

ROAD MAN LOOKS AT ROADS FOR HIMSELF

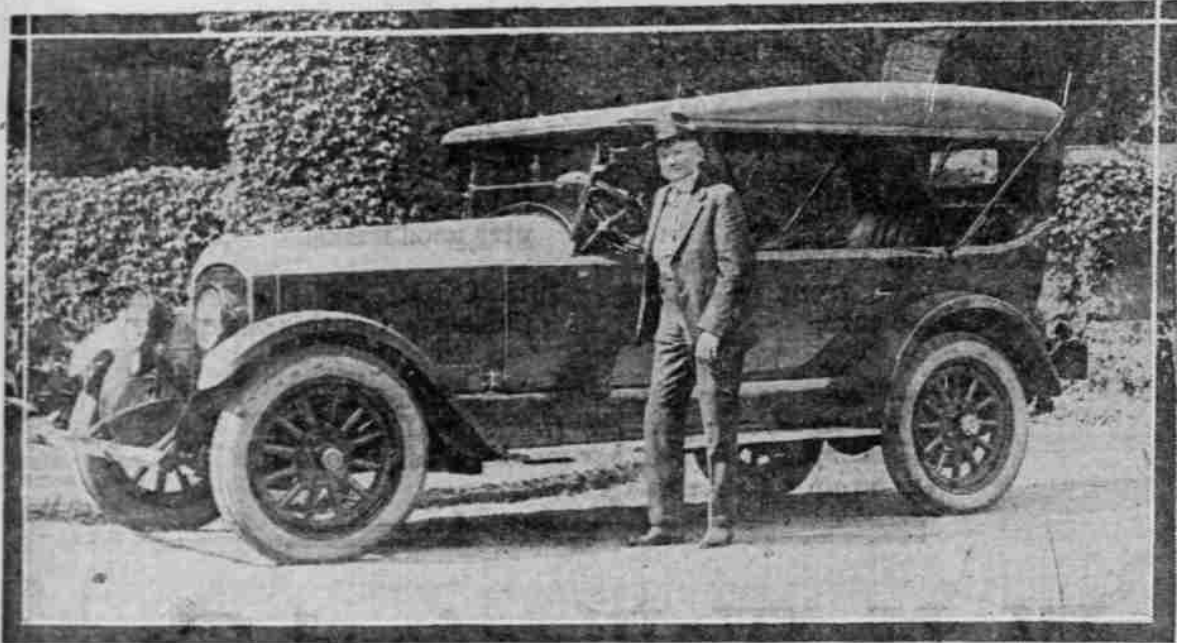
George Chambers'll Give You
Real Dope Now.

TAKES RUN OVER OREGON

After Look-See in Person of Central
Oregon-Pacific Highway Route
He Gives It O. K.

No longer is George M. Chambers
assistant secretary of the Oregon State
Motor association, obliged to rely al-
together upon written and verbal re-
ports in furnishing information to the

THIS IS THE NORTHWEST CHIEF OF THE B. F. GOODRICH RUBBER COMPANY AND HIS NEW COLE
AERO EIGHT.



W. D. Albright, whose headquarters are in Seattle, came to Portland the other day and dropped in at the Northwest
Auto company. When he left that place it was at the wheel of a brand-new Cole Aero Eight, a car he has long
wanted to own. It may surprise you to know that, though he has been in the tire business for a good many years, this
is Mr. Albright's first car. He had to learn to drive, like any other amateur owner. Needless to add, he had full
Goodrich Silvertown cord tire equipment on it when he drove away.

motoring public on the condition of
Oregon's leading highways.

Early last week Mr. Chambers
returned to his desk after a ten days'
drive around the central Oregon-
Klamath Falls-Crater Lake-Pacific
highway loop as the guest of R. E.
Clanton, superintendent of state fish
hatcheries, in the latter's Chambers
car.

Mr. Chambers said there is not a
stretch of downright bad road between
Ashland and Portland and that he
didn't find more than 50 feet of rough
crushed rock on that entire leg of his
trip.

He did qualify his optimistic report,
however, by remarking that there is
lots of smooth river gravel strewn
over the roadway, that the unpaved
portions of the Pacific highway are
now very dusty and that chunky places
along the highway here and there
necessitate slow travel.

With the exception of one short de-
tour the road through the once no-
torious Pass Creek canyon is now a
boulevard, Mr. Chambers says, while
Cove Creek canyon has only one bad
detour, though the present motor path-
way is sometimes on and sometimes
off the main grade.

Between Goshen and Eugene is a
several-mile detour through heavy
dust that traces its way through one
long stretch of soft gravel before re-
turning to the main Pacific highway;
and in leaving Eugene it is necessary
to depart from the highway at the city
limits, taking the left-hand road which
skirts instead of penetrates Junction
City.

Most of the heavy construction work
on the Pacific highway is out of the
way and Mr. Chambers says improve-
ments are going ahead rapidly.
From Salem to Portland Mr. Cham-
bers and Mr. Clanton followed a rather
unusual course, which they believe is
superior at present to the roads that
carry the heaviest travel. They took
the regular Pacific highway to a point
near Gervais where they found the
highway blocked. There they turned
sharply to the left, passing through
Donald, Aurora, Canby and Oregon
City to Portland.

This route, which, by the way, is
not what is known as the St. Paul
road, was found to be in splendid
condition, having very little dust in com-
parison with the other roads through
the Willamette valley.

"At present the Columbia river high-
way between the Multnomah county
line and Cascade Locks is open only
during the noon hour and between 6
P. M. and 7 A. M.," commented Mr.
Chambers in explaining the road con-
ditions confronting motorists in fol-
lowing the loop trip he has just com-
pleted.

"The highway from Hood river to
The Dalles is not in bad shape at all.
Some of the grades are long but not
steep enough to enforce low-gear driv-
ing for a good car. From The Dalles
we used the Tygh valley route to Bend
and found the roads good on the aver-
age. From Bend nearly to Crescent
the Central Oregon highway was in
very fair shape, but from the latter
point to Fort Klamath the road was
very badly cut up and exceedingly
dusty. There's being the best word to
describe it."

"The road from Klamath Falls to



Here's a typical view along the McKenzie river from the automobile road
which runs up the right bank for many miles on route finally over McKenzie
pass. This view is from near Nimrod inn, 35 miles from Eugene.

Ashland, known as the Green Springs
route, is in very bad condition."
On their vacation trip Mr. Chambers
and Mr. Clanton attended the Elka
convention at Klamath Falls and
fished in Diamond lake, a beautiful
body of water lying between Crescent
lake and Crater lake. To reach Dia-
mond lake they were obliged to travel
over a rough stretch of road that
branched off from the Central Oregon
highway at a point between Crescent
and Fort Klamath.

RAILROAD GARAGES COMING?
That's What One Railroad Man Pre-
dicts for the Future.

That the railroad station of the fu-
ture may be either entirely a garage
or that it will contain a space set aside
for motor truck trains, was a statement
made by W. E. Symons, railroad ex-
pert, at a meeting of the New York
Railroad club.

Discussing the suggestion that the
time was at hand when the railroads
should seriously consider the policy of
short-line feeders for motor-truck
transportation, where the former has
been conducted at a loss in the past,
Mr. Symons said:

"It is well known that on branch
lines, particularly at the extreme end
of the branch line, the railroad com-
pany is usually required to spend a
great deal of money for a passenger
station, freight depot, roundhouse,

NO 'LABOR PROBLEM' WORRIES THIS FIRM

Roberts Motor Car Company
Has Own Solution.

BONUS SYSTEM SUCCESS

With Profit-Sharing Plan Now in
Its Fourth Year, This Firm
Wouldn't Be Without It.

In these days of strikes and indus-
trial unrest it is refreshing, indeed,
to find a concern that has so solved the
question of working conditions and
wages to the mutual satisfaction of all

concerned that such a phrase as "labor
problem" is something never so much
as heard. It has no labor problem.

Four years ago the Roberts Motor
Car company of Portland, distributor of
Republic trucks in Oregon, instituted
a system of giving bonuses and putting
its employees on a profit-sharing basis.
Today, so successful has this system
been, to employer as well as employee,
that the firm would not return to the
old system under any conceivable cir-
cumstances.

The following notice, signed by H. P.
Roberts, general manager of the com-
pany, and posted in the shop last week
for the information of new employees,
explains the bonus system of the Rob-
erts Motor Car company. It follows:

Good Work Appreciated.

"To new employees: Our policy re-
garding annual bonus.

"For steadiness, for courtesy toward
Republic owners and drivers, and satis-
faction with your work generally, we
wish to extend this additional com-
pensation.

"This year, in all departments on a
monthly basis, the bonus will be as
follows:

"To all employees who started with us
before April 1, 1919, 10 per cent of their
salary; between July 1 and April 1,
1919, 7 1/2 per cent of their salary; be-
tween October 1 and July 1, 1919, 5 per
cent of their salary; since October 1,
1919, 3 1/2 per cent of their salary.

"Those coming to us direct from any
branch of the service will be given the
10 per cent of their total salary since
joining us.

"ROBERTS MOTOR CAR COMPANY.
H. P. Roberts, General Manager."

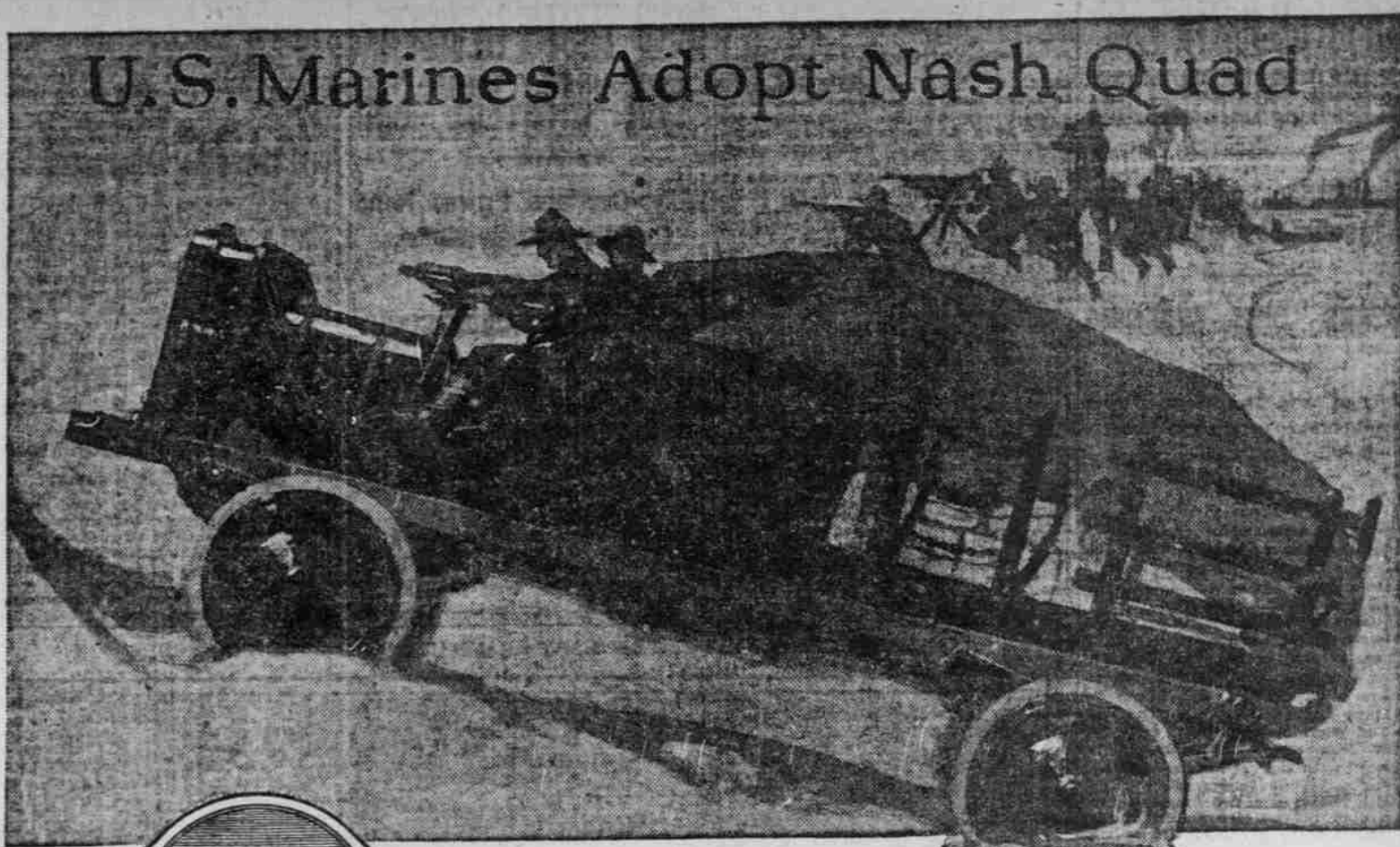
But that does not tell the whole
story. The Roberts Motor Car com-
pany, in addition to paying top wages
to employees and its bonus system, gives
a two weeks' vacation each year to all
shop men on a monthly basis. And no
time is deducted for sickness or holi-
days.

Moreover, when an employee gets
married, there is always a little wed-
ding present, with the compliments of
the firm. The company likes to have
its employees marry, for it steadies
them and gives them an added incen-
tive for good work.

No Labor Troubles Here.

"Labor troubles? We don't know
what they are," said Mr. Roberts. "If
considered only as a business propo-
sition, entirely aside from reasons of
right or justice, this system of sharing
profits with our men and making work-
ing conditions pleasant for them is a
winner. It gives them an added in-
terest in their work and makes them en-
joy their work."

"No man, no matter how old a hand



Nash Quad Now Standard Equipment For Marine Expeditionary Service

THE Nash Quad, with its record for dependable
performance in the service of the Allies during
the world war, has been selected by the Standardiza-
tion Board of the U. S. Marine Corps as standard
equipment for expeditionary service.

The selection of the Quad as standard equipment for
this use was made after the Marine Corps had con-
ducted exhaustive tests of various trucks, had care-
fully compared data as to performance and reliability,
and after it had had an extended experience with
more than 400 Nash Quads in actual service.

This means that from now on Nash trucks go where-
ever the Marines are sent, to bring up munitions and
supplies, and to do all the various hauling tasks for
these famous fighters of Uncle Sam.

Nash Trucks—One-Ton Chassis, \$1650; Two-Ton
Chassis, \$2250; Nash Quad Chassis, \$3250
Prices F. O. B. Kenosha

In addition to Nash trucks there is a full line of Nash passenger
cars with Nash Perfected Valve-in-Head Motor

Portland Motor Car Co.
Tenth at Burnside St., Portland

NASH MOTORS

VALUE CARS AT VOLUME PRICES.

HIGHWAY WORK IS SLOW

CREWS ON HOOD RIVER ROAD
MEET DIFFICULTIES.

Shortage of Materials, Trouble With
Equipment Cause Delays,
but Route Is Open.

HOOD RIVER, Or., Aug. 30.—(Spe-
cial.)—Columbia River highway work
between here and Cascade Locks is
progressing slowly. Paving crews
working between Cascade Locks and
the Multnomah county line will be sev-
eral weeks, it is said, in completing
the short stretch because of difficulty
in obtaining materials and because of

trouble with equipment. It is an-
nounced that pavers will begin work
soon between Hood River, the locks
and Wyeth.

The highway remains closed during
working hours, but as the blockade is
lifted morning, noon and night, small
inconvenience is caused tourists. When
the way between the locks and Mult-
nomah county line is finished traffic
will be unobstructed, as a detour route
over an old road will be available be-
tween Wyeth and the locks town.

Contractors have found the construc-
tion of an approximate two-mile grade
between the city and Ruthon hill a
much more difficult task than was an-
ticipated. While the work is charac-
terized as scratchy, crews have en-
countered much cement rock and huge
boulders lying just under the surface,
and the route has to be blasted for
long distances.

Except for about 1000 feet just west
of the Hood River-Wasco county line
and about a mile and a quarter just
east of the line the grade of 6.2 miles

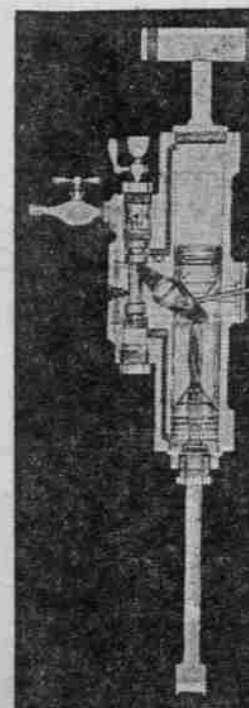
of new Columbia River highway is
completed between here and Mosier.
The remaining portion is heavy rock
excavation. It will be November be-
fore it is finished. Crews have pen-
etrated a tunnel at the east end of the
incomplete stretch an approximate 320
feet. This tunnel, with two open win-
dows like that at Mitchell's point, will
be 250 feet in length.

European Sweepstakes.
The European exposition sweepstakes
has started. Mercer is in the lead with
announcement of first prize at Barcelo-
na. Considering that Barcelona is the
headquarters of the Spanish I. W. W.
and bolsheviks, we imagine the prize
award was based on ability to dust out
of town ahead of the proletariat, says
a Detroit automobile editor.

Turn Dangerous.
Drive slowly at turns in the road in
order to have sufficient time to avoid
a vehicle that is coming toward you.

"The Tap and Turn Does the Work" The C. & G. Valve Grinder Is a REAL MACHINE

Let Us
Demonstrate
Machine
at Your
Shop.



DRIVEN BY AIR | WORKS QUICKER
SIMPLE IN CONSTRUCTION | A BIG TIME SAVER
MAKES A SMOOTHER SEAT | NO EFFORT TO OPERATE
HAS FEW PARTS | C & G | A MUSCLE SAVER
NO MOTORS TO BURN | PRODUCTS | A MONEY SAVER
NO WIRES TO SHORT | WILL DO WONDERS
NOT AFFECTED BY WATER | IN BUILDING YOUR
WILL STAND THE "GAFF" | REPUTATION AS A
WILL LAST FOR YEARS | GOOD MECHANIC

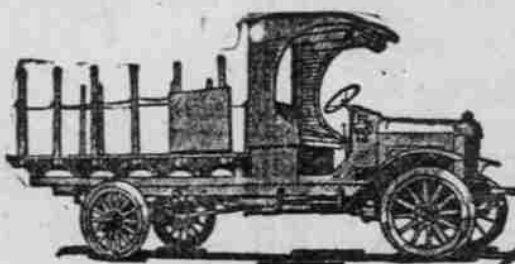
The C. & G. makes a truer, smoother and more perfect
valve seat

BECAUSE
of the combined Tap and Turn at each stroke of the piston.
COMPARE
The work of a C. & G. under a magnifying glass with that
of other machines.

G. W. STUBBLEBINE

Sole Distributor
Domestic and Foreign

Phone Main 881



Stewart MOTOR TRUCK

A Truck for Every Business

They cost less to operate.

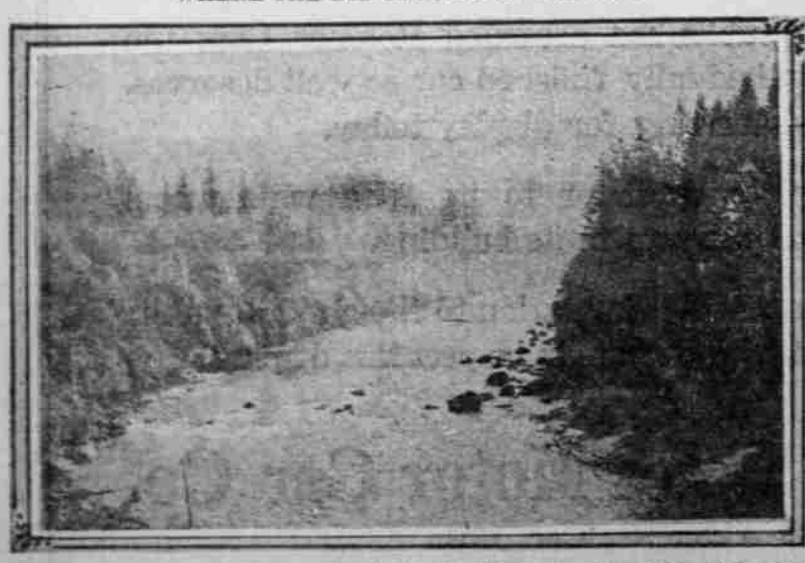
In 5 years no Stewart Truck has worn out.

It will be to your interest to talk to us.

Atterbury Truck Sales Co.

Truck Specialists
343 Oak Street, Near Broadway
Phone Broadway 354

WHERE THE BIG TROUT ARE WAITING



Here's a typical view along the McKenzie river from the automobile road
which runs up the right bank for many miles on route finally over McKenzie
pass. This view is from near Nimrod inn, 35 miles from Eugene.