

# LEANINGS OF THE AUTO WORLD

## SMALL DRIVERS NEEDED TO REPAIR ROAD TO SEATTLE

Inspection Committee Reports, However, Can Be Patched Temporarily for \$400; Autoists May Appeal to State.

The committee sent by the Vancouver Automobile club, at the instigation of the Portland Automobile club to inspect the portion of the Portland-Seattle highway between Vancouver and Kelso, returned to Vancouver Thursday evening, after a two days' trip.

The committee was headed by E. E. Beard, editor of the Vancouver Columbian, and comprised also Commissioners Baker, Edgings and Assagers of Clarke county, and Commissioners Downing, Bulen and Rufeson of Cowlitz county.

E. E. Beard, in his report, says the portion of the bad road in Clarke county had been made fairly passable by the county commissioners, and that the Cowlitz county section is to be worked in the near future by the commissioners of that county.

Half of the expense of sending the committee on the inspection trip of this road was paid by the Portland Automobile club and the other half by the Vancouver club. Formal reports will be submitted and then further action in regard to means of securing improvement of the road will be taken.

As the Portland club probably will hold a run to Seattle in a few weeks, following acceptance of the invitation just sent out by the Seattle Automobile club, there is considerable anxiety to have more improvement work on the road immediately in order to insure an easier trip.

As the result of E. E. Beard's inspection trip it is his opinion that the bad portions of the road could be made quite passable in a few weeks at an expense of about \$400. "Although it would cost several hundred thousand dollars permanently to improve the whole road with a full width, a good grade and macadam," said Beard yesterday. "A couple of men with teams and powder could smooth out the rough spots, take away the rocks and render the highway comfortably passable for autoists this summer for about \$400.

In I. M. Baker's 30 horsepower Maxwell 1908 motor car, in Clarke county, the roads against which most of the complaint has been registered. We found that Clarke county's portion of the road, between La Center and Woodland, had been made passable and we drove right over it without any trouble.

Clark county has spent about \$300 on the road between La Center and Lewis river, and a wonderful showing has been made with that amount of money. At Kalama we met the commissioners of Cowlitz county and drove over the hill with them. They said they were ready to improve their portion of the road with as much thoroughness as the Clarke county commissioners had shown.

The worst place in the road through Cowlitz county is the heavy grade over Carroll's point. Here the commissioners promised to remove the loose rock, widen the road some and grade it. In general the road through Clarke and Cowlitz counties is good, and when the rough Cowlitz county has been smoothed, the whole route will be quite satisfactory for temporary purposes.

We found the Cowlitz county commissioners to be good fellows, and anxious to do all in their power for good roads. They have had to put out much money into the road above Carroll's bluff because the state road is to be built around this point, and has already been extended half a mile from over the worst portion.

To blast the road through the 150 foot bluff at Carroll's point the state will be required to expend about \$40,000, but this work will be accomplished in time, and thereby the worst part of the Seattle-Portland road will be in shape for travel.

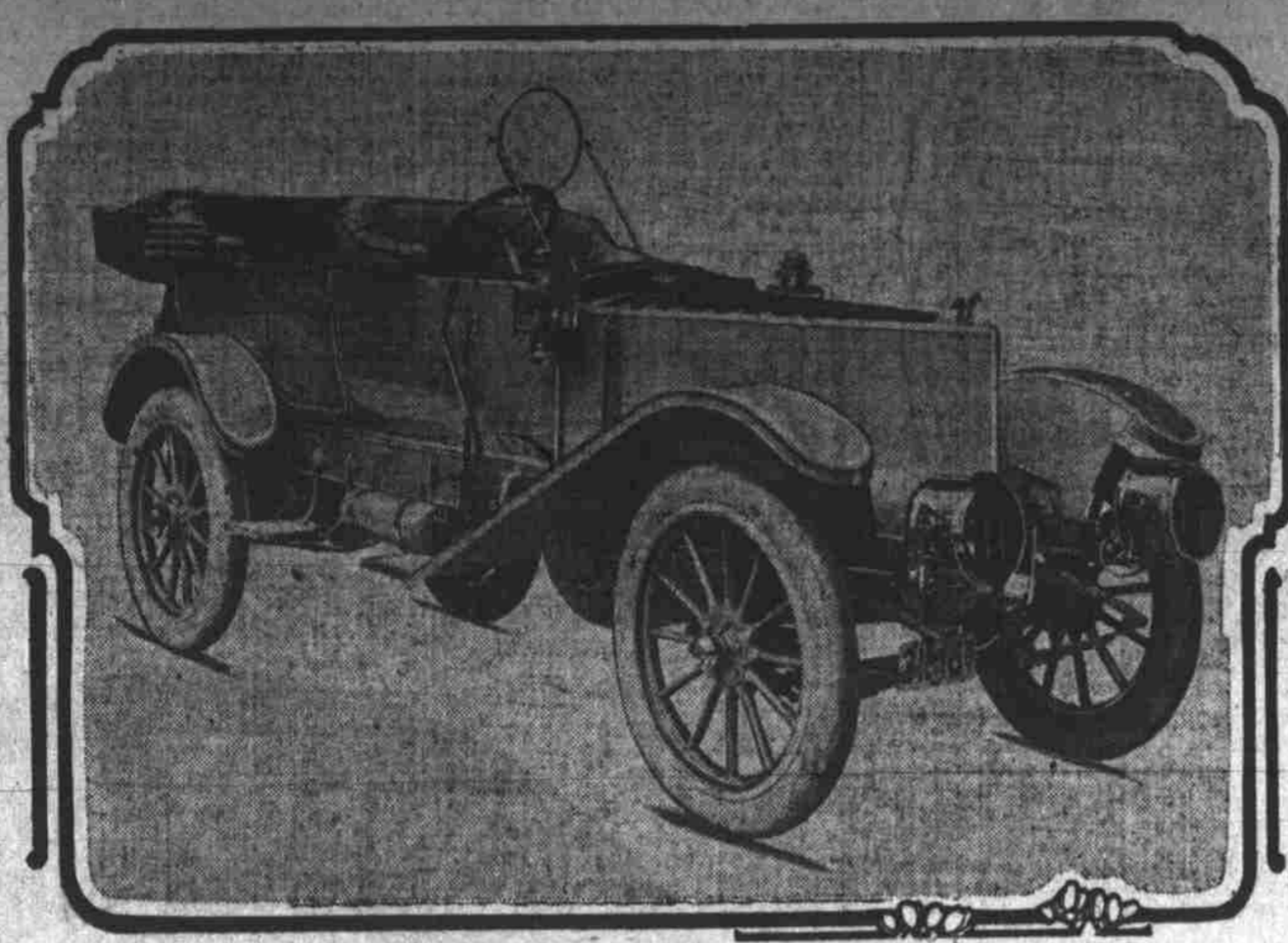
We were surprised at the amount and quality of the road work being done by the Clarke county commissioners. The military road for miles out of Vancouver has been cleared to the full width of the right of way and brought down to a good grade. With the funds at their disposal, the commissioners have accomplished wonders. The La Center-Ridgefield road, one of the most traveled in the county, has been gravelled and the La Center hill brought down to a 5 per cent grade.

From Kelso north the road is in good shape and needs no immediate work for summer travel, although to make it an ideal auto road the whole route should be repaired. For six miles the other side of Kelso the old Northern Pacific road is being abandoned and this right of way can be converted into a first class auto road with an almost level grade.

Five Miles Good. "Five miles of the 12-mile stretch between Woodland and Kelso is on the old Union Pacific grade, and is in fine condition. "With good brakes, careful driving and a good engine, no one should experience any trouble in traveling over the whole route as it is. We went over the road in our old model little Maxwell, with five passengers in it, and had no trouble whatever. In wet weather the roads are considerably worse, but even then the trip can be made. When the work is completed shortly, the county commissioners on a few of the bad spots, the trip from Portland to Seattle can be made in safety and without trouble.

The expense of permanent work on the road would be entirely too great for the counties or a few individuals, and it will be up to the state to come through with the necessary appropriations for the work. Automobile club members of both Vancouver and Seattle, I think, will pull hard for the necessary legislation. The Portlanders can also help out in various ways, and it is directly to their interest to do so.

John Mathiasen, a prominent hotel man of Portland, and his family, are on an extended automobile tour through Europe in a Locomobile 80. They have already been out two months and have covered a total of 6000 miles, being out in the car every day but one. The trip will last about a month longer. The party is now in Germany. The return trip will be by way of New York, and then across the continent to Portland.



This is one of the new expensive Franklin Torpedo cars which has been ordered by Ellsworth Pickel, 1029 East Madison street. It is a 42 horsepower, 6 cylinder, 7 passenger car, with an edged shaped front. It will arrive in Portland the latter part of September or October.

## SEATTLE SPIRIT TO GREET CLUB

Local Auto Owners Invited to Queen City by Organization There.

The Automobile club of Seattle has extended an invitation to the Portland Automobile club to make a run to the Queen City, the date of which is to be decided by the local club. The Portlanders, as guests of the Seattle club, will be shown as good a time as the Seattleites enjoyed during their recent run to the Portland Rose Festival.

President Hanford of the Seattle club first planned side trips to Mount Rainier at Snoqualmie Falls for the entertainment of the visitors, but this idea has been abandoned as it was thought that the Portland motorists would not know the routes well enough to thoroughly enjoy the trips, so runs will be made over Seattle's boulevard and park systems instead. In this way the machines will be able to keep close together and the motorists to become well acquainted with each other.

Runs will be made as far north as the country club and as far south as Orilla, to Washington park and Mount Baker park, and in fact, over the entire boulevard system. The climax of the entertainment will be a banquet. The Seattle autoists gained much valuable experience on their trip to Portland and they are anxious that the Portland people should enjoy the same.

George W. Miller, of the Winton Motor Carriage company at Seattle, has offered free garage accommodations for all the visiting machines, though washing and polishing will not be included. The Winton people have just completed a fine six story building and can easily accommodate 100 cars.

At present the two big northwestern clubs are actively instituting good roads campaigns and it is thought by becoming better acquainted, as they will be able to do on these club runs, and working together, that they will be able to accomplish much more than they have in the past.

One direct result of the run to Seattle will be to make a large number of Portland autoists acquainted with the condition of the road, and arouse them to active effort to have it improved as soon as possible.

This highway is considered the most important in the northwest from the tourists' standpoint and there is great anxiety on the part of the officials of both the Portland and Seattle auto club to have it put into good shape as soon as possible. From Seattle to Kelso, about half the distance, the road is quite passable, but from Kelso to Vancouver, Wash., the condition of the road is deplorable in spots. It is directly of importance to Portlanders to have the Vancouver-Kelso section of the proposed boulevard improved.

H. C. Kinney, of Grants Pass, drove to Portland the first part of the week and left his 1909 Winton with the Portland Motor Car company for sale and placed his order for a 1911 fully equipped touring car, delivery to be made at the factory at once. Mr. Kinney and family left for Cleveland and will take delivery of their car at the factory and tour the east. They will then drive the car by the southern route to California, and up to their home at Grants Pass, expecting to arrive there the first of the year.

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This is an Overland car recently purchased by Dr. E. G. Clark. Seated at the wheel is his daughter, Miss Dorris Clark. In the other front seat is Miss Margaret Hausman and in the back seats are Mrs. Oliver G. Walker on the further side and Miss Ann Ditchburne, a well known stage artist, whose nom de plume is Ann Swinburne. Miss Ditchburne will star in "The Climax," which opens in Boston in August, and she will then come west with the troupe. She expects to purchase an Overland machine in Boston.

## PIONEER RUN IN THIRTEEN HOURS

Former Trip From Astoria via Nehalem Valley Took Two Weeks.

The second pioneer automobile run from Astoria to Portland by way of the Nehalem valley was made last Thursday by C. S. Brown, F. L. Parker and Sherman Mitchell of Astoria. The trip was made in exactly 13 hours, and the party arrived in Portland at 7:30 o'clock in the evening.

The only other automobile run over this route was made five years ago, and the party that made it took two weeks for the trip in order that they might stop occasionally to walk ahead and inspect the road to see if it was safe.

When the Astoria party started out Thursday morning, it was the intention to go to Fishhawk Falls and spend the day fishing. The roads were found good, however, and they decided to come straight through to Portland.

The run of 120 miles as indicated by the speedometer, was made in 13 hours, an average of 10 miles an hour, which is considered good on account of some of the conditions encountered along the route.

The route was by way of Astoria, Jewell, Veapes, Mist, Pittsburg, Verona, Buxton, Forest Grove and Portland. In the machine was a complete camping outfit. The auto was shipped back to Astoria by train Friday, and it is probable the party will start out again early this week to finish the contemplated fishing excursion to Fishhawk Falls, 18 miles out of Astoria.

four places, necessitating the use of block and tackle. In some places the route traveled was along cliffs which dropped off at the edge of the road for a distance of 100 feet or so. In other places it passed through sinks 40 or 50 feet long, in which the mud was bad. It was "Portland or bust," however, and the pioneers came through with flying colors.

Dr. C. W. Cornelius, proprietor of the Cornelius hotel, returned Thursday from an auto trip to Mount Rainier in a Premier six-cylinder 60 horse power car. He will start presently on another trip to Crater Lake.

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## SETS EXAMPLE IN ROAD BUILDING

Tillamook County Has Rock Crushing Plants, Rollers, Etc., in Operation.

Tillamook county is setting an enviable example in the construction of good roads in the state of Oregon. With rock crushing plants, road rollers and graders in operation, the county and the boosters of the section are transforming rapidly the mountain and valley highways of the western part of the county into driveways as pleasant as any that can be found in the northwest.

The scenic attractions along these roads are great and with its beautiful ocean beaches and mountain streams, the Tillamook Bay country is becoming the mecca of autoists of this part of the state. Numerous parties are motoring to the many beautiful beach and mountain retreats of Tillamook county which are all within an easy one day's drive from the Willamette valley and the metropolis of Oregon.

It is considered by those who have been over the Tillamook route that there is no other drive out of Portland, 100 miles in length, that affords the seeker after pleasure, health and sport

gon State Automobile association, is an active organization recently launched by Rollis W. Watson, vice president for the state association in his county and a well known booster.

## TIRES GET NINE PUNCTURES ON TRIP

W. J. Clemens, vice president of the Portland Automobile club, who drove

last week to Willott Springs, had not less than nine punctures on the round trip. With Mrs. Clemens, Arnold Rothwell, C. B. Duffy and Miss Ann O'Brien in the machine, Mr. Clemens drove to Salem Saturday afternoon and visited the Salem Cherry Fair, and the next morning returned to Oregon City, and drove to Willott Springs.

The party found a very dusty stretch of road leading out of Salem toward Portland. From Oregon City to Willott Springs, 24 miles, the road was variable.

Among those who drove to Mount Hood last Sunday in Maxwell machines were George Ryer and E. Evans.

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