

### AUTOISTS PLEASSED BY ROAD WORK IN MANY PARTS OF THE STATE

Party Makes Trip From Pendleton to Crater Lake and Back by Willamette Valley

The touring season of Oregon is in earnest, and daily motoring parties are arriving in Portland from all parts of the country. Friday evening, a big seven passenger Apperson "Jack Rabbit" rolled up in front of the Portland hotel at Broadway and Yamhill streets and a party from Pendleton, Or., alighted to praise the work that is being done throughout the state, on roads.

Leon Cohen and wife, J. F. Robinson and wife and Harold Smith, all well known residents of the eastern Oregon towns famous throughout the world for their Round-Up, made up the party that have just finished the trip by way of Crater Lake and the Willamette valley to Portland.

Leaving Pendleton on the ninth the Apperson party came by way of Echo and the O. F. Thompson ranch. There are two roads leading from Echo to Heppner, but the one by the Thompson ranch is in better condition at this season of the year than the road shown by the touring book map around by Lexington. The shorter route by Lexington is also the shorter route by several miles. The first day's drive was ended at Heppner, a distance of 66 miles.

**Warning Regarding Ferry.** Leaving early the following morning, the motorists wended their way by Lexington, Ione, Olex, Wasco, Grass Valley, Kent and Shaniko, a distance of 130 miles, where another night control was made. Between Olex and Wasco there is a ferry across the Deschutes river.

Mr. Cohen in describing the trip, mentioned the awkward approach to the ferry and makes the suggestion that those who may use this route in future be careful when driving on and off the boat. Unless the brakes on the car are in good condition, it might be well to shut off the power and use the engine as a means of safety, letting the car down the steep embankment.

Leaving Shaniko, the route led by Antelope, Madras and over the Thero bridge, where there is excellent fishing. The road here skirts along the banks of the Crooked river, and the party were exceptionally enthusiastic over the beauty of the scenery along this river.

"It reminds one very much of the Grand Canyon," said Mr. Cohen. The coloring of the rock and sides of the canyon either side of the river being most wonderful." Continuing, Mr. Cohen is of the opinion that the scenery and ruggedness of this territory is equal to the great beauty of Crater Lake itself.

**High Railroad Bridge.** It is also along this route that the railroad company have the highest bridge in Oregon, the concrete spans lap the river more than 250 feet in the air, and from the roadway a train crawling across the bridge high in the air is a beautiful sight to behold.

At Laidlaw, just north of Bend is where the state has its irrigation project reaching Bend, a distance of 10 1/2 miles from Shaniko, the party stopped for the day. Each day they would stop along the road at some spring or clear creek for lunch and an hour or so rest. In this way the trip was accomplished without tiring any of the party.

Leaving Bend the party traveled by way of La Pine, Crescent and Beaver Marsh, a small settlement a few miles north of Klamath Agency from which point there is a short route to the lake. Arriving at Crater Lake in the evening, 134.5 miles from Bend, the beauties of the great inland sea were inspected.

**Bad Roads Encountered.** From Crater Lake by Prospect, where the worst road of the entire trip was encountered, the party came by Medford, Grants Pass and Roseburg, 113 miles, for their next night control. The road along the Rogue river is narrow and high above the river and those driving along this route should proceed very carefully, as there is much danger of meeting another machine and having to back a considerable distance before a passing place can be found.

The trip up the Willamette valley is familiar to most of the Portland owners. The Pendleton party came by Albany and Salem, from where they made a side trip over to Dallas and reached Portland by the McMinnville route.

The party will spend several days in this city which will probably return to eastern Oregon over the Mount Hood-Barlow toll road.

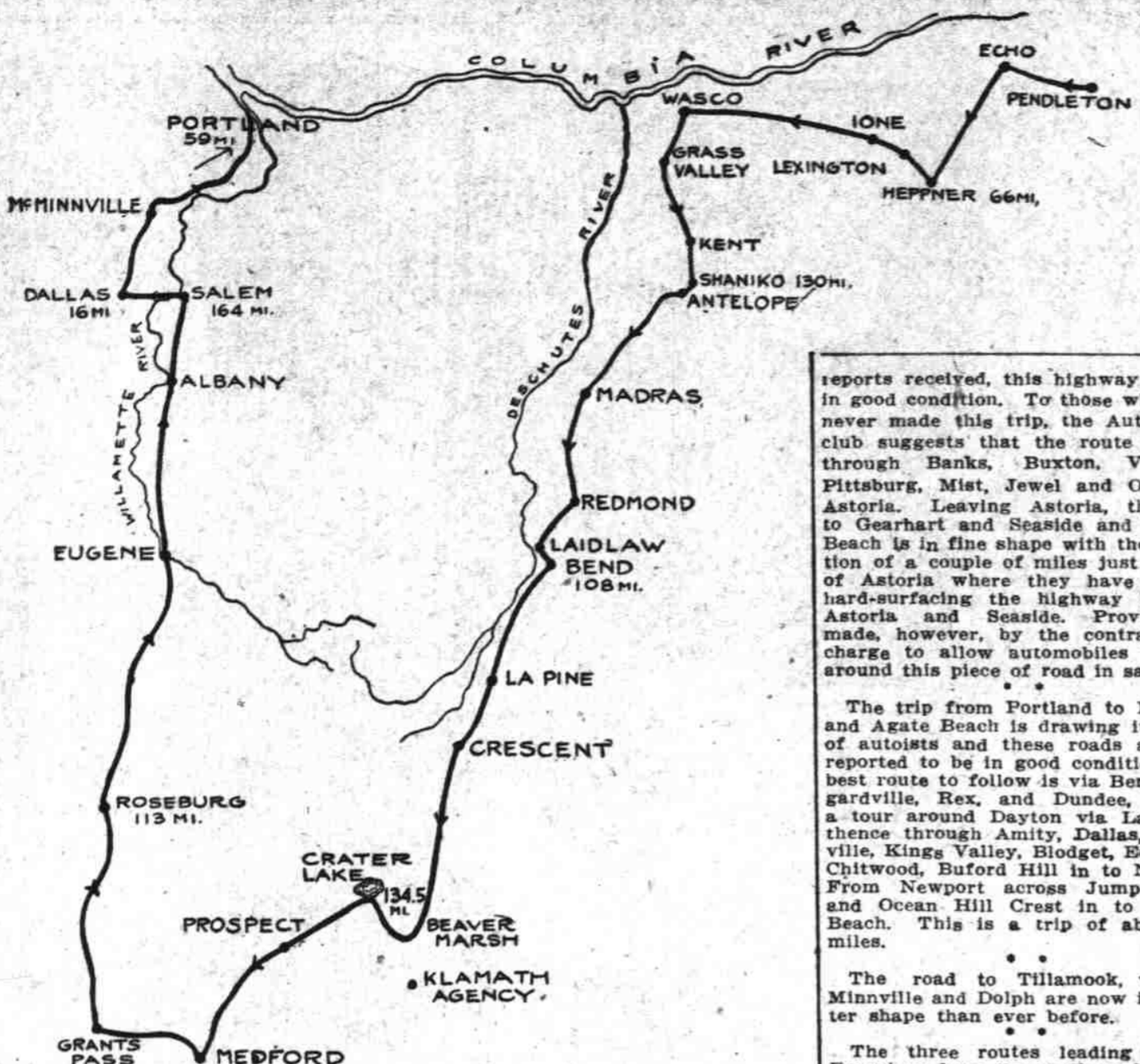
**NEW SELLING POLICY OF TIRE COMPANY IS GIVEN EXPLANATION**

D. H. Daniels, Manager of Dealers' Service Department, Akron, O., Speaker.

Inaugurating a new method for distributing their product to the consumer, the Goodyear Tire & Rubber Company invited the members of the Portland Automobile Trade Association, accessory and garage men, to a banquet given at the Benson Hotel Thursday evening, at which their new selling policy was explained to those present by D. H. Daniels, manager of the dealers' service department of the Goodyear concern, from Akron, Ohio.

The Goodyear concern have given up their quarters on Broadway, and moved their factory branch to 104-106 North 14th street. From this point the business will be conducted in future on an entirely different plan from any ever used by a tire manufacturer. The Goodyear people have decided that in future they will not sell their product direct to the consumer. They point out in detail the automobile dealer, accessory and garage man are the ones entitled to enjoy whatever middle profit there may be in the tire business and they as a concern have taken the initial step in securing this profit for those concerned. Mr. Daniels, who is extremely well versed in the details of the tire business, stated that there was approximately \$500,000 worth of tires sold at retail in Portland each year. That the profit on that amount of business was \$125,000, but that very little of the amount had gone to the men who were entitled to have it on

### TRIP MADE FROM PENDLETON TO MEDFORD WITH RETURN UP VALLEY



Map shows Route from Pendleton, Or., to Crater Lake, and up Willamette Valley to Portland.

account of the price cutting that has been in existence throughout the Pacific coast during the past year or two. He also exposed the method of the tire companies discriminating against the dealers by having factory branch solicitors soliciting the consumers' business, and when the consumer owned two, three or more machines, allowing him practically the same discount that was allowed the dealer or garage man. Mr. Daniels rectified incidents from all over the United States, showing that Portland and Oregon have not been the only offenders where the price cutting was concerned. It is at the root of this price cutting evil that Goodyear people are aiming, and they believe with the assistance of the Automobile Trade associations in the different cities the matter of maintaining prices, not alone on tires, but on automobiles and all of the different lines of accessories, can be accomplished.

Bert Roberts, president of the Portland Trade association, was called upon to state the attitude of the local organization towards the Goodyear movement. After consulting pro and con with other members of the association it was decided that the Goodyear policy would be given every support in the power of the local men. A great many concerns not affiliated with the association were present, and without exception commended the Goodyear firm and promised their support.

J. H. McDiarmid, Portland manager for the Goodyear people, explained that the adjustments would be taken care of by the Portland branch as they have in the past.

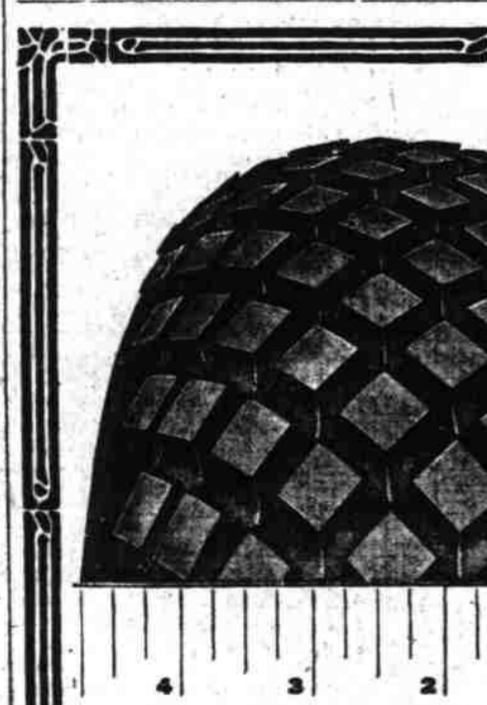
This policy is not being established in Portland only. Mr. Daniels is making a tour of the Goodyear branches throughout the United States and changing the policy of each to conform with that outlined above.

### AUTOMOBILE CLUB NOTES

The Portland Automobile club furnishes the information that nearly all the main travel roads are now in an excellent condition. The Mt. Hood-Barlow road is now open into central Oregon and in such good condition as to enable a prominent member of the club to make the trip over this road to the Dalles in eight hours. If one wishes to go south through central Oregon, turn south at Wapinitia, passing through the Warm Springs Indian reservation and crossing the new bridge over the Deschutes river to Mecca. From Mecca, drive to Mad-

ras. Leaving Madras, the road leads through Bend and Crescent to Klamath Agency. From here one may drive directly up to Crater Lake or go south to Klamath Falls and back around the west side of Klamath Lake and thence up to Crater Lake. Leaving Crater Lake if one wishes to return to Portland, take the road to Medford, thence to Grants Pass, Roseburg, Eugene and McMinnville to Portland.

The road to Astoria, Gearhart and Seaside is now being traveled daily by a number of machines and, from all



### Say "No" to Extra Prices

Don't pay more than Goodyear prices for the same-size tire.

Don't pay for one size what will buy a half-inch wider Goodyear.

Don't pay for three tires what four Goodyears cost. There are 16 makes of tires today which cost too much, we claim.

**It is Utter Waste**

In Goodyear No-Rim-Cut tires we give you the best we know in tires. And we spend in our laboratory \$100,000 yearly just to learn how to better tires.

We give you in them four costly features found in no other tire. Those features save tire users millions.

We give you the tire which, in the test of time, has come to outsell any other.

### Buy Tires 1/2 in. Wider For the Price of Smaller Tires

The price of some tires nowadays will buy a half-inch wider Goodyear. And the wider tire will fit your rim. If you pay that extra, get some value for it. Get this larger size.

### Why No-Rim-Cuts Lead

They are the only tires which embody our No-Rim-Cut feature.

The only tires which get the extra "On-Air" cure. That saves the countless blow-outs due to wrinkled fabric.

The only tires in which our patent method combats tread separation.

The only tires with the double-thick All-Weather tread.



**THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO**

This company has no connection whatever with any other rubber concern which uses the Goodyear name.

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

### LUBRICATING PARTS IS THE ONLY NEED TO KEEP PARTS WORKING

Table Given to Show Various Parts Which Require Oil or Grease Periodically.

From Motor Age.

System in lubricating the parts of a motor car is the only thing required to keep all the working parts in good order for a long period, and very few owners take the trouble to go over their cars at certain periods to oil or grease them. The following table gives a list of the various parts which require lubrication periodically. The parts are named and the kind of lubricant to be used is designated. The illustration on this page will help the owner locate certain parts, and although the chassis illustrated gives the parts in general, there may be some parts illustrated not on the owner's car. The information given should not be substituted for the manufacturer's instructions for sometimes a specific grade and kind of oil is mentioned by him for use in a certain part.

**Parts to Be Lubricated Daily.**

A1—Joints on steering drag link. Grease or graphite.

A2—Clutch collar and thrust bearing. Grease or graphite.

A3—Spring bolts. Grease or graphite.

A4—Tie rod and king bolts. Cylinder oil.

In most of the cases mentioned above cups are provided. Besides those list-

The road to Tillamook, via McMinnville and Dolph is now in better shape than ever before.

The three routes leading to San Francisco from the southern boundary of Oregon are as follows:

First, the coast route: Starting from Grants Pass, drive to Crescent City, Cal., thence to Eureka, to Dyerville, to Fort Bragg, to Mendocino, to Greenwood. From here, drive inland to Cloverdale, thence to Santa Rosa, to Petaluma, to San Rafael, to Sausalito, where the ferry is taken for San Francisco.

Second, the Pacific highway route or the Pitt River country: Leaving Ashland, drive to Cole on the boundary thence south through Dunsmuir, Redding, Red Bluff, Chico, Oroville, to Sacramento, to Stockton, to Livermore, to Haywards, to Oakland; ferry to San Francisco.

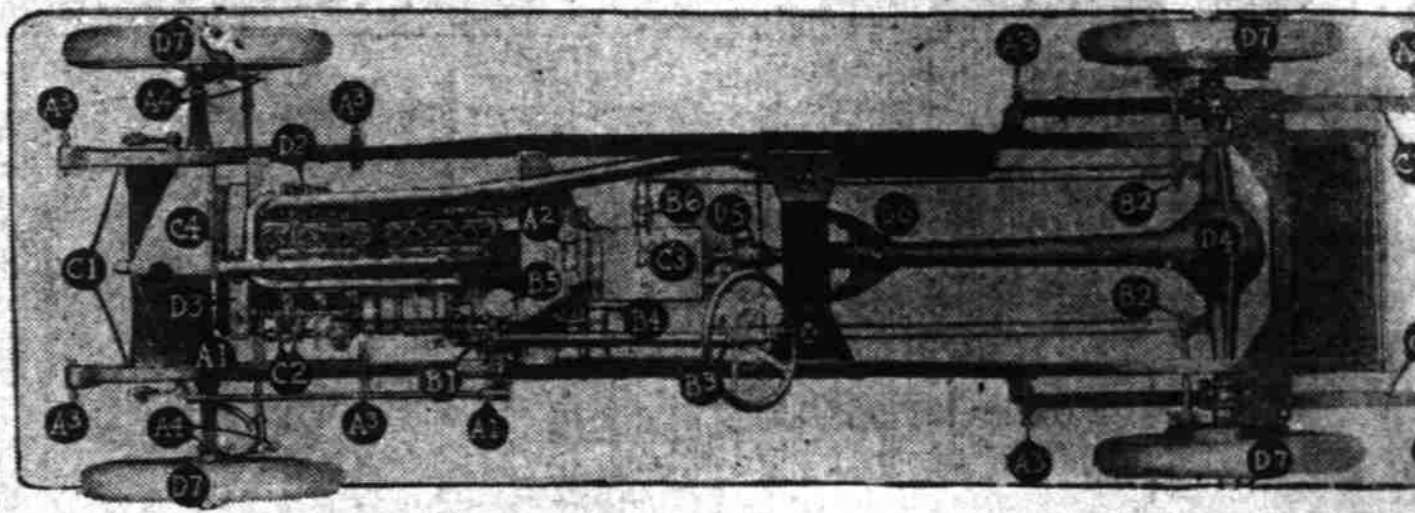
Third, from Lakeview, Or.: Drive south to Alturas, thence to Terno, to Merrillville, to Susanville, to Truckee, to Tahoe, to Tallac, to Placerville, to Sacramento, to Stockton, to Livermore, to Haywards, to Oakland; ferry to San Francisco.

Since Mr. Borden has taken charge of the Portland Automobile clubhouse he has inaugurated a very delightful \$1 service, as will be seen by the following, which is a sample menu:

Fruit Cocktail Glacier Peak Marischino Consommé Pir Columbia River Salmon Matre de Hotel Pommes Nature Mazatlan Olives Crisp Celery Dungeness Crab Meat Hot Croquette Orange Fritters Glace Sauce Natural Milk Fed Chicken a la Maryland Oregon State Stuffed Duckling, a la cresson a la Russe Punch Combination Salad, Roquefort Cheese Dressing.

a la Portland automobile club Neopolitan Ice Cream Lady Fingers and Macaroons Assorted Fresh Fruit in compartment Cafe Noir Chocolate Cherry Liqueur

### VARIOUS PARTS OF CAR WHICH NEED OIL OR GREASE ARE SHOWN



View of a Chassis. Parts lettered "A" require lubrication daily, those lettered "B" every 300 miles, those marked "C" 500, and "D" every 1000 miles.

ed the crankcase should be brought to level and the tank should be filled with oil.

**Parts to Be Lubricated Every 1000 Miles.**

B1—Steering gear case. Grease or graphite.

B2—All brake clevises or joints. Cylinder oil.

B3—Steering post. Cylinder oil.

B4—Hand and foot brake shafts and pedal bearings. Cylinder oil.

B5—Commutator cleaned and given few drops of cylinder oil.

B6—Shifter lever. Cylinder oil.

**Parts to Be Lubricated Every 500 Miles:**

C1—Spring leaves. Cylinder oil or graphite.

C2—Auxiliary motor shaft couplings. Graphite or good grease.

C4—Fan bearing lubricant. Cylinder oil.

C5—Add lubricant to gearset. Grease or gear oil.

**Parts Lubricated Every 1000 Miles.**

D1—Drain, clean and refill crankcase. Cylinder oil or deflocculated graphite.

D2—One drop of oil on magneto distributor and oil holes provided. Cylinder oil.

D3—Motor timing gears. Cylinder oil, non-fluid oil or graphite.

D4—Clean and refill all transmission gear cases. Same as above.

D5—Repack universal. Grease or graphite.

D6—Torsion tube, radius rods, etc. Grease or graphite.

D7—Clean and repack front and rear wheel bearings. Grease or graphite.

In the winter use cylinder oil for the gear compartments instead of grease or graphite.

### Favorite Pastime Is Auto Touring

Among the visitors in Portland this week are N. C. Phillips and family, who drove here from their home in Seattle, in their touring car, expecting to spend two weeks in this city.

Mr. Phillips is one of the big retail shoe men of the Pacific northwest, with houses located both in Seattle and Portland.

His favorite pastime is automobile touring and his diversion is searching for hills which other automobiles are unable to accomplish in the high gear, just to show what his car will do.

Journal Want Ads bring results.

# Overland \$950

Completely equipped 1913—With electric starter and generator Price f. o. b. Toledo, Ohio

## Now—

**NOT** tomorrow, next week or next month, **but now—**

Not when the summer is half gone and you have wasted, by hesitating, just half of the very best motoring season, **but now—**

Now is the time to get an Overland.

This time of year is actually made to order for motoring. The days and the evenings are perfect. The roads are in the very pink of condition. Nature having set the stage, is coaxing and urging you and

yours to take advantage of this superb weather.

You, who are in a state of indecision as to when you want your car, why wait? Why delay another day? Before you know it the best part of the year will have slipped away and you'll bitterly regret having waited.

Come! Get yourself and family one of these big, powerful and beautiful Overlands today. It will mean the dawn of a new tomorrow.

The Overland costs less than any other similar car; is exceedingly simple and inexpensive to operate, and it lasts as long and gives you just as much fun, pleasure and sport as any of the highest priced cars.

Make arrangements to see our dealer today. Lose no more time.

**J. W. LEAVITT & CO.,** Distributors 529 Washington St. Mar. 3535 A-2444

**The Willys-Overland Company, Toledo, Ohio**

**BRIEF SPECIFICATIONS:**

- Electric head, side, tail and dash lights
- Storage battery
- 35-horsepower motor 2 1/2 x 4 Q. D. tires 114-inch wheelbase
- Mahala top curtains and hood
- High-grade speedometer
- Clear-vision, wide vision, windshield
- Electric horn

Manufacturers of the famous Overland Delivery Wagons, Garford and Willys Utility Trucks. Full information on request.