

NOT ALL CALIFORNIA ROADS ARE SO GOOD

Leroy R. Fields Finds a Few Bad Ones on Tour.

LOW GEAR AND LOTS OF IT

Chevrolet Dealer Home From Yosemite Park, Tioga Pass and Lake Tahoe Trip.

Credit California for its fine roads, which are many, but when you get off the main paved highways, the roads haven't a whit on those of Oregon, similarly situated. Not a whit, emphasizes Leroy R. Fields of the Fields

scribes as "rotten." But from Bend to The Dalles good roads. "When we drove onto our own Columbia river highway," said Mr. Fields, "we stopped, and, with the same thought, the whole party, almost as one, exclaimed: 'Well, we've seen nothing in California that is any finer than this.'"

JORDAN IS AUTO OF STYLE

It Satisfies Wife's Wishes for Comfort, Say Dealer.

Sales reports from automobile manufacturers for the past 30 days indicate the social progress of automobile owners. Early summer buying, according to A. L. Smith, sales manager for the Mitchell, Lewis & Staver company, shows that automobiles are arranged along a social scale of their own. They start with cars bought for their low price alone. At the head of motor row's social list stand the custom-built creations sold on their appeal to exclusiveness.

"The Jordan models," said Mr. Smith, "appeal to the man who requires a car of modish design with those refinements of appointments and comfort that bespeak real distinction, and who does not want to pay an unreasonable price. "When a man gets tired of riding in a street car, he looks around for a low-priced car. He buys one in the

ROADS AS WHOLE IN PRETTY GOOD SHAPE

Much New Construction, but All Are Passable.

ASTORIA HIGHWAY BETTER

Less Crushed Rock and More Pavement on the Lower Columbia River Highway Route.

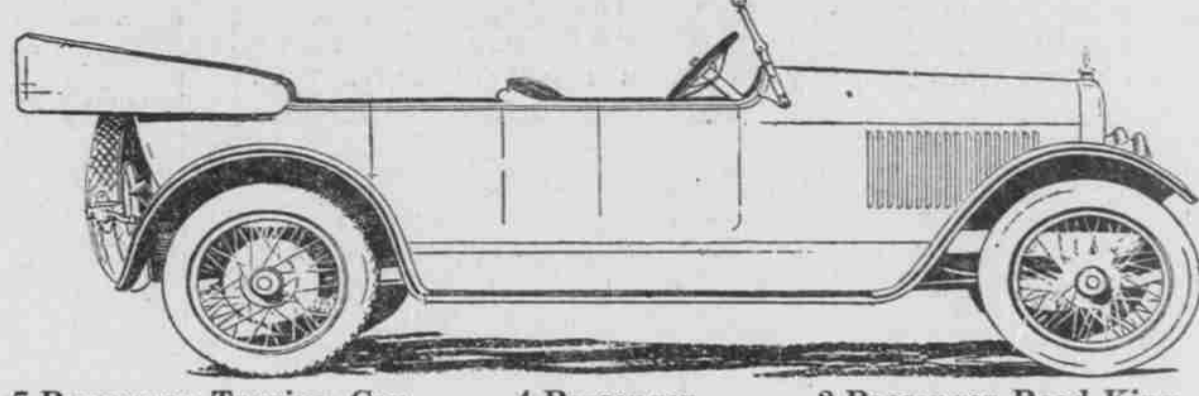
Motorists who recently completed road runs over the main highways in different sections of the state, including the popular trips to the beaches, to Crater Lake and the cross-state drives, both north and south and east and

The Rubin Motor Car Co.

ANNOUNCES ITS READINESS FOR THE DISTRIBUTION OF THE NEW

KING 8

"THE CAR OF NO REGRETS" FOR OREGON AND WASHINGTON



7-Passenger Touring Car 4-Passenger 2-Passenger Road King

Service Innovation

100% Service With a Smile

We purpose to make our new service plan the talk of motordom on the Coast in that we deliver each "King 8" complete, even to the license tag. With each "King 8" goes a year's free service which allots to the owner of a "King 8" service on a certain day of each week for a full year. This is the way we purpose to stand back of the "King 8."

THE KING has pioneered in many features of motor car construction since 1894. Then it was the first automobile to appear on the streets of Detroit, and since has continually demonstrated its leadership. It was the first car in America with en bloc motor, first with left-side drive, first with center control, first with cantilever springs, and the first medium-priced Eight.

We should be glad indeed to recount its tests of reliability and the many achievements of this pioneer Eight, including that famous 10,850-mile non-motor-stop run at Sheepshead Bay, its climbing achievements in high gear on Mt. Wilson and Mt. Diablo, its "sealed-in-high" non-stop and fuel economy tests in California, Colorado, Virginia, New York and other states—but space is here lacking for such a story.

This is the Way the "King 8" Will Be Delivered

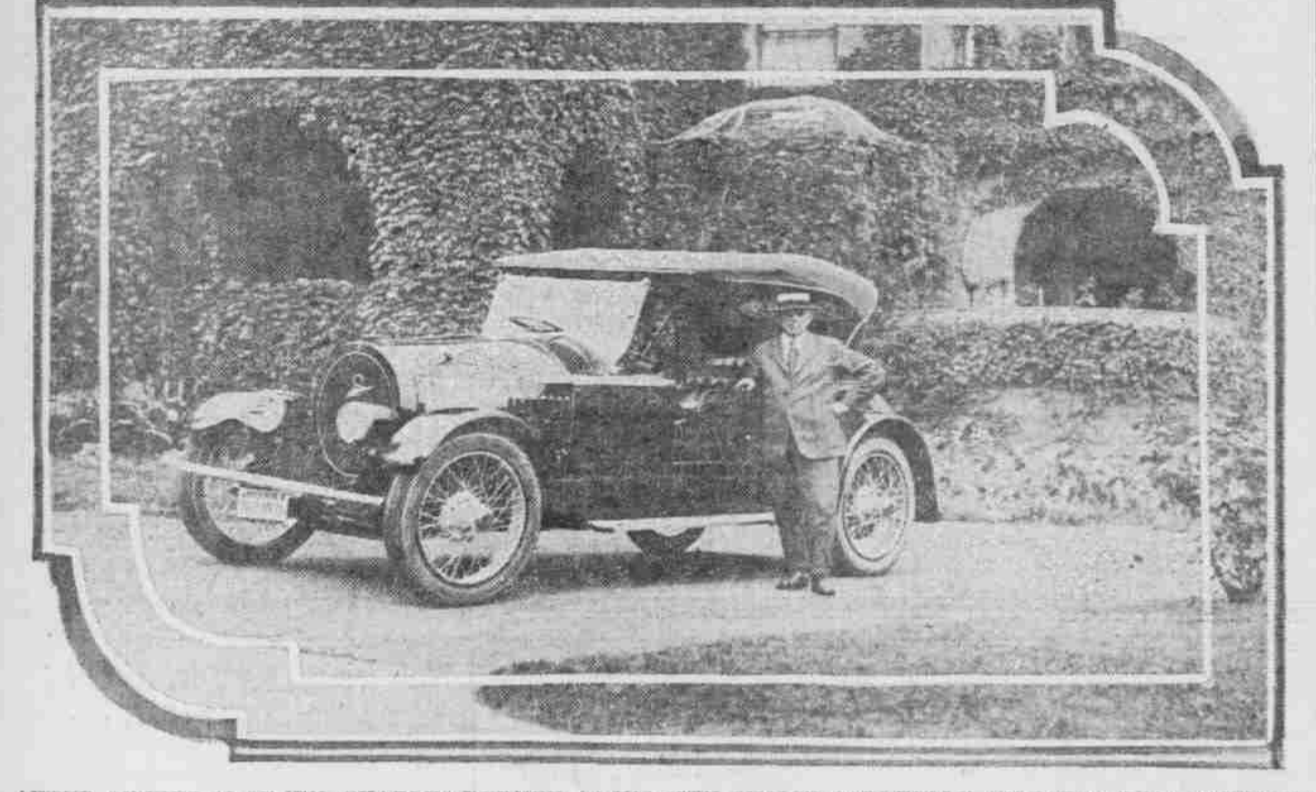
A Complete Automobile

- Including the first and last cost.
- Bumper
- Spotlight
- Glass windshield wings
- Motometer
- Five cord tires
- Five wire wheels on roadster and speedster, artillery wheels on 7-passenger
- Victoria side and Johnson rear curtains
- Tire cover
- One year's free service and
- A license tag, paid for

RUBIN MOTOR CAR CO.

Temporary Salesroom: 88 Broadway, Near Flanders

Now Allotting Territory to Dealers in Oregon and Washington



AFTER OWNING 16 OF 'EM, CHARLES RUDEEN AS HIS 17TH CHOICE CAREFULLY SELECTED THIS HANDSOME APPERSON FOUR-PASSSENGER TOURSTER.

This car, one of the famous Apperson Silver Anniversary models, was specially made for Mr. Rudeen, who, besides being a veteran motorist, is proprietor of the Alder-street market. He bought it through Joe Goodfellow of the Pike-Horn Motor Car company.

Motor Car company, who, with Mrs. Fields and their guests, Mrs. Guy Porter of Portland and her sister, Mrs. Don Mulvane of Topeka, Kan., returned to Portland last week after touring to Yosemite, Lake Tahoe and Tioga pass. It was the Tioga pass road of which Mr. Fields spoke in particular. This road reaches an elevation of 9864 feet and for four days in the mountains around there the party toured at an elevation of 7000 feet. "Say all you want about California's fine roads and I'll second the motion," said Mr. Fields, "but, in fairness, speak also of some of the poor ones. A lot has been said about bad roads in Oregon and the good roads in California which might lead folks to believe that California has only good roads and that its worst are better than Oregon's best. "Far be it from such. On the Tioga pass road, for example, there were long stretches where we could make only eight to ten miles per hour. At times we went as much as 15 miles per hour in low gear, and it wasn't due to lack of power, either, but to the grades and the poor condition generally of the roads."

AUTOS REPLACING HORSES

MOTOR STAGES CARRY MAIL TO KLAMATH FALLS.

Hard Trip Over Mountains Now Is Made in Five Hours and Better Service Is Result.

ASHLAND, Or., Aug. 2.—(Special.)—Many years have passed since four-horse teams plunged down the Green-spring mountain grades drawing away stagecoaches with "U. S. Mail" lettered on the sides. When the railroad reached Klamath Falls the Ashland-Klamath Falls stages passed into history. Now comes the automobile, and starting this week the United States mail is again carried from Ashland to Klamath Falls over the Green-spring mountain road. The two daily automobile stages which operate between Ashland and Klamath Falls make the trip in about five hours and it was found that using autos gave Klamath its mail considerably earlier than it sent in by train. All mail from the north and much from the south is now routed by the auto stage mail service. The Ashland-Klamath Falls road is being graded by the state this year and will be paved next year. It is the only direct route over the Cascades in southern Oregon and when finally finished will place the markets and resorts of the Rogus River valley and Klamath county within two hours and a half drive. At present the automobile stages are doing a thriving business.

west, last week filed summarized reports with George M. Chambers, assistant secretary of the Oregon State Motor association. Following are the most important reports, arranged geographically: Eugene to McKenzie bridge—Very fine about 35 miles, remainder very good. A few narrow places requiring attention. McKenzie bridge to Sisters—A few miles of good road rough with high centers to foot of pass. Sisters to Bend—Very good. Bend to Fort Klamath—Rough and dusty. Fort Klamath—Some very rough roads along flint, hill roads fine. Newport and Corvallis via Philomath—Excellent dirt road. Newport and Dallas via Kings Valley—Excellent dirt road. Kings Valley to Coquille—Then out to Marshfield via Sumner considered as good as it will be this summer. Marshfield to Gold Beach—Road via Green Devil's best to Bend—good, but winding. From Bend to Gold Beach excellent. At Burns creek take what is known as the Burns creek by the Rogue river and cross by free ferry. Road fine all the way. Gold Beach to Crescent City—Good. Grants Pass to Crescent City—Good. Grants Pass to Roseburg—Good. Grants Pass to Roseburg, Wash. and New Westminster, B. C. Albany to Junction City—Very good condition. Roseburg to Cottage Grove—Good, except short stretches where road work is going on. Hood River to The Dalles—Good. Wasco to Walls—Good. Pilot Rock to Pendleton, good. Pendleton to Walls—Good, except detour for road construction. La Grande to Pendleton—Bad, full of chucks, rough. Pendleton to Burns—Poor, very dusty and rough. Ontario to Pendleton—Fair. Lakeview to Klamath Falls—Good. Lakeview to Bend—Good.

HE'S A PIONEER IN MAKING AUTOMOBILES.



Elwood Hayes. Mr. Hayes is the father of the Hayes car of today, though the modern Hayes hasn't much resemblance to the first automobile that would run, made by Mr. Hayes a quarter of a century ago.

Don't race the engine. You cannot abuse the engine worse than by allowing it to race at high speed without a load. The large extension to the present Chevrolet factory in Oakland is about completed and will be in operation in a few weeks. This addition to the plant will enable the factory to increase its output from 14,000 cars this year to 25,000 next year.

Glacier Point Visited.

After a little more than a week in Oakland and San Francisco, Mr. Fields and his party set out for home via Yosemite. They toured first to Merced, then to Wawona, Cal., to hike in the Wawona big trees in a park 25 miles west of Yosemite. Next they drove to Glacier Point on the edge of the Yosemite valley and overlooking it with a wonderful view. They drove next day to Camp Curry in the valley, and thence over the Tioga pass, already mentioned, stopping en route at Lake Tenaya, on a night. Another day brought them over the California line and to Carson City, Nev., only an hour and a half's drive from Lake Tahoe, Cal. They drove around the lake and the scenery rewarded them for doing it. Then, homeward bound, they reached Feather River inn, where they spent a night, and then on to Susanville and, via Lookout, Cal., 135 miles, to Klamath Falls, Or. Good roads from Lookout to Klamath, but poor from Susanville to Lookout. Speaking of the route as a whole, the run from Klamath Falls north to The Dalles is pretty fair, says Mr. Fields, though it is not very good from Klamath to Bend, due to sand—about 30 miles of it. In fact, 15 to 20 miles of the road out of Fort Klamath he de-

Don't Wash Your Car, but Have It Simonized

Portland's only authorized Simonizing Station.



Oregon Distributors for Simons Products

A. G. PEARD M. A. WURZWEILER Owners-Managers

THE SIMONIZING STATION 175 21st Street

Next to Covey Motor Co. Marshall 3982—A 7901

after a season's use and sometimes the inside layer of fabric separates from the rest and impedes circulation, with-out defects being apparent from the outside. No kinks should be allowed in such connections and the clamp fasteners should be properly secured. When rubber hose has bends in it a good plan is to reinforce it by a brass coil spring which is a good fit inside. This prevents any flattening at the bend and cracking, resulting eventually in a leak. Method of straightening a front axle that has been bent in a vertical plane is to take two lengths of four-by-four-inch joist, long enough to reach from the upper side of the axle, just outside of each spring plate, to a cross timber of the ceiling or roof of the garage. Then if the jack is placed beneath the axle at the bend enough pressure may be applied by means of it to force the axle back into shape. Don't attempt to start the engine unless the spark is retarded and the switch key inserted and turned in the switch.

WESTCOTT

The Car with a Longer Life

Westcott owners will tell you that they'd rather have the last 20,000 miles of a Westcott than the first 20,000 of some other car. Because Westcott is not only the car with a longer life but the car with less trouble and more genuine comfort during every year of that long life. The next shipment of Westcotts, due about August 6, will bring to Portland the elegant Lighter Six Cabriolet Coupe.

Moltzner-Westcott Motors Washington and Burnside, at Sixteenth Street

