

**VISITOR WILL DODGE OREGON ROADS UNTIL THEY ARE IMPROVED**

"Never Again," Says F. L. Nash of San Francisco, Whose Trip Taught Lesson

**SUMMARY OF TRIP GIVEN**

Experiences of Hitting Mudholes and Being Towed Miles Are Among Discouraging Recollections.

F. L. Nash of San Francisco says "never again" will he attempt an automobile trip in Oregon in the winter time until roads are improved.

He bases his assertion on his experience in attempting to go from Portland to Roseburg over the Pacific highway.

This experience is disclosed in what he says is an authentic log of the trip.

"Sunday, March 11—Left Portland 12:15 p. m., going east side route to Salem. Salem for lunch. Proceeded to Corvallis by way of Albany, where we stayed over night.

**Roads Possibly Fair.**

"Monday, March 12—Left Corvallis 10 a. m., Eugene for lunch. Proceeded without mishap to Cottage Grove. Found roads passably fair Portland to this point.

"2 p. m. into the first mud hole in Comstock canyon; walked one mile and secured team; was towed three miles; charges \$5. Farmer left me at this point with the statement that I would get along alright. I did—for a quarter of a mile. Then I stuck again. Dark and raining. Walked one and one-half miles to farm house and secured team. This time I was towed seven miles into Drain, reaching there at 11 p. m. Charges \$7.50.

**Had A Plenty.**

Tuesday, March 13—By this time I had a plenty. Was on the point of shipping car when I found a garage man who offered to drive car to Roseburg for \$10. (I afterwards paid him \$15 out of pity.) Thought this a good bargain, so wife, baby and I came on to Roseburg by train. Chauffeur started south out of Drain with car at 1 p. m. During the afternoon he got stuck in mud; hired farmer to pull him out; charge \$2, friendship making bill low. 8 p. m. broke axle and stayed over night at farm house.

**Got Another Tow.**

Wednesday, March 14—At Roseburg. Received long distance call from chauffeur; got on train and took him new axle, reaching him at 2 p. m. opposite Rose hill. Put in new axle; hired team to tow car through mud five miles, to within two miles of Oakland. Charge \$5. Let driver of team go back. Started out on own power; stuck again at 5:30. Managed to get out on own power (for first time). Proceeded on low gear to Oakland. Continued to Roseburg, reaching here at 10:30 p. m.

**Cost Summary Given.**

Thursday, March 15—At Roseburg. Made summary of cost as follows: First tow, \$5; second tow, \$7.50; third tow, \$2; fourth tow, \$5; new axle, \$1.50; paid chauffeur for bringing car 36 miles, \$15; washing car, \$1.75; railroad fare taking out axle, \$2.25; total, \$39.50. In regard to washing charge garage explained that usual charge was \$1, but where it was necessary to use hose, charge was more. No account taken of extra hotel bills or of time lost.

"Time, Cottage Grove to Roseburg, 2 1/2 days; distance, 76 miles."

**Baker to Conduct Its First Auto Show**

Baker, Or., March 31.—The first annual automobile show of Baker will open Thursday evening, April 5, with approximately 20 models of late cars, also motorcycles, accessories, tire vulcanizing plants and storage batteries will be on display.

The dealers are very enthusiastic and are doing everything to make their first show a success. The Ford garage was decided on as the best place in which to hold the show. The cars that have been stored in the building have been removed and the decorators are at work getting the building in shape for the opening.

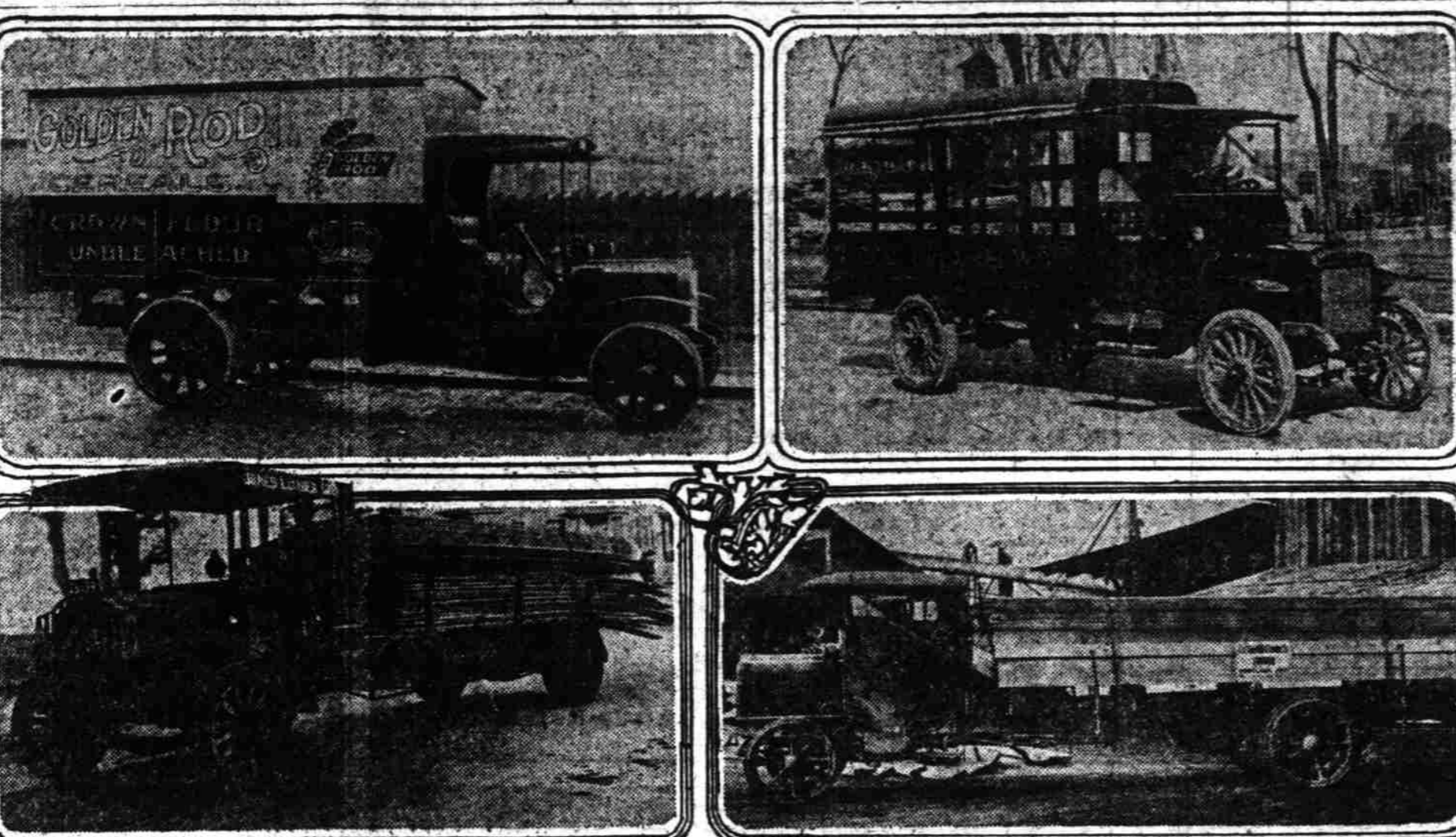
The expensive decorations that were used in the Portland automobile show and were admired by thousands will be used in Baker and the visitors will surely be given a treat at this show. Several dealers expect to show stripped chassis and others are planning other stunts that will be of interest to the visitors who own cars and prospects.

Music will be furnished every evening and after 9:30 dancing will be permitted until the close of the show.

**Uses Motor Car to Look for New Home**

G. E. Stewart of Billings, Mont., leased his ranch last September for three years, and decided to make a thorough survey of the ranching possibilities on the Pacific slope before buying another place. Equipping his Dodge with a camping outfit, he has searched the coast from Tacoma to San Diego, including Arizona and New Mexico, and has decided to settle in the country around Ashland, Or. During Mr. Stewart's ramble, his speedometer showed 7000 miles. While passing through Portland Universal tire filler was put in all the tires, and with almost 600 pounds of luggage and the majority of the trip over rough roads, not a bit of tire or engine trouble was experienced on the 6000 miles journeyed after leaving this city.

**MOTOR TRUCK FINDS READY PLACE IN INDUSTRIAL LIFE**



Above, left to right—Five-ton Saurer truck used by the Crown Mills; one and one-half ton truck purchased by the Mutual Creamery from the Roberts Motor Co. Below, left to right—Five-ton Packard truck belonging to the Jones Lumber Co.; five-ton White truck in the service of the East Side Mill & Lumber Co.

The motor truck is doing great work in nearly all lines of business, and illustrations of what one will do in comparison with a horse hauled vehicle come to the light every day.

With the aid of these motor conveniences contractors are able to finish jobs ahead of time where the horse drawn system would have held them back.

Leading departments now confine their delivery systems solely to the use of immense fleets of motor trucks, enabling them to give superior, more reliable and quicker service at less cost.

The lumber industry tends to be revolutionized with the aid of the motor truck, both in the wholesale cutting of timber and the delivery of cut lumber for commercial purposes. Almost every make of heavy trucks is being used today in the movement of Oregon's greatest resource. Trailers have been added to the trucks, the lumbermen making them do the work of the logging railroad.

The motorization of the fire fighting apparatus has reached a high development. Throughout the entire country this evolution is rapidly taking place, and a great many car manufacturers are now giving special attention to the building of motor driven fire apparatus.

Recently an item was published in this paper on the motorization of a citrus, by which it is expected to save thousands of dollars a month in transportation.

Today there are hundreds of Portland business men who will testify to the efficiency of the motor truck. The various departments of the city government, including the street cleaning and maintenance work, have adopted the motor truck in place of the horse drawn vehicles, and find it invaluable in services throughout the city.

Another example is of Uncle Sam's indorsement of the motor truck in the postoffice department. Throughout the United States 629 motor cars are in use for the handling of the mails.

A total of 2413 motor trucks and delivery cars, including light cars built over for hauling purposes, were registered in the state of Oregon up to March 1, according to records compiled by M. O. Wilkins, president of the Dealers' Motor Car Association of Oregon.

**FOR SERVICE BUY**

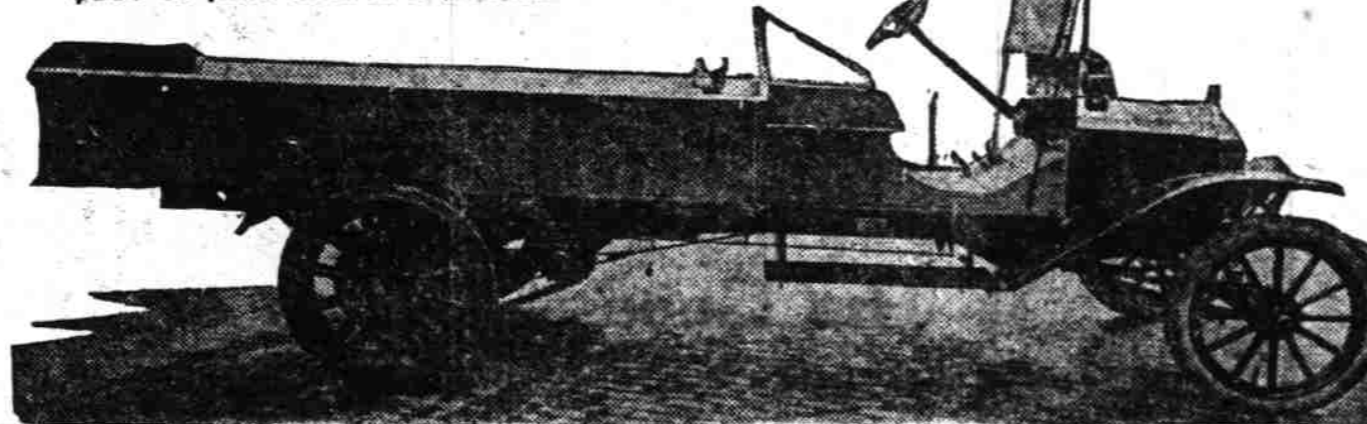
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**SAURER TRUCKS**

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**CAPACITY 1 AND 2 TONS—GEAR OR CHAIN DRIVE**

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Dealers Can Make Money Selling This Truck. Write for Territory

**W. H. WALLINGFORD**  
Distributor for Oregon 526 Alder Street

**Record Coast Drive Made by Salesman**

Coming all the way from San Francisco over the Pacific highway in an automobile at his time of the year is a record that very few cars hold.

Don Allen, coast representative for a car dealer, arrived in this city one day last week in his Saxon-Six, having come through from California over the highway. This is the first car to come through the mountains in the winter months, for as a rule the road is impassable before the

first part of June.

Mr. Allen left San Diego on March 6 to call on the Pacific Coast trade, and was in no way attempting to establish an automobile record. All along the route Allen was urged by his friends not to try to make the next town, but persistency won out for him. In several places he was compelled to undergo hardships, and in one instance the machine became stuck in a very bad hole. The water was over the vital part of the engine, and Allen resorted to the starter to extricate the car.

Mr. Allen left Portland for Seattle last Friday, a strong advocate of the good roads bond issue in Oregon.

**Motorist Reaches Baker From Boise**

Baker, Or., March 31.—Claiming the distinction of being the first car over the road from Huntington to Baker this spring, a Dort machine, driven by C. J. Johnson of Twin Falls, Idaho, arrived here from Boise, covering the entire 153 miles on nine gallons of fuel. Johnson reports the roads very bad all the way from Olds Ferry to Baker.

When writing to or calling on advertisers, please mention The Journal. (Adv.)

**WHITE TRUCKS**

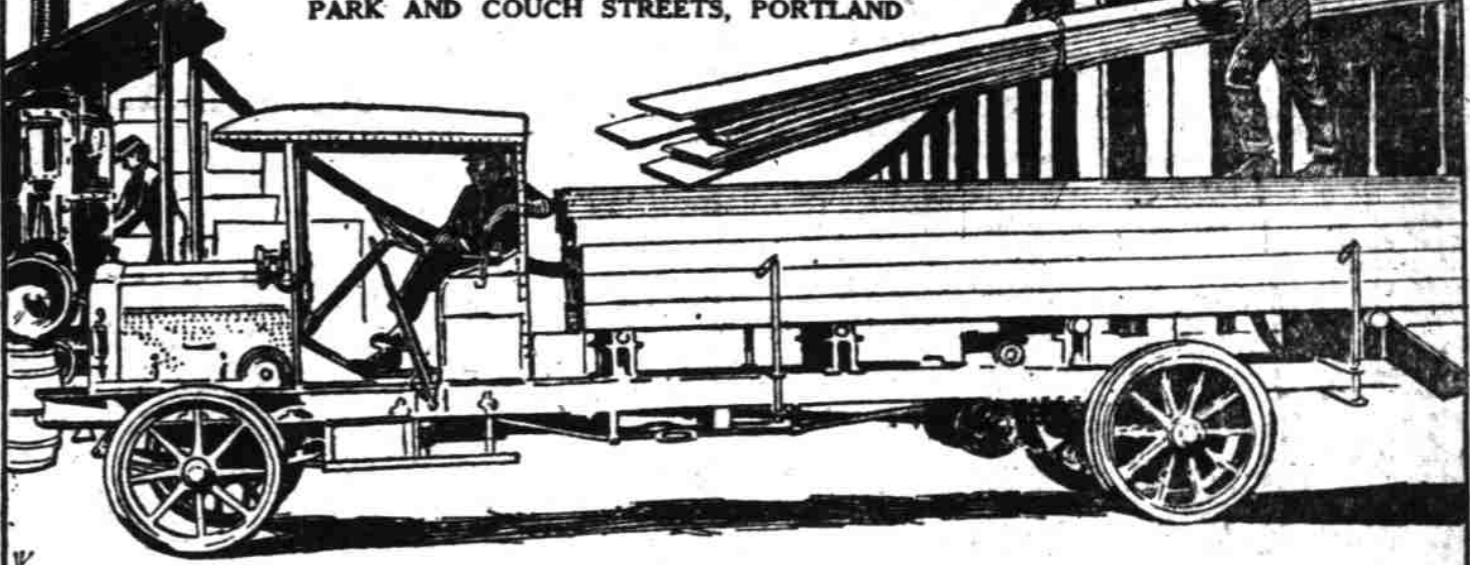
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Manufacturers' Retail Branch  
PARK AND COUCH STREETS, PORTLAND



**INDIANA TRUCK**

Versus

**HORSE DELIVERY**

YOU BUSINESS MEN WHO DELIVER with horses—have you ever consulted our truck expert in regard to an INDIANA truck in your business?

Have you ever explained to him the nature of your deliveries—how long the haul—how big the load and what it costs? Ever asked him to figure with you and to SHOW YOU IN ACTUAL FIGURES how an INDIANA TRUCK would SAVE MONEY in YOUR business?

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CONSULT WITH US about your delivery business and prices of our Indiana Trucks, ranging in capacity from 1 to 6 tons. Prices from \$100 to \$1000 lower than other trucks in this class.

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