

TRIP TO PENDLETON IS EASY AND PLEASANT FOR CAREFUL DRIVERS

Loudest Complaints Come From Those Who Had to "Take Dust" of Car Ahead.

By Francis C. Jackson.

Many are the conflicting reports given out by the Portland motorists who recently made the trip from this city to the Pendleton Round Up. Those who were fortunate enough to get through without trouble are high in their praise of the route; those who had the troubles are loud in their condemnation of the road condition. Possibly the worse howling, however, is heard from the fellow who tailed another automobile and could not get up quite enough speed to pass the car in front and did not know enough to drop back to a position that would allow the dust to settle.

The majority of those who made the trip seem to be of the opinion that the Barlow road to eastern Oregon is an easy and pleasant route.

Road Very Old.
Though the road is the oldest of the mountain routes across the Cascades into eastern Oregon, it has been used least during the past few years on account of the poor condition of a few miles near the summit of the range and the lack of bridges.

The road itself is, in the main, of excellent grade and location, and since it is paved by E. Henry Wempe is in a condition sufficiently good for most drivers. Especially to those who have crossed the Cascades by either the McKenzie, Santiam, Crater Lake or Ashland-Klamath Falls passes, the road is a surprise on account of the lack of long, steep hills and lava rock. Of course the road is rough and rutty in a few places, but as a whole it is the most practical route for crossing the great mountains.

Leaving Portland, the regular tour book route is followed to Sandy point, and from there through Cherryville, Brightwood, Rhododendron, Tavy to Government Camp, just three miles from the summit of Mount Hood.

One Place Is Hilly.
The only hilly place going from Portland to Government Camp will be found between Rhododendron Tavy and the camp, and at this season of the year the road is in fine condition, with the exception of a two-mile pull over Laurel hill.

This grade, however, will not prove too much for any automobile that is in good condition and properly handled. The Government Camp to Wapinita the first 15 miles is rough and slow. It crosses several ravines and makes a mile climb up an easy grade over the divide; after this 15 miles the road continually gets better into Wapinita.

The scenery from Government Camp to the divide need scarcely be commented on. Mount Hood is but a few miles distant and at times appears to overhang the road itself. At other times the forest shuts off all view of the great peak and the woods and scenery of the mountains makes a pleasing background for the motorists to watch.

Eastern Oregon Looms Up.
After the divide is crossed eastern Oregon begins to show itself in the distance. The trees become scarcer, the creeks less numerous, the mountains more distant, and in a few hours' travel you are out of the timber and on the edge of the plains.

By leaving Portland at daybreak, the Deschutes river may be reached at Maupin by 2 o'clock in the afternoon of the same day. By fast driving better time still is possible with safety, if not comfort. From Maupin the road leads east to Shaniko, Condon and on into Pendleton.

Camp Ideal Location.
Within a few years, when the highway from Portland to Mount Hood has been made a permanent fixture, with concrete or some other lasting material, Government Camp will be an ideal location for an automobile tavern of pretentious design.

The Barlow trail from the camp east is perfectly situated from a scenic standpoint, and the road is in good shape at the present time for the reception of macadam or even a more lasting surface. The road can be completed and hard surfaced at very small cost. From a scenic standpoint, there is no trip in Oregon, or any other part of the country, that is more pleasing or satisfactory to one's fancy for the primitive.

As soon as Wasco county is reached the improved condition of the roads is immediately noticed, and wherever we traveled in Wasco county the roads were invariably in good condition.

Whether or not this is due to the soil or the work of the county courts is not known, but with very few exceptions, the roads in Wasco county are in excellent condition.

Good Bridge Over Deschutes.
Leaving Wapinita for Shaniko the Deschutes river is crossed by a good solid bridge and the roads are in good condition to Shaniko and Antelope. After leaving Antelope you cross the John Day river and start up Pine creek. The beauty of the rock formations along the great wonders of the Grand canyon. This creek should be called the John Day canyon.

This part of the trip was made at the close of day just as the shades of night were settling over the surrounding hills and the ever changing color effects were like the rays from a diamond in the bright sun.

The road along this creek is good. Narrow and with a few grades, but not dangerous. This one spot in itself is well worth making the trip to see. After climbing the grade out of Pine creek canyon a beautiful view of the country surrounding Fossil may be had.

Fossil Motel Was Good.
At Fossil a delightful little hotel, well kept and clean, will be found with a congenial host. Most of the places through eastern Oregon where we stopped were endowed with clean, neat, well run inns. None of an elaborate nature, but comfortable; and the rates were exceptionally reasonable.

From Fossil to Condon the road was found to be in very fair condition. A short distance from Condon we entered Morrow county. The roads were only fair. The Alkali canyon after leaving Heppner in Umatilla county is steep, narrow and dangerous. It was through this canyon that most of the machines met trouble. There is no place to pass if a team or machine from the opposite direction is met.

One redeeming feature, however, was that no matter how poor the roads, there was always material near at hand with which they could be fixed and the machines could get through on their own power.

Judges Should View Work.
What is necessary through eastern Oregon is for the judges who have charge of the work to get out and go over these roads personally and find out first hand what is necessary to put them in condition so that the wheat and other ranch products may be hauled to market at a minimum cost to the rancher.

There is tar weed and sage brush that could be placed in the ruts, thereby saving them from damage until such time as permanent highway construction is authorized.

Another very annoying feature of the roads through Umatilla county were the high centers encountered. There is absolutely no excuse for these existing, as a pair of horses with a log drag could cut down and level off at least 15 or 20 miles of road daily.

It would pay the people in this section of the state to employ men for several months during the wheat hauling season to drag the roads and eliminate the rough spots. In this way a 100 per cent efficiency could be had, whereas they are now getting less than 20 per cent.

Most of Road Good.
From Heppner to Echo and Stanfield, through Morrow county, the roads were found to be in fair condition. The hotel at Stanfield was fine and the meals served were as good as any ever found on a touring trip. The road from Echo to Stanfield was not the best until the Meadows were reached.

The section through the Meadows was splendid. From Stanfield to Pendleton, by misdirection we went nine miles over a sand road that was a disgrace to any county. The roads through Umatilla county could be fixed at small cost that would save many thousands of dollars to the ranchers each year. The trip back was made by way of Pilot Rock, Heppner and Lexington. The roads for the greater part of this distance were in fair condition. From Lexington to Ione, the roads are good. There is a delightful little hotel at Ione. The man who runs the house does his own cooking, and we found no better on the entire trip.

From Ione to Olex and Wasco the roads were bad until we hit Wasco county. Through Wasco county the best dirt roads ever encountered on a touring trip are to be found. Crossing the Deschutes over Miller's bridge, noted for its picturesque and historical interests, we climbed the hill that overlooks the Columbia.

Scenery Was Splendid.
The scenery from this point is as good as any found in any part of the world. Before descending the canyon to Miller's bridge it is noticed that the road passes through private grounds instead of following sand stretches along the river.

The roads are well kept and several gates have to be opened as the descent is made. Miller's bridge is rich in historical interest on account of its being the crossing place for the stage coaches of the early days.

The scenery into the Dalles is beyond comparison. The roads through this rich country are in very good condition. From The Dalles to Hood River the scenery is wonderful. The road, however, along the cliffs is very steep with long grades and few passing benches.

Many making this trip are of the opinion that Multnomah county is foolish to spend an immense sum on the Columbia river boulevard from Portland to Hood River unless Hood River interests will guarantee to cut down the grades between Hood River and The Dalles in order that the commercial value of the road may be assured.

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Woman Boxes Officer's Ears.
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CAUSE OF WEAR ON SOLID TIRES IS MADE SUBJECT OF ANALYSIS
Investigation Shows Indifference All Along Line Largely Responsible for Troubles.
For more than a year the subject of solid tire wear and destruction has been analyzed and studied by the commercial vehicle committee of the National Association of Automobile Manufacturers and its successor, the Automobile Chamber of Commerce. This study has included the effects of paving conditions and topography in different cities of the United States from Boston to San Francisco; the greater tire mileages obtained from solid tires in European countries; the effects of overloading and excessive speed; bad distribution of loads; sudden starting and stopping; inadequate tire equipment for load capacity; diameter and contour of tires, and other factors bearing on this subject, even to differences in temperament and mental attitude of truck owners, shipping clerks, garage superintendents and drivers, and the helpful effect of the system of bonuses to drivers.

Next to drivers' wages, the largest single item in the cost of operation of a gasoline motor truck in America is the cost of tire replacements and in the larger sizes of electric trucks it equals or exceeds the cost of battery upkeep.

Results Better in England.
Truck users in England, however, are obtaining two or three times the mileage from solid tires that is usual in this country. The truck makers here believe that by the adoption of proper methods the users of commercial vehicles on this side can greatly increase their tire mileage and thereby cut the cost of operation and maintenance very materially.

It is felt that the trouble lies partly in the indifference of the heads of houses using power vehicles to the details of their operation and partly to the lack of knowledge of the causes of tire destruction and wear on the part of shipping clerks, superintendents and drivers.

With a view to remedying this condition if possible, the board of directors of the Automobile Chamber of Commerce, at its regular monthly meeting this month, adopted the following resolution as recommended by the commercial vehicle committee:

Pamphlet to Be Printed.
Resolved, that a pamphlet on the causes of solid tire wear and destruction be prepared and published by the commercial vehicle department of the A. C. C. and that manufacturers of motor trucks and delivery wagons be requested to mail copies of the pamphlet to all of their customers; further resolved, that publicity be given through the daily and periodical press to the causes of solid tire destruction.

Leading tire manufacturers have been called upon for information as to causes of tire wear, and this will be incorporated in the proposed pamphlet, but it was felt that disinterested advice on the subject coming direct from the truck makers would have more influence with the users than if it came from the tire companies, who have to make replacements under their mileage guarantees.

It is desired particularly to impress upon users that abuse of tires not only makes their first cost higher than it would be if the tire companies did not make good the damage done by such abuse, but that the burden of making replacements under the guarantee falls upon those who take proper care of their tires as well as those who do not; also, that in saving tire wear the user at the same time reduces damages to the vehicle itself and so saves on his general repair bill.

MOTOR OF NEW MODEL CAR DRAWS ATTENTION
1914 Chalmers Six Is Real Beauty and Is Greatly Admired.
There is great rejoicing this week at the Keats Auto Co. due to the arrival of the new Chalmers Six yesterday.

There is an entirely new car for the 1914 season, model 24. The motor is quite new, differing greatly from all previous Chalmers designs. It uses T-head cylinders, has an electric starter, possesses a new forced-feed oiling system, and has inclosed valve parts. The gear set is still a unit with the motor. The multiple-disk clutch has cork inserts in one set of disks. There is a new torsion rod design, rear springs are underslung, the steering wheel has been put on the left side for the first time in a Chalmers model, with the levers in the center; the gasoline tank is now carried at the rear for the first time and pressure feed is used; the spare rims or wheels are carried in the rear; and lastly, but by no means least, there is an entire new body design with a host of meritorious features incorporated in it. In a word, model 24 must be looked upon as a brand new Chalmers product to take the place of the 1913 Six.

Compared with the present Chalmers Six it has a slightly smaller motor, a wheelbase 2 inches longer and lists at \$225 less in roadster and four and five-passenger types; \$100 less as a limousine; and \$50 more as a coupe. The new models are completely equipped in all body types. The new Chalmers-Entz combined electric-starting and lighting system supercedes the air starting system on the 1913 model; single Bosch ignition takes the place of the previous dual type.

As a unit, the new Chalmers is as clean cut a job as any 1914 car yet displayed in Portland, and from appearances will give equally as good account of itself as did the 1913 car.

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Berlin, Sept. 20.—When a cavalry officer, returning from Baden-Baden races the other day, alighted from the train at Strasbourg accompanied by a woman, another woman, standing on the platform, ran up to him and boxed his ears. The officer, who seemed to know his assailant, drew his sword, but a sergeant of artillery ran between them and stopped the unequal duel. The woman declined to give her name and address when arrested and was afterwards set free.

ARMSTRONG DEMURS TO TWO INDICTMENTS
Demurrers to the two indictments against County School Superintendent A. P. Armstrong charging malfeasance in office and accepting a bribe while a member of the city civil service commission were filed yesterday morning by Ralph A. Moody and Frank T. Collier, Armstrong's attorneys. The demurrers allege that more than one crime is charged in each indictment, that the facts alleged do not constitute crimes and that the indictments are not legal.

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GERMANY TO ENTER PRESS AGENT FIELD
Berlin, Sept. 20.—The Vorwarts has published a letter sent confidentially by a number of leading parliamentarians to the secretary for foreign affairs in which they beg the minister to subscribe to a big newspaper venture. The promoters complain that Germany is misrepresented in the foreign press, as most foreign countries get their information from English and French sources.

They therefore wish to establish a paper called the Zeitung der Zeitungen, and they ask the foreign minister to induce German ambassadors, ministers and consuls to see that publicity is given to its contents in the countries to which they are accredited.

The promoters are already in command of \$250,000.

CAN'T BE POLICEMAN AND PUGILIST, TOO
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