LINCOLN HIGHWAY CONDITIONS GOOD

Salt Lake-Ogden Route in Fine Shape.

COMPLETE REPORT MADE

Highway Good From La Grande to Weiser and Blue Mountain Road Is Passable.

CHICAGO, July 29.—The following report gives a complete picture of the present condition of the Lincoln highway. The data are provided by wire by the consuls of the association from along the route between the two coasts and are authentic:

Division 1—New York city to Philadelphia, Pa., 96 miles; Weehawken ferry to Newark, 8 miles; detour, bridge over Hackensack river between Jersey City and Newark closed for repairs; westbound turn off Hudson boulevard (L. H.), right on Newark avenue and follow Newark avenue straight through into Newark on Harrison avenue, crossing Passaic river in Newark and turning left on North Broad street; follow North Broad street south to Lincoln Way; eastbound, go straight through on Broad street, Newark, to Harrison avenue; turn right at park on Harrison, across bridge and follow through to Hudson boulevard (L. H.) Newark to Princeton, 44 miles, excellent; Princeton to Lawrenceville, 3 miles, under construction; westbound detour across Carnegie lake to the Brunswick pike into Trenton; eastbound, leave Trenton on Brunswick avenue and follow Brunswick pike to Penn's Neck to Princeton. Trenton to Philadelphia, 32 miles, excellent, with exception of 5-mile stretch of poor macadam between Bustleton and Langhorne.

Division 2—Philadelphia to Chambersburg, Pa., 142 miles, perfect road. One short, well-marked detour at Downington.

Division 3—Chambersburg, Pa., to Greensburg, Pa., 122 miles. Perfect road. No detours. Be careful of speed in communities.

Division 4—Greensburg, Pa., to East Liverpool, O., 82 miles; Greensburg to Irwin, 9 miles, excellent; detour south of Lincoln Way at Irwin, via White Oak road, excellent condition, 10 miles to East McKeesport; East McKeesport to Pittsburg, 16 miles, excellent; Pittsburg to East Liverpool, O., 52 miles. Note: A shorter route than the Lincoln Way and one which avoids the congested communities between Pittsburg and Beaver, can be taken by leaving Pittsburg on the Point bridge and following well-marked, paved road to Clinton and good dirt road via Frankfort Springs and Hookstown to Chester, W. Va., and East Liverpool. Dirt section of Lincoln Way between Beaver and Ohio state line reported in fair condition. South road 11 miles shorter.

Division 5—East Liverpool, O., to Mansfield, O., 118 miles; East Liverpool to Canton, 52 miles, excellent; Canton to Ashland, 51 miles, excellent; Ashland to Mansfield, detour north of Lincoln Way via Olivesburg over good brick and poor old macadam, 17 miles. Caution in bad weather.

Division 6—Mansfield, O., to Van Wert, O., 111 miles. In dry weather follow Lincoln Way, Mansfield to Crestline; detour Crestline via Galion to Bucyrus. In wet weather detour from Mansfield via Shelby to Crestline, thence via Galion to Bucyrus, somewhat longer, but in excellent condition; Bucyrus to Osceola, 7 miles, excellent; Osceola to Upper Sandusky, 10 miles, old macadam, poor condition; Upper Sandusky to Van Wert, 56 miles, mostly rough old macadam. In bad weather inquire Bucyrus as to best route to Delphos.

Division 7—Van Wert, O., to South Bend, Ind., 116 miles; Van Wert, O., to Fort Wayne, Ind., 35 miles, excellent; Fort Wayne to Ligonier, 38 miles, mostly fair to good gravel; Ligonier to South Bend, 43 miles, excellent.

Division 8—South Bend, Ind., to Chicago Heights, Ill., 83 miles; South Bend to New Carlisle, 14 miles, excellent pavement; New Carlisle to LaPorte, 13 miles, rough old macadam; LaPorte to Valparaiso, 23 miles, good gravel and 10 miles rough old brick; rough detour between Valparaiso and Merrillville, 17 miles, marked by state over next road south of Lincoln Way. Merrillville to Chicago Heights, concrete and fair to good macadam.

Division 9—Chicago Heights, Ill., to Clinton, Ia., 166 miles; Chicago Heights to New Lenox, 18 miles, concrete; detour New Lenox to Joliet, 7 miles; Joliet to Aurora, 24 miles, good gravel and concrete; Aurora to Clinton, 119 miles, all concrete paved.

Division 10—Clinton, Ia., to Marshalltown, Ia., 164 miles; Clinton to DeWitt, 20 miles, good concrete paving. (Beware speed trap on Fifth avenue and Bluff road leading out of Clinton); DeWitt to Clarence, 30 miles; detour fair to poor dirt road, bad when wet, Lincoln Way under construction, new paving going in; Clarence to Cedar Rapids, 38 miles, fair condition; Cedar Rapids to LeGrand, 66 miles, good; LeGrand to Marshalltown, 10 miles, detour, good when dry, bad when wet.

Division 11—Marshalltown, Ia., to Dennison, Ia., 142 miles; 82.8 miles of well-drained and graded gravel; 5.5 miles of paving in Green county, rest of road dirt; reported in good condition; no detours.

Division 12—Dennison, Ia., to Council Bluffs, Ia., 76 miles; dirt roads in good condition, depending upon weather, several stretches good gravel, no detours. Going east from Grand Junction, keep straight east on south side of railway to Ogden. Going west continue out of Ogden on south side of railroad.

Division 13—Omaha, Neb., to Kearney, Neb., 204 miles; hard-surfaced west to Valley, 24 miles; detour Valley to Fremont, 15 miles, over good marked road; Fremont to Kearney good when dry.

Division 14—Kearney, Neb., to Sidney, Neb., 226 miles; entire section reported good; Kearney to Odessa, 10 miles, good gravel; detour south at Odessa to Overton as marked, 15 miles; Overton to Gothenburg, 41 miles, fair to good gravel and sand clay, detour south one mile, 5 miles east of Cozad, turn right and parallel Lincoln Way for 5 miles straight west, turn north into Cozad, Gothenburg to North Platte, 35 miles, excellent; Ogallalla to Sidney, fair.

Division 15—Sidney, Neb., to Laramie, Wyo., 157 miles, excellent gravel road all the way with exception of rough section just west of Sidney.

Division 16—Laramie, Wyo., to Rock Springs, Wyo., 238 miles; Laramie to Walcott, 102 miles, excellent; Walcott to Rawlins, 23 miles, under construction, rough; being graded but passable; Rawlins to Wamsutter, 42 miles, good; Wamsutter to Rock Springs, 72 miles, fair except rough stretch east of Thayer Junction.

Division 17—Rock Springs, Wyo., to Echo, Utah, 150 miles; Rock Springs to Green River, 15 miles, excellent; generally good to Lyman, 62 miles; Lyman to Evanston, 41 miles, fair to good; Evanston to Echo, Utah, good.

Division 18—Echo, Utah., to Gold Hill, Utah, 105 miles; Echo to Salt Lake city, 30 miles, excellent; Salt Lake City to Tooele, 40 miles, excellent; Tooele to Bush's ranch, 19 miles, excellent; Fisher pass between Bush's ranch and Orr's ranch (17 miles), in fair shape; inquire of J. H. Waters, Newhouse hotel, Salt Lake City, regarding conditions on desert; Goodyear cutoff passable but rough and slow to Black point; Black point to Gold Hill, 12 miles, fair; weather materially affects conditions. Wait in Salt Lake if wet.

Division 19—Gold Hill, Utah, to Eureka, Nev., 194 miles; Gold Hill to Ely, fair; Shellburne pass, fair; Ely to Eureka, fair with several rough stretches on flats.

Division 20—Eureka, Nev., to Fallon, Nev., 191 miles; flats east and west of Austin badly rutted; balance fairly good.

Division 21—Fallon, Nev., to Placerville, Cal., via Reno and Carson City, 183 miles. The Lincoln highway branch from Fallon direct to Carson City via Lahonton dam is in bad condition and not recommended. Fallon to Reno, 67 miles, fair to good; new construction under way Leetesville to Hazen, 8 miles, no detour; Reno to Carson City, 30 miles, concrete; Carson City to Placerville over summit now open to travel, good.

Division 22—Placerville, Cal., to Oakland and San Francisco, Cal., 186 miles. All paved.

Division 23—Reno, Nev., to Sacramento, Cal., 146 miles. This road over the summit via Truckee is now open, fair. Auburn to Sacramento, paved.

Those going to the Pacific northwest via this route will find the road in good shape practically all the way, the Oregon trail, which is the route followed at the western end, branching off the Lincoln highway at Salt Lake City. From Salt Lake City to Ogden the road is in splendid shape. From Ogden through Idaho to Weiser the road is reported in fair condition at the present time, nearly all dirt road, but in passable shape. From Weiser to La Grande the road is good. From La Grande across the Blue mountains to Pendleton construction work is under way and there is some bad road, all safely passable, however. From Pendleton to Portland over the Columbia river highway the road is all macadamized or paved.

CLOSED CAR OUTPUT BIG

HUDSON IN LEAD IN PROPORTION OF THESE MODELS.

Over Half of All "Supers" Turned Out in Second Quarter This Year Closed Cars.

Shipments of Hudson closed cars from the factory during the second quarter of 1922 were 54 per cent of the total production of super-sixes during the quarter, according to word just received from the Hudson Motor Car company by C. L. Boss of the C. L. Boss Automobile company, local Hudson-Essex dealer. It is believed that this figure continues Hudson well in the lead of all other automobile concerns in proportion of closed-car output to total production, the statement said.

These figures reveal that the proportion of Hudson closed-car business has continued at a steadily increasing number of cars and at the same proportionate rate even well into the summer. Two months ago the company announced that closed-car shipments of super-sixes for the first four months of 1922 were 55 per cent of its total output.

Essex closed-car shipments for the same period were 41 per cent of its quarterly production. This volume is remarkable when the price class, which ranges from $1095 to $1295, is considered, the statement contends.

Production of Hudson and Essex cars for the second quarter made it the largest second quarter the company ever had. Two of the three months during this quarter—May and June—set up new high-output and sales records.

Hudson officials assert, the statemen says, that the super-six will lead all other companies in the country in the proportion of closed-car production this year. They also declare that production of Essex closed models for the entire year will be in excess of half the total Essex output.

Motorcycle Plant Built.

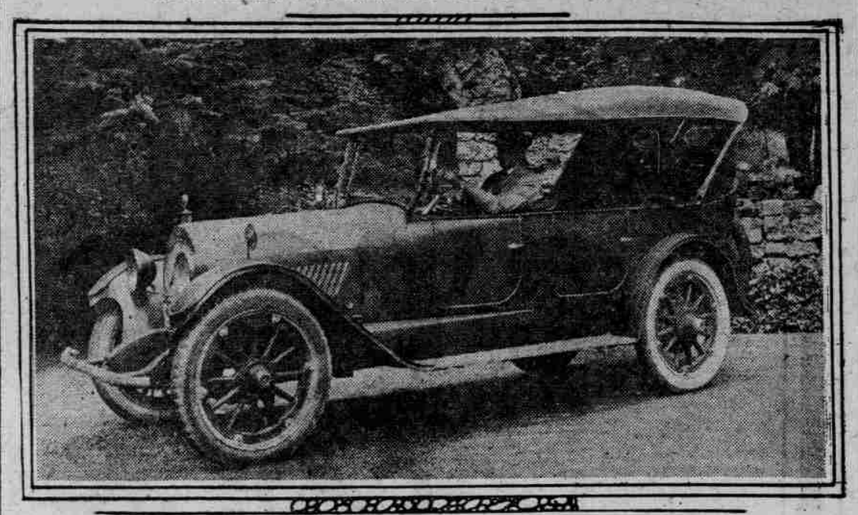
A large motorcycle factory was recently opened at London, England, said to be the largest in the country. The plant will have a maximum annual capacity of 10,000 motorcycles. The working force will number 5000 people.

CHEVROLET OFFICIAL PROMOTED TO IMPORTANT COAST POSITION.

W. J. Richmond.

Promotion of W. J. Richmond, who has been factory representative for the northwest for the Chevrolet company, with headquarters in Portland, to the position of assistant sales manager for the Pacific coast, was announced last week. Friends in this territory, while regretting Mr. Richmond's departure, are congratulating him upon his new and important post, where he will work directly under F. N. Coats, general sales manager for the Chevrolet on the Pacific coast. His headquarters will be in Oakland. Mr. Richmond returned last week from that point, where he had been called to confer about his new work, and is now making arrangements for his departure from here. His successor to this territory has not yet been named.

PORTLAND BUSINESS MAN HOME FROM TOUR OF UNITED STATES BY OLDSMOBILE EIGHT WHICH BEGAN ONE YEAR AGO AND COVERED 18,000 MILES.



In the picture are Warren M. Knight and the Oldsmobile in which he saw America first—and he says it is mightily well worth seeing.

Just a little more than one year ago Warren M. Knight of the Knight Shoe company set out from Portland by automobile to see America. He left here on June 12, 1921. The other day he returned after having traveled 18,200 miles by speedometer and visited nearly every point of importance in the United States. His tour took him to Yellowstone National park, to Chicago, Detroit, Buffalo, Niagara Falls, Rochester, the Adirondacks, the Green mountains and White mountains, the Maine coast, then through Boston, Newark, Philadelphia and south to Richmond, through North Carolina, South Carolina and Georgia to Florida. After three months in that state he started west again via the Old Spanish trail, through El Paso, Los Angeles and San Francisco. He found the Old Spanish trail in bad condition because of high water in the Mississippi river and floods in western Mississippi, which made touring difficult. The Oldsmobile performed wonderfully on the entire tour and Mr. Knight says if he had the trip to do over again he certainly would drive an Oldsmobile.

John Smith and His Car

by Frederick Russell

No. 17—Most Smiles Per Gallon.

I was just coming into the garage as Smith was filling his tank with gasoline. I had been wondering what sort of gas mileage his engine was giving; it was a good time to ask him.

"I haven't any idea what mileage I get," was the reply, "don't keep track of it. What's the use?"

I produced a little red memo book and, opening it, pointed to an item at the end of expenses for the previous month. The item read: "Average miles per gallon—10." Smith's eyes followed my finger to the corresponding item; the car had shown 14 miles per gallon then.

"That's one way in which my accounts are useful," I said. "When my gasoline mileage drops off four points there is something wrong. Either I am getting cheated at the gasoline station or the gas is poor or the carburetor needs readjustment. In this case it happened to be the quality of the gas. I am trying another brand now and the mileage is getting back to normal."

"Is there such a difference in gas?" Smith asked.

"The difference, in my opinion," I said, "is in the proportion of air necessary to produce the best possible mixture. I can get just the same performance with one kind of gas as with another, providing I change the carburetor adjustment to suit conditions, but when it is a question of changing gas stations I prefer the latter. The carburetor is the last thing to meddle with.

"That's why I never touch it," Smith replied.

"Aren't you rather going to extremes?" I asked. "In your carburetor lies the greater part of the secret of gasoline economy. If you're getting good mileage it's wisdom to let it alone, but if the mileage is low you can't do much harm by experimenting a little."

"I think I'll try keeping tabs on expenses," Smith decided. "I'll start now with this tankful of gas."

"You'll find that by checking the cost of operating the car there will be much more satisfaction in driving it. When someone comes along with the yarn that he can't afford to own a car you'll have your memo book to prove that he can."

So Smith kept his mind on the speedometer and the gas tank for a few days; then made a report. It was not an encouraging one. He was surprised to learn that he was only getting about 12 miles per gallon, whereas with his type of car he should have been realizing about 17.

"I'll try making the 'mixture leaner,' he said. "The instruction book tells how and it looks simple enough."

So he tried that, too. This time he reported that he ran 75 miles on five gallons. The mileage was still below par. He was puzzled. To explain to him why the mileage was not as it should be I rode along home with him that afternoon. As I expected, I found that he drove nearly half way up the main street before remembering to push his choker all the way in. He was therefore wasting gas and blaming it on the carburetor. For another thing, he kept the gas lever on the steering post in such a position that the throttle was much too far open when the engine was supposed to be idling. I told him to keep the throttle open only wide enough to prevent stalling when the clutch is released. When the engine warmed up he could have kept the gas lever in its closed position, and would have had less difficulty shifting gears. When he pulled up to the curb to let me off he allowed the engine to run a while instead of shutting it off and coasting to a stop.

"You are wasting gas continually," I said. "You'll never reach par until you learn to drive more economically."

"All right," he boasted. "I'll take your advice, but I'll go you one better. I'll make the mixture as lean as possible and hang up a record for gas mileage."

So he tried this, too. But several days later he admitted that he had made a mistake. "I seem to be getting 18 or 19 on long rides," he said, "but the car won't climb hills on 'high' and in the city I have to choke the carburetor half the time and that wastes more gas than I save."

He had solved his own economy problem then and there. When one has to sacrifice performance in order to get a few more miles per gallon that is the time to halt. There is a limit even to economy. The most smiles per gallon is somewhere around the happy medium.

(Next Sunday, "Fighting Depreciation.")

(Copyright, 1922, by the Thompson Feature Service.)

CASH PRIZES OFFERED

CHANDLER WANTS PHOTOGRAPHS OF CARS.

Company After Best Pictures of Beautiful Scenes or Interesting Experiences.

CLEVELAND, O., July 29.—Automobile tourists are offered cash prizes of $100, $50 and $25 by the Chandler Motorcar company for photographs showing Chandler cars in interesting or unusual scenes. Announcement to this effect is published in the current issue of the Chandler Bulletin, the company's monthly magazine for Chandler owners, which says:

"The summer's touring pleasures are recalled throughout the winter by looking over the collection of snapshot photographs that tell the story of the happy days of unfettered freedom in the great outdoors.

"To encourage the use of the camera and to further the spirit of comradery that exists between fellow travelers, the Chandler Motor Car company will award a series of prizes for the best photographs of beautiful scenes or interesting experiences encountered while touring in Chandler cars, which have long been recognized as the most dependable for tours, especially where there are difficult roads and steep hills.

"The Chandler tourist submitting the most interesting photograph during the present touring season will be awarded a prize of $100.

"A second prize of $50 will be paid for the second best photograph and a third prize of $25 for the third best.

"Prize-winning photographs must depict a Chandler car in an interesting or unusual situation, or an unusual scene in which a Chandler car is included.

"Each photograph entered in the contest must be accompanied by a letter describing the scene and giving the name of the owner of the car.

"The prizes will be awarded before the end of the year. The closing date of the contest will be announced in a future issue of the Chandler Bulletin."

The first automobile insurance company was started in New York in 1899.

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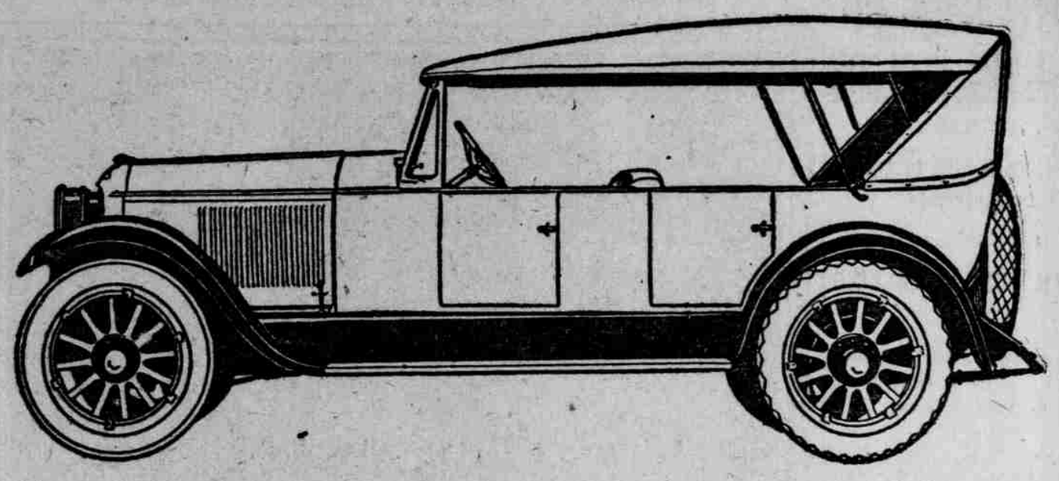

The New Series 6-66 Perfected Chassis

The new Series Paige 6-66 Models are now ready for your inspection. We offer them as the most distinguished group of Motor Cars in the entire six cylinder field. No cars have ever won greater or more consistent endorsement from the motoring public. But now comes the final touch of Paige craftsmanship—the careful, painstaking, refining process which results in a perfected product.

So far as beauty of design and appointment are concerned, we leave that to your own eyes. Just now, we ask you to consider very briefly a chassis of one hundred point strength and efficiency.

The Motor

In every fundamental detail this great 70 horsepower engine remains unchanged. Two years of heroic service have failed to reveal a single weakness at any speeds or under any driving conditions. But many refinements and improvements of detail have brought the power plant close to perfection. The 6-66 now possesses the flexibility of an electric.

The Frame

The specially designed frame of the 6-66 has been still further reinforced by two additional cross members. This construction assures a frame of utmost stiffness and practically eliminates all possibility of weaving. It means giant strength where strength is an essential requirement.

The Clutch

The New Series 6-66 is equipped with a new type clutch—the greatest single advance ever made in clutch development. It is now actually possible to change from high to second speed when the car is traveling at 30 or 35 miles per hour. Never before has such smooth, velvety action been dreamed of.

The Transmission

A new and highly efficient transmission makes gear changing a delight. Here Paige engineers have secured the combination of vast strength and amazing quietness. One finger on the lever and the gentlest of pressure is all that is necessary for immediate action.

Universal Joints

Here is a splendid improvement—Universals that are permanently lubricated. No parts are harder to get at and no parts need more consistent oiling. In these sturdy, yet flexible joints, there is a complete solution of the problem, for they retain their lubricant tightly sealed against dust and grime.

Snubbers

Long 61-inch springs are a sufficient guarantee of smooth, easy riding qualities but when these are supplemented by snubbers you can imagine the result. No words can quite describe how the New Series 6-66 rides. But you can thank perfect distribution of weight, the unusually long springs and snubbing.

The Axles

Both front and rear axles are Paige-Timkens with all that this combination implies. There could be no finer construction—no better example of skilled workmanship and highly tested metal. Front and rear, the Paige 6-66 carries the best axles that money can buy.

Such, very briefly, is the perfected chassis of the New Series 6-66 Models. It is one great union of strength and efficiency—a true Masterpiece of Mechanical Engineering. It promises not only a newer, finer conception of Motoring, but years of full vigored life on the Highway. We suggest that you see it today.

COOK & GILL CO., Inc.

NEW LOCATION, NINTH AT BURNSIDE ST.

THE MOST BEAUTIFUL PAIGE CAR IN AMERICA

HUP FACTORY ENLARGED

BUILDING PROGRAMME BEGUN BY DETROIT CONCERN.

Nearly 3,000,000 Square Feet of Floor Space to Be Used in Making Hupmobile Cars.

DETROIT, Mich., July 29.—In accordance with a building programme adopted in the neighborhood of three years ago, the Hupp Motor Car corporation is now adding new construction to its big plant on East Milwaukee avenue in Detroit which will increase the factory floor space by more than a half million square feet.

Completion of the new buildings now under process of erection will give the Hupmobile main plant a total floor space of not less than 1,570,000 square feet, with as modern equipment and building design, it is said, as can be found in the industry.

In addition to the main plant in Detroit there are five subsidiary Hupmobile manufacturing properties, four of which are owned by the Hupp Motor Car corporation and the fifth controlled by it, all of the products of which are devoted to Hupmobile production.

These are a factory for gear and machine work in Jackson, Mich.; a large body building plant in Racine, Wis.; a Windsor, Ont., plant for Canadian shipping purposes; the Detroit Auto Specialties company, a stamping concern, and the Auto Metal Body company, a closed body factory in Springfield, Mass.

The five subsidiary plants just mentioned have a combined floor space of approximately 1,180,000 square feet, which, added to the main plant, gives Hupmobile manufacturing facilities in floor space alone of at least 2,750,000 square feet.

Busses Will Save Band $60,000.

About $60,000 will be saved by Lieutenant-Commander John Philip Sousa and his band during its forthcoming tour of 20 weeks through the use of busses as a means of transportation. It is anticipated that under this arrangement no time will be lost in the transportation of baggage for the bandsmen.

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