke the windshield. Any road that will do that, I maintain, is really rough road."

"To go seven miles took us two hours. We were in low gear virtually all this distance, yet even so the road was so rough that we were continually jarred and bounced out of our seats, and that at a speed of only three to five miles an hour."

"I nominate this road for the spring-busting road championship of the world. If any man can show me a rougher road I will buy him a cigar, but I won't ride on his road."

JOSEPH WESTON JOINS AJAX Widely-Known Tire Man Made Vice-President of Company.

Horace de Lisse, president of the Ajax Rubber company, Inc., announces the appointment of Joseph C. Weston as vice-president and member of the directorate. Mr. Weston for a number of years has been vice-president and director of sales of the United States Tire company.

Joseph C. Weston is one of the best-known men in the tire business, in which he has long been engaged. He comes to Ajax with an experience dating from the early days of the industry. Tire men remember Mr. Weston first as a salesman representing the old Morgan & Wright company. His success led to his appointment as western manager for the United States Tire company, with headquarters in San Francisco.

From that post Mr. Weston was made manager of the central district for the same company, with headquarters in Chicago. From Chicago he was brought to New York and made general sales manager. Then, in recognition of his ability, he was made director of sales and elected to the vice-presidency.

His coming to Ajax is taken as a further indication of the steady growth and development of the Ajax Rubber company, Inc., established 14 years ago, and now one of the greatest automobile tire manufacturers of the world.

JORDAN People Demand Light Weight Thousands of owners now know that Jordan cars possess that peculiar quality of balance which cannot be attained in cars weighing from twelve to fifteen hundred pounds more—nor in extremely light cars of short wheel base. Many a man who felt it necessary to pay a high price and get a heavy car in order to attain reliability has chosen the Jordan because it combined quality with light weight and perfect balance. The body is all-aluminum. Smart French angle at dash. Perfectly flat top-edge—without a trace of bevel. Gun metal instrument board. Artistic hardware. Innovation in tonneau equipment. Tailored top. Character in every detail. The Silhouette finished in Brewster Green or Burgundy Old Wine is built in both four and seven passenger capacities. Mitchell, Lewis & Staver Co. Broadway at Oak JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

known men in the tire business, in which he has long been engaged. He comes to Ajax with an experience dating from the early days of the industry. Tire men remember Mr. Weston first as a salesman representing the old Morgan & Wright company. His success led to his appointment as western manager for the United States Tire company, with headquarters in San Francisco. From that post Mr. Weston was made manager of the central district for the same company, with headquarters in Chicago. From Chicago he was brought to New York and made general sales manager. Then, in recognition of his ability, he was made director of sales and elected to the vice-presidency. His coming to Ajax is taken as a further indication of the steady growth and development of the Ajax Rubber company, Inc., established 14 years ago, and now one of the greatest automobile tire manufacturers of the world.

MACK PERFORMANCE COUNTS Strong Talk We defy anybody to say and prove the assertion that a MACK truck Model AB or Model AC crankshaft or camshaft ever has broken through wear. A fracture may have resulted from collision with a railroad train or by a truck falling down the side of a mountain, but that doesn't count. What we do say and without fear of contradiction is that a MACK AB or MACK AC crankshaft or camshaft never has been broken because of wear. The same attention to details of construction and the same high-grade materials that are represented in these two essential parts are characteristic of MACK trucks in their entirety. It is due to the reliability of the components and the scientific principles of engineering, such as are incident only to the highest grade trucks that make MACKS superior in performance. International-Mack Corp. Tenth and Davis Sts. Phone Broadway 691 Wray Motor Car Co.