

ROAD TO HOOD RIVER OPEN JULY 4 AND 5 No Closing Hours for Today or Tomorrow. PAVING ALMOST FINISHED Only 3 1/2 Miles Yet to Surface. With About 2 1/2 Miles of It Crushed Rock.

PAVING OF COLUMBIA RIVER HIGHWAY BETWEEN CASCADE LOCKS AND HOOD RIVER NOW WITHIN 3 1/2 MILES OF COMPLETION.



CHALLENGE BY HEPPNER

BEST-ROAD-TO-PENDLETON DISPUTE GETS HOTTER.

Hermiston Commercial Club Dared to Leave the Whole Issue to Neutral Road Viewer.

HEPPNER, Or., June 28.—(To the Editor.)—The attention of the Heppner commercial club has been called to a letter published in the automobile section of The Oregonian of June 26, from the Hermiston Commercial club, in which the writer, E. V. Prime, takes issue with a letter written by D. T. Goodman of this city and published in your issue of June 12, wherein Mr. Goodman recommended taking the right hand turn after crossing the John Day river by McDonald's ferry when traveling eastward, thence through Olex, Eightmile, Heppner, Pilot Rock and Pendleton.

In Mr. Prime's letter this route was erroneously referred to as "the old Oregon trail" which passes through the sand country some 10 or 15 miles north of the route outlined by Mr. Goodman. The people of Heppner are no more desirous of deceiving the motorists than are the people of Hermiston and in writing this letter, the Heppner Commercial club is actuated only by a desire to see that tourists and other travelers who come through this section of the country follow the best and most practical route.

In order that the traveling public may have an authoritative source of information by which to be guided in choosing a route through this section of the state, the Heppner Commercial club hereby submits the following proposition to the Hermiston Commercial club: The Heppner Commercial club proposes to join with the Hermiston Commercial club in sharing the expense of a road which is in question for the purpose of determining the best route for motorists to travel the decision of such Oregon State Motor association representative to be accepted by both commercial bodies and given undisputed publicity. Heppner Commercial club, S. A. Patterson, secretary.

TUBE SERVES FOR 20 YEARS Here's "Fishy" Tire Story, But Its Truth is Vouched for. An auto tire story which ranks with the "fishiest" fish stories ever told, but which, nevertheless, is vouchsafed for by a reliable source comes from San Francisco as an attempt of the automobile show held there recently.

When Motor is Cold It Requires Richer Proportion of Gasoline to Fire It. Did you ever stop to figure out just why you have to pull out the choke button on the dash when you start your motor in the morning? You know, of course, that it is to give a richer mixture to the carburetor during the first few moments of operation, but perhaps you never considered the matter any further than that.

Why You Use the Choker IT'S SAME AS STARTING FIRE WITH KINDLING. When Motor is Cold It Requires Richer Proportion of Gasoline to Fire It.

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ALL ABOARD FOR TACOMA (Continued From First Page). President, Seattle, Wash., official representative contest board; Douglas A. Shelor, Seattle, Wash., representative contest board; Frank E. Waskin, Portland, representative contest board; Frank Alyn, Tacoma, referee; T. W. Waskin, chairman technical committee; Mark L. Davis, Tacoma, director of timing; Frank E. Jeffries, Tacoma, starter; H. E. Stimpson, Tacoma, assistant starter; Guy E. Kelly, director of scoring.

Board of Judges—A. S. Eldridge, Seattle; P. E. Sande, Seattle; Guy E. Hiegel, Spokane; E. A. Williams, Spokane; John, Chehalis; F. R. Begg, Vancouver; B. C. T. Scurry, Aberdeen; A. B. Stanley, Portland; C. M. Menzies, Portland; L. W. Barkin, Tacoma.

Chief Umpire—Harry B. Opie. Chief Scorer—Dr. C. F. Gammon. Referee—R. C. Muelier. Tacoma; H. L. Blaney, Tacoma; R. C. Field, Tacoma; J. G. Merrill, Tacoma. Miscellaneous—G. D. Dunn, superintendent of gates; H. E. O'Neal, superintendent of grandstands; E. W. Seymour, superintendent of police; D. D. A. Outcault, superintendent of track and infield.

Press Committee—W. F. Marquart, Seattle; A. J. Kennedy, Seattle; L. H. Gregory, Portland; Frank Quinlan, Seattle; Edgar Wheeler, Tacoma; Jack Quinlan, Tacoma; C. R. Maybin, Tacoma; S. G. Warshak, Portland; H. H. Bromberg, Portland; Alex T. Stewart, Victoria, B. C.

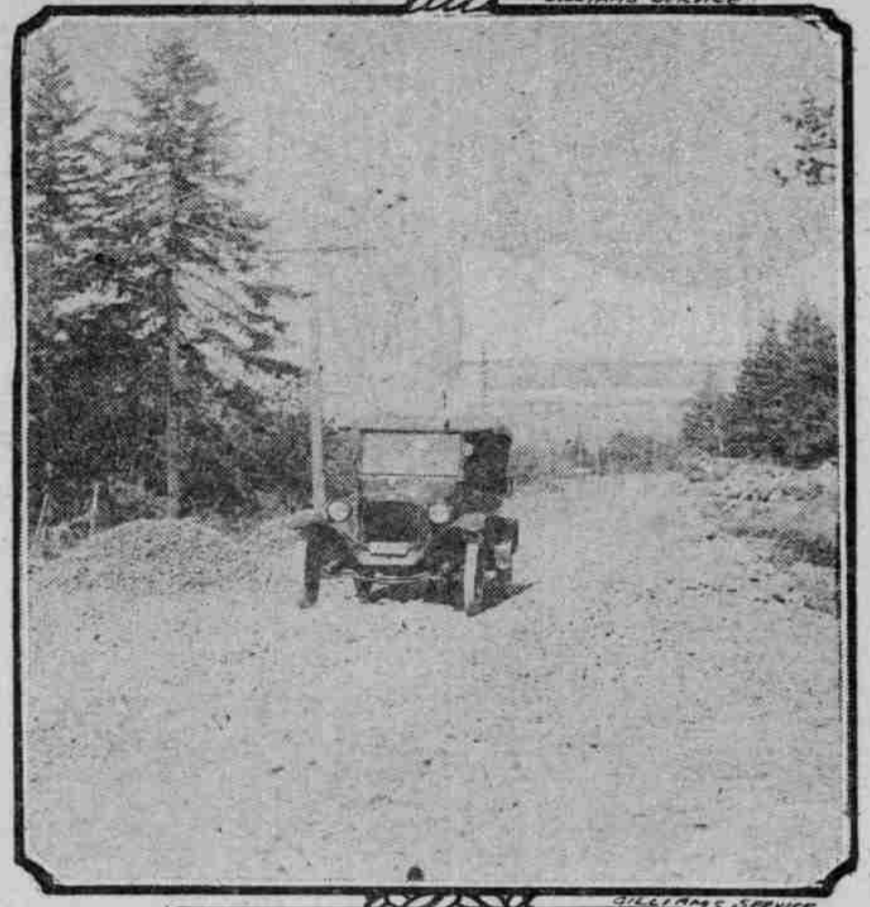
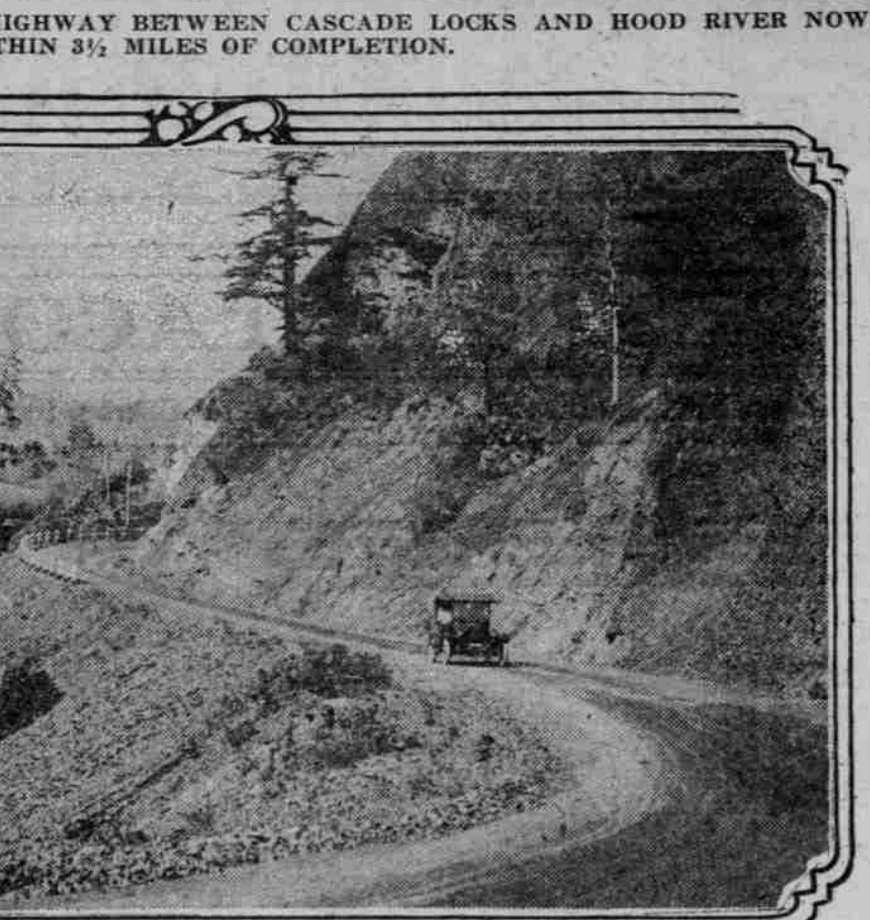
The Oil Gauge. The oil pressure gauge furnishes a rather accurate means of determining the condition of the engine bearings, since the bearings wear the oil circulates more freely and the pressure naturally drops. If the oil gauge percentage shows low pressure it is reasonable to assume engine bearing wear, provided the regulator is all right.

Stapp Goes East. Adolph C. Stapp, Marmon salesman for the Northwest Auto company left Portland last week to attend a convention of Marmon salesmen at the plant of Nordyke & Marmon, Indianapolis, Ind.

Now Is the Time to Paint Your Automobile. PHONE OR CALL FOR ESTIMATE. Robinson-Smith Co. Sixth at Madison, Main 1100.

MOTORMEN TO GET REVENGE In Detroit, Police Ask Them to Report on Wild Drivers. DETROIT, July 3.—Street-car conductors and motormen have been invited by the police department to make reports relative to traffic law violations which come under their observation, the same as many other citizens are reporting to the police. William P. Rutledge, superintendent of police, has announced.

This means that wild drivers who make a practice of rushing through safety zones past standing street cars will do so in future at their peril.



These are two of several photos showing present conditions of the upper highway in a run to Hood River in a Chevrolet car. The upper photo shows a section of the highway beyond Shell Rock mountains, with pavement complete. The lower picture shows some of the crushed rock which extends on and off, but mostly on, from the foot of Rutherford hill into Hood River, about 3 1/2 miles. All told, there was approximately two miles of crushed rock last Sunday, but with present good weather conditions this can quickly be converted into pavement. It is not had going, at that, if taken slowly, but the driver who tries to rush through it will have hard luck with it. The highway is open all day Sunday from 11:30 A. M. to 12:30 P. M. and from 5 P. M. to 7 o'clock next morning.

HUP'S FIRST TO REACH CLOUD CAP

Hobel Puts Car to Test for 1920 Record. TRAIL REPORT IS MADE

Ideal Conditions Seen for Those Who Expect to Make This Trip. Mark down a 1920 Hupmobile as the first motor car this year to invade the snow-capped precincts of Cloud Cap Inn, the famous scenic vantage point at the northern portal of Mount Hood, overlooking the head of the Hood River valley.

Eugene C. Habel, manager of the Mantley Auto company, who piloted the pathfinding car on its ascent last Sunday, says the country below Mount Hood on the north never looked better than it does at this season. He heartily recommends the drive to anyone who has the time and Portland motorists and promises that there is not enough dust along the route anywhere to prevent the Portland business man from starting out on the trip in his very best suit of clothes.

Cloud Cap Inn, according to the Hupmobile speedometer, is precisely 93 miles from Portland, or 23 miles from Hood River. All the 68 miles of the Columbia river highway from Portland to Hood River is now paved, and the road on the east side of about three and one-half miles just this side of Hood River. He says the road is clean and ready to go. The early driver on the road has the route all the way up the last Sunday Mr. Habel followed the valley routes on both the east and west sides of Hood river and found the east side road in much better shape for travel.

And It's All of That. "Cloud Cap Inn has been called the great place to view the greatest mountain in the greatest state in the greatest nation on earth, and I am quite glad to join in that sentiment," said Mr. Habel.

"Without stretching the speed limit at all the Portland business man may have his office at closing time Saturday afternoon and reach Mount Hood Lodge or Cloud Cap Inn in plenty of time to enjoy the view. We did not just loaf along Sunday and held the Hup comfortably within the traffic laws, yet covered the trip in five hours and fifteen minutes. The drive can be made in four hours without breaking the law."

Mr. Habel's car did not carve its path through the snow right up to the hotel door on the east of Cloud Cap, due to the fact that there were still two feet of snow on the last short stretch of about a mile and a half. As many Portland motorists know, it is no pink tea affair to steer an automobile all the way up the last hill to Cloud Cap in mid-summer when all snow has disappeared, because of the sharpness of the turns and the prevalence of real 50 per cent grades.

Road Open Only Two Days. Therefore those at the hotel Sunday were surprised to see the Hup crowd its nose into the snow to a point about a quarter of a mile from the end of the road. The car made the entire pull on its own power and did not falter at any juncture of the climb.

The toll gate between Mount Hood Lodge and Cloud Cap had been open only two days when Mr. Habel sailed over the road with Mrs. Habel in their car. A week before their trip the snow had been five feet deep in places, which indicates that the two feet which last Sunday checked them travel up to the edge of the hotel will soon be melted away. Mr. Habel reports that 10 or 12 machines followed his car in last Sunday and Homer A. Rogers, proprietor of Mount Hood Lodge and Cloud Cap Inn, is expecting a large number of motor visitors over the fourth.

"The wild flowers were out in all their glory and the sky was absolutely clear, thanks to the absence of forest fire," said Mr. Habel. "We could see Mount Rainer very distinctly and Mount Adams stood out on the horizon as though it were nearly as close to us as Mount Hood."

The color effects at sunset and sunrise were wonderful. We also enjoyed the novelty of throwing snowballs so soon after sweltering under the sun and heat of the city. Those who have never stood at Cloud Cap, so near the mountain itself that one feels he can reach out and touch it, and looked back over the beautiful Hood river valley toward the Columbia river and Mount Adams in the background, can scarcely appreciate the treat of such an opportunity."

TRUCK MUFFLER IS TARGET Manufacturers Decide to Eliminate Noise Producers. Members of the motor truck industry recently, by unanimous vote, adopted a resolution that muffler cut-outs on motor trucks be eliminated, inasmuch as they are objectionable to the public and no longer necessary for the proper operation of motor trucks.

A few years ago similar action was taken for passenger cars with the result that today nearly all cars are built without cutouts. This is another example of the efforts of the motor truck industry's leaders to make their product conform to the public's convenience.

Don't think that all the downtown streets were made for garages. Competition and the Briscoe victory was a significant one. The winning car was driven by M. V. Zander of Pomona. The course of the run was from San Bernardino to Little Bear, Big Bear and Redlands and back to San Bernardino. Of the 114 miles covered on the run 100 were over very rough and dangerous roads. The course ran over mountains and through passes which required careful and skillful driving. The ton mileage record established by the Briscoe was 31.81. This, with the 30.4 miles to the gallon on fuel, made the trip a glorious Briscoe victory.

Inner tubes for automobile tires are made by the yard, and at one large rubber factory in Ohio a gang of men on a calendaring machine rolled out 24,450 yards of tube stock during the month of February. The "Motor Hobo" is a new word coined through the habit of people who steal and beg rides.

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TIRES TIRES TIRES

HALF PRICE—50 CENTS ON THE DOLLAR Unlimited Mileage Guarantee

SPECIAL—WEEK JULY 6-10

We have purchased SIX CARLOADS (6492 tires) of "CLINGSTONE" brand, made by the LANCASTER TIRE & RUBBER CO. of Lancaster, Ohio, at a price that will permit us to sell them at JUST HALF of the PRESENT RETAIL PRICE.

These tires are strictly HIGH-GRADE, FRESH STOCK, made of 17 1/4-ounce long-fibre cotton fabric, with pure gum friction and a tough white oxide of zinc tread of effective non-skid design.

These tires are GUARANTEED by the MANUFACTURERS, and adjustments will be made by us at any of our eight stores on an UNLIMITED MILEAGE BASIS. If a tire proves to be defective in either material or workmanship, adjustment will be made regardless of how far the tire has been run.

Our Amazing Prices

(Subject to withdrawal without notice.)

Table with 4 columns: SIZE, List Price, SALE PRICE, SAVING. Rows include sizes 28x3, 30x3, 30x3 1/2, 31x4, 32x4, 33x4, 34x4.

These tires are not "seconds," "retreads," "made-overs," "half-soles" or cheap tires made of inferior material.

This sale includes thousands of tires of other makes—all sizes—both cord and fabric—at startling reductions. Call and look over these tire bargains.

Autoparts Supply Company. Portland, Seattle, Tacoma, Spokane. 80-82 Sixth Street. Phone Broadway 5508. Yakima, Bellingham, Boise, Walla Walla.

BRISCOE WINS 'ECONOMY'

AVERAGE OF 30.4 MILES MADE ON GALLON OF GASOLINE. Total Distance of 114 Miles Covered in "Rim of World" Economy Run in California.

Covering a distance of 114 miles on an average gasoline consumption of 30.4 miles to the gallon, a Briscoe touring car won the first "Rim of World" economy run staged in California.

This word was received last week by the W. H. Wallingford company, Briscoe distributors in Oregon. According to the information received, 11 popular makes of cars entered the

competition and the Briscoe victory was a significant one. The winning car was driven by M. V. Zander of Pomona. The course of the run was from San Bernardino to Little Bear, Big Bear and Redlands and back to San Bernardino. Of the 114 miles covered on the run 100 were over very rough and dangerous roads. The course ran over mountains and through passes which required careful and skillful driving. The ton mileage record established by the Briscoe was 31.81. This, with the 30.4 miles to the gallon on fuel, made the trip a glorious Briscoe victory.

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LAHER AUTO SPRING CO. 10,000 Springs Carried in Stock Let Us Repair Your Springs Where You Get Service. 15TH AND COUCH STREETS

CHASSLER Shock Absorber Recommended by a Million Ford Owners West Coast Distributors Corp. 435 Stark St. Phone Broadway 4564

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Builders of Commercial Vehicle Bodies ANSWERING the demand for a production of commercial vehicle bodies that fulfill the wishes of those who desire the most advanced ideas in body building comes the Universal Body Corporation.

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There is a Universal body for every automotive need. The close co-operation offered by the engineering staff of this company results in standard body types built for specific classes of work.

In Universal bodies, built of the finest materials, you will observe much that is advanced in body building—nothing that is untried or impracticable.

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