

ROUTE THROUGH THE EASTERN SECTION OF STATE IS PREFERRED

All Roads Leading Thorough Klamath Country Except Crater Lake Are Now Open.

HEAVY RAINS DETRIMENT

Tourists Are Advised to Ship Cars to The Dalles by Boat for the Present.

Information regarding highways between Portland and California tends to favor the route through eastern Oregon in preference to the Pacific highway.

In a letter received by The Journal from J. A. Fordon of the White Pelican garage, Klamath Falls, one of the leading automobile dealers of that section, he gives those tourists anticipating driving between Portland and California a few tips that will be well to remember in planning a route south. Following is the letter:

"All roads leading into and through the Klamath country are now open and tourists are now reaching all the numerous resorts of that region with the exception of Crater lake. From present indications the road to the lake will be open for automobile travel about July 1.

Owing to the recent heavy rains and washouts the roads through the Sacramento canyon between Redding and Dunsmuir, Cal., are in bad shape and tourists should come either via Redding over the Montgomery Creek road to Byrne, Fall River Mills, Look-out and Klamath Falls, or leaving the highway at some point south of Redding coming by Susanville and Look-out or via Lake Tahoe, Reno and Lakeview to Klamath Falls.

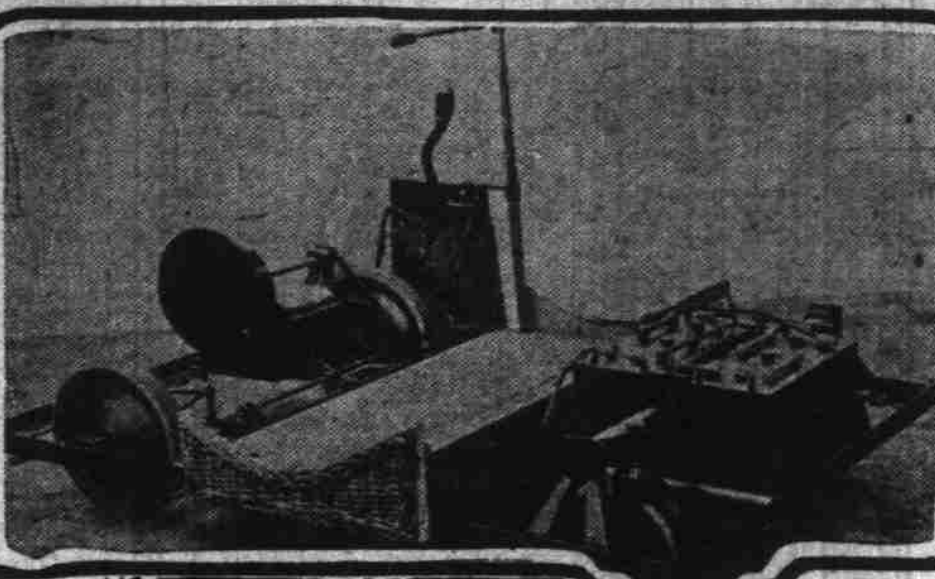
"Until such time as the Columbia River highway up the Columbia river is completed tourists from the north should ship their cars to The Dalles by boat from Portland and then drive via Bend, Crescent and Fort Klamath to Klamath Falls. This is a much better and faster road than the Pacific highway south from Portland.

Effort Made to Eliminate Crossings

Washington State Highway Engineers Are Now Making Survey of Lines; Cost to Be Divided.

The most dangerous feature about a highway is a railroad crossing. An effort is now being made by the state of Washington to eliminate these crossings which are a fruitful source of accidents and fatalities. A survey is being made by the state engineers and the state highway commission is empowered to make orders dividing the cost between the railroad companies and the counties in the elimination of crossings.

ELECTRIC CHAIRS POPULAR



Top—Chassis of electric wheel chair. Bottom—Mabel Normand, movie comedienne, and Walter Brookings in electric chairs. Aviator seeing exposition sights.

In 1882 a prominent Boston man commissioned a concern to build an electric "brake" capable of carrying eight passengers. As a result, the amazed Bostonians soon saw an electric vehicle capable of running 16 miles an hour, and which at the rate of eight miles an hour, could cover 40 to 50 miles on a single charging of the batteries.

When the late Professor Langley, who was delving into flying machines at this time, saw the rapid strides the electric vehicle had taken, he said, "The horseless carriage will make a trip delightful and inexpensive. On road properly constructed it will find constant favor in the eyes of those who love the green fields and the breath of fresh country air." What a wise prophecy?

Today the exposition grounds at San

Francisco are full of electric chairs in which the visitors sightsee. These little electric cars are very popular and are being used extensively throughout the grounds.

From this time the existence of the electric vehicle was an assured thing and in 1896 New England was treated to its first motor race, a feature of the state fair held at Providence, Rhode Island. In the Boston Post there appeared this comment: "The result of the contests Monday showed the two electric motor wagons far in the lead. On Thursday there was one of the liveliest contests. One of the Duryea's entries went to the front and maintained the lead for half a mile, with Riker's electric wagon a close second. The entry of the Electric Carriage and Motor company finally rushed ahead

of Riker, finishing second to Duryea. Time, 2:47 1/2."

After experiments extending over two years, the first motor of the Pope Manufacturing company was tried out at Hartford in 1897. It was a two seated phaeton driven by electricity, using a two horse power Eddy motor which operated directly on the axle. This intrepid pioneer developed a speed of 12 1/2 miles an hour, and a powerful foot brake, and was generally considered a marvel of ingenuity.

Rapid Strides Made.
By 1898, the manufacture of electric vehicles had assumed the importance of an industry, and in the fall of that year, a considerable exhibit of electric vehicles was shown at the electrical show held in Madison Square Garden, New York city.

Those who have visited recent automobile shows and have seen the exhibitions of luxuriously appointed electric vehicles would never think of associating them with the "electric" included in this display of forerunners. Still, these machines, embryonic as they were, afterwards were sold and shipped to all parts of the world. It is true there were no models of the colonial coupes and speedy roadsters of today, but there has been a great change in the style of cars since 1898, and mail phantoms, Newport brakes, surreys, and dog-a-doe were in their sedan days then and not relics of an historic past.

PACIFIC HIGHWAY IS INCREASING IN FAVOR

There Are Number of Side Trips Also That Command Attention.

What ultimately will be one of the most popular of Pacific coast motor routes, and now claiming the attention of those who wish to transcontinental via the northern way, is the Pacific highway. Stretching along the coast from Tia Juana, Mex., to Vancouver, B. C., the "Road of Three Nations" takes the traveler through veritable fairylands of variegated scenery—variegated only in the sense of delightful variety, for the beauty of virtually the entire country rivals the west's most enchanting scenes.

At this time there are several stretches—namely near Dunsmuir, in northern California—being put "in order," and the motorist making the long coast line trip now would encounter some bad roads. However, county and state officials are earnestly concentrating improvement on

this highway and promise excellent travel by July.

There are several side trips of more than passing interest. Two national parks, each with impelling scenic attraction, and the Columbia river and Mount Hood trip out of Portland offer delightful diversions from the long north and south journey. After June 1 automobiles will be permitted as far as Paradise valley in Mount Rainier national park. Paradise valley in itself is a singularly beautiful sight, but Uncle Sam's Washington reservation boasts of numerous beauty spots. Good roads lead from Tacoma right through to Mtsqually glacier.

At Portland the motor wayfarer should make special effort to drive over the new Columbia river highway, a veritable boulevard for miles and traversing some of the most appealing country in the entire west. It follows the Columbia, giving glimpses of three majestic snow-capped peaks, numerous waterfalls, forests and valleys. Likewise, Mount Hood is a motorist's mecca. The trip to this 11,000 foot beauty is over fairly good roads in dry weather through country that is typically Oregonian.

Crater lake national park is most famed for Crater lake, a bowl of water of fairy blue held in the crater of an extinct volcano. Besides being a great natural wonder, its setting is amid the characteristic beauty of southern Oregon. While the detour from the Pacific highway is not over the choicest

of roads, it can be made without difficulty in good weather.

Tire Equipment Is Important Feature

When Car Is Running Smoothly Is Time to Take This Matter Into Consideration.

"When buying an automobile you better give plenty of time to the tire equipment," says M. E. Murray, president Republic Rubber company of California.

The design and color of the body are pleasing to your own and your neighbor's eyes; good upholstery spells comfort; the motor which creates the power and the machinery which transmits and uses it—consider carefully all of these.

Then consider your tires more carefully. Because none of your automobile's parts is worth "tuppence" unless four good tires are under it and under you, and tires that are good, enough to lightly bear a burden like this don't grow on every rubber tree.

When one considers the tremendous service which is expected from an automobile tire, it is a comforting fact that you may choose a quality tire that will give you service first. Friction is death to rubber, yet nothing (yet found) but rubber furnishes

the necessary resiliency; nothing else is so "lively" all its life—so the fabricating of rubber into something akin to springs, flexible, tough steel must take place, and has taken place in the manufacture of tires.

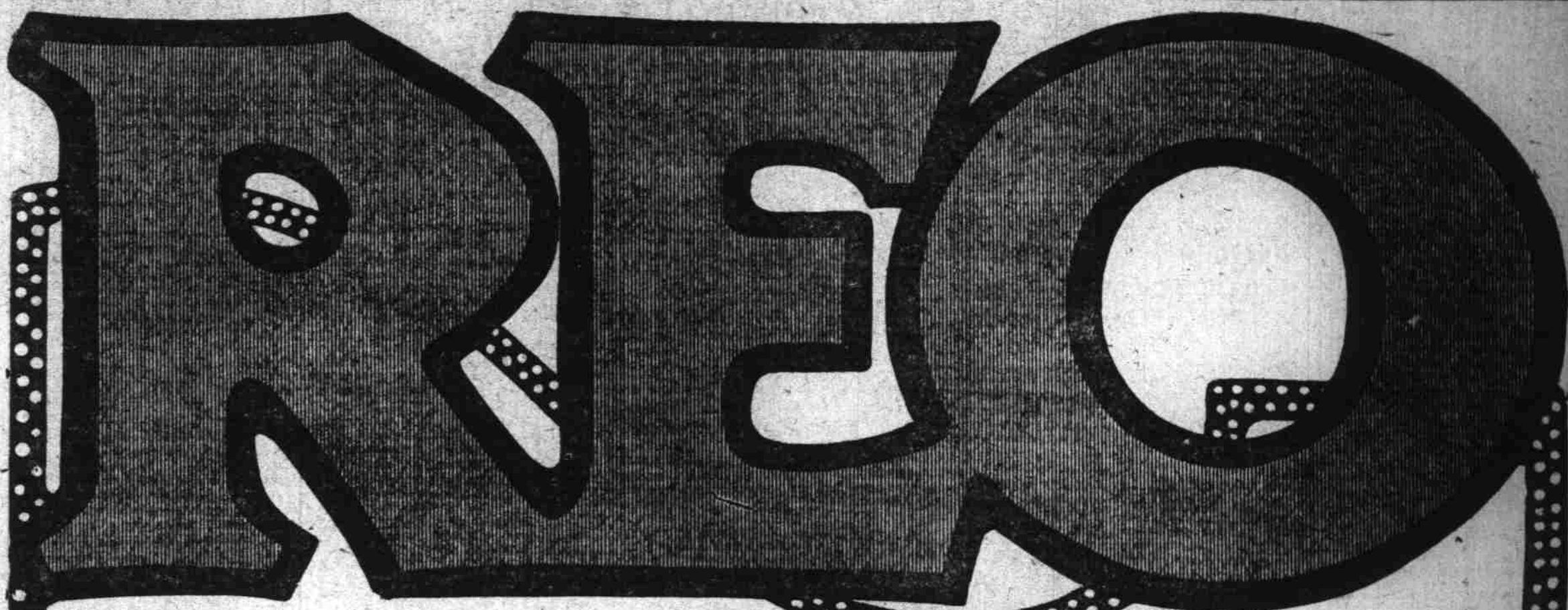
You should spend more time and care in the buying of tires, if only as a tribute to a quality article. The lowest price would seem to be about the last buying factor worth considering in choosing a tire.

For a low price means a low cost, and that means less or inferior rubber, skimped workmanship and weaker reinforcement. And these are all blemishes of short mileage and blow-outs.

In other words, when you have invested from \$200 to \$800 in a car, a saving of \$5, \$10 or \$15 on each of the tires on which the car must run seems to be poor economy—like walking away from your tailor's with your new \$50 suit, in a pair of thin-soled, near leather shoes.

The underpinnings, in neither case, measure up to the superstructure. Just now while your car is running smoothly is the logical time for you to consider this tire question, as any one who believes that all tires are alike is deceiving himself most of all.

Poisonous Gas Bombs Feared.
London, June 12.—An intimation that German Zeppelin airships probably will use bombs charged with poisonous gases if they make raids on London is contained in a notice issued by Scotland Yard.



Reo Announces No Changes Because Cars and Prices Are Right Now

JUST AT THIS TIME when so many makers are announcing new models or new prices or both at an untimely, illogical season, it is good to know that there is one maker whose product is standard. One in which no radical change in design has been made—because none was necessary—in several years.

AND IT IS GOOD TO KNOW that there are to be had, automobiles of definite and permanent value.

IT'S MIGHTY DISCONCERTING, not to mention expensive, to buy a car and, before the season has half begun, find its value in the open market has been cut in two. Makes you ponder—how much is it really worth after all? **REO NEVER MAKES** mid-season changes. We consider it most unfair to buyers and it deprives the product of a stable value.

BESIDES, IT WOULD BE IMPOSSIBLE for us to stop the Reo plants even for a day right in the busiest season to bring out a new model—thousands of buyers are standing in line all the time waiting for the Reos as they come from the factory.

AS IT IS WE ARE COMPELLED to disappoint hundreds of dealers and thousands of would-be Reo owners, because even our big 25-acre plants cannot supply the whole demand for Reos.

ONLY THOSE WHO order early—several weeks, or any way, days, in advance, can get Reo cars at this season. So it would be discourteous as well as bad business for us to make any changes now even if the Reo product were such that changes needed to be made. Which it is not.

ONE REASON WHY your Reo possesses a definite and an universal value—will command a ready market at any season and at a known price, no matter how long you have used it, is the fact that it is known the Reo Company pursues a definite and an unswerving policy. That policy is to make and to announce such refinements as may be made, only at the New Year. That is the logical and the right time. Beside, winter is the only season that we can even slack down in the Reo plants.

AT THIS SEASON we are working nights—not over-time, but an extra night-shift—in efforts to catch up with the demand for the current Reo models, the Six and the Four, at current prices.

REASON IS both models are right—and at their prices, they represent values no other can excel and few if any equal. **REO QUALITY CARS** at Reo prices—that tells the story. And in that too, you'll find the reason for two things—why Reo needs not change—and why others must.

JUST PONDER THAT A BIT. Look them all over. You know Reo quality—the kind that shows up in the long run. And you know the Reo guarantee—that says the Reo we deliver to you will be just as good as any other Reo ever made.

YOU KNOW that Reo the Fifth has weathered the storms—or stage storms—for now five seasons. And it is still the dominating factor in what we term the thousand dollar class of cars. Well it is today just as far in advance of all others as it was four years ago.

FARTHER—MUCH FARTHER ahead of most of them in your esteem, for this Reo has stood the test of time and service. It is a known quantity—while most others are experiments still to be proven.

THE PART OF PRUDENCE says buy a car you know. The very fact that new models or more cylinders or less price or some other expedient must be adopted in mid-season to meet Reo competition—Reo quality at Reo prices—ought to indicate something to you very clearly. That former values, former models, were not equal to the strain of Reo competition.

AND FINALLY, REMEMBER that Reo values are definite values. We do not disturb them artificially—and they are built in the cars.

IF YOUR ORDER ISN'T IN it ought to be immediately. Looks as if the demand for Reos will be greater than ever as soon as prospective buyers have had a chance to look the experiments over and make the inevitable deductions.

SO DON'T DELAY. You'll want your new Reo for that trip you are planning, and you ought to have it a few weeks in advance so as to become familiar with it and give it a chance to limber up a bit—shake the factory stiffness off, flex the springs and let the motor "find itself."

THEN YOU'LL ENJOY a tour as you never have enjoyed one before. Never a stop for repairs or adjustments—just the silent, sweet, swift motion of a Reo. Better order your Reo today and be sure.

NORTHWEST AUTO CO.

A-4959, Broadway 887

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Broadway at Couch



\$1050

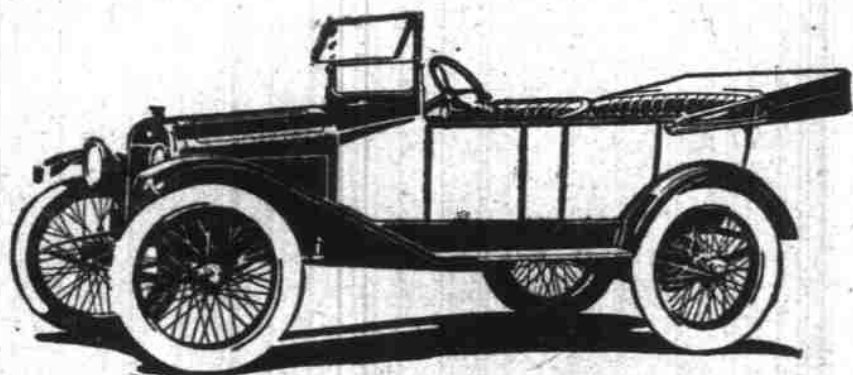
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METZ "25"

The Quality Car

\$600 Touring Model, Equipped Complete, Including Electric Starter and Electric Lights

You want a fine car, a car that is strictly standard in size and performance, a car that you will be proud to own and drive.

Here you have it.

The METZ "25" Touring Model meets every requirement of the prospective purchaser who demands a thoroughly good car. It is graceful in design, delightfully easy riding, economical in up-keep and so simple in operation that a woman can safely drive it.

Up-to-date equipment throughout—Gray & Davis electric starter and electric lights, plate glass rain-vision wind shield, stream line body, elegant tufted upholstery, deep cushions, instant one-man top, 32-inch wire or wooden wheels, 3 1/2-inch Goodrich clincher tires, speedometer, signal horn, Bosch magneto, Hyatt roller bearings, etc., etc.

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