

TOUR ALONG COAST IS WONDERFUL DRIVE

Fritz Dean Goes to Crescent City in Hupmobile.

ROADS GOOD ALL THE WAY

Greatest Scenery in Oregon That Along Coast Near California Line, Says Motorist.

That famous stretch of mountain road between Grants Pass and Crescent City which, in years gone by, has not always had the best reputation in the world, gets a clean bill of health from Fritz Dean, Hupmobile salesman for the Manley Auto company, who returned to Portland Tuesday after a week's trip over 1200 miles of road.

Dean drove a 1920 Hupmobile touring car. He was accompanied from Portland to Grants Pass by his mother, Mrs. L. M. Dean, of Grants Pass, and had four in the Hup for the round trip from the Josephine county seat to Crescent City.

"That drive from Grants Pass to the California coast country cannot be beaten for scenery," said Mr. Dean. "The road goes over the very tops of mountains and in some places the grades are four or five miles long. The road was in good condition, however, at its very best. I might say, and the trip a wonderful experience. In some places we felt as if we were on top of the world."

No Mud Along Coast.

"There is no mud on the Grants Pass-Crescent City road either in wet or dry weather. Along the banks of the Smith river and through the beautiful redwood forests of that same region the old corduroy has been yanked out and replaced by nice, smooth macadam surface.

"Not once on the 90 miles was I obliged to drop down into a rut and it was able to pull most of the grades, even the long ones, on high. Without crowding the car at all we were able to make the trip in six hours, both going and returning, and in those six-hour periods we made numerous stops along the way. Once for instance, we were halted rather abruptly by a big buck which stood out boldly only 100 feet ahead of our car."

Mr. Dean recommends that motorists making a pleasure drive into the Crescent City country arrange to drive north for about 32 miles to the new lumber town of Brookings, which is on the Oregon side of the boundary line.

Fine Camping Place.

"It is a beautiful stretch along the coast and the road is all smooth macadam," he said. "The highway skirts the ocean and crosses picturesque streams, including the Smith, Chetco and Windchuck rivers. By penetrating any of these rivers motorists will find the most delightful camping places imaginable. Brookings is a dandy little town, with a splendid hotel, the Chetco Inn, first-class moving picture shows and many other attractions that would add credit to a much larger city."

From Portland Mr. Dean made Roseburg, 209 miles, the first day. He found a few detours but none was distressing and the highway was in good condition. After returning to Grants Pass from Crescent City he drove south to Gold Hill and Medford and has praise for the roads in Josephine and Jackson counties.

Except for a stretch of eight miles, pavement is completed from Rogue River station to California and the pavement is nearly completed also between Grants Pass and Rogue River.

Had Around Rice Hill.

Proof of the general good character of the Pacific highway is found in the fact that Mr. Dean showed his Hup from Grants Pass to Portland in one day, and at that he ran into a mess of rain Tuesday, the day of the storm. Counting present detours at a speedometer recorded within two-tenths of a mile of the 300-mile mark, and 20 miles of that distance was spent cloudbusting around in slushy water in the Rice Hill country at barely a snail's pace.

The tough weather had tied up a big bunch of cars along Rice Hill, all the tourists cursing hard as they were held up along the road. The heaviest going was between Sutherlin and Yoncalla. Dean kept going all the time and managed to omit cuss words, but the low gear was called on for yeoman service. How well it worked is shown by the fact that the car reached Portland the evening of the same day it left Grants Pass.

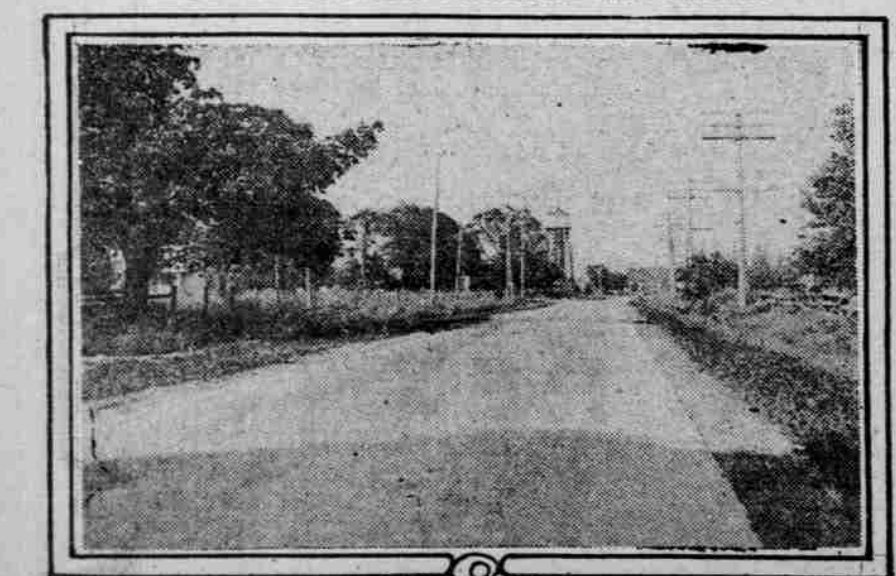
TRAILER LIKE A PULLMAN

Californians Invent Luxurious Device for Motorists.

A camping trailer of Pullman-like luxury has been invented and is in use by two Californians—Lillian Pray Palmer and Oscar F. Palmer of San Diego. It has collapsible side tents which may be extended to provide spacious sleeping compartments, says Motor. The sides of the trailer are extended to form the supporting structure for these side tents. The structure is built of thin spruce sheeting covered with sailcloth, properly waterproofed with several coats of paint and then varnished. The trailer completely weighs only 650 pounds. It takes only five minutes to open ready for use. It is equipped with electric light.

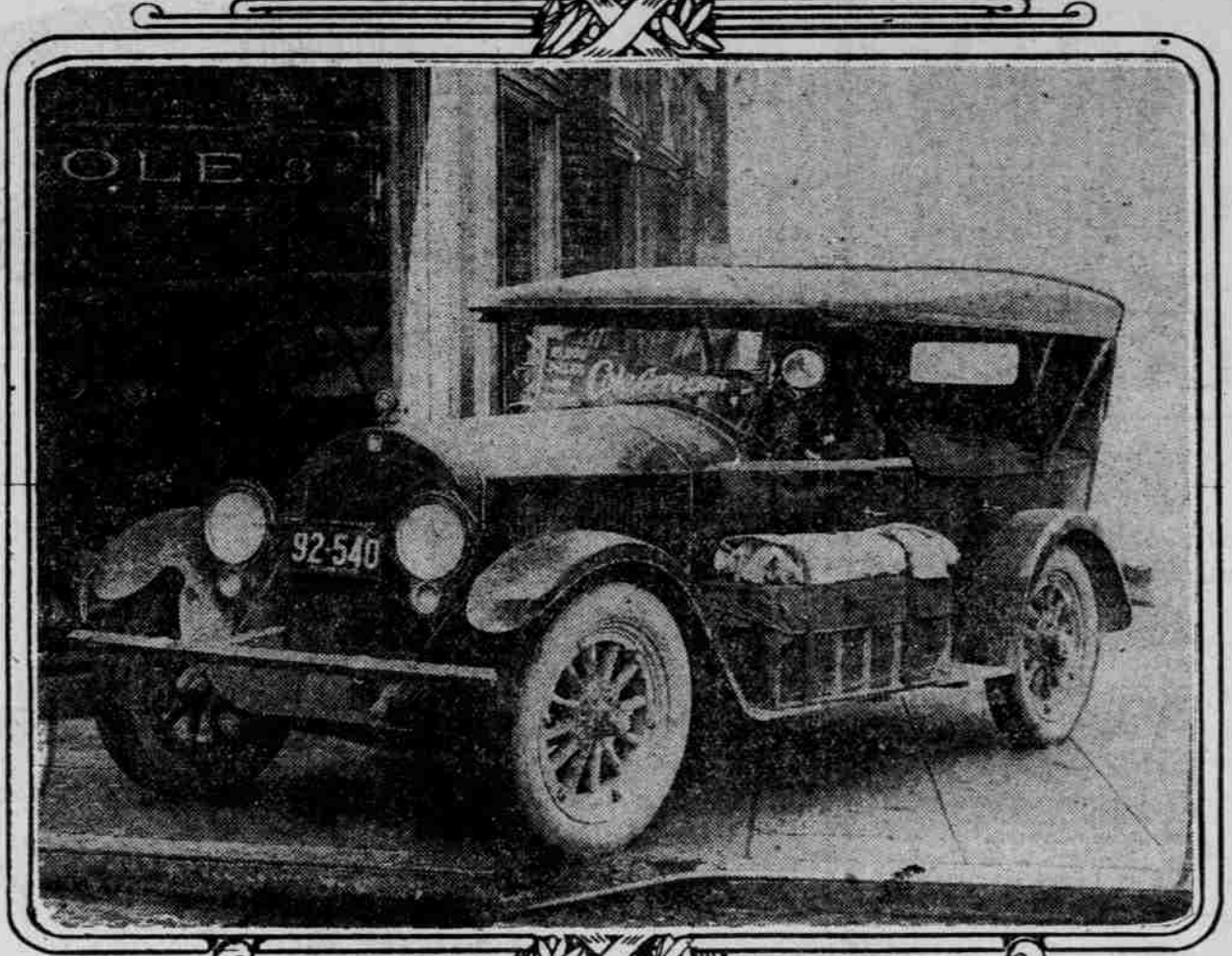
Look out for the children.

HERE'S AN ATTRACTIVE STRETCH OF THE EAST SIDE PACIFIC HIGHWAY BETWEEN PORTLAND AND SALEM.



Near Hubbard on the new paved highway. In another month or six weeks the highway will be paved all the way between Portland and Salem except for the Canby-Aurora stretch.

PITTSBURGER CROSSES THE CONTINENT BY COLE AERO-EIGHT.



This Cole eight, owned and driven by F. T. Roessing of Pittsburg, Pa., reached Portland the other day in the course of a tour that will take Mr. Roessing to San Francisco, Los Angeles and thence home via the southern route. He stopped at the Northwest Auto company, Cole distributors, while here, to break the news that his Cole has done 9000 miles on its original tires and that two spares strapped to the rear haven't been used yet. Mr. Roessing also owns a Cole Aero-Eight roadster and a Cole Aero-Eight sedan.

NEWPORT TRIP HARD ONE

MANY MILES OF DIRT ROAD THROUGH MOUNTAINS.

Much New Construction Makes It Long, Rough Journey to Coast by Auto.

(Continued From First Page.)

97.3 from Portland. But from then on prepare for mountain travel. Beginning at mileage 99.2 from Portland, 1.7 miles beyond Wrens comes a long, hard, steep, rough, winding, curving, red clay hill that will give any car a climb—much of it low-gear work, and a real pull to the top, a little over a mile. On this grade look out for cars descending. There are few turnouts, and the grade coming down is so winding and steep that the descending car will not be able to stop unless the driver has it absolutely under control. It is so winding that he can't see you until he is within a short distance.

Descending this hill on the other side drivers should go into intermediate, for it is a sharp pitch, though not as long as the climb from the top. But this is the only really dangerous hill on the road. There are other hills, dozens of 'em, but except for Pioneer hill, which isn't on the road at all any more, none that will require low-gear work. The chalmers easily made them all on intermediate, and many of them on high. The car handled beautifully on this hard run.

From Wrens the next important station is Blodgett, 6.5 miles further at the top of a long, planked hill, mileage 104.2 from Portland. Then Eddyville, 1.8 miles farther, at mileage 121.1 from Portland. From there to Toledo the road for several miles is sandwiched with construction work, much of it on this account being rough going, especially around Chilwood, mileage 127.7 from Portland. But the final ten miles into Toledo are mainly good going, the last five of them especially being very good road, wide enough for two cars all the way, but with some breath-snatching hairpin turns.

Much to Do at Newport.

Between Toledo and Newport there also is much road construction, but this 8.5 miles of road is for the most part good.

The summer rush to Newport and the Nye creek beaches is just starting. This resort has one of the best beaches along the Oregon coast. And within easy distance of it are such attractions as Agate beach and its fine hotel, the Devil's Punch Bowl and the Siletz country, and in the other direction Alsea bay, Waldport and Natchez—wonderful country for hunting and fishing. The summer visitor at Newport has his choice of some of the finest hunting and fishing and beach scenery within a few miles in the state of Oregon.

The log of the trip:

Portland-Corvallis Log.

The St. Paul route to Salem via Newberg and St. Paul was taken on this trip owing to closing of the New Era bridge on east side Pacific highway for repairs. The New Era bridge is now open and motorists may take that route to Salem. There is one-fourth mile near Salem for paving operations. The St. Paul route, paved to Newberg, is now in good condition, however.

90.0 Oregonian building, Portland. Out Sixth street. Terwilliger boulevard and Capital highway to Newberg; all paved.

94.0 Just across new concrete bridge into Newberg. Here turn left for St. Paul route. Continue two or three

blocks to sign "To Willamette river bridge," turn right and follow main road.

25.1 Willamette river bridge. Cross it, continue straight ahead. Road macadam, quite chunky and choppy for next four miles, though not bad if taken slowly.

25.9 Turn right. Rough.

27.3 Turn left. Fair to chunky.

27.7 Turn right, following left-hand road, into Woodburn.

28.6 Turn right. Road still pretty rough, but gets better from mileage 29 on.

31.6 Paul. Continue straight ahead. Road now good, smooth macadam.

32.4 Keep on main road. Straight ahead.

34.8 Rather rough to 35, take it slowly.

36.8 Straight ahead. Road good.

40.2 Straight ahead. Road very good.

41.2 Hopewell. Formerly best route to avoid dusty stretch was to turn right to Wheatland ferry road. Dusty stretch now has been graded and is in fine condition, so keep straight ahead.

45.4 Straight ahead. Road fine.

47.4 Wheatland ferry road. Dusty stretch now has been graded and is in fine condition, so keep straight ahead.

50.0 Payment for one mile to 51, then gravel.

52.1 Center of Salem.

Here recommended route to Corvallis is via Riverside road on west side to East Independence, where ferry across Willamette into Independence, then turn left and follow main road to Corvallis. East side road to Independence from Salem now closed for paving.

Salem-East Independence.

57.2 Center of Salem. Continue south out South Commercial street to sign, "To Riverside Drive and Independence," at mileage 63.3. Turn to right and follow road. Very good to mileage 68, then becomes rough and winding, very winding.

61.9 Narrow, quite rough, but only a few feet wide. Turn right. Keep to main road.

63.0 East Independence ferry. Free in daytime, 50 cents all night after 8 o'clock.

64.0 Center of Independence. Turn left, follow main road. Very good for some miles, then becomes rough and winding, very winding.

72.1 Straight ahead, somewhat rough.

74.3 Straight ahead, keeping on road to right.

75.1 Keep straight ahead on dusty stretch newly constructed, avoid wheelbase car can make them all right by going slowly.

75.6 Start down steep hill, which gets steeper as you go down. Town of Toledo visible on left.

75.9 Join main Albany-Corvallis highway. Turn right to Corvallis.

85.5 In front of Julian hotel, center of Corvallis.

Corvallis-Newport Log.

85.8 Center of Corvallis at Julian hotel. Straight ahead to Jefferson street. Turn right on Jefferson street to Fifteenth. Turn left on Fifteenth street, past Union Oil company tanks. Straight ahead on "crossed road" left.

87.1 Turn left at fork. Fine gravel.

89.4 Join in road and fork. Keep to right, road straight ahead, leaving fine gravel for dirt road. No sign at this important junction. Dirt road to 91.5.

91.5 Gravel again.

92.6 In Philomath. Turn left one block to center of town, then turn right down main road. Straight ahead. Gravel.

93.2 Take right-hand road. Alsea road to left.

94.4 Covered bridge. Road good macadam. Now entering foothills and from this point to Newport, virtually 90 miles, it is all mountain road.

97.5 Wrens. Road very good to here, but now ends macadam except for occasional short stretches. From here on virtually all dirt road, much new construction, rough, narrow, real mountain going.

97.8 New construction to 98.2. Macadam.

98.2 Covered bridge. Then rough to 98.8.

98.8 New grade to 99, then rough.

99.1 Rock crusher. Good-bye to all macadam.

99.2 Take left-hand road. Now dirt, occasional loose rock, rough, sharp turns. Road now rises up steep grade over one mile long, all told, some of it being low gear. Rough going.

101.0 Go into second as you start down this hill, as it is very steep descent.

101.6 Bottom. Here road from Dallas

joins Corvallis-Newport road from right. Keep to left. Road here much better, dirt, but smooth going.

103.4 Right.

105.7 At sign "Road Closed," take plank road straight ahead to left, up hill. Planks rough, but going very fair. Look out for rails.

104.2 End of plank. Hamlet of Blodgett. Keep straight ahead up short, very sharp pitch across railroad, then over bridge and straight ahead up hill.

104.5 Take right-hand road. Very fair here. Cut out of bank and narrow, mountain to right.

110.0 Road here nice and broad, all dirt, some new construction. Going much the same for next ten miles, except most of it quite narrow, road here and there broad stretch. Road cut along hillsides. All dirt road.

121.1 Store at Eddyville. Railroad track 100 yards ahead. Keep on left-hand road, cross track, keep straight ahead.

121.4 Take left-hand road. Mountain going.

126.5 Chilwood. Straight ahead. Much new construction. Rough going. Road along bank of Yaquina river. Steam shovel and dump cars widening grade and making fill at 127.

127.3 New construction. Road very rough, narrow. Straight ahead. Avoid bridge to left across stream at various points along here.

128.7 Keep right along river bank.

129.4 Straight ahead.

129.9 Road very narrow. New sawmill to left.

130.6 Bridge. Road narrow, hilly, up and down pitches, real mountain going to 132.5. In its favor it is very dry, as yet not especially dusty, not rough, really excellent dirt mountain road. Any driver unaccustomed to mountain driving, however, must look out for hairpin curves. Be sure to sound horn and drive slowly in case car should be coming from opposite direction.

135.1 Straight ahead.

139.3 Keep to left. Now approaching Toledo. Road macadam and gravel, but swings around about hairpin turns. Take them slowly or you can very easily go over bank. Long car would have to back on one or two of these turns, though ordinary wheelbase car can make them all right by going slowly.

137.6 Start down steep hill, which gets steeper as you go down. Town of Toledo visible on left.

137.9 Left-hand turn goes into town of Toledo. If bound for Newport do not make this turn. Into second gear and continue down very steep hill, planked road.

138.2 Bottom of hill. Keep ahead over new construction, very rough for two miles then over fair dirt road, some construction, to railroad.

139.2 Railroad track. Keep to left-hand road, cross track. White bridge one mile. Cross it, then keep ahead. Dirt road, winding, but wide and very fair to 141.9, when more new construction. Rough.

139.5 Keep ahead. Road winding, dirt, swings around small canyon, very fair now. Continue good, though with many hairpin curves, to near Newport.

144.3 Road begins to roughen up, soon becoming very dusty, then sandy as approaches Newport. Rough to 148.1.

145.1 At new sandy, drive carefully. Slow going.

145.2 Cross railroad. Sign advises "Slow Down to 12 Miles per Hour." Evidently, as cars can hardly make ten through the sand.

145.4 Turn left.

145.9 Left into auto track of two planks. Drive carefully to avoid slipping off. Now in Newport, but for center of town and Abbey hotel, keep ahead.

145.15 Turn left on plank road down steep hill toward bay. Very rough planks at bottom.

146.4 Turn right. Main street of Newport.

148.3 Abbey hotel, Newport. Prepare for a good rest, for you'll need it.

Emergency Radiator Cement.

A radiator leak so located that it cannot conveniently be mended may be plugged temporarily by the use of a thick paste made of litharge and glycerine. The paste of the radiator will cause this heat to set in a few minutes, after which neither hot nor cold water will affect it. Litharge may be obtained from any drug shop in powder form.

DORTS WIN ECONOMY PRIZE

First and Second Taken in Reliability Run to Lake Tahoe.

Dort cars won first and second places in their class in the Sacramento-Lake Tahoe reliability and economy run of June 15. Authorities state that this was the most strenuous road contest staged in California, with very hot weather prevailing and much traffic to contend with.

The route was one of 250 miles over the high Sierras, with grilling grades, reaching an altitude of 8000 feet from a start of 60 feet.

There were 24 representative cars entered and 21 made the run.

First Dort averaged 20 1/2 miles to the gallon of gasoline—second Dort 18 2/3 miles.

The finishing third averaged nearly three miles less to the gallon.

First Dort made a perfect score, second Dort scored 997 points out of a possible 1000.

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