

NORTHERN ROUTE TO NORTHWEST IS OPEN

Motorists in Velie Here From Indianapolis.

LOG OF JOURNEY GIVEN

Highway Across Montana and Idaho in Fair Shape, Still Some Snow in Bitter Roots.

That the Yellowstone trail from the middle west is now open and in fair shape, and will show steady improvement as the season advances is the word brought to Portland last week by George E. Bannan of Indianapolis, who arrived here after making the run from Indianapolis in his 1922 Velie model "38."

Mr. Bannan, accompanied by his wife, made the run over the northern route in 24 days, despite the fact that he was held up for several days on at least one occasion on account of storms, and made stops of several days each at points of interest. The total mileage was 3011, and his total travel days was 19 1/2.

A description of the journey, secured from Mr. Bannan, by the W. R. Delany Motor company, local Velie representatives, for the benefit of those who may be planning the run eastward to Yellowstone park or points in the middle west, is as follows:

Summary of Trip Given.

"We left Indianapolis the middle of May, heading for Chicago. We found the roads very good to Danville, Ill., and from there paved to Chicago. The total distance of 235 miles we made in nine days.

From Chicago to Milwaukee we found the roads excellent and made good time. After a stop at Milwaukee with friends we continued on our way, making Fond du Lac, Wis., as our next stop. Roads continued good to this point, although we encountered a great deal of rain. From this point our route led across Wisconsin via Oshkosh, Stevens Point and Eau Claire. We found roads good clear across Wisconsin, and I was particularly impressed with the system of road marking in vogue, the markings being so frequent that it was virtually impossible to lose your way. All highways are numbered and signs up every quarter of a mile. Even the detours we found thoroughly signed.

"From Eau Claire our course led to St. Paul, and with rain almost continuously and some stiff grades, we encountered some bad going. However, we made everything in high gear with the Velie car.

Drive Made Via Fargo.

"After six days at St. Paul we visiting friends we resumed our journey, driving the first day from St. Paul to Fargo, N. D., a total of 245 miles, in 13 hours total time. As far as we found we found the road paved, and from there to Fargo via Alexandria the going was fair. The next day's run took us from Fargo to Mandan, 277 miles. Here we found the roads not so good, mostly dirt roads and rough in places, but all safely passable.

"Leaving Mandan after a stop of a couple of days with relatives we again set out, driving that day from Mandan to Glendive, a distance of 257 miles. We made the trip via Dickinson, and found some sections of the road in good shape, but points in between very rough. From Mandan to Glendive we encountered ourselves by running a race with a Northern Pacific passenger train and, despite some rough going managed to cover the 66 miles in but four minutes less than the flyer.

Roads Washed Out.

"At this point we encountered the first road difficulty of the trip. Heavy rains west of Glendive had washed out a bridge and a portion of the road near Terry and we were forced to wait four days before the road was in shape for us to proceed. "We finally were able to proceed, however, and getting an early start we drove from Glendive to Billings, Mont., via Miles City. At one point we were forced to ford a stream two feet in depth and roads were far from ideal, although passable. Rain has been unusually heavy in this section, the heaviest, in fact, for 25 years, and the result is that roads are cut up in a number of places.

"Leaving Billings we made the next stage of our trip to Butte, 277 miles, driving via Livingston. Roads were poor to fair most of the way, improving as we neared Butte and in quite good condition in the vicinity of that point. Just west of Butte we encountered the first pavement in Montana outside the limits of a town, the pavement going for 10 miles. We drove via Missoula and found the roads very good, with the scenery wonderful, and managed to make Wallace, Idaho, that night at 10 o'clock. The total distance between Butte to Wallace was 235 miles.

Snow Met in Bitter Roots.

"On this section we encountered the real mountain road of the trip, crossing over the summit of the Bitter Root mountain. We found snow three feet deep on the level, but the road officials and citizens had cut a pathway through the snow so that the road was easily passable. The Bitter Root pavement about 12 miles up and some ten miles down, some of these grades running as high as 15 per cent, and much of it above 15 per cent.

"Next day we made a leisurely run from Wallace to Spokane, 92 miles, with roads in very good shape. After a stop in Spokane we set out for Walla Walla, making that point in half a day and finding roads excellent. We made the run via Colfax and Central Ferry and found some 20 miles of pavement out of Spokane, and the rest of the road either macadam or dirt road in wonderful shape.

"Leaving Walla Walla next day we drove clear through to Portland, finding the roads in wonderful shape, with pavement from Walla Walla to Pendleton, excellent gravel or macadam to The Dalles, and pavement on to Portland, excepting for a short distance at Rowena."

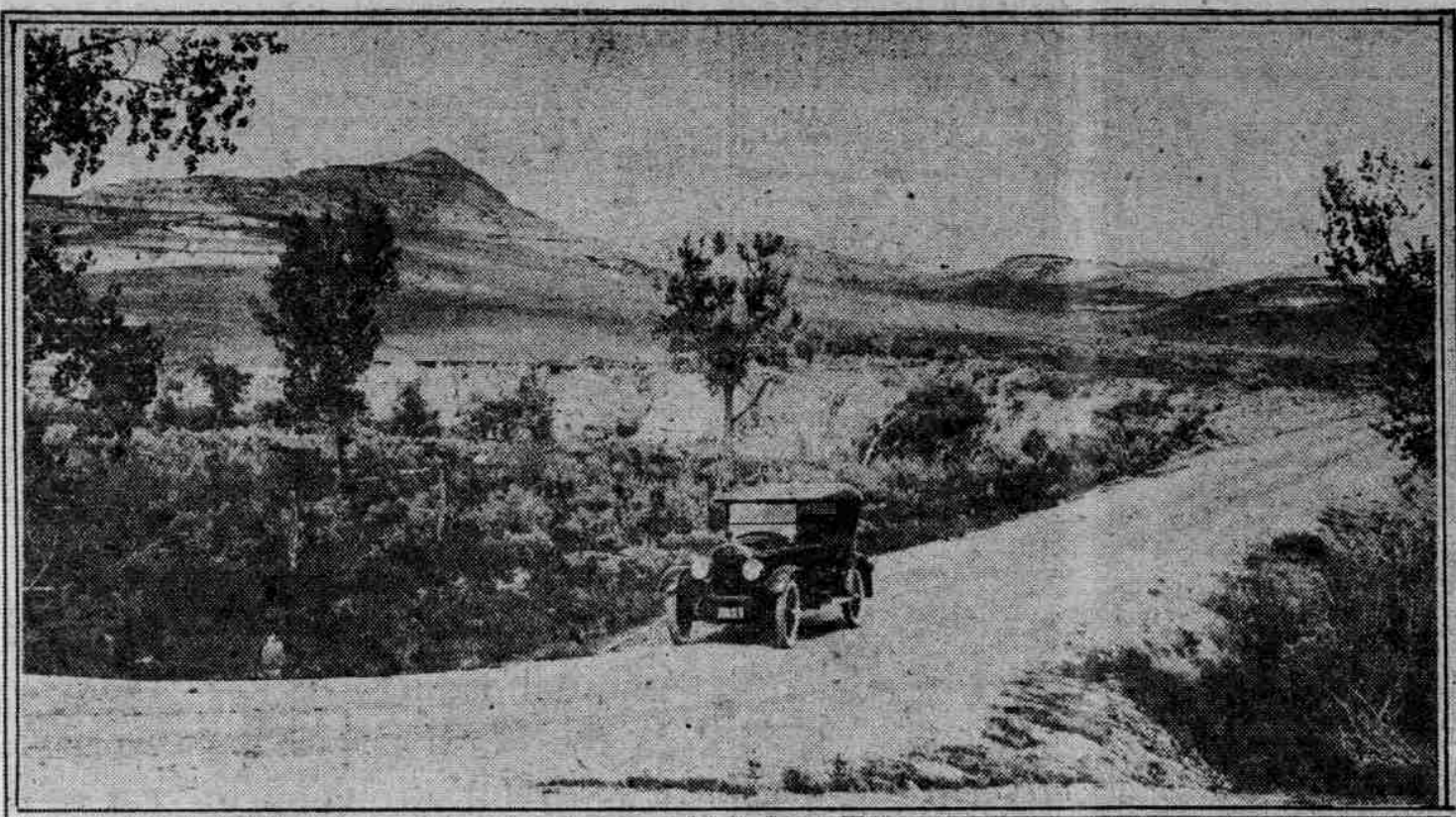
But 10 1/2 traveling days were required to cover the distance of slightly over 3000 miles, according to Mr. Bannan, the rest of the time being consumed in stopping at various points to visit friends and relatives and in stopping at Glendive on account of road conditions. A summary of the trip, showing the stops made en route and the total distances covered each day, westward from St. Paul, is as follows:

Distances Each Day Shown.

Indianapolis to St. Paul, 745 miles, in two and one-half days.

St. Paul to Fargo, 245 miles, in one day.

VELIE DRIVER MAKES RUN TO PORTLAND OVER YELLOWSTONE TRAIL.



Fargo to Mandan, 277 miles, in one day.

Mandan to Glendive, 257 miles, in one day.

Glendive to Billings, 244 miles, in one day.

Billings to Butte, 277 miles, in one day.

Butte to Wallace, 325 miles, in one day.

Wallace to Spokane, 92 miles, in half a day.

Spokane to Walla Walla, 165 miles, in one day.

Walla Walla to Portland, 284 miles, in one day.

The total distance for the trip aggregated 3011 miles, but on account of the traveling around done in the various cities in which stops were made the speedometer on the car when it arrived in Portland showed 3248 miles since leaving Indianapolis.

The Velie car consumed 185 gallons of gasoline and 14 quarts of oil during this time, according to Mr. Bannan, or an average of approximately 18 miles per gallon of gas and 240 miles per quart of oil.

HEAT GENERATED BY TIRE

FLEXING AND BENDING CAUSE OF RUBBER GETTING HOT.

Proper Air Pressure Necessary That Full Service May Be Received by Owners.

"The heat that is noticeable in a tire after it has been run for a few hours is generated by the tire itself, due to flexing and bending of fabric and rubber," says a bulletin from the Miller Tire & Rubber company to Fred W. Vogler, president of the Northwest Auto company, Miller tire distributors of this section. "An overloaded or an under-inflated tire heats more rapidly than a properly inflated or properly loaded tire. Similarly an old tire, due to weakness, is more susceptible to this heat producing action than a new tire.

"The strength factor built into the standard pneumatic tires of today is far above what the tire is ever called upon to deliver, except under most extraordinary circumstances. Experimental tests have shown that in order to blow out a new first-class tire by additional air pressure, it is necessary to exert a force of over 30 times the regular recommended pressure.

"There is absolutely no reason, so far as a blowout is concerned, for a reduction of air pressure during going out on long runs or during hot days. The maximum increase in air pressure that could be expected, under any condition, would not exceed 15 pounds—the average would not be greater than six pounds. This small increase in pressure will not blow out the casing.

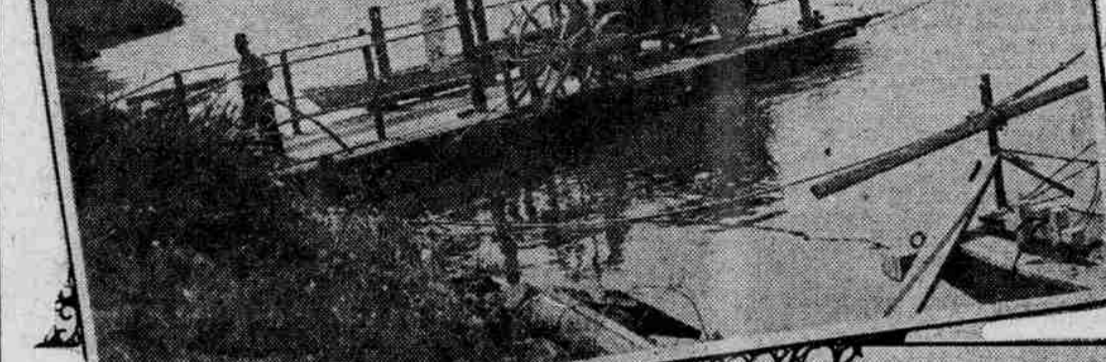
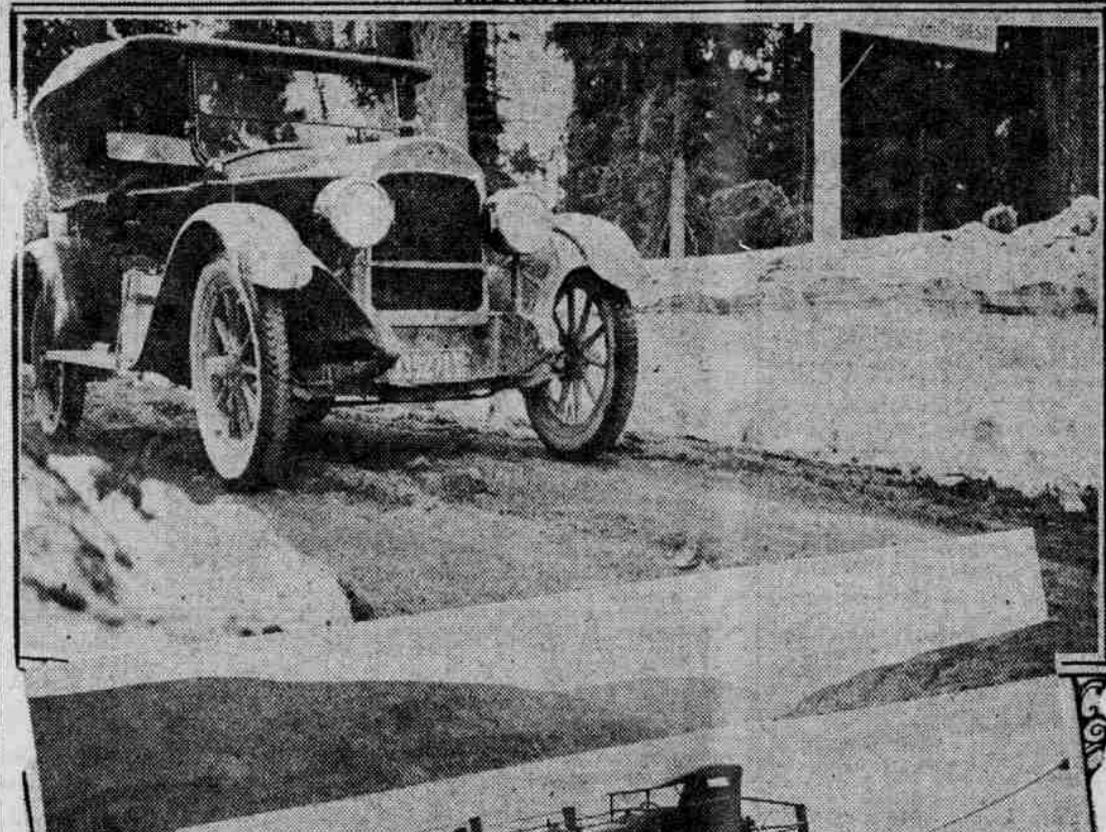
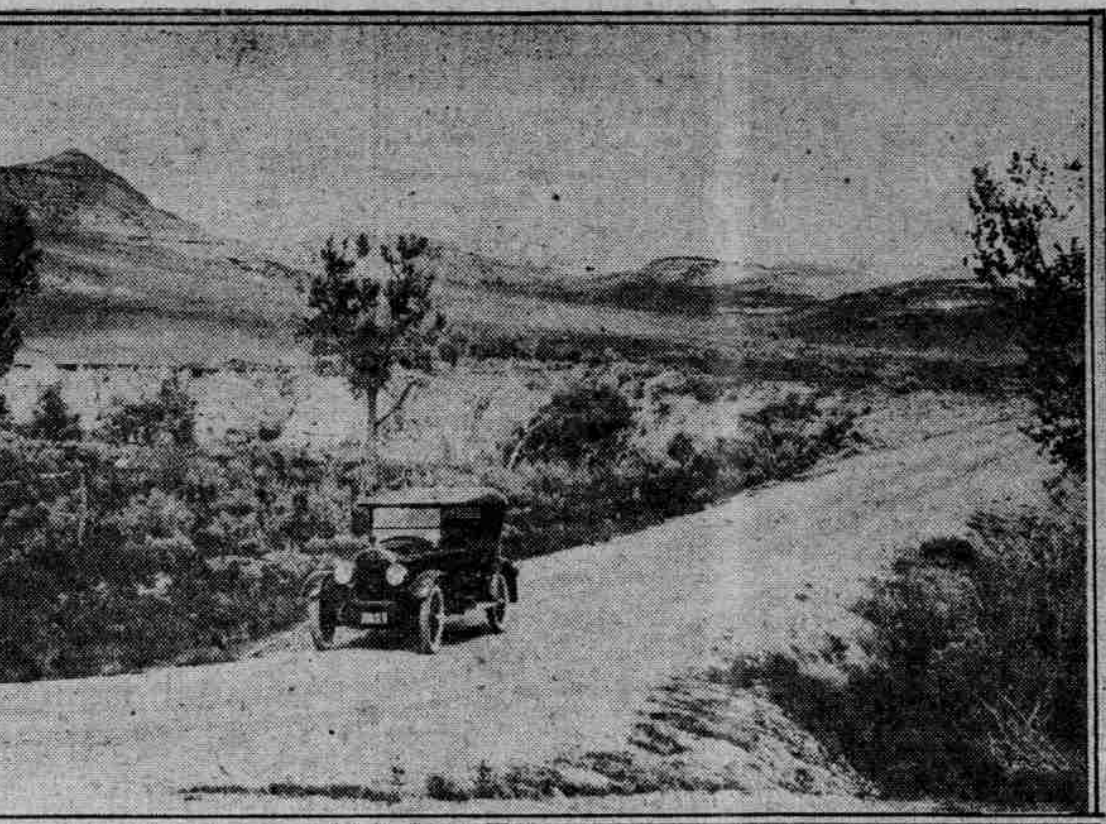
"The motorist should not concern himself over making inflation allowances for changes in temperature. The important point to remember is at all times to have enough pressure and that it is very rare that one has too much. Proper air pressure is necessary that full service may be received."

LONG TRIP IS TO BE TAKEN

John A. Shaw, 70, Is to Cross Country in His Machine.

ALBANY, Or., June 17.—(Special.)—Though he is more than 70 years old, John A. Shaw of this city, for many years associated with the Hammond Lumber company and one of the best-known lumbermen of the state, has started on an automobile trip to Boston and expects to drive his own car all the way. On this trip Mr. and Mrs. Shaw expect to travel about 10,000 miles.

Last year Mr. and Mrs. Shaw drove to Yellowstone park and the summer before that into Canada. Mr. Shaw always drives leisurely and says he enjoys most a vacation in which he can do his own driving.



Above—What the North Dakota "bad lands" look like. The photo was taken on the Yellowstone trail near Bench. Below—Crossing the Snake river via the Central ferry on the road from Spokane to Walla Walla. Center—Velie "38" at the summit of the Bitter Root mountains in Idaho, Fourth of July pass. There was still plenty of snow in the mountains when this picture was taken, although the road had been opened.

AUTO CAMPERS COMING TOURIST TRAVEL STIMULATED, SAYS WALLA WALLA.

Summary of Road Conditions for Eastern Washington and Oregon is Given.

WALLA WALLA, Wash., June 17.—(Special.)—Improving road conditions have stimulated tourist travel and autos heavily laden with campers and outfits are now common sights on all highways.

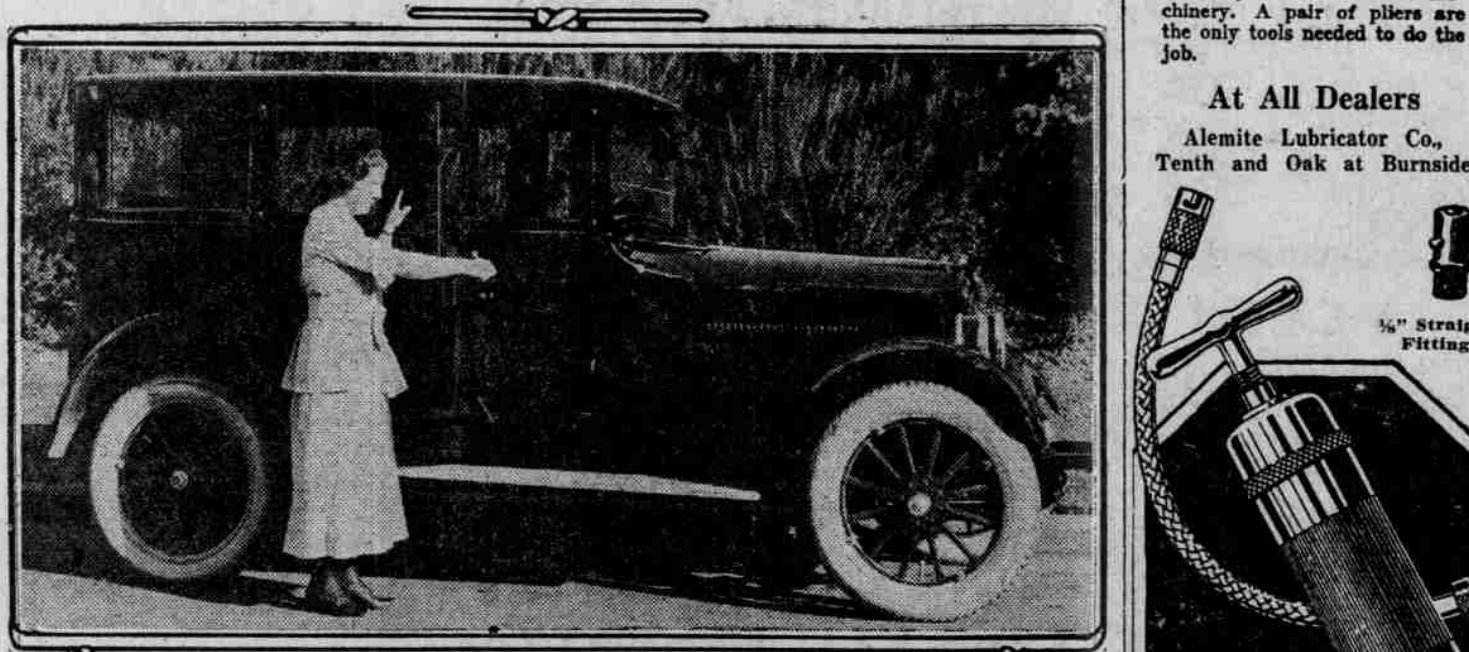
INTERNATIONAL SALES BIG

Truck Factory Reports Big Business Since First of Year.

An interesting sidelight on business conditions in general, and particularly in the automobile field, is found in the figures shown by the International Harvester company of America on the sale and delivery of International motor trucks this spring.

These figures received from the factory at the Portland branch of the big concern show that during the last three months a total of 1651 carloads of International motor trucks have been shipped from the truck factories at Akron and Springfield, O., to be delivered to purchasers. Of the total, 892 carloads were shipped west of the Mississippi river and 759 carloads were for delivery east of the river.

FIRST NEW JEWETT SEDAN ARRIVES IN CITY AND IS DELIVERED.



Handsome new "Paige-built" closed car delivered last week by Cook & Gill company, Paige and Jewett distributors, to Mrs. T. G. Coleman. The car was held for a few days at the Cook & Gill showroom prior to delivery, where it attracted great attention. It is built on 112-inch wheelbase, and has the regular Jewett motor and mechanical equipment. The body is refined to a marked degree. The car sells for but \$389 more than the open model and a goodly number of orders for the cars are already on the books, despite the fact that deliveries are hard to get from the factory, according to Roy Burnett, sales manager.

Unlike Any Other Tire!

Further Proofs of Lee Tire Service

You have seen Lee Tires driven over a hedge of spike points—a test no other pneumatic could withstand.

It proves, conclusively, that Lee Tires do not puncture. We go further—give you a cash-refund guarantee against puncture.

If you still doubt that Lees will give you this service, ask the Lee Dealer to furnish further proof that Lee Puncture-proof Pneumatic Tires are actually puncture-proof.

He will do it.

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LEE Tires are sold by

J. C. Hinchaw, McMinnville, Or.	Mack's Auto Supply House, Eugene, Or.	J. S. Northrup, Lebanon, Or.
Fred J. Deets, Lafayette, Or.	Central Point Garage, Central Point, Or.	Grandview Garage, Roseburg, Or.
Miller & Christensen, Vancouver, Wash.	Colonial Garage, Medford, Or.	The Elite Garage, 207 12th st., Portland, Or.
Gibson Motor Co., Junction City, Or.	B. A. Van Auker, Independence, Or.	C. O. Jennings, Myrtle Point, Or.
Railton Electric Supply Co., Albany, Or.	Nyssa Filling Sta., Nyssa, Or.	Springfield Garage, Springfield, Or.
S. A. Lazarus, Corvallis, Or.	Pilot Rock Auto Co., Pilot Rock, Or.	Union Garage, Roseburg, Or.
Murphy Motor Co., Albany, Or.	Merrill's Auto-motive Serv. Garage, 280 First st., City.	P. W. Nofsker, Silverton, Or.
Washington Park Auto Co., 23d and Washington st., City.	Omer & Son, Ashland, Or.	Peter Brothers, Willamette, Or.
Sherman McCarter, Gresham, Or.	Sweet-Drain Auto Co., Eugene, Or.	Union Avenue Tire and Battery Shop, 458 Union ave., Portland, Or.
Brown & Marketta, Comstock, Or.		Automotive Inc. Co., 45 N. Ninth St., Portland, Or.

LEE puncture-Proof Tires

Also Regular Fabric and Cord Tires

States, the usual average haul, in 20 working days. The mileage to accomplish this task would amount to 10,000,000 miles, a distance equal to 400 times around the earth at the equator.

Tire Production Big.

Over 19,000,000 automobile tires were made in the United States during the past year, according to F. W. Vogler of the Northwest Auto company. Of these tires Akron made approximately 15,000,000.

Operating a Car Over Bad Roads.

Throw out the clutch when about to go over a bump in the road. It is surprising how much easier the car rides when this is done. The car merely coasts over it instead of being driven, and so the shock is reduced. If there is room, it is well to approach such obstructions at an angle; then only one wheel strikes it at a time and the shock is still further reduced.

General Motors Trucks

GMC Trucks

It's No Trick To Lubricate Your Car In Fifteen Minutes With ALEMITE High Pressure Lubricating System

WHEN ALEMITE ball-check fittings and extensions replace old style, dirty "cups," all the drudgery of bearing lubrication is ended and your car may be thoroughly greased in a few minutes. No mess—no fuss. The old gritty grease is pushed out—the new wear-saving lubricant is forced in. ALEMITE is easily installed on all makes of cars, trucks, tractors, and all kinds of machinery. A pair of pliers are the only tools needed to do the job.

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