

## ROUTE FROM SEATTLE TO PORTLAND LOGGED FOR THE MOTORIST

Pacific Highway via Olympia Found to Be Good as Far as Chehalis,

### "THE TERRIFIC HIGHWAY"

Such Is Name Applied to Road From Chehalis to Within 15 Miles of Vancouver, Wash.

Herewith is published the third part of the Northwest Tour from Seattle and Tacoma to Portland, the section from Portland to Chehalis, and the section from Chehalis to Tacoma. The section from Chehalis to Tacoma is published in the Sunday Journal of August 13.

By Ray F. McNamara.

The Pacific highway from Seattle to Tacoma and 15 miles beyond is a boulevard road consisting mostly of brick and concrete. The last 15 miles into Olympia is good gravel road. There are two detours at present on account of road construction.

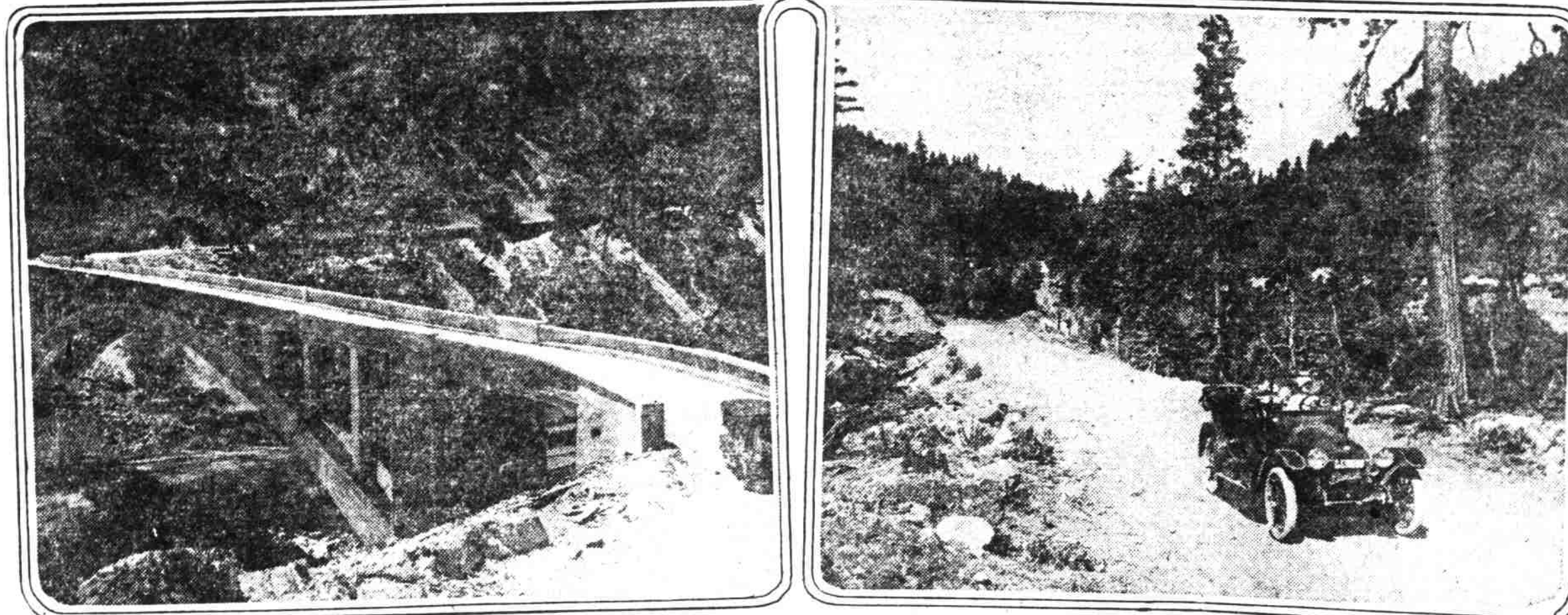
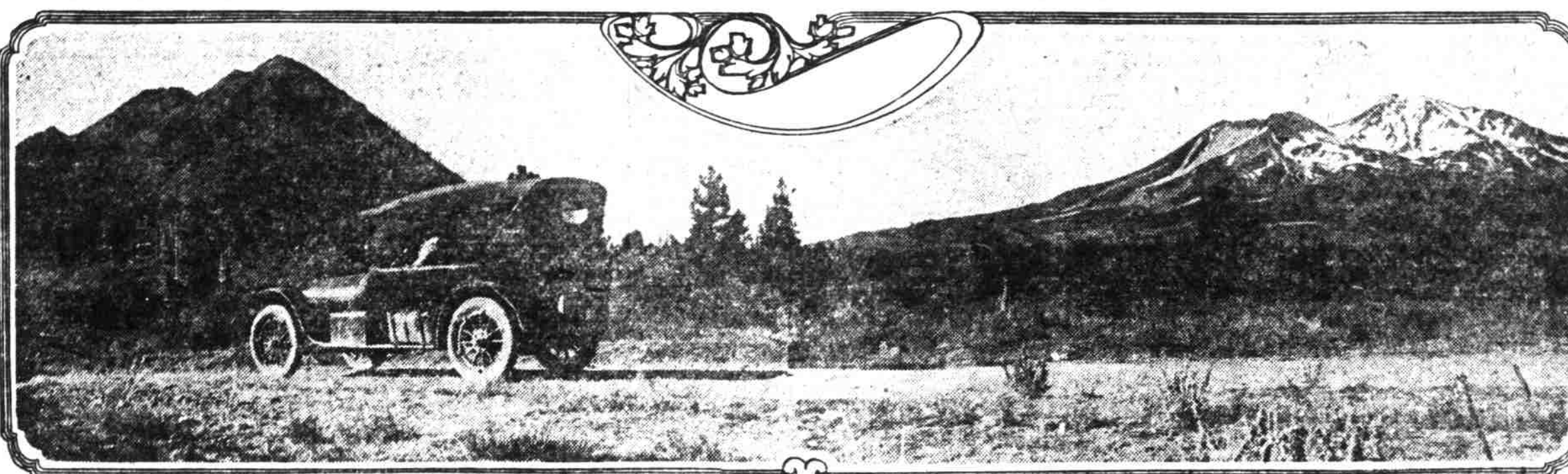
From Olympia to Centralia the road is fair. Some work is being done on the road between Olympia and Centralia, but no detours are necessary.

From Centralia to Chehalis the road is closed, necessitating a four-mile detour. From Chehalis via Napavine, Winlock, Toledo, Ferry, and in fact the entire distance to a point 15 miles out of Vancouver, the Pacific highway might properly be called the "terrific highway." It is very rough, roads are very narrow and dangerous in many places. There are very few stretches of good road between until the pavement is reached about 10 miles north of Vancouver. At La Center the hill would be very bad in wet weather on account of construction work.

Seattle to Portland.

600.0 Set speedometer at zero between the two detectors. Travel Northern and O.W. H. 2. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

## HIGHWAY BETWEEN PORTLAND AND SAN FRANCISCO 97 PER CENT GOOD



Above—Claude McGee's Buick in the Shasta country; Black Butte on the left and Mt. Shasta on the right. Below, left to right—A California state highway bridge just south of the Oregon line; section of the new highway over the Siskiyou.

The Pacific highway connecting Washington and Oregon with California is now to be an accomplished fact, according to the report of C. A. McGee of the Howard Auto Co., of San Francisco. McGee drove up over the highway last week with his family in one of the new six 45 Buicks and is loud in his praise of the road improvements, especially in the mountain districts of both California and Oregon.

### Road Conditions At Present.

In speaking of road conditions and the trip in general, McGee says: "On the present trip no effort was made at fast time. We left San Francisco at 9:30 Friday evening, arriving at Roseburg Sunday at 8 p. m. Monday was spent in visiting relatives near Roseburg, and the run to Portland finished Tuesday.

"The road improvements started as soon as we were off the Embarcadero and continued until we were on the paved streets of Portland. There is at this time less than 25 miles of really bad road between San Francisco and Portland, and in most instances this is caused by detours around construction work. The highway is mostly completed between San Francisco and Corning. What is known as the back road will be found less than 10 miles from Corning. The highway between Red Bluff and Redding is mostly graded and is a big improvement over the old route.

"North from Redding the highway is graded to within three miles of Astoria, and should be used by all means instead of the Kennel road. The worst

roads on the entire trip are encountered between the end of this highway and Dunsmuir, but inasmuch as there is now only about 10 miles of bad road where formerly there was 35 miles, the experienced motorist will be patient for a while at least, as there is every indication that the highway is to be completed right through the Sacramento canyon, in the near future.

### New Bridges Built.

"A new concrete bridge has been built across the Sacramento river at Redding and another one has been built across the Pitt river at Baldi. These both take the place of ferry boats. Another big bridge across the Sacramento river at Dunsmuir is also completed. This bridge will eliminate a bad grade and railroad crossing. From Dunsmuir north the road via Gazelle is in fine shape and good time can be made over it, and as the motorist is in constant sight of Mt. Shasta which rises to an elevation of more than 14,000 feet, this is one of the most picturesque parts of the trip. When nearing Montague everyone advised us to follow the Pacific highway from Albany into Portland instead of coming down the back road, stating that the best route is through their town. The fact remains, however, that the state highway runs through Yreka, and this is the route that should be followed into Hornbrook.

"From Hornbrook, Cal., to Central Point, Or., there is only a break of

about a mile in the highway. This is caused by a detour around an uncompleted bridge near Hill.

### Across the Siskiyou.

"This stretch of highway which takes the motorist across the Siskiyou mountains, and from California into Oregon, is in marked contrast to the old road over the Siskiyou.

"The road through Rogue River valley is in good shape, in fact, with the exception of a few short steep grades the roads are good clear through to the Douglas county line north of Wolf Creek. Douglas county is now building a new grade into Glendale, but as this is not yet completed the motorist is forced to use the old road, which is very steep for about a quarter of a mile.

"The roads through Canyon Creek into Canbyville and Riddle are much better than I have ever seen them and the new grade through Canyon Creek is a big improvement. Considerable work has been done in Pass Creek Canyon between Roseburg and Riddle, and it is to be hoped that this piece of notoriously bad road will be entirely improved before another year. Everyone advised us to follow the Pacific highway from Albany into Portland instead of coming down the back road, stating that the best route is through their town. The fact remains, however, that the state highway runs through Yreka, and this is the route that should be followed into Hornbrook.

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"In this distance, which contains all kinds of road and climatic conditions, not the least bit of trouble was experienced with either the machine or its tires. Four quarts of cylinder oil and 40 gallons of gasoline were used on the trip. This is an average of approximately 20 miles to each gallon of gasoline."

**Touring Records Established.** McGee, in company with other members of the Howard organization, by the way, hold several time records between Portland and San Francisco.

The first record was made in July of 1912, when a Buick truck carried a full capacity load from San Francisco to Portland in 61 hours and five minutes. In August, 1912, McGee and Fred Gross, in one of the small Buick roadsters, traveled the route in 40 hours and 15 minutes. In August 1914, the same crew drove a small Buick touring car from San Francisco to Portland in 39 hours and 25 minutes.

# Across in Five Days

18½ Hours

## Marmon 34

Establishes

Transcontinental Record New York to San Francisco 3476 Miles in This Almost Unbelievable Time

S. B. Stevens, a millionaire sportsman of Rome, New York, driving a Marmon 34, arrived at Third and Market streets, San Francisco, at five o'clock, Saturday afternoon, July 29th, just 5 days, 18½ hours after the car had left Columbus Circle, New York City, 3476 miles away.

### Fastest Cross Continent Journey

This completed the most remarkable and fastest journey ever made across the United States in a motor car—the average rate of speed being almost equal to the schedule of the fast transcontinental railroad trains.

The car was a Marmon 34 touring car of regular production and was driven by Mr. Stevens and other amateurs under the auspices of the American Defense Society to demonstrate the possi-

ble speed and reliability of motor transportation across the continent.

### What This Test Means

This epoch-making run by the Marmon 34 demonstrates again the soundness of its advanced scientific construction—the extensive use of aluminum, the deep section frame, the new rear spring suspension, the self oiling chassis lubrication system and other features.

Consider the pounding, racking and wrenching incidental to such a journey—more than 2100 miles of average roads at an average of more than 32 miles an hour, thence over mountain roads made almost impassable by rain storms; through deserts with only rough trails to follow. Think what it means to go from New York to San Francisco 3476 miles, at an average of better than 25 miles an hour.

The Marmon 34 which established this record is the same in every respect, except body changes, as the cars ready for delivery here now.

## NORTHWEST AUTO CO.

BROADWAY AT COUCH.  
Broadway 887.  
F. W. VOGLER, President.

PORTLAND, OREGON  
A-4959  
CHAS. M. MENZIES, Sales Manager.

### TWO VITAL FACTORS

in making this record were Lynite Aluminum monoblock motor casting and Lynite Aluminum pistons.

## LYNITE ALUMINUM

## ROAD ASSESSMENTS NOT NEW GRIEF

RECEIVED, 1 July 1816, of John Baughman, Fifty — dollars, it being the 7 & 8th installment on 100 shares of stock by him subscribed for in the Greensburg and Pittsburgh Turnpike Road Company.

Wm. Fred. Truitt  
8 57.

The above receipt is the property of Mrs. R. E. Thomas, of 95 Nevada street, Fulton, and has been in her possession for many years, having been handed down from several generations. July 1 it was 100 years old, which all goes to prove that street and road assessments are not a new grief. This particular piece of paper tells where on July 1, 1816, one John Baughman paid \$50 installment on five shares of stock subscribed for the pike between Philadelphia and Pittsburgh.

## Chorus Girls Prove Great as Broker Bait

New York, Aug. 12.—Everybody knew they'd be called on when it came to baiting Wall street in efforts to raise \$50,000 for relief of dependents of National Guardsmen, for as broker bait chorus girls are admittedly as fly bait to trout.

The active service auxiliary of the National Guard, Mrs. Cornelius Vanderbilt, chairman, loaded six boxes with tramp ones and slender ones, and brunettes and blondes and carried out a devastating Wall street raid.

Mrs. Vanderbilt said the pickings were "very good."