

TRIP NORTH TO BOUNDARY LINE ENJOYABLE ONE

Portland Dealers Tell of Gasoline Shortage and Describe Character of Roads Traveled.

While the gasoline situation was at its worst during the early weeks of June and realizing, on that account, business conditions throughout the automotive trade between Portland and Medford, Or., would be bad, Howard Weaver of the Weaver Tire company and George Jackson of the Thrometer Sales company decided to make the territory between Portland and Vancouver, B. C., notwithstanding the fact that word was going around that the gasoline famine had affected all these points.

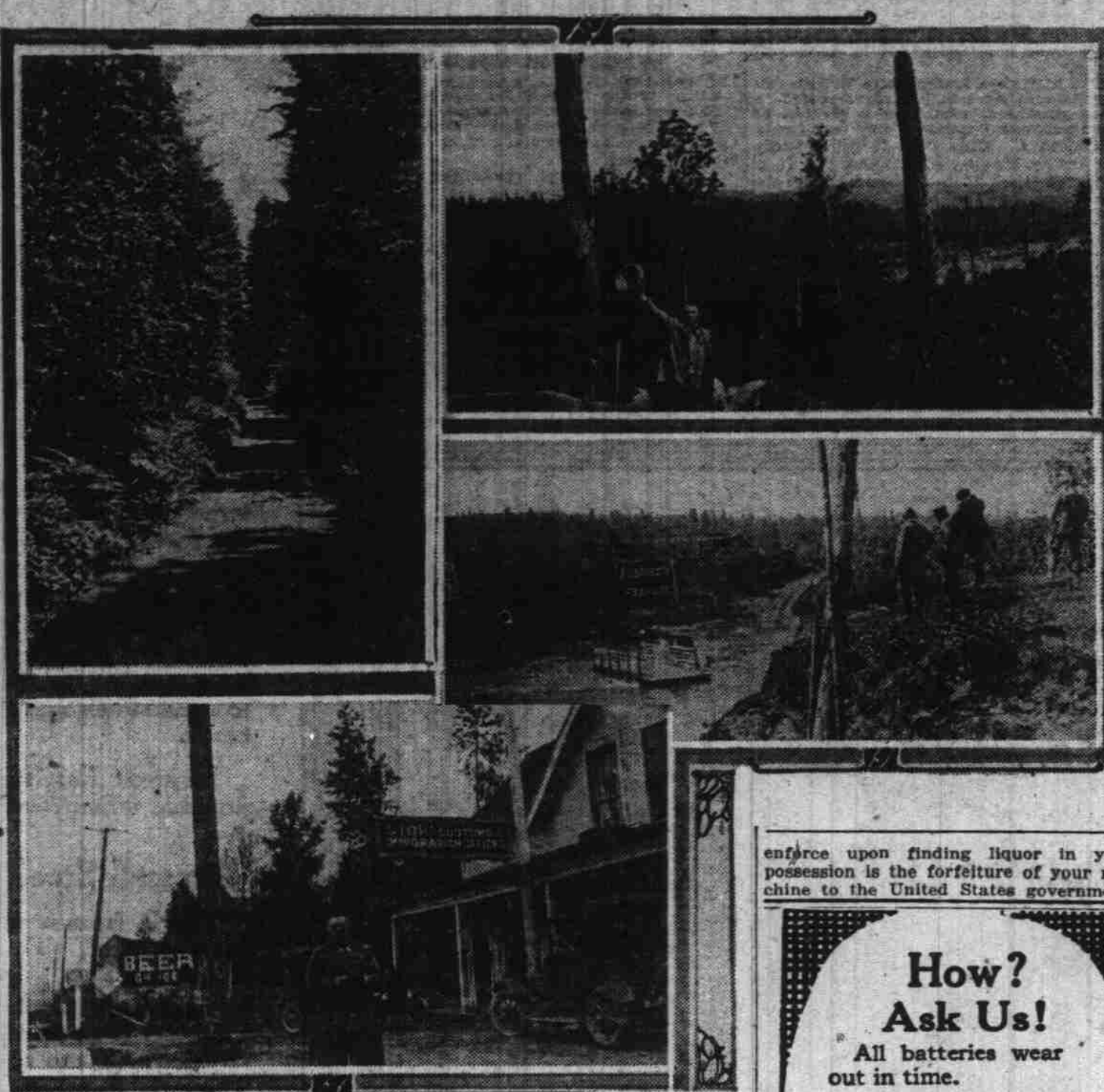
The party left Portland with a full tank of gas, together with an emergency ration of five gallons. They found business conditions among the garages and repair men very much knocked in the head at Vancouver, Kalama, Kelso and Castlerock, one garage man in particular stating that his business had fallen off from an average of over \$125 daily to less than \$10 per day since the gasoline shortage had become serious. At Chehalis they found the condition very critical; the town had been without gas for 48 hours, resulting in the auto dealers getting together and purchasing a special carload of gas which was expected to arrive within a couple of days. This means that Chehalis must have been without gas for almost four days.

The trip north was made mostly by driving at night. As there had been good weather, the roads were dry and the party had no trouble at all running over the almost famed Olqua detour at midnight. Also, the detour north of Centralia, along the Chehalis river, was in good condition at that time. "But beware of these stretches if any rain has fallen; they're bad, and then some," says Jackson.

Although there are small stretches of hard surface completed between Vancouver, Wash., and Centralia, one does not hit the hard surface proper until entering Olympia. From there on you ride over a magnificent hard surfaced road through Tacoma, Seattle and on past Everett, a distance of approximately 160 miles. In many places the highway is 60 feet wide, making it easy for four machines to pass abreast.

Business throughout these Northern Washington towns seemed very good. All the towns looked prosperous and one could not help but notice the cleanliness of both the larger and smaller towns, according to Weaver. Conditions in Vancouver, B. C., are good and the town resembles in every way a hustling American city, while their Hotel Vancouver, a Canadian Pacific railroad hotel, is a magnificent hostelry and within keeping with the high standard set by the C. P. R. hotel officials. The story would hardly be complete without a word about passing the United States and Canadian government officials at the international boundary just north of Blaine, Wash. Before entering Canada it is necessary to make a record of your car, tires and other equipment carried, at the United States customs house. You are then given permission to enter Canada for a certain length of time—30 days. If your stay is to be over that length of time, it is necessary to have this permit renewed. Upon crossing the boundary line, you place your machine on the left side of the road and from then on pass all machines on your right. The Canadian inspectors question you

GATES AJAR AND WHAT IS SEEN BEYOND



Here are some Portland men who had a merry time north of Rainier. At the upper left is a typical stretch of road north of Toledo. The upper right picture shows a halt on the road. Down in the middle the Olqua ferry is about to come over for another load, and last, but not least, at the bottom is an alluring picture of the customs house at the Canadian line.

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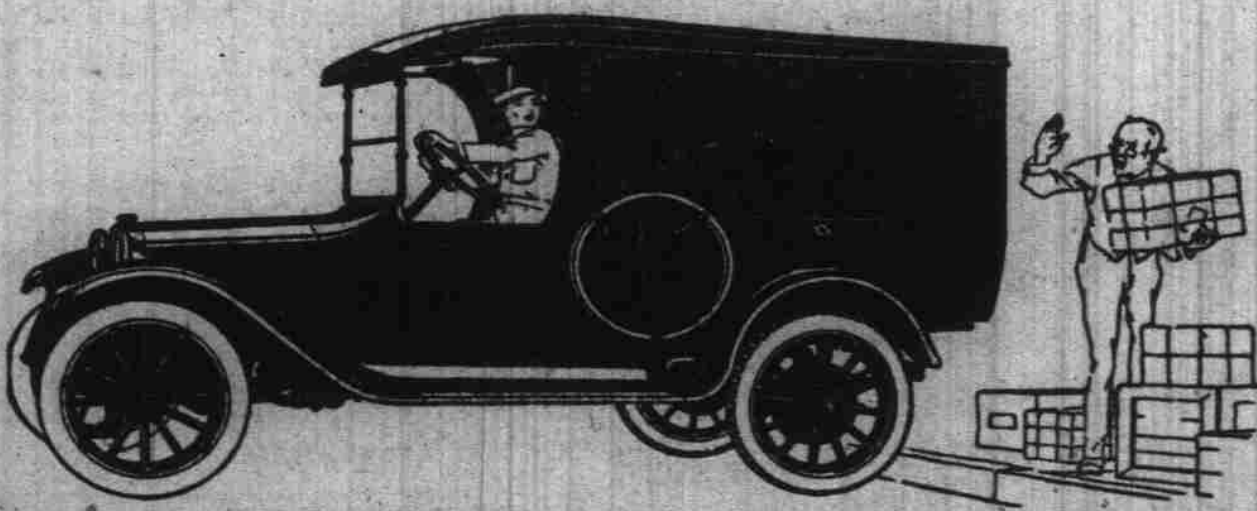
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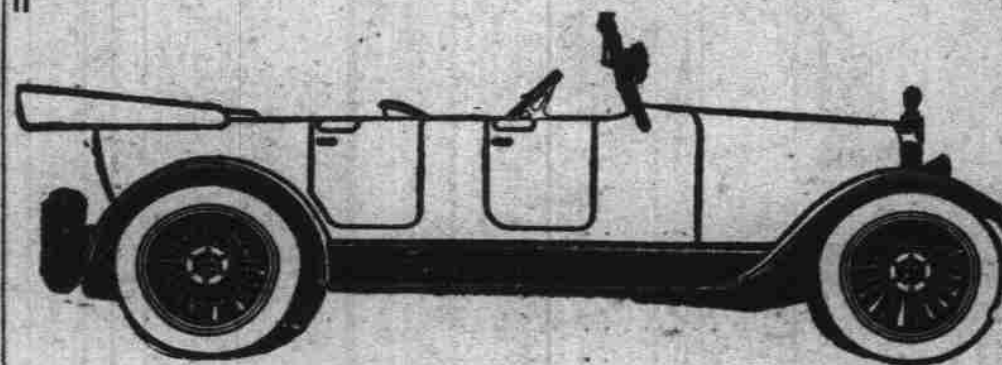
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