LOOP TO BE READY BY NEXT SUMMER

Chief Engineer Enthusiastic Over Tourist Attraction.

BRIDGES TO COME LAST

Grading Expected to Be Done by Fall and Spans Will Be Built When Season Opens Next Year.

HOOD RIVER, Or., May 27.—(Special.)—By the middle of next summer the Mount Hood loop trip will be possible for motorists the entire distance from Portland up the Sandy river and thence by the Barlow road around the east side of the mountain to the Hood river valley and back over the Columbia river highway.

Such was the information given yesterday by J. A. Elliott, chief engineer for the bureau of public roads of the northwestern department, including Alaska, who had just returned from a tour of inspection of the Hood River end of the 23-mile link of the highway in the Oregon national forest.

Mr. Elliott, who has supervision of forestry road work that will cost an aggregate of about $15,000,000 this year, declared that he was as enthusiastic over the Mount Hood loop as any of the many roads under his supervision. He declared that it would add new wonders to Oregon scenery already available to the motorist.

Tourists to Be Attracted.

Mr. Elliott, who was stationed here in 1915 in charge of the construction of Mitchells Point tunnel, said:

"The people of Hood River ought to greet with jubilation announcements of the bureau of public roads in hastening the Mount Hood loop, for the opening of this scenic thoroughfare will attract as many people to the valley as the Columbia river highway. It will be a new and climactic chapter in Oregon road building.

"We found that J. E. Clarkson, contractor, who last year graded six miles within the forest bounds, now has a crew of six men on the new grade engaged in breaking the snow and opening ditches. Twenty more men will be dispatched at once from Portland to make ready for grading the additional 17 miles. Plans call for completion of the grading this fall, and as soon as the road is open next year bridges will be built."

Mr. Elliott says that the most appealing span of the route will be a concrete arch across a small creek, tributary to the east fork of Hood river. The bridge will set just below a beautiful waterfall. The longest span will be that across the White river. This bridge will probably be of steel construction.

Quarries Are Visited.

While on the tour of inspection Mr. Elliott, accompanied by W. G. Peters, who will succeed J. E. Andrews as engineer in charge of the work, Mr. Andrews having been dispatched to Missoula, Mont., to take charge of a sub-office, inspected quarries. Two locations for crusher set-ups were chosen. Bids on the rock surfacing of 10 miles of the road will be advertised at once, Mr. Elliott stated.

"I was surprised at the way the snow was melting on the high elevations," said Mr. Elliott. "The midday temperature the first of the week was as high as during midsummer, and one grew uncomfortably hot hiking over the trails. Warm winds will melt the snow more rapidly than the sun, now that the crust has softened."

COMING CLASSICS ON AUTO RACING TRACKS.

May 30—500-mile race, Indianapolis.

June 3—Salem, Or., state fair dirt track races, sanctioned by A. A. A., auspices Oregon Auto Racing association.

June 15—Annual convention National Park to Park Highway association, Sacramento.

June 19-23 — Automotive Equipment association convention, Colorado Springs, Colo., June 24 also, if necessary.

June 20-24—Summer meeting Society of Automotive Engineers, White Sulphur Springs, W. Va.

June 26-27—Annual meeting southern division of California Automobile Trade association, Pasadena, Cal.

July 4—Eleventh annual automobile race, Tacoma speedway.

July 21-22—Washington Automotive Trades association meeting, Olympia.

September — Automobile exhibit, Rio de Janeiro, Brazil, in connection with Brazilian centenary.

September 4—Pike's Peak 30-mile race, Colorado Springs, Colo.

October—Annual general convention California Automobile Trade association, Santa Barbara.

November 30—Thanksgiving day 250-mile Los Angeles speedway race for $25,000 purse.

AUTO CAMP GUIDE PRINTED

Local Company Puts Out Booklet With Data for Pacific Coast.

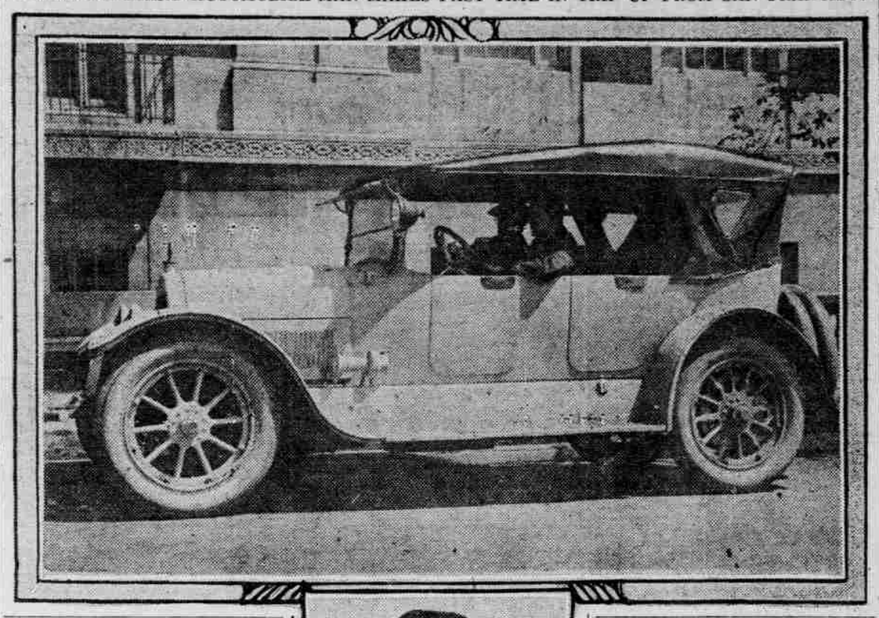
The Oregon News company, 440 Glisan street, is the publisher of a new Oregon - Washington - California auto camp guide which promises to fill a need of automobile tourists. The booklet, small enough to slip in the pocket and of about 36 pages, contains a complete list and description of all public auto camps established in the three Pacific coast states to date.

Municipal camps are listed by states, California camps being given first, Oregon second and Washington third, and each state list is arranged in alphabetical order according to the names of the towns in which the camps are located. By the use of the booklet a motor tourist is able to determine in short order if a particular town or city has a municipal camp and if so how much of a camp it is and what the rules are that govern it.

The guide gives, in each case, first the population of the town in question, next a general description of the location of the camp, then a complete list of facilities provided for campers, list of charges if any, and period of the year during which the camp is open. No advertising is included with the booklet, which is put out to retail for 15 cents a copy.

The booklet shows Oregon to be well supplied with auto camps, practically every city or town of any size in the state being in position to care for the tourists. A total of 72 municipal camps are listed for this state.

FORMER PORTLAND AUTOMOBILE MAN MAKES FAST TIME IN TRIP UP FROM SAN FRANCISCO.



CALIFORNIA NOW CLOSE

G. M. MENZIES IN RUN NORTH MAKES FAST TIME.

Former Prominent Portland Automobile Man, Now of San Francisco, Visits City.

San Francisco is about as close to Portland nowadays as Salem used to be in the "good old days" according to G. M. Menzies, Portland automobile man, who made the trip to this city in his Cadillac automobile last week in 23½ hours running time. Splendid roads were encountered all the way except for a few negligible detours, said Menzies, and the record was made without any attempt on the part of the driver to touch a high mark. On the trip Mr. Menzies was accompanied by his wife and his son Donald.

Menzies was one of the best-known men on Portland's automobile row of a few years ago, having for five years been manager of the Northwest Auto company and prior to that time having been engaged in the automobile business for himself. Two years ago he pulled up stakes here and went to California to enter the automobile business. At the present time he is head of the Indiana-Pacific Truck corporation, San Francisco distributors of Indiana trucks throughout that territory, and is Pacific coast factory representative for the Indiana.

The trip to Portland was made as the first leg of a journey to the Indiana truck factory, Mr. and Mrs. Menzies leaving here by train after a few days in the city renewing acquaintances, for Marion, Ind., where the big truck plant is located. Donald Menzies will remain in Portland to finish his final term of high school.

On the run east the first stop of the Menzies will be made at Lake Wawasee in northern Indiana, Mr. Menzies said, where the former Portlanders will be guests for a few days of C. J. Barley, president, and J. W. Stevenson, vice-president of the Indiana Motor Truck company, who have summer homes on the lake. From there they will go to the factory to spend several days in conference with the factory officials. After that two days will be spent at the factory branch at Chicago and two days at the branch at Kansas City and other eastern points will be visited. This schedule is expected to bring the Menzies back to Portland by rail about June 7 and from here they will return to California by motor, expecting to arrive there before the Shrine convention, in which Mr. Menzies will take an active part, being of the automobile committee.

In speaking of his trip northward from San Francisco Mr. Menzies declared that the present is the ideal time for the trip, as the roads are in unusually good shape. The party left San Francisco at 6 P. M. one day, driving 135 miles to Arbuckle that evening—the next day they drove from Arbuckle to Grants Pass and on the third day drove in from Grants Pass to Portland.

In speaking of conditions in the automobile and truck industry in California, Mr. Menzies said:

"The past year has, of course, been a period of unusual quiet in the automobile and motor truck, as well as in other lines, but already the business has begun to come back in excellent shape in California and many of the dealers are now looking forward to this year as the greatest year they have ever had. The motor truck industry is also coming back in splendid shape and California truck dealers are looking forward to a big summer's business. All indications, it seems to me, point to Oregon, too, being on the verge of one of its biggest periods."

Franklin Speeding Up.

SYRACUSE, N. Y., May 27.—In order to meet the increastd demand for Franklin cars, the Franklin Automobile company has found it necessary to increase its production schedule 48 per cent. Each week the quantity of cars being turned out is being augmented, and shortly the company will be operating at the rate of 14,000 cars per year. This month shows every indication of exceeding every former record of business done by Franklin dealers in a corresponding month.

G. M. Menzies, former manager of the Northwest Auto company and now head of the Indiana truck interests on the coast, at the wheel of his Cadillac car, in which he drove from San Francisco to Portland last week in 23½ hours' traveling time. Mr. Menzies is at the wheel of the car and beside him is his son, Donald, who, with Mrs. Menzies, accompanied him. The insert shows a close-up of Mr. Menzies with a characteristic smile.

NEW OVERMAN SOLIDS HERE

"Press-On" type Adopted by Big Factory, Says Howell-Swift.

Arrival of a shipment of new Overman cushion tires of the press-on type was announced last week by the Howell-Swift Tire company, distributors of the Overman solid tires and Savage pneumatics throughout this section.

In the past the Overman, which is known as one of the oldest as well as one of the best-known solid cushion tires in the country, has been made only in the bolt-on type. With the bringing out of the new press-on type by the company, however, Overmans may now be provided for any type of truck or automobile using solid tires, it is stated.

A complete line of the new press-on Overmans was received by Howell-Swift with the first shipment last week. The new tires have the same familiar tread wave design which the old bolt-on type of Overmans have, and which is a patented feature with the company. This type instead of being solid clear across and all the way around has grooves cut in from each side at regular intervals and arranged with "fingers" which come together by the force of the traction wave and are designed to keep the grooves free of dirt and mud.

Tire Repair Costs Cut.

Accidents to automobile tires have been reduced to a minimum in recent years. This is due to two causes, improvement in tire construction and better roads. In an investigation covering 5000 tires, conducted by one of its large consumers, says the United States Tire company, the cost of tire repairs was found to average slightly under one per cent of the cost of the tires.

One of the principal causes of tire injury is the improper alignment of wheels.

GOATS WILL OPEN ROAD

GLACIER PARK HIGHWAY TO BE DEDICATED THIS YEAR.

Team of Domesticated Wild Billys to Be Driven From St. Louis to Park Entrance.

ST. LOUIS, Mo., May 27.—A team of domesticated wild goats hitched to a miniature prairie schooner and driven by boy scouts, will officially dedicate Glacier trail by traveling the route from St. Louis to Glacier national park this summer.

Glacier trail has for its road marker a brilliant colored metal enameled sign bearing the picture of a Rocky Mountain goat, and Bert Fuqua, secretary and manager of the Glacier Trail association, concluded it would be fitting to formally open the new automobile trail by first driving a team of goats over it. Mr. Fuqua already has marked Glacier trail with the goat road marker from St. Louis to Glacier national park. Before the summer is over the full route will be marked with this striking road sign from Jacksonville, Fla., to the Pacific coast.

The goats that will be used for this novel trail dedication were kids when captured above the clouds on Going to the Sun mountain in Glacier national park. They were trained to harness last year. Mr. Fuqua has converted a juvenile buckboard automobile into a small prairie schooner for the goats to haul. This unique outfit will be started on its long trip from the Automobile club of Missouri in St. Louis, June 15. Secretary Fuqua is negotiating to have a relay of Boy Scouts of Missouri drive the goats on the first leg of their journey to the Iowa line, and there turn the novel rig over to Iowa Boy Scouts, who will drive the team to the Minnesota state line and there be relieved by Boy Scouts of Minnesota. The North Dakota Boy Scouts will take the goats to Fargo and drive them across that state to the Montana line where they will be taken in hand by Montana Boy Scouts who will end the journey at Glacier Park station, the main entrance to Glacier national park.

It will take more than two months for these sturdy goats to make the journey of 1806 miles with the little rubber-tired prairie schooner.

From St. Louis, Glacier trail leads through St. Charles, Centralia, Moberly, Macon and Kirksville, Mo.; thence on through Oskaloosa, Marshalltown and Mason City, Ia., and into St. Paul and Minneapolis, via Albert Lea, Fairbault and Northfield. From the twin cities the trail follows the Great Northern railway to Glacier park via Willmar, Breckenbridge, Fargo and Minot, Glasgow and Havre.

To Clean Radiator Cells.

Mud and dirt that have become hardened in the cells of the radiator should never be removed with wire or a tool. The thin cell walls are easily punctured and small leaks in the radiator invariably result. Use water directed from a hose to clear the passages, with the stream guided from the engine side.

TIRE MAKERS PROSPERING

YEAR PROMISES TO BE BANNER ONE IN INDUSTRY.

Companies That Have Adhered to Constructive Sales Policy Have Plenty of Business.

AKRON, O., May 27.—In a recent statement to his organization, D. M. Mason, president of the Mason Tire & Rubber company, has made some startling predictions regarding the tire industry for 1922.

"This will be one of the greatest tire years the industry has ever known for those companies that are in position to meet the public demand for a tire of value, long life and reasonable price," he said.

"While many estimate this year's production of tires to be larger than last year's, few realize the tremendous sales impetus that many of the good tire companies are experiencing at this time.

"Those companies which have adhered to a constructive sales policy are finding that profits and volume are mounting in a most pleasing way and our own company, the first three months, has shown net earnings, after depreciation and interest, amounting to a great deal more than in any previous quarter in our history.

"This indicates in part the splendid financial position of companies such as ourselves who have recognized the trend of the cord tire and the desirability on the part of the public for a tire on which they can depend for satisfactory mileage under the most exacting conditions.

"Unfilled orders on hand at the plant at present are larger than at any time in our history and for the next few months our sales will be limited only by the number of tires we can deliver.

"These factors all indicate not alone a great tire year for our company, but a great tire year for any good tire company which has cleared the decks, bought conservatively, and is in a position to produce the finest grade tires at a minimum overhead.

"We find everywhere dealers eager to tie up with standardized lines on which they can depend and on which the public can depend."

Canadian customs officials are investigating reports that more than 17,000 automobiles stolen in the United States are being smuggled into Canada for sale.

You are Invited to a

Remarkable Demonstration

In Which

A Standard Marmon Motor will be completely torn down and rebuilt by two men in less than one hour's time.

This astonishing feat is made possible by the simplicity of design and interchangeability of parts in the Marmon 34 High Efficiency Motor.

It is the famous exhibit staged at the national shows and large cities throughout the east this year, and is the talk of those interested in automobiles from coast to coast.

The exhibition will be staged two nights—

WEDNESDAY MAY 31 — THURSDAY JUNE 1

AT 8 P. M. IN THE

H & E Auto Company's Salesrooms

601 WASHINGTON STREET

Engineers and technical men especially urged to attend.

MARMON

The Foremost Fine Car

NORDYKE & MARMON COMPANY
Established 1851

"TOPS 'EM ALL" GENE THE TOPMAN

My prices so cheap you cheat yourself if you don't have that top re-covered or repaired NOW. Just think—tops re-covered for $12.50 to $45.00

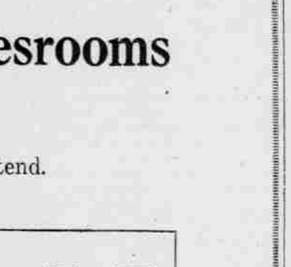
OREGON AUTO TOP CO.
14th and Couch Sts.

Unlike Any Other Tire!

See this Demonstration Week of June 12th

Everywhere, throughout the United States, starting on Monday, June 12th., Lee Dealers will drive fully loaded automobiles equipped with Lee Puncture-proof Pneumatic Tires upon the up-turned points of nails driven through heavy planks.

Seeing this demonstration will prove to you, beyond question, that Lee Puncture-proof Pneumatic Tires are actually puncture-proof. Only Lee Puncture-proof Tires can withstand this test.



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LEE Puncture-Proof PNEUMATIC Also Regular Fabric and Cord Tires

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all the name implies

RICH in lubrication with wonderful heat and friction resisting qualities and low in carbon content, HyVis is a real Pennsylvania paraffin base motor lubricant. Its specifications, certified on every drum, are positive assurance of unvarying quality. Higher priced to the dealer, HyVis costs you no more than other so-called "Eastern" oils, and HyVis is a pure parrafin base, quality lubricant. Sold only by garages and independent service station dealers.

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You don't have to go far to find out that people think of the Hupmobile as a *different kind* of motor car, and a greater motor car value.

Hupmobile records and reputation for economy and low-cost repairs; its long life, and its brilliant, reliable performance, undoubtedly have led public opinion to single out the Hupmobile and set it apart in a class by itself.

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