

LOG OF THE ROUTE TO KLAMATH FALLS

Road Data on Round Trip is Listed for the Elks.

GOING MOSTLY IS GOOD

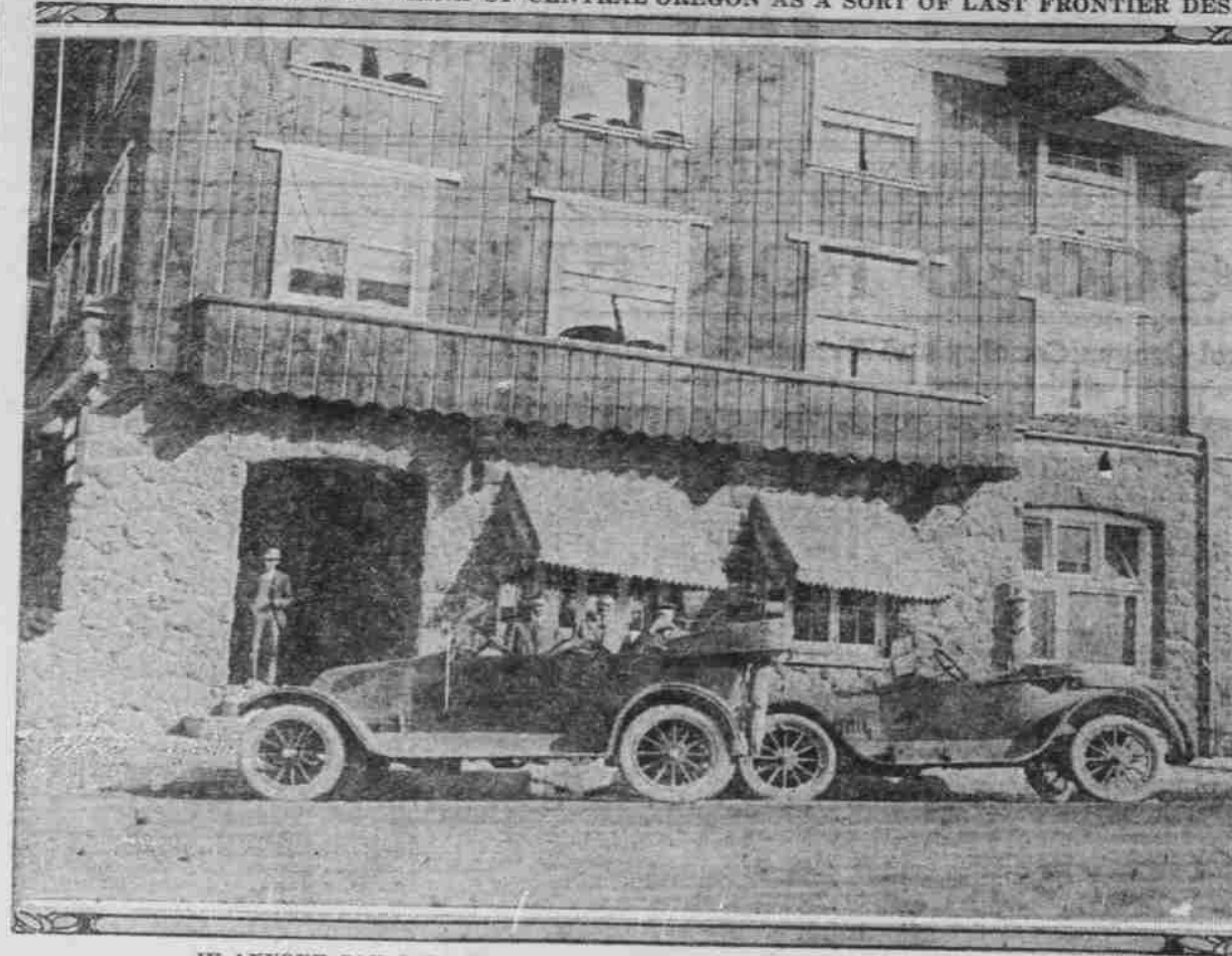
Here's All the Information on 900-Mile Round Trip as Gathered by Franklin Pathfinding Car.

This is the log of the round trip to Klamath Falls, going there from Portland via the Dalles and central Oregon, and returning by way of Crater lake and the Pacific highway.

Elks desiring to make the trip should leave Portland at a later than tomorrow, unless they know the road and feel competent to drive to Klamath Falls in two days.

Central Oregon Route. 90.0—Oregonian building, Portland. Take Columbia river highway to The Dalles.

AND YET SOME FOLKS STILL THINK OF CENTRAL OREGON AS A SORT OF LAST FRONTIER DESERT!



IF ANYONE CAN CALL THIS A DESERT HOTEL, HURRAH FOR THE DESERT! This is a view of the front of the Pilot Butte Inn at Bend, in the heart of central Oregon.

As it looks, it is Bend, as it is noted, is a fast growing city—not town—of rare pep and hustle. It is just as attractive on the recent road-logging trip of the Franklin car to Klamath Falls to log road conditions for the Elks.

From Crater national forest. Considerable sand, rutty. 30.1—Exit Crater national forest. Very bad road from here to Prospect, five miles. Chalk dust, very rutty, disagreeable driving.

NEGLECT HURTS BATTERY

WATER SHOULD BE ADDED TO IT EVERY WEEK.

Owner Follows Directions as Long as Car is New, but Then Usually Begins to Slip.

Battery manufacturers estimate that the average car owner gets about two-thirds of the service and life of which his battery is capable.

One of the reasons for this, according to Mr. Harper, is that the owner does not form regular habits with regard to battery care.

The only way to keep any battery in shape to give all the service it is capable of, says Mr. Harper, is to add water at regular intervals just as long as you own your car.

"If you go to the battery service station the minute anything seems to be wrong you can be fairly sure your battery won't do you just when you need it most.

on to Caves camp for a slight additional charge. The total charge will probably not exceed \$2 per person. There is nothing at Caves camp except a delightful grove in which to camp. Parties desiring accommodations over night and pack or saddle horses with accommodations for ten persons—meals 25 cents and 50 cents for bed—can furnish seven pack or saddle horses at \$1.50 each for the round trip.

Visitors planning to go through the caves should provide themselves with candles and overalls or old clothes. Ladies should wear overalls, riding trousers and a line macadam road. Heavy, hob-nailed shoes will also be of assistance in climbing about in the caves.

The guide is employed by the forest service and no charge is made for his services and no fees, tips or gratuities should be paid him.

Sometimes an inner tube receives a puncture big enough to allow the tire to become unbalanced after a brief interval but not visible to the naked eye.

When this happens in the garage the buck of water tells the tale at once, but on the road about the only way of locating the leak is to inflate the tube and hold successive portions of it close down to the dust along the surface of the road.

Oil drips frequently come from the cap screws being loose on the crank case, from the bearings, from the

to promptly. In some cases where oil drips from the bearings, the fan picks it up and scatters it over the inside of the hood.

TO REACH OREGON CAVES

OFFICIAL DIRECTIONS AS TO ROUTE TO FOLLOW.

Forest Service and Grants Pass Chamber of Commerce Issue Bulletin on Subject.

GRANTS PASS, Or., Aug. 9.—(Special)—Reliable information relative to the Oregon caves and the routes by which these natural wonders are to be reached by persons living at a distance from this city.

There are two routes to the Oregon caves, one via Williams and one via Holland.

Stages leave Grants Pass at 8 A. M. and 1 P. M. for Williams and will go

DRIPPING CURE FOR ALL ILLS

Clutch Troubles Eliminated by Frequent Use of Dressing.

Car owners should get into the habit of using belt dressing for the clutch frequently, not only on the clutch but on the rest of the clutch.

"Non-slipping pneumatic tires" for automobiles were brought out in 1900.

PACIFIC COAST DISTRIBUTOR FOR COLE EIGHT HERE ON NORTHWEST TOUR.

This car was delivered to Mr. Henderson at Portland three weeks ago through the Northwest Auto company while Mr. Henderson was here on a visit.

C. P. Henderson and Mrs. Henderson of San Francisco and their two-passenger Cole Aero-Eight sportster, one of the sanniest roadster creations to be seen here.



ROAD IN SISKIYOU WILL NOT BE CLOSED

Paving Operations Not to Interrupt Travel.

MOTORISTS GET PROMISE

Oskar Huber, Contractor, Sacrificing Speed to Convenience of Automobile Tourists.

ASHLAND, Or., Aug. 9.—(Special)—The Pacific highway from Grants Pass to the California line will be completely paved this summer.

Tourists will meet no serious obstacles on account of paving operations in Jackson county this summer.

Bridge and culvert work on the mountain is all completed. There may be one or two short detours around

At present the autist is obliged to take it slowly for one or two miles when rock has been dumped preparatory to paving and has not been entirely packed yet.

Work is progressing nicely on the paving of this side of Grants Pass. One mile has been laid on the west side of the contract between Gold Hill and Tolo.

Good signs indicate the route throughout southern Oregon and there is no chance of getting off the road.

The road on over the mountain past the scene of paving operations is in fair condition, although hardly as smooth as last year, when curves alone limited speed.

Oil drips frequently come from the cap screws being loose on the crank case, from the bearings, from the

FINDING SMALL PUNCTURE

Turn Tube Around in the Road and Watch Dust Fly.

Sometimes an inner tube receives a puncture big enough to allow the tire to become unbalanced after a brief interval but not visible to the naked eye.

When this happens in the garage the buck of water tells the tale at once, but on the road about the only way of locating the leak is to inflate the tube and hold successive portions of it close down to the dust along the surface of the road.

TESTING THE FUEL MIXTURE

If Too Rich, Easy to Find Out by Process Here Explained.

If the mixture is suspected of being too rich, shut off the fuel in the tank and open the throttle. If the mixture passing into the cylinders is too rich the engine speed will increase as the level of the gasoline in the float chamber is lowered, since this operation weakens the mixture considerably.

The mixture is thought to be too weak if the float chamber can be flooded while the engine is running, and if this causes the motor to speed up it may be accepted as an indication that the mixture is not rich enough.

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