

### CUTOFF VIA BARLOW ROAD SAVES SEVERAL MILES HARD DRIVING

New Road Shortens Route to Crater Lake and California by Some 30 Miles.

Motorists who have included in their summer itinerary a trip through eastern Oregon are indebted to Captain W. S. Biddle and Walter F. Burrell, of this city, for information concerning a new cutoff from the Barlow road to Mecca, Or., whereby many miles of hard driving may be saved in reaching the central Oregon highway.

Walter F. Burrell and his family left Portland July 3 and drove over the Mount Hood-Barlow road to The Dalles in eight hours running time. Mr. Burrell used a Cadillac machine and is especially pleased with the condition in which he found the highway between Portland and The Dalles.

Upon his return to Portland, Captain W. S. Biddle told Mr. Burrell of a road that leads off to the right from the Barlow road just eight miles, south-east of Clear Creek and goes by way of Simnasho, Warm Springs river bridge, Warm Springs Indian agency and connects with the main eastern Oregon highway at Mecca.

**Shorter Route to Crater Lake.**

This route saves the traveler many miles of travel, in addition to furnishing a much easier highway to the one that leads around Wapinitia, Shaniko and Antelope.

The reason this route has never been generally used is that there was no bridge across the Warm Springs river, until last fall. Captain W. S. Biddle made the trip over the bridge shortly after it was completed last September, and as Mr. Burrell was the first autoist over the Barlow road this season the road was not very well advertised until Captain Biddle gave out the information printed herewith.

This will shorten the route to Crater Lake and California by some 30 miles as well as save the weary driver from the rough trip over the Cow Creek canyon road between Shaniko and Antelope, considered to be the worst road along the entire route.

**Highway is Safe.**

In speaking of the road over the mountain to central Oregon Mr. Burrell stated that the one thing that impressed him most was the safety of the highway. Unlike most of the roads that cross mountains there occur none of those exceedingly dangerous places along the Barlow road. The Barlow road follows along the ridge of the mountain, avoiding these perilous hanging roadways.

Mr. Burrell drove from The Dalles to Hood River, a distance of about 30 miles, over what will be a part of the Columbia highway and pronounces the road in fair condition at the present time. Leaving The Dalles there is a considerable climb to the plateau but the road is not a dangerous one at any place. Returning to Portland, Mr. Burrell shipped his car from Hood River.

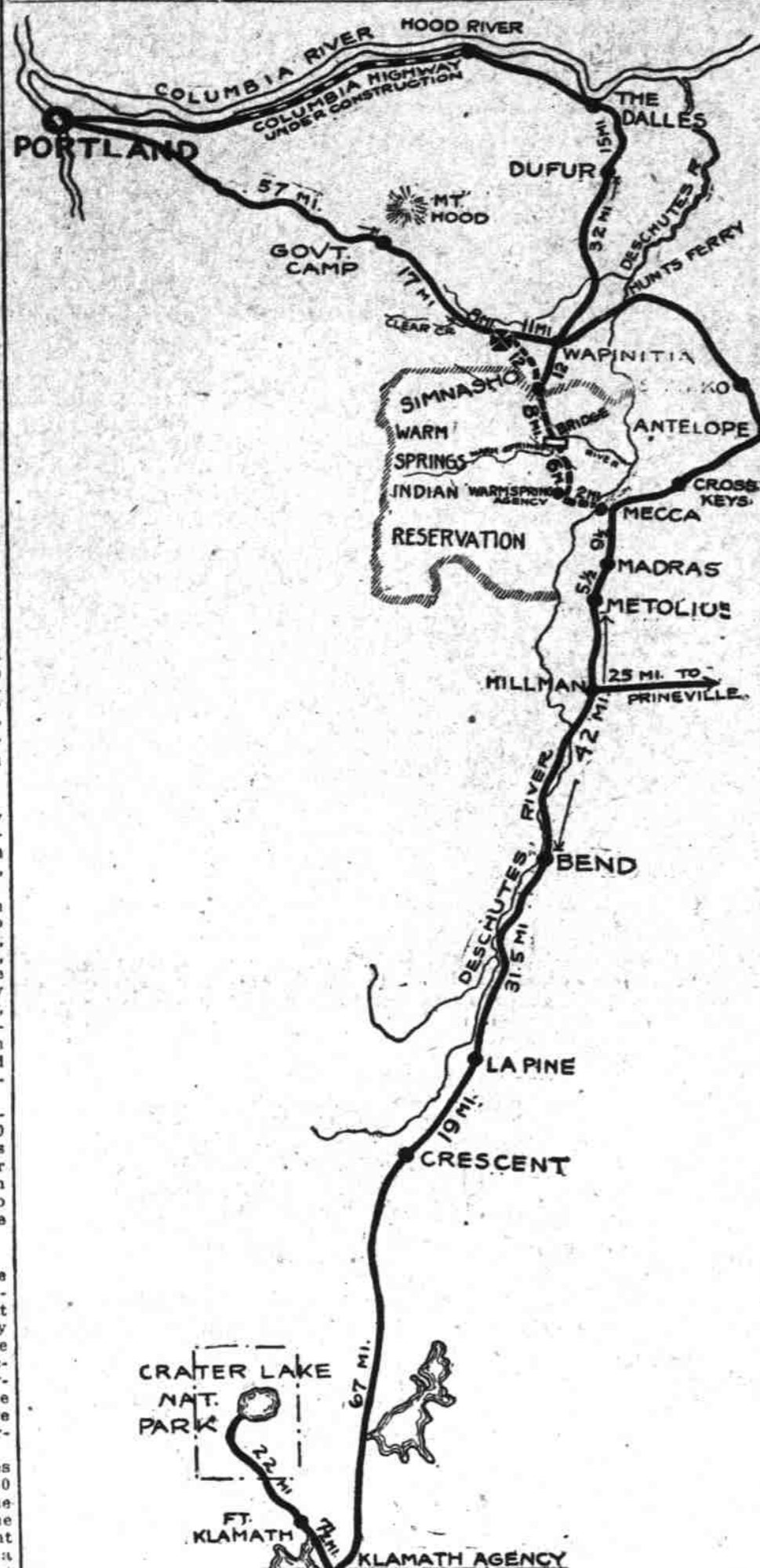
### AUTO MAKES FINE COASTING RECORD

Driver Sets Machine Loose on Mt. Hamilton and Stops at San Jose.

As a method of comparing the merits of various friction reducing devices coasting matches have been, for the past season or two, a motoring sport of growing popularity.

With ignition sealed and cut off, cars are started at the top of a hill and allowed to coast until they stop. Some astonishing records have been set, most striking of which is undoubtedly that of Tom Fuller of San Francisco, who, in his Studebaker

### NEW ROUTE SHORTENS DISTANCE TO CRATER LAKE



Map showing Eastern Oregon route to Klamath Falls. Dotted line shows new short cut.

"six," accompanied by a friend, Jack Tahaney by name, recently coasted from the summit of Mount Hamilton, clear into the city limits of San Jose, a total distance of 21 miles. There is an excellent though tortuous highway to the summit of Mount Hamilton, Fuller and Tahaney made the ascent without special incident, making careful observations as they went. At the top, in order to eliminate any possible doubt regarding the record they might set, they removed from both rear wheels the shafts of the full floating rear axle, thus cutting off any possible application of power.

The emergency brake was released and, as the car stood on a slight declivity, immediately began rolling.

The first part of the ride was the most exciting, as the grades are very steep. Drivers on this descent customarily use motor compression to aid the brakes, but Fuller had to depend on his brakes alone, his motor being disconnected.

At several points the road winds very close to the top of a cliff. Around two or three of these the Studebaker fairly whizzed, despite the fact that both wheels were locked. The last

pitch was almost straightaway, however. Down this Fuller let the car slide at nearly 60 miles an hour—a speed ample to carry it over the first of the rises encountered on the trip.

The remainder of the coast was generally downhill, but with many dips and climbs. Each climb was, however, slightly less than the coast which preceded, so the Studebaker could attain enough momentum to make it. Several times the car slowed down dangerously, just as a summit was reached, but on each occasion the downward grade started it rolling again.

In several places long stretches of level highway were rushed and it was not until the car encountered a considerable upgrade in San Jose, following a long level coast, that it came to a stop, the odometer registering 21.1 miles.

A remarkable feature was the fact that, despite the free use of the brakes, the drums were not heated nor the coverings worn at the end of the run.

William F. Robertson has withdrawn from the contest for the Texas governorship.

### TRAVELING SALESMAN LEARNS NOT TO STRAY FROM BARBER SHOPS

Seattle Man, With Face Like Logged Off Section, Is Nabbed by Bandit Chasers

F. L. Emerick has returned to his home in Seattle from an automobile tour through eastern Washington, Idaho and Oregon.

His trip was made more interesting by reason of the fact that he brought back a moral.

The moral is: "Stay close to the barber shop."

It happened this way.

Emerick is traveling representative for a big Seattle firm. He travels through his territory in a Buick roadster. He shipped the car across the Cascades to Easton several weeks ago, and from that town began his swing through the eastern field. He visited Wenatchee, Sunnyside, Spokane, Boise, Lewiston and Twin Falls and then swung down into Oregon.

Emerick was so busy taking orders for the firm he represents that he did not perform his usual tonorial functions. In fact, Emerick was so busy that he had a five days' growth of whiskers on his smiling countenance.

when he piloted the little car across the state line into Oregon.

With his face resembling a choice section of logged off land, and his athletic form garbed in a khaki suit, he presented all the appearance of a wild westerner. Two friends who accompanied him on the trip from Spokane to Pendleton harmonized with the general description of Emerick.

The little roadster was humming over the Oregon roads when Emerick sighted a group of men riding horseback.

"Must be some kind of a round up near here," said the traveling salesman.

The group bore down on the automobile, but the fact that the riders carried unking appearing rifles did not occasion any thought out of the ordinary.

The horsemen monopolized the road, so Emerick brought his car to a stop. Several of the men dismounted and walked over to the car and began a conversation about the weather and psychological expressions and proceeded to do some watchful waiting.

**Joke Not Appreciated.**

Emerick turned his head to a side for a moment, and in a flash a pair of handcuffs were around his wrists. Emerick launched several hearty laughs, but the audience was unappreciative; in fact, cold.

"What's the joke," inquired Emerick, as he glanced at the newly acquired bracelets. He took another glance heavenward and he peeped down the barrel of a rifle that looked as big as a New York subway.

"We've been trailing you all over the country, and now we've got you. Come with us; and don't get gay," was the invitation that was extended to Emerick with a glaring lack of politeness.

Emerick accompanied the delegation

into Pendleton and in the little Oregon town he was informed that he was suspected of being one of the bandits who held up the Oregon & Washington Railroad & Navigation company's train near Meacham, Oregon, July 2.

A grip full of papers and orders and a lengthy spirited identity and he was permitted to go.

The first thing he did was to get a shave, the next to find the shortest route to the Washington border and then crowd on all the speed the little Buick could develop.

### MACHINE'S VICTORIES IS CAUSE OF ELATION

Good Showings Are Made by Motorcycle in All Parts of Country.

C. F. Wright, vice president and general manager of the local accessory firm of Ballou & Wright, is very much elated over news just received from the Hendee factory of victories from all over the country for the Indian motorcycle on July 4.

Topping the list of national triumphs was the international speedway championship run at Dodge City, Kan., and won by Glenn Boyd of Denver, who averaged 48 miles an hour, completing the 300 miles in 264 minutes, a new world's record. Indians also captured fourth and sixth places in

this classic which was desperately contested among 50 of the leading riders and fastest machines in the country.

At Saratoga Springs, N. Y., the Indian scored another big clean-up, winning six feature events including the two mile national and 10 mile interstate professional championship and the amateur state title. Johnny Constant was the star here, and set a new track mile record of 48 seconds. Over 250 Indian tourists from all parts of the East attended this tournament, the Indian being the predominant machine.

Prominent other Indian "killings" reported were: First and second in the 147 mile road race from Phoenix to Prescott, Ariz.; first in 100 mile races at Indianapolis and Kansas City, Kan.; every event at Hartford and Norwich, Conn.; Wheeling, W. Va.; Logansport, Ind.; Greenville, Ohio; Vincennes, Ind.; and Grand Island, Neb.

At San Angelo, Tex., and Columbus, Ohio, the Indian won every event but one. This year's string of Fourth of July winnings eclipses both in number and importance those of any previous year in Indian history; 99 per cent of all motorcycle races held being won by Indians.

### Motorcycles Used In Patrolling Forest

More and more motorcycles are being used in protecting the national forests against fire. The Cisco, Cal., reservation is the latest to supply its rangers with two wheelers. A locomotive attached to two tank cars filled with water stands in constant readiness to fight the fires. Whenever an

### AUTO IS BECOMING A GREAT CIVILIZER

Nowadays People Frequently Travel Through Country in Selecting Home.

There is no question but that the automobile is becoming a great civilizer, and there are hundreds of families now traveling on the Pacific coast in quest of new locations in which to establish their homes.

Ed Grewell, a former resident of the state of Montana, was in Portland this week with his family.

They are enroute to San Diego, and are making a complete tour of the Pacific coast before deciding where they will make their future home.

The family are traveling in their five passenger car and are merely making an outing of the expedition.

Mr. Grewell expressed himself as delighted with Portland, and frankly said, that so far as his diversion had extended, he was more impressed with the "Rose City" than any city he had visited since leaving Montana.

Incipient blaze is discovered by the rangers they speed on their motorcycles to the tank cars and are usually able to get the equipment back on the scene before the fire has made much headway.

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The same methods also give this SIX its perfect balance and alignment of parts, its light weight and great strength, and its extreme riding comfort.

How well Studebaker manufacturing and its results are appreciated is shown by these brief paragraphs from owners' letters.

**Giving me the very best results.**  
Wm. H. Walper, Baltimore, Md.

**Mechanical advantages over other "Sixes."**  
C. A. Leavy, M.D., St. Louis, Mo.

**No room for criticism.**  
Geo. L. Scott, Minneapolis, Minn.

**Found the car as represented.**  
J. P. Gay, Troy, N. Y.

**Has given no trouble whatever.**  
D. G. Dawkins, Loveland, Colo.

**Uses a surprisingly small amount of gasoline for a "Six."**  
E. G. Ballenger, Atlanta, Ga.

**Out of seven prominent makes, Studebaker SIX is only real car I have ever driven.**  
W. A. Hager, M. D., South Bend, Ind.

**I am thoroughly satisfied.**  
Leo C. McElroy, Bridgeport, Conn.

**Getting about 13 miles to the gallon.**  
P. H. Pilchard, Sioux City, Ia.

**Myself and family are immensely pleased.**  
A. F. Lorenzen, Chicago Ill.

**You did me a real service when you induced me to buy a Studebaker SIX.**  
Marshall Hotchkiss, Nashville, Tenn.

**On a 270-mile trip used only 14 gallons of gasoline.**  
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