

## MOLALLA VALLEY ROADS GOOD BUT NOT HARD SURFACE

Scenery Is Beautiful Whether Pastoral or of Rugged Mountain Kinds; Find Homey Resort.

(Continued From Page One, This Section)

state. A Crow-Eikhart Four, piloted by "Jimmy" Graham, local distributor, was the path finding medium and the run with much credit to itself and its driver, and much comfort on the part of the scouts.

Oregon City is the first stop on the trip and there the motorist goes out Tenth street, up the hill and along Seventh street until a right turn is necessary at Taylor street. This thoroughfare leads into Molalla avenue and into the country road to the mysteries of the valley.

The first portion of the road consists of worn macadam, but with a side road—most country roads are twins throughout the state, where the right of way is wide enough—of clay that affords smooth traveling at a good rate of speed, which means as fast as the motorist wishes to push his car. The country is rather rolling for miles and the car ascends one hill to go down another, and upon reaching the bottom of that, prepares to go on up another, and so on. The effect is somewhat similar to riding on a scenic railway at an amusement park, but as far as one sees, the road has the amusement park backed off the scene.

### WARNING IS EFFECTIVE

There are a number of thriving towns along the road, with a sawmill or two here and there, not to mention, but to accentuate, however, scores of broad farms where grain is already sprouting and beginning to resemble what it is supposed to resemble, pastures where sheep and cattle graze as well and waste no time in idle scrutiny of the passerby. The farm houses are well trimmed, and fit into the picture, not as in some parts of the state, appearing to be city blocks taken from asphalt streets and set down in the middle of the landscape without thought as to effect or setting. The valley of the Willamette is said to be the essence of rural scenery, and public opinion may prevail, but while the Molalla runs through slightly wilder bits of country, it is not a competitor of Oregon's central garden.

And the folks there are not devoid of humor, for near a rather bad crossing a small cemetery is used as a parking place for speedy drivers who care nothing for crossing signs and engine whistles. The warning, while certainly not intended, is nevertheless effective in making travelers give a bit more attention to negotiating the track.

### ROAD WELL MARKED

The road becomes slightly rougher as the traveler goes further south, but the change is so slight that it is scarcely worth mentioning. The macadam gives way to gravel and the gravel to plain clay, slightly rough here and there when spring work has not had a chance to smooth out last winter's cutting of the clay surface. Nowhere, however, is a stretch of excellent macadam served as an agreeable surprise, and the straightaway gives the opportunity for a burst of speed through the peaceful countryside. The roads are well marked, now and then an advertisement marking the distance to some town, and at all the intersections a concrete point to the towns lying on the roads to the left or right. At one point a farmer has erected rather a complete directing sign, with distances marked, an arrow showing the direction from which the wind is blowing, and a square of metal proving to its own satisfaction that the four main points of the compass are accurately marked. The whole is mounted on a cement base.

### COUNTRY GROWS WILDER

As one approaches Willhoit Springs, the houses become more scattered, the country wilder and showing fewer signs of intensive cultivation, and the road is not so good. The way is dry, affording excellent traction, but the surface is a bit cut up. A bit of corduroy here and there bears testimony that mud is no doubt present in some spots in winter and a board plank is a necessity rather than a luxury. Some work is being done on the last section of the road, which was thoroughly in need of it two miles north of Willhoit, and it is expected that within the week the road will be vastly improved. Travel is becoming heavier to the Springs and preparations are being made to handle the traffic over the old road, rain or shine. A new road is scheduled to lead to Willhoit one of these days, but beyond a preliminary survey, little has been done to make the dream come true. The citizens of the country have been using every means in their power to make the loop road through the Molalla valley one of the best in the state, but folks down that way say most of the encouragement has come from within their own borders, either material or otherwise.

### RESORT IS "HOMEY"

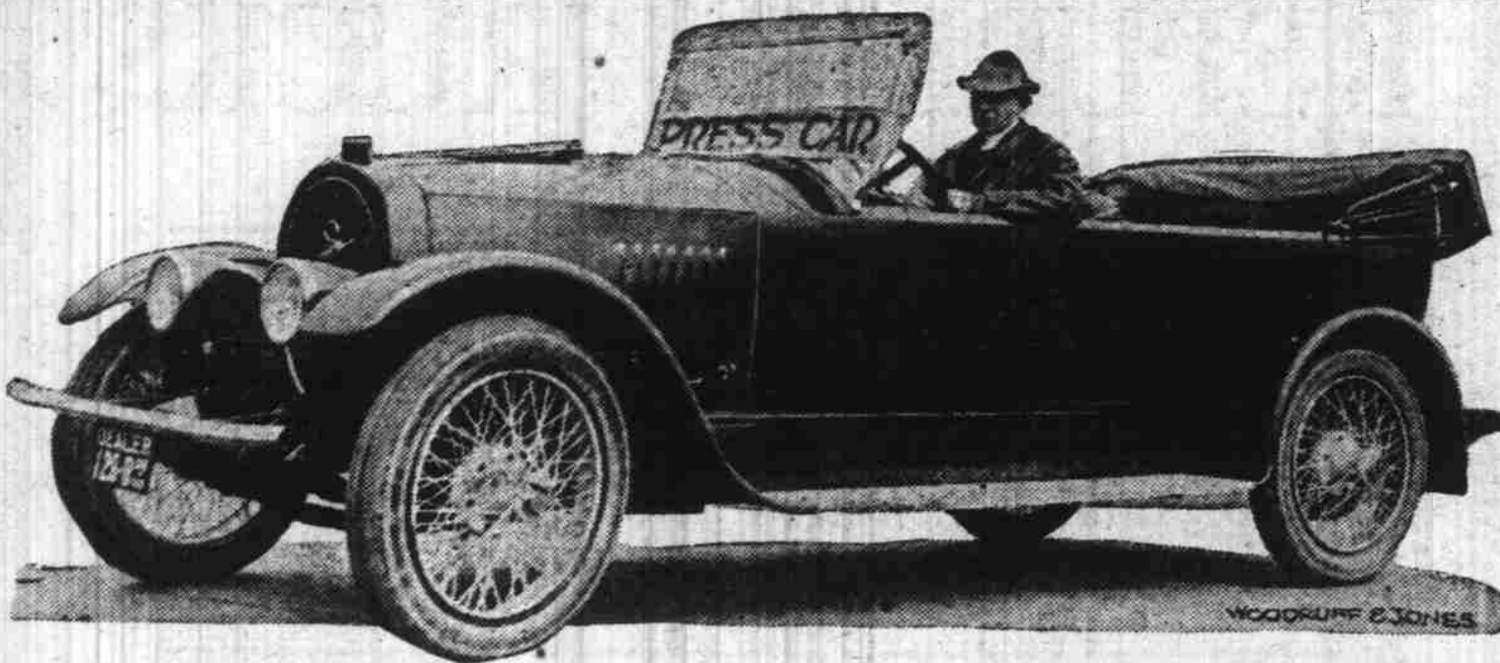
Willhoit Springs itself is a "homey" place, the new hotel, built as it is of logs and furnished with furniture in keeping with the general plan of the building, having been erected comparatively recently and in excellent taste to harmonize with the general character of the surroundings. The old structure was destroyed by fire, and the new one is a story on the former site. There are a number of small cottages about the grounds, as well as buildings used for the purpose of amusing the summer visitors and catering to the health of habitues. The water is—well, the folks there seem to like it, and they say others get to like it in time, but the scouts did not get away with a glass of the fluid among the whole crowd. As a mineral water and a health restorer it has its good points, but as a means for curing the uninitiated something seems to be lacking.

The trip, therefore, promises an excellent opportunity to get away from the beaten path with both pleasure and profit, and the road is good. The tour through this part of the country should not be missed, and the entire drive may easily be made in an afternoon.

### LOG OF TRIP

The log follows:  
0.0—The Journal building. Take any of the three routes to Oregon City, striking Tenth street in the heart of the city. Go up hill at Tenth street, left on Seventh, and right again on Taylor, leading into Molalla avenue.  
13.7—Oregon City.  
22.6—Schoolhouse.  
24.2—Molino. Turn right.  
26.7—Liberal. Straight ahead. Depot, cross railroad.  
27.4—Left.  
28.9—Right.  
30.2—Molalla. Straight through.  
31.2—Right.  
33.7—Left.  
34.5—Left at sign.  
35.0—Right.  
38.2—Right.  
38.3—Willhoit Springs. Through gate on right.

## CAR IS GETTING TO BE "SOME" STARTER



The Apperson Eight, which filled an official niche during the early part of the week when the truck caravan and the Ad club pilgrimage started forth. Harry Waggoner, sales manager for the Apperson Motor Car company, local Apperson distributor, is at the wheel, and distinguished both himself and his car by his facile driving between this city and Corvallis. He bore Robert E. Magner, field secretary of the National Automobile Dealers' association, as far as Salem on the day of the truck caravan, his car figuring as the official pacemaker of the commercial run. The second day saw the Apperson speeding ahead of the Ad club procession as far as Oregon City.

## CHAIN DRIVE USED FOR MOTOR TRUCK

English, French and Italians Use Chain Drive in Their Biggest Trucks.

Individual commercial enterprise in Europe was lost sight of during the war. Development of every kind had to be determined by the relation it would bear to military necessity.

The entire automotive industry was devoted solely to perfecting war transports. Not a car or truck was made for sale to a private consumer. Consequently, as pointed out by F. C. Atwell, manager of the Mack-International Motor Truck corporation, distributors of Mack trucks, all energies, efforts and resources were devoted to the production of vehicles that would withstand best the hard usage to which they would be subjected.

"The International Motor company, manufacturers of Mack trucks, recently obtained specification sheets of the leading motor trucks that are to be put on the market in 1920," said Mr. Atwell.

"The dominant feature in the construction of English, French and Italian trucks of three-ton capacity and over is the use of the chain as the final drive. Experience gained during the war undoubtedly is responsible for European producers favoring the chain drive to such a marked degree.

"In England, the following makers have adopted the chain drive for domestic production: Albion, Caledon, Churchill, Clyde, Commer, Enfield, Haxley, Hailford, Karrier, Laera, Pagefield, Seabrook. Among Italian producers we find the Fiat, Itala and Isotta Fraschini using the chain drive for their trucks. In addition to these manufacturers who were in business before the war the Bugatti, another Italian truck, was distinctly a war-time product using the chain drive. The French builders who are doing the same thing are: Rochet-Schneider, Berliet, Brasier, Renault, Peugeot, Panhard, De Dion and Darracq. "Specifications for German-made trucks are not available at this time but before and during the war the 31 leading truck makers of that country used the chain drive. Naturally they are likely to return to the same type of construction."

## Sheridan Is Name Of New Car to Be Made at Muncie, Ind.

The Sheridan is the name of the new car to be manufactured at Muncie, Ind., by the Sheridan Motor Car company, of which D. A. Burke is president and general manager. This is a new division of the General Motors corporation.

This announcement clears up a degree of mystery which surrounded several statements made months ago, when it became known that Burke had resigned from the organization of the Buick Motor company to take on a new line of work with General Motors corporation.

The Sheridan will be made in two sizes, four and eight cylinders, and each will have its roadster, touring, coupe and sedan models.

The plant formerly used by the Interstate Automobile company at Muncie has been enlarged and improved in a manner that will make it one of the most efficient car factories in the country, with a possible output of 300 cars per day.

Detailed announcements with respect to the new car will be made in the near future. Production is expected to begin in August, this year.

## Dealers' Convention In Chicago Success, Says Ben Goldberg

Ben Goldberg, who recently took over the distribution of Diamond T trucks in this territory, has returned from Chicago, where he attended the dealers' convention at the Diamond T factory. With Goldberg on the return trip were T. C. Huxley Jr., northwestern representative for the Diamond T factory, and C. I. Wood, salesmanager for the local distributors.

Goldberg says every phase of service and sales was touched upon by speakers at the convention, where over 100 distributors and representatives were gathered. The convention lasted for three days and the Portland men say they were three days full of activities.

The Portland men found that Chicago is a great user of Diamond T trucks and were much gratified to find that the factory is so taken with the ship-by-truck idea, that it is doing most of its parts hauling between Detroit factories and the Chicago plant by Diamond T truck; thus cutting out the danger of being delayed by rail tieups and similar troubles.

### Visit Seattle

E. R. Wiggins of Wiggins & Co., Inc., automobile equipment dealer, accompanied by F. W. Parsons, territory man for the General Motors corporation, last week in Seattle, whether the train had departed for a business trip.

"The price of things is going up," one says when'er he dies. Well, why not speed a trifle more, And boost the price of fines?



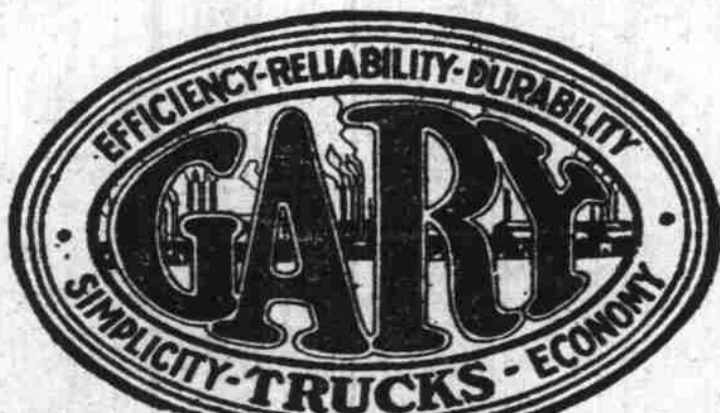
## Announcing WILLARD Way Station No. 2

Our patrons driving on Stark, Burnside or Washington will find this new link in Willard service a great convenience.

443 STARK STREET  
460 BURNSIDE STREET  
Between 12th and 13th

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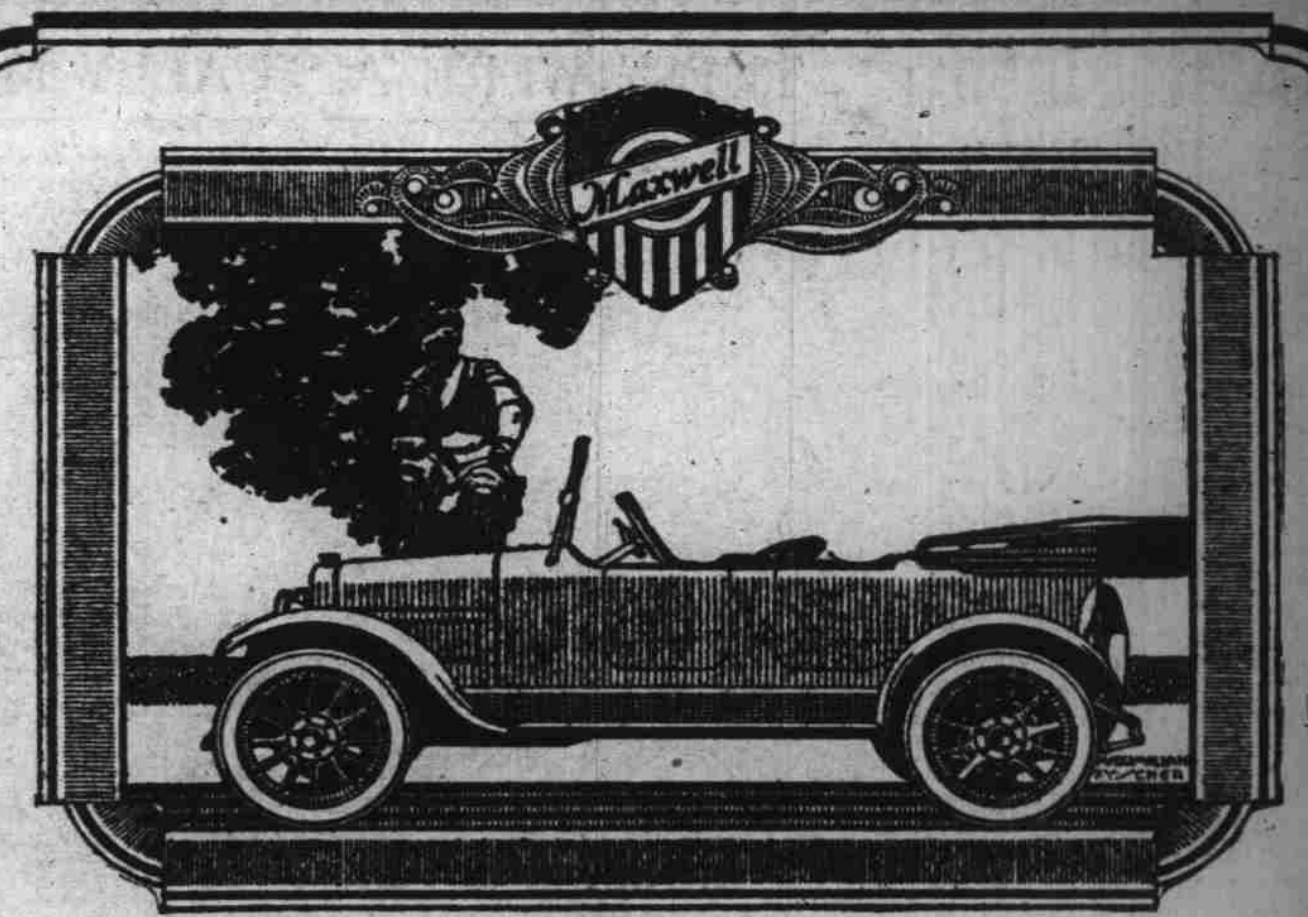
## RACING THRILLERS ON PROGRAM FOR TACOMA SPEEDWAY

Member of the World's Famous Drivers Coming Direct From Big Events in Indianapolis.

Portland motor car racing fans journeying to events at the Tacoma speedway July 5, will this year witness some of the fastest driving in the history of the great national sport in the Northwest.

From Indianapolis will come to Tacoma direct the world's most famous drivers. W. C. Baldwin of the Tacoma Speedway, left for Indianapolis last Friday. He will witness the Memorial day events and returning will bring several drivers with him to Tacoma for the 225-mile classic. The purse at Tacoma this year will be for \$25,000 and the race continuous and not in three heats as last year.

The drivers to appear at Tacoma for the championship events will be known immediately following the Indianapolis race. It is expected that Ralph De Palma, Gaston and Louis Chevrolet, Ralph Mulford, Jimmie Murphy, Cliff Durant, Eddie Hearne, Eddie O'Donnell and other equally well known speed kings will be at Tacoma. It is not at all unlikely that several foreign drivers with their new mystery cars created since the war will be on hand to try for the big purse.



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# MAXWELL

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Many who drive a Maxwell prefer it to a larger car.

They like its nimbleness, its quickness in getting under way, its peculiar ability to thread its way through traffic, its rare driving ease.

One can drive it farther in a day with less fatigue than many cars much larger.

The reason is clear: its engine pulls no superfluous weight.

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eliminate the useless weight—steels made to Maxwell's own formulae, which equal pound for pound those in any car built.

They have extra strength forged into them, and they provide lightness.

This is one reason why Maxwell has won public favor the world over as indicated by nearly 400,000 now in use. How marked the tendency today is recorded by a production of 100,000 for 1920.

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## The Good Sense of This Sedan

Only 200 Pounds Heavier Than the Touring Car, Triple Springs Give it the Riding Comfort of the Heavy Sedan.

THE THINGS you look for in a car are all in the Overland Sedan. It has style and supreme comfort, yet its light weight results in surprising economy. On hot days it provides all the air and circulation and unobstructed view of a touring car, plus the greater coolness of the chic solid top. It can be converted partly or wholly into a closed car for sudden storms or cool evenings. Yet because of its wide glass area you never feel "shut in." Once you know its convenience you'll wonder how you ever "got along" with any other type of car.

Touring, \$995; Roadster, \$985; Coupe, \$1225; Sedan, \$1575  
Prices L. O. B. Toledo, subject to change without notice

Willys-Overland Pacific Co.

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### This Way To Work and Back

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### Harley-Davidson

Terms of payment can be arranged here to suit your convenience. You can ride 40 to 60 miles on a gallon of gasoline, 250 miles on a quart of oil, with practically no cost for tires or repairs. Street car fare and the time you will save will pay for the keep of a Harley-Davidson.

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