

Oregon Journal

Automotive Section
Hirsch & Bromberg, Editor

Filling That Rear Seat

When the balmy breezes of summer call the motorist to the country, and the car owner feels himself constrained to pack his lunch in a paper bag or something of the sort and his him forth to where the murmuring waters ripple over the polished stones, it is at times well-to-remember that the joys of motoring are not within the reach of all.

Cousin Nell and Uncle Jake may not possess your own good fortune insofar as owning an automobile is concerned. They, too, may crave the songs of birds, or long for scenes far from the madding crowd. But too often we overlook these little details, and the wife, having packed the lunch and placed it carefully in the back of the car, gets in with you in the front seat and away you go. If children there are none, then sometimes, too frequently, in fact, the rear seat of the five passenger has only the lunch itself for ballast.

The theory that most folks have is that, having sweated for the price of the car and purchased the same with great care and expense, and that in view of the fact that the upkeep of the machine must of necessity be dependent upon the family bank roll, the pleasures incident to the ownership of the machine should, of course, be part and parcel of the immediate family in question. But is this the broader view?

It is small trouble to ask a less fortunate neighbor to put his cat out, pack a couple of ham sandwiches and his coffee pot in a meal sack and hold down the rear seat of your car. The difference in the gasoline burned would be negligible, and friend neighbor could eat his own lunch. Whether the practice is not in accord with the theory can be ascertained only by proper trial.

Still No Park Sites!

Reports from the Chamber of Commerce and from the park bureau indicate that the question of an adequate park site for tourists is still in the air; very much in the air. There are a number of sites that might be used for the purpose, but some obstacle always seems to be encountered. The choicest spots are the hardest to get.

Portland has for some time been establishing its reputation as a city whose hospitality is second to none. Yet it has never made a real, earnest effort to look after this phase of looking after the stranger within its gates. The park bureau made a very creditable showing with the means at its disposal at the Forestry Park site, but now that ground is being used for other purposes, and the tourist has nowhere to lay his head, except on ground of his own choosing.

Oregon State Motor association headquarters reports that tourists are coming into the city in force already this year, and the question naturally arises: Where are they staying? And the answer is, at the hotels, which are good, and in camping places here and there, without conveniences, which is not so good. Our hospitality seems to say: "Here is the city, here is the scenery; come and see it, but we'll be blessed if we know where you're going to sleep!"

The prominent citizens of Portland should aid the Chamber of Commerce and the city in bringing about adequate provisions for our visitors, and if pressure needs to be brought to bear upon owners of idle ground to lease or sell at a reasonable figure for such a public spirited purpose, then let the pressure be available and used to advantage.

The motorcycle races on Decoration day at the Rose City speedway promise to furnish some exceptional speed features for the thirsty throng. It's time the old track took a new lease on life.

With the activities of the airplane clubs becoming more noticeable, the plane gives high promise of becoming a real power in the commercial world.

With the present downward trend in prices, it may be well to remind the oil companies that no one is barred from taking part in the good work.

Now that the winter of our discontent is turning into joyous summer and so forth, a few cars will make the local row blossom, like the rose.

The truck caravan, if it did nothing else, showed truck men how little people in general really know about the gasoline commercial carrier.

Something should be done to assuage the feelings of the man who got stuck in a mudhole on the way to the polls and arrived too late to vote.

DO YOU KNOW

That more than \$250,000 has been spent in Tokyo, Japan, for motor fire engines?
That the American people have invested about \$11,000,000,000 in highways?
That the maximum total weight for a vehicle and load in the state of New York is 25,000 pounds?
That automobile traffic represents 85 per cent of all vehicular traffic on the highways in Pennsylvania?
That the price of motor cars has increased two and a half times in England since before the war?
That Akron, Ohio, has a garage that will accommodate 3500 automobiles?
That the present retail price of gasoline in England is 88 cents, in France 90 cents and \$1 a gallon in Spain and Italy?
That in 1896 motor cars became legal on the highways of the British Isles, at a speed of 12 miles per hour in England and 10 miles per hour in Scotland?
That more than 70,000 women are driving motor cars in California?
That the rubber tire business for the United States for 1920 is estimated at \$1,000,000,000?
That in every city of the United States horse drawn vehicles are outnumbered by automobiles 10 to 1?
That the proposed route of the Roosevelt International highway will run from Portland, Or., to Portland, Maine?
That if you don't put water in your radiator you're going to be out of luck?

PLANE TALK

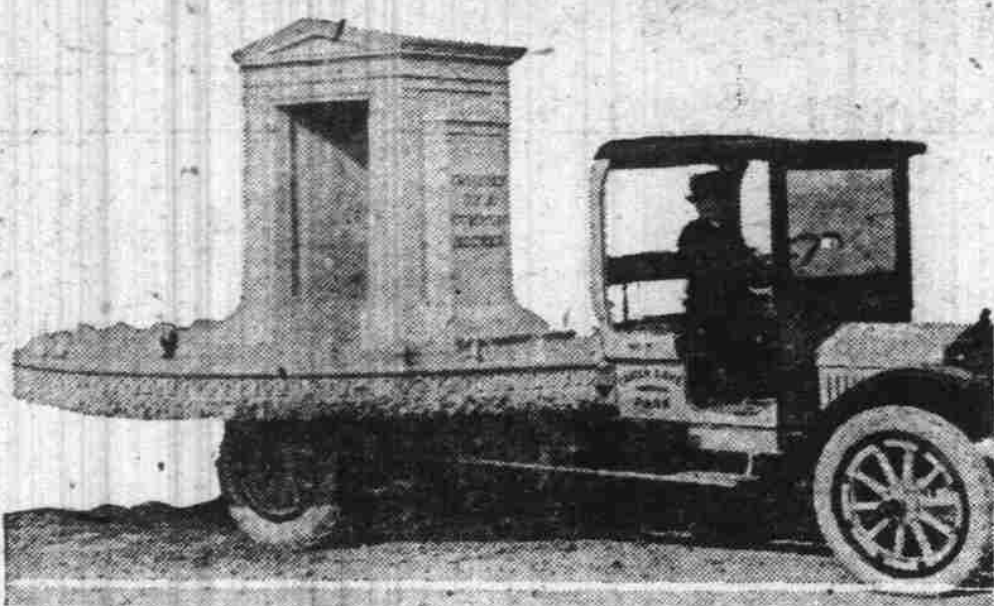
After supper flying is the latest fad of the Portland young folks, according to officials of the Oregon, Washington & Idaho Airplane company, who say that the effulgent glow of the late afternoon, when the sun is setting in golden radiance beyond the purple hills of the glowing west, and so forth, is rather much of a drawing card, and folks would fall aloft at such a time. And, moreover, they do. The late afternoon pilots of the company are having their hands full taking care of the business.

C. V. Dudley of Portland last week purchased a J. N.-4D plane from the Oregon, Washington & Idaho Airplane company. He will use the plane for pleasure purposes and has engaged the services of N. B. Evans as pilot. Victor Verano, general manager of the airplane company, made the sale to the aerial enthusiast.

Highway Across Sierras Opened Up

Placerville, Cal., May 22.—(U. P.)—Lincoln highway, via Placerville, Lake Tahoe and Carson City, Nev., is open for the first time, completing the transcontinental route across the summit of the Sierras. The road was reported in excellent condition.

MODEL OF PEACE PORTAL



The White truck that bore the model Peace Portal in the Ad club caravan on "On to Stockton" day. The truck is handled here by the White company. The portal, of which this is a replica, is to be erected at the Canadian-United States boundary at Blaine, Wash., when the highway from Vancouver to San Diego is completed.

How is the Road?

Washington-Idaho-Montana-Canada

Continued dry weather for the past two weeks has made wonderful improvements on all highways leading out of Spokane. The Montana route via Wallace, Idaho, is considered now better than at any time this season, and is being extensively traveled daily by tourists going into the Flathead country in Montana. The route chiefly traversed by motorists is via Wallace, Idaho, Thompson Falls, Montana and Missoula, Mont. The route to Kallispell, Mont., and the Glacier Park, via Ravalli, Mont., is open and is being traveled early this season as the road is well drained, running along the banks of the Flathead lake and has remained in good condition despite recent rains in that vicinity.

Missoula, Billings, Butte, and Helena, Mont., highways leading out of Missoula are reported all open and in good condition and the highways in general are improving daily.

Spokane-Walla-Walla-Pendleton, Or., and Portland route is free from all obstructions and the highway between Spokane and Portland is considered fast, in the report taken personally from a responsible motorist Tuesday who arrived here (Spokane) from Portland in record time.

The popular route from Spokane to Seattle via the Snoqualmie pass is declared officially open. After a weary winter of touring disappointments, stories of road difficulties in the mountains over the Sunset highway and the possibility of Snoqualmie being blocked indefinitely, the first car actually to drive through on its own power reached Spokane May 12 and the pilots were registered by Ren H. Rice, field secretary of the National Parks Highway association. The five-passenger Ford, laden with camping luggage, carried Clarence Winter and G. W. Ott of Seattle. The young men reached Spokane on the first leg of their journey to New York.

"We were the first actually to make the pass in a car on its own power and came through May 9," said Mr. Winter on his arrival. "Several cars followed the next day. We had no real difficulty, though there is still snow in patches. The spring rains have had a slight effect and the road is hardly a boulevard, but is more than passable."

Plans are being made by the Sunny-side, Wash., Commercial club to organize a tourist club to acquaint local tourists and campers of the attractions of the different communities, and road conditions in reaching points of interest. Pilgrims who annually wend their way by motor car to the slopes of Mount Rainier will learn with interest that the gigantic task of widening and regrading the road through the two and one half miles of Nisqually canyon will be completed in time for the opening of the tourist season June 1. Everett, Wash., general manager of the airplane company, made the sale to the aerial enthusiast.

yards of rock were blasted out of the hill to make this road, two carloads of powder being used for the purpose. The two and one half mile stretch cost approximately \$200,000.

In 1919 there were 55,232 visiting motorists at Mount Rainier national park, an increase of 26 per cent over the previous year. Many travelers who visit Yellowstone or Glacier parks, or both, pass through Spokane to visit the Coast mountain scenery.

J. V. Hawkins, representative of the National Parks highway, says: "Better road conditions throughout the Northwest with well marked, definite routes of travel to the scenic regions, have caused increased interest in all classes of motor travel."

"All along the National Parks highway from Chicago to its western terminus at Crater lake, Oregon, there has been unusual activity in road construction. Motorists' trade has been four times well worth going after. Travelers by automobile spend money everywhere. One motorist may stop in this city overnight, while another will go on and stop in the next place, but a constant stream of dollars is spread along the route, and where one man buys a tire in one city, another will perhaps have his tank filled and still another will buy some needed articles. This trade is spot cash."

"The benefits, however, are not confined to the money distributed. It has been found the lure of the good roads brings increased motor travel and travelers spread the fame of those communities which improve their roads."

The National Parks highway is well marked almost for its entire length. We expect greater travel this year than in 1919, which broke all previous records. All highways leading to British Columbia and Alberta are reported passable and getting better each day. There has been no report of any bad spots leading to the Canadian border.

Southern Washington and Eastern Oregon

Increased auto traffic, especially with commercial travelers, from all directions through Walla Walla, is reported by Secretary W. S. Parks of the Tri-State Automobile club as a result of the constantly improving roads throughout southeastern Washington, Eastern and Central Oregon and Western Idaho. The roads have all dried up in these sections and the occasional rains of the last 10 days have made them practically dustless.

The heaviest travel is from Portland via both the north and south bank Columbia river routes, and from Boise, Idaho, to Spokane, but the direct travel to Seattle through the Snoqualmie Pass has also shown a considerable increase. The snow has been cleared away all through the pass with the exception of a few miles at its western summit, and every few hundred feet of this distance passing places have been cleared in the snow. The road is gravel and the melting snow does not leave it muddy.

Together with the commercial travel increase, the tourist traffic has been noted and there has been considerable use of the auto camping park here. Several parties have passed through from

California via Klamath Falls and the Central Oregon route, one of them being an outfit from Connecticut on the return trip east after making California.

The road report in detail follows: Walla Walla to Spokane via Lyons Ferry: Good. Walla Walla to Spokane via Central ferry: This road is now passable and being used to some extent. The grading for construction work has been finished and the route appreciably improved.

Walla Walla to Spokane via Penewas ferry: Ferry not operating. Walla Walla to Spokane via Lewiston: Road in good condition. Lewiston to Grangeville, Idaho, via Banks: Road drying out fast and in fair condition. Lewiston to Anatone: Road in fair condition.

Walla Walla to Portland via North Bank road: Walla Walla to Mabton, good; ferry at Burbank (free county ferry) to Pasco; ferry from Pasco to Kennewick; good. Walla Walla to Goldendale via Bickleton, good; Goldendale to White Salmon via Lyle, good; from Goldendale to The Dalles, rough but no mud; Golden to Wasco, good; ferry at Maryhill operating, good road signs throughout; White Salmon to Stevenson, fair; ferry from Stevenson to South Pass and the Columbia highway; construction work between Washougal and Vancouver. Do not use the Major creek cut-off from Lyle to White Salmon. White Salmon auto camping park open and in good shape.

Walla Walla to Seattle: Road open and in fair condition, route improving daily. Snow cleared from greater part of Snoqualmie pass. Ample passing places cleared in the snow on the summit; no mud in the road. Walla Walla to Portland via Pendleton and Columbia river highway; good to Pendleton; fair dirt road from Pendleton to Echo. Echo to Castlerock via Columbia river highway, good. From Castlerock detour to Rock Spring, Wasco. Fair dirt road from Wasco to The Dalles. The detour from the Columbia highway between Pendleton and Wasco via Echo and Ione is a fair dirt road. Pendleton to Pilot Rock and Ukiah, fair dirt road, open all the way. Walla Walla to Boise: Good. Good to Pendleton; 26 miles paved. Pendleton to La Grande, rough in the Blue mountains, but passable; good from La Grande to Boise.

La Grande to Elgin and Wallawa: Roads fair and improving fast. Toll Gate road over Blue mountains impassable. Walla Walla to California, via Central Oregon: Pendleton to Wasco, good; Wasco to Bend, via Shaniko and Madras,

good (10 hours); Bend to Lakeview via Paisley and Silver Lake, good; Silver Lake to Redding, rough in spots, but cars going through without trouble. From Bend to Klamath Falls, fair; stage running regularly; Klamath Falls to Redding via Ager and Topay, fair; stage running regularly.

Bend to Sister, good; McKenzie Pass from Sister west should be open about June 15. Bend to Burns, good. Travel over the Blue Mountains to La Grande is now open, but rough. Cars are making the trip both ways daily, but, owing to road work between here and Cabbage Hill, are forced to make numerous detours. The best time recently reported is 11 hours from Pendleton to Baker, which is 100 miles over unimproved roads. Roads to Bingham Springs and Lehman and Highway are open and visitors are motoring to these resorts each week end. The Willow Springs route to the two last mentioned is open but not the Yellowjacket road.

The road from Baker to La Grande is in very good condition, there being no mud holes, as is also true of the road from Joseph to La Grande. The road from Pendleton to La Grande still continues to be in bad condition, although the worst of the mud holes are now gone, and all of the tourist cars are making the trip through on their own power, where a few days ago many of them were stuck in some of the worst of the mud holes.

Southern Oregon The Pacific highway in the vicinity of Canyonville is improving daily. Tourists are numerous. Travelers can go by the way of Riddle, as the bridge across the Umpqua has been repaired.

Coast District The main highways in Benton county are, in most respects in fairly good condition. Throughout the length of the Pacific highway from the north boundary line of the county to the southern limit the road is good, excepting about three miles just south of the north line where it is a little rough yet. Much of the highway is gravelled and very well smoothed down. The road from Albany to Corvallis, via Independence is good. Going west from Corvallis toward Toledo and over into Lincoln county the road is very good excepting about three miles between Wren and Blodgett, where it is somewhat rough and rutty. In going to the coast from Corvallis via Alsea the valley road is generally good, but farther west it is rough and in bad condition. The work of grading the Pacific highway is now well advanced.

(Continued on Page Six, This Section)



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