

ST. PAUL ROUTE IS BEST ONE TO SALEM

This Tells You How to Drive to State Fair.

BUICK PATHFINDS THE WAY

East Side and West Side Highways Both Torn Up for Paving and Have Poor Detours.

(Continued From First Page)

Ordinarily this is the favorite route to Salem, but just now grading and other paving preliminaries between Dundee and Dayton have torn up several miles of it with one long detour that is very bad in any kind of wet weather. Without any room for argument, the St. Paul route is present by far the best road to Salem.

To make certain of this, the writer went over both the east side Pacific highway and the St. Paul route to Salem last Sunday in a new 1920 Buick six driven by Frank V. Smith, salesman for the Howard automobile company. Both routes were logged. Under present conditions the east side highway is 60.5 miles from The Oregonian building in Portland to the center of Salem. The St. Paul route is an even 53 miles.

Smith took along with him Kim, his favorite hunting dog, a brisk young Llewellyn setter, and also his favorite brother, C. C. Smith, who is coast manager for Amazon super-liners. Both the brother and Kim had a whale of a good time on the trip.

Kim, it seems, is named after the hero of Klipping's story of that name. It's to be doubted if Kim knows or cares a bark about the Wheel of Life, Nirvana or other subjects that interested his novelistic namesake, but how that dog does like to hunt!

Can Kim Point? Kim Can.
"I'll give him a good workout or two in the fields on the way to Salem," said Smith, and did. Whenever he came to a likely-looking field far enough from a farm house to be out of long bird-shot range therefrom, Smith and Kim would pile out, climb the fence or crawl under it, and away they'd go after the birds. Presently Kim would stiffen and make a beautiful point at a pheasant in the stubble. For the information of game wardens there wasn't a gun in the party, so all Kim could do was to point. But the birds were so plentiful he was pointing all over the place.

Smith appeared to think a heap of Kim. He did, for a fact. He would give Kim a good drink of water and a canister after every workout. It was quite a warm day, but he did not offer the canteen to his brother or others in the party. His brother, who is from San Francisco, said, however, that he didn't care for any water, and that Kim could have it. This appeared also to be the unanimous opinion of Smith and Kim. Anyhow, Kim got it all.

If the east side Pacific highway were all like that part of it from Portland to Canby, the run to Salem would be a simple hour and three-quarters' jaunt. There is pavement most of the way to Canby, at mileage 23.7. Then fair to rough macadam, decidedly the latter through the town of Barlow, to Aurora. Follows a short stretch of good macadam, and then a stretch of it in rolls and folds like the top of a glacier. A car along this stretch gives the impression of a roller coaster, and its passengers a fine imitation of a schooner crossing the bar.

And Then Another Detour.
About a mile of this stuff, offset by not quite two miles of pavement, and then at mileage 32.9 comes the first detour. After that it is, with one happy paved exception, virtually all detour to Salem. All along here the main highway is barricaded for paving operations and cars are routed to one side or the other of the detour roads that are nearly all bad.

This first detour, at mileage 32.9, is ten miles long—that's all! Some of it good macadam or gravel, but much of it dirt, and badly cut up. It must have been fierce during the recent rains. It twists around, turns left and right and back again, finally to rejoin the main highway again beyond Woodburn, at mileage 43.6.

However, this detour is now fairly well signed, and is decidedly bad month ago, due to the new policy of the state highway commission of putting up detour signs on such roads for the guidance of the poor, puzzled motorist. At one point along here Frank Smith sought to gain some information as to the length of the detour ahead of us. He hailed a native.

"Where do you go from here?" sang out Frank, or words to that effect. The native spat thoughtfully and courteously made reply:

"Well, you go ahead here a spell and turn to the left. After that, keep on a ways and turn to the right. Then turn to the left again and by and by you'll be at Broadacres. After that don't turn to the left up the lane, but take the other lane to the right and then left again, and at the other end of Bilkin's farm turn to the right and you'll come to a good gravel road into Woodburn."

That is to say, he made reply something like that. There being no shorthand man along, the directions in their full exactness cannot be given. We decided to trust to the signs.

Sounds Like Riot Drill.
At mileage 43.6, the highway again, and joy! a pavement! A fine, new pavement, opened along a three-mile stretch to mileage 47.7, where loomed another barricade and a detour. This one also of dirt. Presently the road got better and next thing we knew, at mileage 51.8, we were at Hoppers on the St. Paul route, from which to Salem the road was all good.

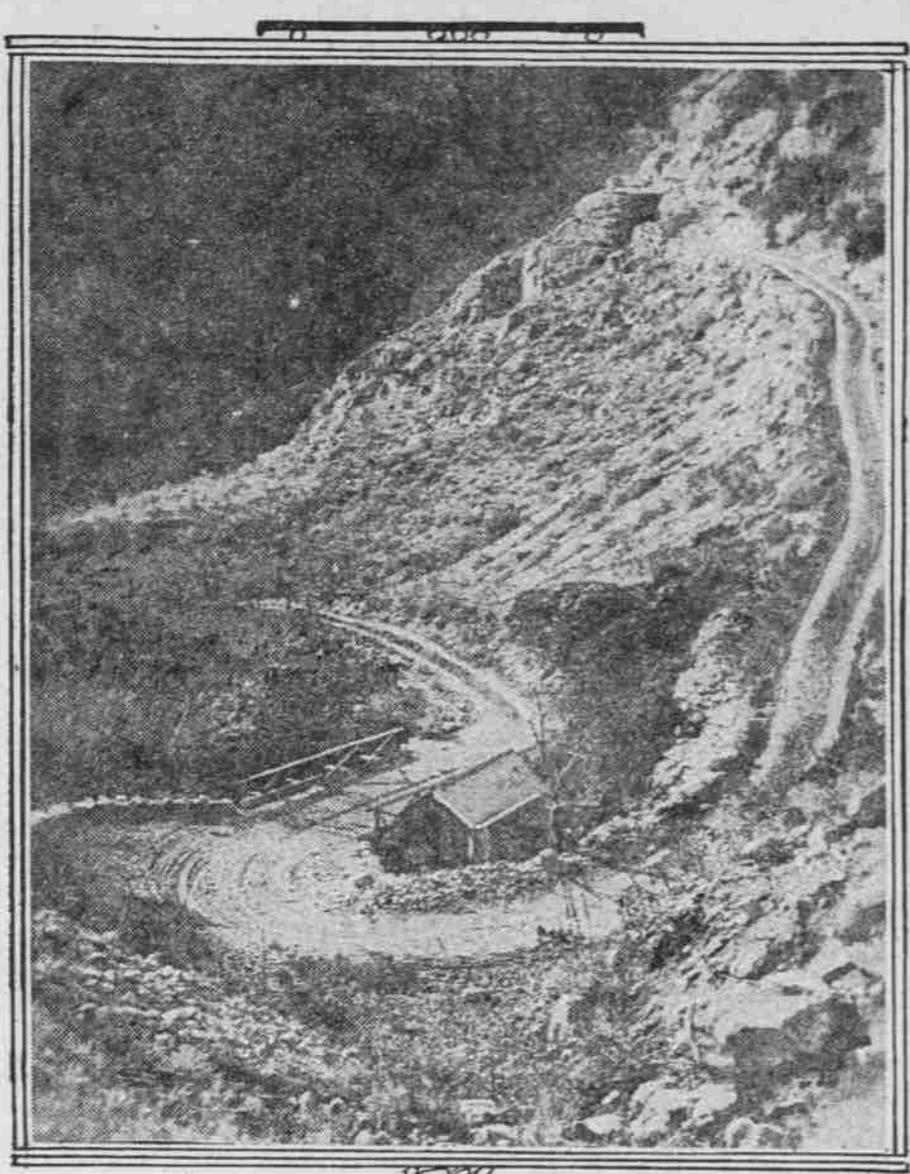
So inasmuch as cars taking the east-side route eventually are detoured on to the St. Paul route anyway, they might as well take that route to begin with.

To take the St. Paul route to Salem, leave Portland via Sixth street, Terwilliger boulevard and the Capital highway, paved all the way to Newberg. But at the other end of the temporary bridge into Newberg, instead of turning right into the center of Newberg, turn left. A black and white sign, "To Willamette river bridge." Follow this road, and in about a mile you cross the Willamette on a long, high wooden bridge. A very pretty crossing of the river is this one, the stream here flowing coolly between tree-clad banks.

Thence to St. Paul, at mileage 31.4, very fair macadam and gravel. Beyond St. Paul, two miles, at mileage 33.2, begins a three-mile stretch of rather rough road, mostly plain dirt, with sprinklings of gravel here and there. In wet weather this is decidedly bad stuff, and in very warm weather it is decidedly dusty, but just at present is in pretty good shape. Only three miles of it, all told, and the worst of it not quite two miles. With this one exception the rest of this road from Portland to Salem is excellent.

At mileage 43.8 from Portland is Hoppers, where four roads come together. The road straight ahead will take you to Salem all right, by the

THIS LOOKS LIKE QUITE A LITTLE HILL, AND IT LIVES UP TO ITS LOOKS.



CLIMBING OUT OF KNAPP'S COULEE ON STATE ROAD NO. 10, BETWEEN WENATCHEE AND LAKE CHELAN, WASH.

Luckily, this hill isn't very long, but its 25 to 30 per cent grade gives flivver and big car alike a real test of strength. It is the Wenatchee-Lake Chelan-Oroville road, 30 miles north from Wenatchee and ten miles south of Lake Chelan. The lake is only 3 1/2 miles from the Columbia river, but is 365 feet higher than the river.

shortest route, but much of it is only dirt. For the preferable route, turn right at Hoppers along a good gravel road. One mile along, at mileage 44.8, you swing left into the Wheatland ferry road. Thence it is a straight-away course over good road into Salem. Here follows the log, both of the St. Paul route and of the east-side highway as at present constituted.

St. Paul Route.
00.0 Oregonian building. Take Terwilliger boulevard and Capital highway to Newberg, paved all the way.
23.5 Detour left of pavement and across temporary bridge into Newberg.
23.8 Just across this bridge, turn left for St. Paul. A black and white sign, "To Willamette river bridge."
25.0 Willamette river bridge. Straight ahead. Road mainly good, gravel or macadam, to St. Paul.
31.4 St. Paul. Straight ahead. Road good for next two miles.
32.9 Here comes 3-mile stretch rather rough, nearly two miles of it dirt, but very good in this weather. Straight ahead.
35.5 Good road again. Gravel and macadam.
43.6 Hoppers. Here turn right over good gravel road.
44.8 Turn left into Wheatland ferry road, to Aurora.
53.0 Center of Salem.

East Side Highway.
00.0 Oregonian building. Take either route via East Eleventh street and Milwaukee avenue to Oregon City, or East Eighty-second street road reached via Division street. This log shows distances on Milwaukee-street route. Pavement most of the way to Canby, but East Eighty-second street has more pavement than Milwaukee-street route.
23.7 End pavement, just this side of Canby.
23.8 Canby. Straight ahead. Fair to rough macadam. Rough through Barlow at mileage 23.8, then very good to Aurora.
28.4 Aurora. Straight ahead, good macadam for short distance, then very rough for a mile.
30.7 Paving plant. Road rough here, soon to be torn up.
31.1 Stretch of pavement, to mileage 32.9.
32.9 Detour to right. This detour 10 miles long, some gravel, but much dirt road.
33.9 Turn right, then left 100 feet further along.
36.1 Turn left. Road pretty fair to here, but now comes very bad dirt stretch, practically impassable in wet weather.
39.0 Turn left.
41.5 East Woodburn. More dirt road.
43.6 Regain main highway, on fine stretch of new pavement.
47.7 End pavement at barricade. Detour to right on dirt road.
49.7 End pavement. Road now good, gravel.
49.9 Turn left. Good gravel. Now on St. Paul route.
51.8 Hoppers. Turn right for best route to Salem.
52.6 Turn left at Wheatland ferry road, good into Salem.
60.8 Center of Salem.

Directions for persons contemplating making the trip from Portland to Salem by automobile to attend the state fair which opens here next Monday were issued by the state highway department. Between Gervais and Brooks is a detour which is over earth road part of the way and is impassable during wet weather and is very rough in dry weather. The road is open between Brooks and Salem.
The west side highway is under construction between Newberg and Dayton, also between West Dayton and McMinnville. The detours around this work are over earth roads and are steep and narrow and very bad in wet weather.
Traffic between Portland and Salem should take the west side road to Newberg by way of Terwilliger boulevard, and the Rex Tigard road. Cross the Willamette bridge at Newberg, through St. Paul to Salem. Temporary signs have been placed on this route between Newberg and Salem.
The best route between Newberg and McMinnville is by way of Carlton, thence on the road on the west side of the North Yamhill river to McMinnville. This route has been marked with temporary road signs.
The road between Salem and Dallas is under construction and is almost impassable in wet weather.
The Pacific Highway between Salem and Albany is under construction and is almost impassable in wet weather.
The best route from Salem south is by way of Livesley, East Independence and Independence to Albany, Corvallis and points south. This is a fairly good gravelled road the entire distance, but it is necessary to ferry across the river at Independence. The ferry operates from 6:30 A. M. to 2 A. M. The charge for a machine is 25 cents until midnight and double rate between midnight and 2 A. M.
Traffic is advised to follow the route through Albany, Tangent, Shedd, Halsey, Harrisburg and Junction City, as the road through Corvallis, Monroe and Junction City is under construction and it is necessary to make short detours.
The balance of the Pacific highway will be found under construction at various points and short detours will be necessary in some cases which the traveler will find well marked.

HERE'S MORE ROUTE ADVICE
State Highway Department Tells How Roads Are.
SALEM, Or., Sept. 20.—(Special).—

ALONG THE COLUMBIA RIVER HIGHWAY OF COLORADO.



This scenic point is known as "The Devil's Wing." This Colorado highway runs for miles between rugged walls of solid rock.

MOTOR COUNTRY TRIP LESSONS VALUABLE

Possibility of Long-Distance Truck Hauling Proved.

TRUCK FLEETS FLEXIBLE

Development of Transportation by Motor Truck Still Only in Its First Stages.

WASHINGTON, Sept. 20.—The worth and practicability of long-distance freight hauls by motor truck are being demonstrated as never before by the motor transport corps' convey of huge trucks on its coast-to-coast trip.

In government circles, as well as quite generally in transportation circles, the trip is held to be as significant and as historic an event in its way as was the first trans-Atlantic flight. It illustrates the ultimate possibility of a revolutionizing development of transportation and the translation of that ultimate possibility into dollars saved for producer and consumer. Experts see among the far-reaching results of this tour the freight totals of America increased, the markets grown fuller and thereby greater comfort, greater happiness and greater living possibilities for the people.

Transportation men argue that it has been fully and clearly demonstrated for several years now that the railroads cannot completely meet the demands of traffic. They see no future hope of relief through the railroads themselves. It is physically impossible for railroad rolling stock and terminal facilities to meet fluctuating requirements of demand and supply.

Value in Crop Moving.
There comes the season for "moving the crops." That job alone, which demands speed, would test the capacity of the railroads for several months practically to the exclusion of all other business. Then comes the season when coal must be moved in vast quantities and quickly.

And thus it goes, transportation men point out. The railroads would be the year on thousands of little jobs under the handicap of big jobs.

They point out that trucks can move in large or small fleets according to demand; that they are not restricted to central terminals for loading or unloading, but can operate at a constant rate, moving freely from one to another of the final destinations of their loads.

There is also a certain class of freight which, though it demands special speed in handling or special care, can best be handled on long as well as short hauls by motor truck. Livestock is in this classification.

Already some livestock raisers have realized the value of the motor truck in the handling of their shipments. Cincinnati, Indianapolis, Louisville and Kansas City markets are receiving an increasing proportion of their hogs by motor trucks. During 1918, for example, 72,887 hogs were hauled at Kansas City, an increase of 21,505 over the same period in 1917. At Denver the haulage of sheep increased more than 223 per cent and approximately 13 per cent in cattle and 12 per cent in hogs. In a single day at St. Joseph, Mo., 190 trucks brought in 1400 hogs, 200 cattle and a large number of sheep.

Trailers Double Capacity.
Trailers practically double the value of the truck, with but slight increase in cost of operation. Recently one truck running from Dallas to Farmersville, Tex., hauled four trailers. It carried 70 head of sheep and 17 head of steers—net weight 29,500 pounds—a distance of 90 miles. Of this net weight 23 miles were over black soil roads.

Even if the practicability of the commercial motor truck is still in the first stages of demonstration, its great value as a feeder of the railway systems and for bridging the gaps between farm and nearby market has been clearly demonstrated. There is a network of motortruck freight and express routes from practically all local markets throughout the country.

New operators are coming into the field daily as new possibilities unfold themselves. Vast quantities of cream, butter and eggs that would have been wasted on the farms are being marketed by the trucks which carry to the farmer his requirements in furniture, blinder twine, groceries and a thousand and one of the everyday necessities of life on the farm.

NASH WINS TWO PRIZES

SPORT MODEL FIRST AT MISSOURI STATE FAIR.
Private Owners Show Off Cars Before 10,000 Spectators at Fashion Show.

Nash passenger cars were awarded three prizes at the automobile fashion show in connection with the Sedalia, Mo., state fair. The awards were based upon appearance.

After a review before 10,000 spectators who crowded the grandstands of the state fair grounds and in competition with numerous cars of other makes the Nash entries, all driven by owners, got first and third places in the sport and roadster class respectively and third place in the touring-car class.

No Nash closed cars were entered. With this elimination, three prizes out of a possible six is an excellent showing.

The Nash sport model, which won first and third prizes in the sport and roadster class, is of attractive design. The body with its long, gracefully sweeping lines is hung low on a wheel base of 121 inches. It is Palmette green, while the fenders and running gear are glossy black and the trimmings, including four outside doorhandles, are of nickel. Two windows in the rear are fitted with beveled glass.

The equipment of this model includes legal headlight lens and five white wire wheels. Other equipment includes tonneau light, foot rest and robe rail. The car has an air of refinement calculated to please the most discriminating.

LOOK OUT FOR TIRE PATCHING
Amateurs Often Ruin Tires by Letting Patch Remain.

Amateur tire patching ruins thousands of automobile tires each year. It is a common practice among automobile owners when receiving a decidedly bad puncture in a tire to insert a patch on the inside of the casing at the point of injury, thinking that the damage is permanently repaired. Such a repair will in time ruin any tire, says the B. F. Goodrich Rubber company.

It is good practice to apply patches in such cases, but a tire sleeve should always be placed on the outside of the tire opposite the patched portion at the same time. The sleeve serves to bind



Jack Herzinger, one of the star salesmen for C. L. Boss Automobile Co., returning from a late hunting trip.

Many Drive a HOT SPOT Chalmers 10,000 Miles or More Without a Penny's Outlay

SO easily, so smoothly, so throblessly, comes the power from that magnificent Chalmers Hot Spot engine that it "tears down" but little in its long mileage.

Hot Spot and Ram's-horn turn the trick. They kill vibration, make throbs impossible, provide the smoothest and the most consistent kind of power that comes from a gas engine today.

Try a mile with your foot on the throttle. You too will say Chalmers is one of the few great cars of the world.

Most persons drive Quality First

C. L. Boss Automobile Co.

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Kelly-Springfield Motor Trucks

SPEEDSTER ROADSTER TOURING AMBULANCE HEARSE TRUCK

AND ALL SPECIAL BODIES

DESIGNED MANUFACTURED REPAIRED AND REBUILT

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AUTO SHEET METAL WORKS
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MODERN EQUIPMENT SKILLED WORKMEN

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the tire, hold the torn and injured parts of the fabric in place and prevent further chafing and rupture.
The tire sleeve and patch are merely "first aid" appliances and should be removed at the earliest possible moment. It will pay motorists to drive to the nearest repair man immediately after the injury occurs.