

# PACIFIC HIGHWAY FROM PORTLAND TO ASHLAND IN FINE SHAPE

**ROAD IS FOUND TO BE 100 PER CENT BETTER THAN LAST AUTUMN**

Great Amount of Work Has Been and Is Being Done Along Entire Route.

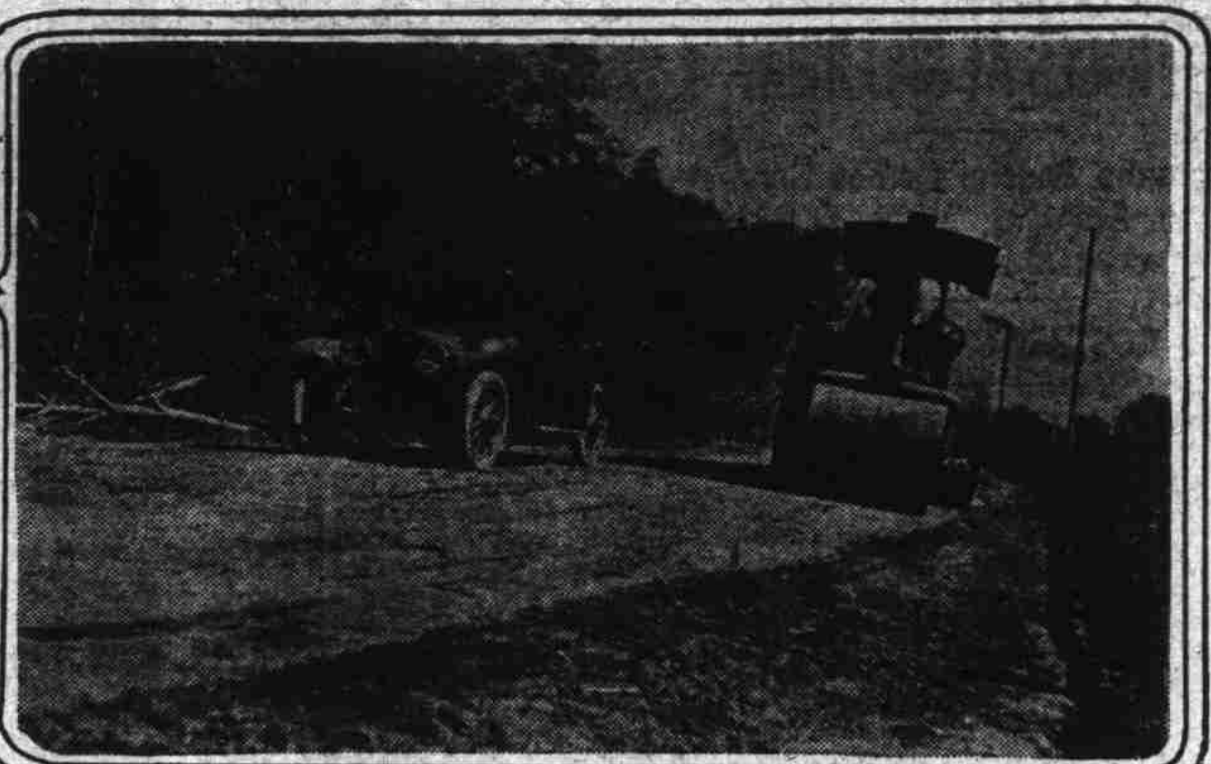
**BAD PLACES DISAPPEAR**

The Journal's Automobile Editor Gives Result of Personal Inspection; Running Time 15 Hrs. 29 min.

Made Over 90 Mile Clip.  
The Pacific highway between Portland and Ashland, 343 miles south, and 20 miles this side of the California line, in excellent condition for touring, average running time better than 20 miles per hour. Pass creek and Cow creek canyon, heretofore the bugbears of the trip, 100 per cent better than last year.

By Douglas Shelor.

Place	Time	Miles
Portland	Leave 7:25 a. m.	00.0
Medford	10:00	56.2
Independence	10:50	58.4
Albany	12:00	87.7
Corvallis	1:40	100.5
Junction City	3:30	140.0
Eugene	4:30	160.0
Grants Pass	5:30	172.8
Central Point	6:00	177.8
Medford	8:24	125.0
Ashland	8:24	125.0
Total distance		343.4



Top, left to right—A portion of the Pacific Highway between Medford and Ashland, showing the hard surface that has been laid by Jackson county for a distance of 20 miles; One of the many ten-ton steam rollers being used all along the highway to iron out the ruts. Bottom, left to right—One of the quick changes of tires after a blowout; Top of the Umpqua Divide, a beautiful stretch of road overlooking Myrtle Creek basin; A narrow stretch of road in Cow Creek Canyon, which will be eliminated when the new grade is opened on other side of canyon; Map of Pacific Highway between Portland and Ashland.



**LUBRICATION SCHEME FOR MOTOR CARS IS DEVISED BY EXPERTS**

Splash Oiling in Eights of the V-type Invented by Ernest M. White, Engineer.

**PROBLEM IS KNOTTY ONE**

Difficulty of Splashing the Oil Into Cylinders, Placed at an Angle Is Cause of Worry.

All the eight-cylinder motors that have so far appeared have been provided with some form of force-feed oiling, the lubricant being directed under pressure through the crankshaft and it throws to the crankpins, and sometimes through the camshaft as well. Naturally such a construction is very expensive, owing to the drilling of the shaft. The splash oiling system, whereby the lower ends of the connecting rods dip into troughs of oil as they revolve, thereby throwing the oil to all the surfaces to be lubricated, is much more simple, but designers of eights have fought shy of it because of the difficulties of splashing the oil into cylinders placed at an angle.

Ernest M. White, automobile engineer of Detroit and specialist on motor car lubrication, has come forward with a method of employing splash oiling in eights of the V-type, which makes use of baffles to direct the oil into the cylinders. In combination with these White eight-cylinder splash systems incorporate the special forms of splash troughs on which Mr. White holds patents and which cause more oil to be splashed on grades than on the level, at the same time having provision for the cutting down of the oil supply when the engine is descending a grade; for when going down hill, less work is done by the motor, and consequently less oil is needed. In all splash systems, there are oil pockets above the main bearings and oil holes in the lower ends of the connecting rods so that these parts may receive oil. The special form of compensating troughs which White uses may also be fitted in combination with the pressure oiling method, that is, in those cases where the oil is fed under pressure to the bearings. So far as the trough design is concerned, these systems are also applicable to vertical fours or sixes.

This system seems to care for every eventuality but, of course, it must not be forgotten that force fed oil is an advantage to any kind of motor when it can be afforded. The higher the pressure at which the oil enters the bearings the greater the durability thereof is a law of mechanics, so that on high-grade cars a forced lubrication system is becoming the rule.

People who have planned to drive automobiles from Portland to the California coast this year have a rare treat ahead of them. It has been my privilege to cover the greater majority of the highways within a radius of 100 miles of Portland—north, east, south and west—and the most pleasant surprise of my entire touring experience was in covering the road between Portland and Ashland last Tuesday and Wednesday in order that I might give the readers of The Journal first hand information regarding the exact condition of the highway between this city and the California line.

Leaving Portland this morning at 7:35 in a Buick 37 touring car, and accompanied by Mel G. Johnson, manager of the Howard Automobile Company, Thomas G. Johnson, advertising manager of The Journal, Chester B. Moores, automobile editor of the Oregonian, and Harry (Skinn) Hays, traveling representative of the Howard company, who did the driving in a masterly fashion, we followed up the Willamette valley, over the Umpqua divide and into the Rogue river valley to Medford and Ashland, a distance of 343 miles from Portland in the surprisingly fast running time of 15 hours and 29 minutes.

**Road 100 Per Cent Better.**  
The words "impassable," "can't be done," and "it's outside" have been frequent expressions whenever information was asked regarding the roads between Portland and California. Naturally, those of us in the party who had never made the trip left Portland anticipating awful things before we reached our destination. As we rolled smoothly over the roads and mile after mile clicked off on the speedometer and no signs of the "impassability" appeared, great disappointment began to show on our faces.

Inquiry of Mel Johnson, who made the trip last September, brought forth the answer that the roads were in a 100 per cent better condition than last fall, and that he was most agreeably surprised to find the great amount of road work that has been and is being done along the entire route.

Even the much heralded Pass creek and Cow creek canyon, heretofore the bugbears of all Oregon, a new grade has been completed for a distance of two and one-half miles, cutting down the 15-20 per cent grade to 5 per cent. This will be opened for travel by May 15 at the latest.

There are a dozen or more crews working on the steep grades between Glendale and Wolf creek. This road in my estimation is the worst to drive over of the entire route, with the possible exception of the treacherous stretch of Cow creek canyon which is very steep, narrow and treacherous, which will be eliminated when the new grade is opened. There are two long up and down grades between these points that are being widened and ironed out, and wherever possible the grades reduced.

Drivers should know that, however, it will take much money and labor to put the roads over these several divides between Glendale and Hugo, a distance of 14 miles, in condition for all year travel. During the dry weather no machine will experience trouble negotiating them. The party driving this part of the highway should know his car thoroughly and be prepared at all times to make

very bad condition and they had abandoned their trip. Tuesday we met an Oldsmobile that had come through from California, and they told the hotel manager at Roseburg that the worst road they had encountered was near Dunsmuir, Cal., where the Pacific highway was torn up. They stated it would be at least two months before it would be pleasant to make that portion of the road.

**Go On Joy Ride.**  
At Roseburg, however, we were delayed more than an hour Wednesday morning in starting. Eight miles out we had our third blowout of the trip, which delayed us some 10 minutes, and a few miles further along "Skinn" Hays lost the Pacific highway and took us for an eight or 10 mile joy ride around the rim of the Umpqua valley, delaying us another 40 minutes. These delays, amounting to nearly two hours, necessitated the abandonment of the trip at Ashland, where we arrived at 3:45 p. m. after a stop of 24 minutes at Medford.

From information received at these two points, and from a telegram received at Portland Thursday morning from McGee and Murray, driving the Buick car that made the trip from San Francisco to Spokane through eastern Oregon, across to Seattle, and down the Pacific highway on its return to San Francisco, the road from Ashland to California will not be in good shape for the next 60 days.

**Road at Dunsmuir Bad.**  
These two men left Portland with us Tuesday morning and continued on south from Ashland Wednesday afternoon, after we had turned back to Medford to take the train for Portland.

Just south of Glendale we met a party of five, three men and two women, who started from Seattle to San Francisco, and turned back from Dunsmuir, Cal., stating that the Pacific highway near that point was in

very bad condition and they had abandoned their trip. Tuesday we met an Oldsmobile that had come through from California, and they told the hotel manager at Roseburg that the worst road they had encountered was near Dunsmuir, Cal., where the Pacific highway was torn up. They stated it would be at least two months before it would be pleasant to make that portion of the road.

gallons per minute for seven consecutive days and nights without stopping the engine, thoroughly irrigating 20 acres of alfalfa. This was done at a cost of approximately \$2.40 for each 24 hours, 15 gallons of gasoline and one and one-half gallons of oil being used in this time.

Later in the season this same machine was used for plowing, harrowing, cutting and hauling alfalfa, and also for cultivating fruit trees and all other jobs usually performed by horses. The only cost of changing the machine for the above work is the

putting on of tractor tires, six inches wide, with grips six inches apart. These can be changed back to pneumatic tires and vice versa in about 30 minutes' time. About four acres can be plowed per day at a nominal cost.

Varied and almost unlimited uses can be made of the automobile, and more especially of automobiles that have passed their usefulness as pleasure or business vehicles, but may still, by proper handling, be of great convenience and a source of much profit to the farmer, and will in the future become a positive necessity on farms where the use of heavy machinery and tractors is impracticable, says a prominent Mitchell dealer in San Francisco.

This is amply proven by the wonderful performance of a Mitchell "30" on the 40 acre ranch of A. B. Hunter of Agnew, Cal. This Mitchell car was built in 1909 and was run over 50,000 miles in the past service before being used for farm purposes.

Its first performance was pumping for irrigation where it delivered 500

## What They Wire About

### THE STANDARDIZED CAR IMMEDIATE DELIVERY

New York City, April 17, 1915.  
Cole Motor Car Company, Indianapolis, Ind.—We took 'Abbey Hill on high gear, starting without a run at ten miles per hour and finished at the top at thirty-five miles per hour. This, with a passenger load of five people. Then we went over to Fort George Hill, and I had the pleasure of riding up Fort George Hill on high gear all the way for the first time in my life.—We did the Viaduct Hill as though it was not a hill at all. COLT-STRAITON CO. Wm. L. Colt.

Boston, Mass., April 12, 1915.  
Cole Motor Car Company, Indianapolis, Ind.—Cole Eight has received rugged road tests—proves to be the most wonderful car ever built. It has negotiated successfully and with apparent ease what have been considered the most difficult hills in this section. Are booking orders right and left because of its wonderful road performance. COLE MOTOR CO. OF BOSTON.

Cleveland, Ohio, April 9, 1915.  
Cole Motor Car Co., Indianapolis, Ind.—We took 'Eight' at Cleveland. Busy demonstrating day and night and getting twelve miles per gallon gasoline under all conditions. Climbs all hills on high. RICHARDSON MOTOR CAR CO. Portland, Oregon, April 22, 1915.  
Cole Motor Car Co.—We received our Cole Eight demonstrator on 19th; driven to date three hundred miles; has attracted more attention than any automobile ever shipped to Portland. Upon testing out on hills, find she performs better than anything we ever sold. NORTHWEST AUTO CO. Pittsburg, Pa., April 13, 1915.  
Cole Motor Car Company, Indianapolis, Ind.—Went over worst hill in Pittsburg today with five passengers on high, eighteen miles per hour. J. R. McCORMICK.

**COLE MOTOR CAR COMPANY, INDIANAPOLIS, U. S. A.**  
Builders of the Standardized Car.

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**\$100 REWARD**

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One hundred dollars will be paid to anyone who will prove that these famous tires are not as represented, which are being sold at the above discount

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