

PATHFINDER PARTY FINDS ROAD TO LAKE TAHOE IN GOOD SHAPE

Necessity for Bargaining Is Done Away With; Some of Scenery Is Superb.

Several weeks ago The Journal printed a story of Crater Lake and vicinity as seen by Claud McGee of San Francisco, who visited the lake on his return trip from Portland to San Francisco after breaking the road trip between the two Pacific coast cities by making the run in 41 hours and 30 minutes.

Immediately upon the arrival of Mr. McGee in San Francisco, he started on a trip to Lake Tahoe in the mountains of California which is also considered one of the beauties of the Pacific coast. In writing a friend in Portland about the trip, McGee stated that while he was a Californian he had to acknowledge that Crater Lake, after all, was the most wonderful sight he had seen on the Pacific coast. Following is Mr. McGee's story of his latest trip to the mountains of California.

Dreams Come True.
The dreams of the motorist who is familiar with the highways in the vicinity of Lake Tahoe, California, have come true, and it is now possible to make the trip to Tahoe via Sacramento, Auburn, Colfax, Emigrant Gap, Truckee and Tahoe Tavern and return via Tallac, Meyers, Riverton, Placerville, Folsom and Sacramento without the necessity of bargaining from Tahoe Tavern to Tallac, according to a pathfinder party consisting of representatives of the San Francisco and Oakland press, and Fred Cross and Claude McGee of the Howard Automobile company, who made the round trip last week in one of the small Buick touring cars in two days and a half.

In discussing the trip the automobile men, who are very familiar with road conditions of the state, having driven their cars to a winning finish in every contest held between San Francisco and Tahoe, as well as winning for the last two years the Tahoe Tavern silver trophy offered as a prize to the first car to reach Tahoe Tavern via Truckee Pass, have the following to say:

Trips on State Road.
The route we followed runs through Oakland, Hayward, Livermore, Stockton, Sacramento, Auburn, Colfax, Emigrant Gap and Truckee to Tahoe Tavern and return via the new road which the state is building on the west side of the lake to Tallac, from which place Placerville road is followed through Meyers Station, Riverton, Placerville, Folsom and back to the main road at Sacramento.

Both the Emigrant Gap and Placerville roads are well known and well marked, and the work which has been done on them in the last few years has made them very much better than the average mountain road. The connecting link between Tahoe Tavern and Tallac, however, is practically unknown, in fact our car was one of the first machines to travel over it.

With the exception of several short stretches, which are not yet completed, the road is up to the average and with the large crew of men the state has working on these places at present they should be in good shape by the time the roads over the summit open for travel next spring.

Scenery All Interesting.
Every foot of the 34 1/2 miles separating the Tahoe from Tallac is interesting. The finest scenery, however, is to be found where the new road runs Emerald Bay. This part of the road, which is from 500 to 1000 feet above the water, is for the most part blasted along the face of a solid granite cliff, and in many places one gets an absolutely unobstructed view of both Emerald Bay and the lake.

At the south side of Emerald Bay the road climbs to the top of a hog back, and one has a view of Cascade Lake 500 feet below on the left; of Emerald Bay on the right and of Lake Tahoe, spreading out directly in front with the rugged mountains on the Nevada side of the lake as a background.

We made the round trip of approximately 400 miles in two and one half days. The average owner, who expects to enjoy the trip, should figure on making it in five days.

SEATTLE FIRM IS TO HANDLE POPULAR CAR
Captain W. H. Gray, who looks after all that Fred Vogler overlooks for the Northwest Auto company, recently received a telegram from Seattle to the effect that the Harmon Motor Car company had signed a contract with Mr. Vogler to handle Lozier cars for Seattle and the vicinity. The Harmon Motor Car company is well known in the Puget Sound city for its progressive work, and they expect to do a large business in Loziers, especially since the announcement of the cheaper four cylinder car.

SPLITDORF SPECIALISTS
MAGNETOS COILS PARTS
Expert Magneto Man Direct From Factory—Magnets Recharged
UNITED AUTO CO.
Main 4337, A-7171
Best Equipped for Service
322-28 ALDER ST.

FINE SCENERY IS TO BE FOUND ON NEW ROAD FROM TAHOE TAVERN TO TALLAC ON WAY TO LAKE TAHOE.



Top, at left—Claud McGee and party on new road overlooking Emerald Bay. At right—On new road at west end of Emerald Bay. Bottom, at left—On Auburn, Emigrant Gap, road near Clisco. At right—Emerald Bay, from new road.

REFINISHING OF CAR MAY BE TACKLED BY AVERAGE REPAIR MAN

Removal of Signs of Wear Are Not So Difficult as Might Be Supposed.

Beauty may be only skin deep, but there may be quite a lot of beauty in a skin of paint. It goes without saying that there are few things that depreciate the value of a car to a greater extent than does the condition of the paintwork. In the marketing of used cars in particular, appearance is, almost literally, the whole thing, as nearly every one who has attempted to dispose of a car takes in trade knowledge. To finish a car from the rough, just as it comes from the shop, is not an easy job, and though it should not be attempted—probably never will have to be attempted—by the average garage or repair man or dealer, refinishing a car that has been in use for a year or so and shows signs of some of the knocks it has received is not as difficult as might be supposed. It is a job, in fact, that may be tackled by almost any one who has the necessary room for the work. According to an expert who has made plain the method in the Carriage Monthly, the work amounts to little more than a coat or two of color and a coat of varnish.

The first step, of course, is to touch up any bare or fractured spots, and for this purpose a little red lead, "saddened down" with a good, strong lampblack and limbered up with some raw linseed oil in the proper thing. After the fractured spots have been scraped and sanded, the lead and lampblack should be applied with a small, well-pointed soft-brush. The whole of the car should be gone over in this way, getting all the bare spots under a coat of "touch-up" color.

Remove Dirt First.
The chassis should be served in the same way, grease and road dirt accumulations first having been removed, using a softening material composed of one part crude oil and three parts turpentine for the purpose. Apply this material with a swab of soft cloth and let it stand long enough—several hours, or all day, if necessary—for the accumulations to soften, when they may be removed with old burlap or some other coarse fabric. The same oil-turpentine mixture should be applied to the body wherever oil or grease spots appear.

Possibly the old paint on certain parts

of the car body, notably those parts subject to acute vibration or violent strains, show a series of force checks which, while not deep, are sufficiently so to get in the way, like a sore thumb, under the one coat of varnish practice. To put these well out of sight, temporarily, at least, break up some hard putty in turpentine to a consistency to work freely from a 3/4 inch half elastic scraping knife, and face up the parts referred to in surfacing down with this putty, slip a block of rubbing stone, cut to a convenient size, in turpentine. Avoid using water for such work on account of the moisture likely to find its way into the crevices. This moisture, during the process of evaporating serves to break the fissures into wider and deeper checks, making their last state worse than the first.

Having thus finished stopping up the fractures and fissures, and making the surface like new, with the necessary smoothness provided for, the next step is the application of the color. In this matter avoid, if possible, the use of a black or extremely dark colors, such as the very dark blues or greens. These colors naturally exaggerate surface inequalities, and for finest display require specially thorough surfacing work. Medium deep greens and blues, and light blues, with any of the beautiful browns, along with deep, rich reds, including a number of the lead lakes, are colors particularly adapted for color, and one coat varnish work.

Coat of Flat Color First.
Scarcely any of these colors, however, will furnish the requisite color density and intensity on one coat. Therefore, apply one coat of flat color, and follow with one coat of varnish color, or one coat of glazing color, as it is termed, when using such semitransparent pigments as ultramarine blue, carmine, and any one of the lakes.

In making up a varnish color, or glaze color, for one coat work, use as a rule, two ounces of color to one pound of varnish, first thinning the color with turpentine to a cream-like consistency, and then gradually stirring in the varnish. Apply the varnish color, or the glaze color, freely to the surface, using for this work a flat, chisel pointed, badger hair brush, one small brush for wiping up and running edges and one 2 or 2 1/2 inch width brush. As this is to be a one-coat job extra care must be taken to have a solid, uniform coat in place.

The day following the application of the varnish color or glaze coat, go over the surface with a 1 1/2 inch thick block of felt saturated with water, and dipped lightly in No. 99 pulverized pumice stone. Finish off with a light water rub, and confine the rubbing process to simply "killing" the luster, and cleaning off minor surface blemishes. Run on the stripping lines, if any, and then in due time apply a heavy coat of the best finishing varnish obtainable for use directly upon the flat color or the varnish color coat.

In the meantime, bring the chassis along in practically the same way, putting on in varnishing all the material the surface will carry, this being the saving factor in the matter of appearance, in all one coat varnish work. Look over the fenders, and guards, and radiator, with something to match them up with the car in general. Brighten up the brasswork, if any, and when the car is assembled give it a close inspection, and the proper touching up to insure a well-balanced finish throughout. While a job of this kind is a comparatively cheap one, and offers no extravagant profits, it is worth while doing well up to the limit of the price received.

White Slaver in Prison.
Los Angeles, Cal., Oct. 25.—Charles H. Duvel was sentenced to serve four years at San Quentin for white slavery, it being proved that he forced Gladys Allen, at the muzzle of a revolver, to

PORTLAND DECLARED TO LACK "AUTO PRIDE"

Notwithstanding Rainy Season but Few Closed Cars Seen in This City.

One would have thought that all the various phases of an automobile had been discussed over and over again at full length, by now. We have heard cost and maintenance talked to death, streamline effects, electric lighting and starting, weight, beauty, and so on and so forth, but it has remained for Captain Gray, the man with the engaging smile, to strike a phase as interesting as it is refreshingly new.

Captain blurted out the other day, in the midst of a general chatter on cars, something that was at first entirely inaudible. "Say that again, Captain, there might be something interesting in what you say if you'll let us hear it," was the comment from one of his bosom friends, and Captain came out very slowly and, for him, very solemnly with the remark: "I have never seen a city where there is so little automobile pride among the motorists as in Portland."

Just at first people did not gather quite what he was driving at but finally

it dawned on them that after all, he had struck something which really did affect the city's automobile situation.

"There is no city of this size in America today," he said, "with so many open cars and so few closed cars. People coming here in the winter are surprised beyond speech almost; they invariably closed and much like? Alas, we have no answer for them in the shape of an answer that could be called in the least satisfactory.

"We have the rain, we have more rain in the winter months than nine cities out of 10, so that we should really occupy a leading place among cities possessing closed cars, instead of being placed way down at the very bottom of the list."

"With an open car, no matter what one may do in the way of wind shields, wind curtains and such like, it is impossible to keep everything and everybody dry and comfortable. What is more, there is a general air of sloppiness, untidiness and discomfort about an open motor car in the wet weather which ill accords, for instance, with a visit to the theatre, to a dance, to an evening 'at home' or some such function.

"The appearance of such a car when compared with a limousine, will explain what I mean when I say that Portland motorists have no sense of pride. With the limousine, everything is enclosed against wind, rain, storm and cold. There is a general atmosphere of cleanliness and at-homeness about an enclosed car that is absolutely lacking in the touring type of an automobile. If any one doesn't believe me, let

him watch at the theatre some night and notice the difference between the arrival of the limousine and of the open car and the different appearance of those who come in the two cars. Then you'll understand what I mean by talking about automobile pride."

For many years North Carolina has been the greatest producer of mica among the states.

"FOR INSTANCE:"
A GOOD RAINCOAT OR OVERCOAT TO KEEP YOU DRY DURING THE WINTER
Archer and Wiggins
OAK STREET, CORNER SIXTH
Automobile Supplies—Sporting Goods

HUDSON REO
AUTOMOBILES TRUCKS
C. L. Boss & Co. Distributors for Oregon and South. Wash. Also. Portland Agency, 615-617 Wash. St.

MOTOR LUBRICATION SPECIALISTS
We Distribute
MONOGRAM AND MONARCH DIAMOND OILS AND GREASES FOR ALL PURPOSES
BALLOU & WRIGHT, BROADWAY
AT OAK ST.
Phone Marshall 8690, A-6888

Archer
The Car With The Powerful Motor, 4-45 H. P. \$1500; 4-55 H. P. \$2250
Fully Equipped With G. E. B. Lighting System
APPELSON MOTOR CAR CO.
21 North 10th, Near Washington. Phone: Main 4086, A-5881.

Preer Tool and Supply Co.
74 Sixth and 311 Oak Sts. Phone—Main 1609, A-1609

"Fires tone" TIRES
Vulcanizing & Retreading R. E. BLODGETT, 29-31 North 14th, near Coast Phone Main 7005.

TIRES
NOBBY TREAD CHAIN TREAD
If you are not now using these two famous tires your car is neither as safe as it might be nor is your tire expense as low as it ought to be.
Sold By
BALLOU & WRIGHT
80-82 Broadway

NORTHWEST AUTO CO.
Factory Distributors of
Cole and Reo Cars
BROADWAY AT COUCH STREET
Main 8887

A-4959 Vulcanizing & Retreading R. E. BLODGETT, 29-31 North 14th, near Coast Phone Main 7005.