GREATER TRAVEL TOUR WILL BRING PARTY TO OREGON

National Park Service Trip to Include Visit to Crater Lake Park Next Month.

Americans marvel at the facilities for travel in continental Europe, where 10 days of continuous sightseeing for them is a long time. The national park service in promoting a greater travel campaign in the United States, including the dedication August 25 of a 4500 mile park to park scenic highway, has made it possible for the tourist to travel for an entire summer in the federal playgrounds of the West.

Here are some of the enchanting delights that will be experienced by the automobile tourist:

An unequaled assemblage of geysers and hot springs and petrified forests in Yellowstone park in Wyoming.

Unsurpassed alpine climbing in Glacier park in Montana.

Mount Rainier park in Washington with its snow-capped peak buried in the clouds.

The rock "phantom ship" riding the lake waters held in the collapsed top of an extinct volcano in Crater park in Oregon.

Yosemite falls, in Yosemite park, in California, with a drop equal to that of nine Niagaras.

Grand Canyon in Arizona, with its panorama of pyramids and castles and temples—nature's master stroke of erosion.

Mesa Verde cliff dwellers' ruins in Colorado of a pre-historic people who started the apartment house idea.

This master auto scenic highway in the world, traversing nine states and connecting a score of national parks and forests, will be dedicated to the people by Stephen T. Mather, director of national parks, governors, congressmen and city officials, as well as officials of the National Park to Park Highway association.

The official tour with Denver as the start and finish, will require 60 days to complete. The master highway comprises parts of a dozen transcontinental trails and connecting roads, and is being laid out for the convenience of the traveler by A. L. Westgard, scout of the American Automobile association, who left Denver late in June on a pathfinding trip and is at present on the Pacific coast.

The National Park to Park Highway association, cooperating with the National Park Service and the American Automobile association, is extending a general invitation to good roads associations, automobile clubs, commercial associations, as well as to individuals who have at heart greater accessibility of America's national parks as the primary object in making the trip.

PENDLETON NOW ONE DAY TRIP BY AUTO

(Continued From Page One)

wagons, most people take their cars through the stretch and on toward Wasco with little trouble or delay.

Between Moody and Wasco there are several long grades, and after leaving the bottom lands the road rolls like a ship at sea, but with a good gravel surface. Now and then a patch of rocks graces the summit of a hill or hides just around a bend to make the driver test his brakes, but aside from that and an occasional motor car or wagon, all one has to do is to hold onto the wheel and drive. Some of the wheat is being hauled with trucks, but a good proportion is being taken from the fields with wagons, most of which have trailers and require six draught horses.

The wagon and trailer loaded weigh somewhere in the neighborhood of five tons, according to the statement of a driver whose acquaintance was made at a water trough.

GOOD PLACE TO LUNCH

Attaining the heights, the road bends down in the direction of Wasco, and here one finds a good place to get lunch, providing breakfast has been eaten in Hood River. Those who do not care to stop at the Sherman county town may follow the road by which they came straight through the town and onto the section line road to the east of the town. This road is not bad, though of clay and nasty to drive when a wind is blowing in the driver's face. For many miles the two fences bordering the road stretch away straight over the rolling plain, and then the car will take a sharp turn to the right.

Mr. Motorist, note that turn well, for it is the turning point in the road to Arlington in more ways than one. From this point on across the John Day ferry and all the way to the riverside town of Arlington the native of Oregon will be surprised and the tourist will be delighted, if he is like any of the tourists the scout party encountered on the way. A few miles beyond the significant turn the road starts down grade and one thinks it reaches a few dozen feet below sea level before righting itself to flatten down by the John Day. The hot wind coming up the coulee to the John Day was like the blast from a feverish political meeting, and when the party reached McDonald's ferry a man waiting for the boat to start said the fish were carrying sunshades up and down the river for miles.

NEW BRIDGE SOME DAY

McDonald's ferry will in the course of time give way to the new bridge at the mouth of the John Day, which is already finished, but about as useful as a misfit hub wrench, with no highway graded up to its approaches. Once across the John Day, there is a choice of two roads. One of them, to the right, is the old Oregon trail, said to have been traveled by the fathers of the state when the Columbia river was but a trickling brook. To the left leads another trail, going up over the hill, five miles shorter than the road to the right, which goes to Arlington by way of Rock creek and Shutters. With a high-powered car and an ice-box cooling system, the road over the hill is the best, because it is the shortest, but most people choose travel by the trail and take in the Rock creek country.

It is surprising how many tourists there are who make the run through this part of the state. Few of them complain about the roads, and all of them, while looking hot and dusty, seem to be having the time of their lives. One reason for this may be the little trouble they have to cook meals. One man said fire was a needless article and an impertinent element in that neck of the sagebrush.

"Don't need a fire to cook steak," said he. "Just lay the stuff down anywhere."

REAL HOT WEATHER

One party steamed clams by holding them over the radiator vent, according to an unverified statement of a man from over near Monkland, and thermometers here and there were completely damaged. Yet every man one met said, "Gee, this is great stuff," and a chap changing a tire in a gentle sunshine where it was near the 106 mark in the shade was wearing a coat—but it was a coat of tan. Every man in Boardman had a piece of ice in his hand.

After following the old Oregon trail for some miles, the scouts agreed that the fathers of the state, excellent gentlemen though they might have been in other respects, had little sense of direction. The way certainly winds and is of the same caliber as the rest of the route between The Dalles and Arlington—good here, bad there, sandy yonder, and all sorts of fun to drive. To attempt to give a definite and sincere description of this road would mean having a map to scale 100 yards to the mile marked every inch of the way. Suffice to say that the road around by Rock creek is the best way to get to Arlington.

FOUR TOWNS CONSPICUOUS

There are four towns at least that impress themselves upon the mind of the traveler making the run to Pendleton. One of these is The Dalles, at the end of the road from Arlington; one is Arlington, at the end of the stretch from The Dalles; another is Pendleton, at the end of 22 dusty miles from Echo, and the fourth is Echo, at the finish of 22 equally dusty miles from Pendleton. These four towns have been blessed more times, from actual investigation, than any others and, while there may be times when the inhabitants of these places lose patience and want to go elswhere for a change, most tourists regard the places with pleasure.

So, therefore, any tourist will see the reason for the scoutish exclamation, "There is Arlington," as, passing a healthy patch of tin cans, the car rolled into the cool little town. On the return journey Fred K. Gettins, engineer in charge of that portion of the highway construction, very kindly gave much information concerning the highway work between Arlington and The Dalles. In the opinion of Gettins, the highway across the John Day and through between the two points will not be done until next summer.

GRADING ABOUT DONE

Grading is practically done to Rowena and surfacing completed to Blalock, to the east of Arlington on the road to Rowena and the John Day. The John Day bridge is completed, but many miles of grading remain to be done and, after that, gravel surfacing must be put in shape before the road is thrown open to the public. The meeting of the highway commission slated for August 24 may make some material change in this prediction, said Gettins, but from the way work was going at that time, next spring probably would see the greater part of the work completed.

From Arlington east the completed gravel highway stretches miles along the river and railroad, through Boardman, Irrigon, Umatilla, Hermiston, Stanfield and Echo. It is all good gravel and, while excessive speed along the road in the heat of the day will make trouble for the stoutest tire, a good pace of about 30 miles to the hour will eat up the distance from the river towns to Pendleton.

ROAD VERY DUSTY

At Echo the traveler leaves the highway, although he has been leaving it all along when a bridge detour was necessary, and takes to the hill road through Pendleton. This present road is very dusty and quite rutty, and cannot be classed even as fair. There have been times when this road was one of the best dirt roads in the state, but the time is not the present. The new highway stretch from Echo to Pendleton by way of Nolen will entirely eliminate the 22 miles.

This new highway at Echo leaves the present road, which crosses the tracks and passes through the town, parallels the tracks on the edge of the town and goes on south along the railroad to Nolen. The present road for travel takes its course up the hill to the northeast of Echo and from that point to where the paving starts near the asylum on the edge of Pendleton motoring is one bump after another.

Simmering the whole affair down to a simple statement, the road to Pendleton from Portland is a route that can be made easily in one day by persons energetic enough to get up early in the morning and get on the road by 5 o'clock. By doing this and taking plenty of time for meals, the Round-Up city can be reached early in the evening. The scout car pulled into the city at 8:05 p. m., and no attempt was made to break records. A steady pace was held at all points where possible, of from 25 to 30 miles an hour. Quite often this had to be cut down to 15 and even 10. Stops were made at various places.

CHANGE BY NEXT SUMMER

With the completion of the new highway through from The Dalles to Arlington and the stretch from Echo to Pendleton, the run to the Eastern Oregon metropolis will be a drive that can be made by having breakfast in Portland and dinner in Pendleton. Next summer will see this change, for by that time all the small bridge detours will be done away with and the big fellows now completed will have the highway stretching up to them.

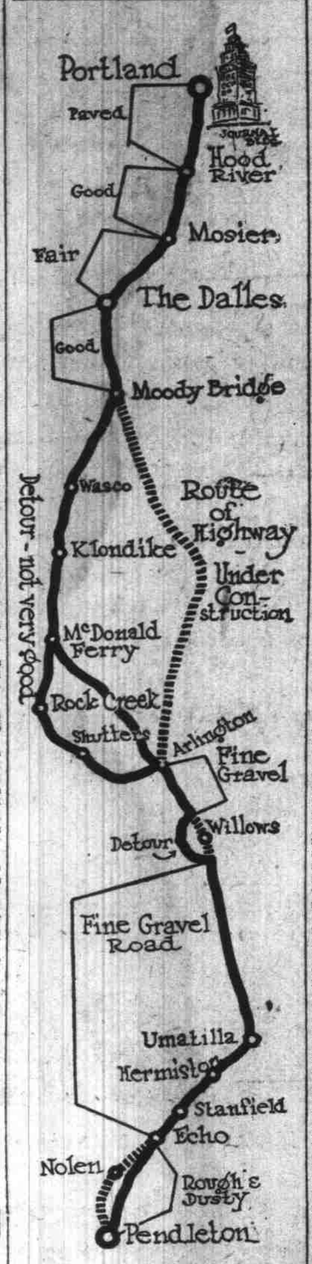
As to the ultimate hard surfacing of the highway east of The Dalles, engineers think there is little chance for hard surface for some time yet. Patented pavement would not stand up in the heat through the plains country, it is said, and cement would be the solution of the paving problem. Even cement would be difficult to cure and in any case such an improvement as hard stuff will be delayed until the highway is definitely decided upon and travel has packed the grade sufficiently.

The log:

LOG OF TRIP

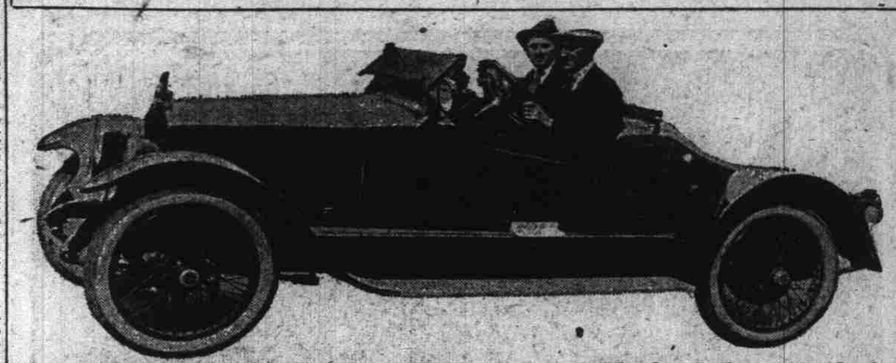
0.0—Journal building.
68.8—Hood River.
69.1—Turn left uphill on new road.
77.2—Mosier. Straight through.
90.2—The Dalles. Straight through The Dalles on road to east, taking left hand paved road at fork near bridge.
93.1—End paving. Good 30 mile pace permissible on this road for some distance.
95.8—Right.
96.0—Uphill.
97.0—Road better here. Water.
99.2—Straight ahead.
100.6—Cross R. R. and turn left. Road fair here, little dust.
103.4—View of bridge at Celilo falls and locks.
106.2—Go down hill on fair road, intermediate gear.
107.3—Miller's bridge over Deschutes. See new bridge on left.
108.3—Moody.
109.5—Water here.
110.2—Water.
110.2—Long grade uphill. 111.65 more hill, nine miles from Wasco.
113.4—Turn right. Road rough and dusty.
114.8—Left.
116.0—Bad, dust holes, with mud in rains.
120.8—Wasco. Straight out past Crossfield's store. Fair road.
124.2—Right.
124.7—Left.
125.2—Straight ahead.
129.1—Straight ahead on left hand road.
130.7—Left.
132.0—Road not so good.
134.0—End long downgrade at John Day ferry.
135.1—Either right or left, though right hand road is best to Arlington. Scouts took left hand road over hill, coming back by way of Rock creek.
146.3—Water.
151.2—Cross Condon branch O-W. R. & N. Turn left.
152.9—Arlington. Turn right uphill on new highway winding above city.
175.0—Castle Rock on left.
194.0—Irrigon. Water at windmill.
201.0—Umatilla, where detour is necessary, on unimproved roads. Take usual bridge.
220.5—Hermiston. Turn left at hotel.
226.6—Stanfield.
232.4—Echo. Take old road after crossing tracks to east of town. Go uphill.
254.9—Pendleton. Paved into the city and by following signs center of town may be reached. Drive may be made easily in 15 hours.

MAP OF PENDLETON ROAD SHOWS MUCH PROGRESS



Route followed by Journal scouts to Round-Up city.

RECORD BREAKER HURRIES TO NEW WORLDS



Cannonball Baker did not hesitate very long in Portland, for he is due elsewhere for the purpose of breaking another record. He is here shown in the Templar Sportette with W. W. Wray, president of the Wray Motor Car company, Templar distributors. Wray placed the car at Baker's disposal while the speed man was in the city.

Automobile Sign Is Port Watchword; Idea Constructive

Live wires with the Scripps-Booth company of California, who sparkle and scintillate on upper Alder street, got the idea that they could assist old Pa Portland in keeping the port in both his name and the city.

As a result of their cogitations and gleams of thoughtfulness, many cars are going about the city this morning with the sign, "Keep the 'Port in Portland," displayed prominently on their windshields. In small letters there is the legend, "Compliments of the Scripps-Booth company."

The Chamber of Commerce received the suggestion with enthusiasm, and is cashing in on the idea through its publicity department. Every civic organization is busying itself with the task of convincing the proper authorities that to remove the port from Portland would not only spoil a good name but business as well.

A phonograph cabinet has been invented into which small machines can be set to masquerade as costlier ones.

AUTO PRICE NOT TO SEE DECREASE

Labor and Material Are Still Too High to Bring Drop, Declares Leeston-Smith.

"Consumers will not be treated to a reduction in automobile prices this year." This, at least, is the expressed belief of F. M. Leeston-Smith, general manager of W. C. Garbe, Inc., who returned from an Eastern trip last week. "Labor is too high in its demands and material still fails to come down," he explained.

Leeston-Smith paid a visit to the big Studebaker plants in the East, going to Chicago, South Bend, Kenosha, Wis., and then back to Chicago. At South Bend, Ind., he saw the new factory where the Studebaker light six is manufactured at the rate of 1000 each day, with promise of an increase in the production figures very shortly. Smith declared that never before had he seen such efficiency of manufacture and assembly as that which characterized the work at the South Bend factory.

In visiting truck factories, the local man discovered that few trucks are being made for domestic trade. In every commercial carrier factory where he made a stop trucks are being turned out for foreign sale, but few for this country. This state of affairs is not due to a sluggish market, for he found the demand to be as healthy and as insistent as ever, but is due to the effort truck men are making to create a stable market.

It was also noted that alien labor, since the restoration of peace in Europe, is returning home. This migration of common and skilled labor is being felt in the ranks of industry, and good men are at a premium. What labor there is demands good pay, with a corresponding steadiness in the price of the product it turns out.

As to gasoline, Leeston-Smith said the East was well fixed. There has been no gas shortage and only talk in the press of putting in a rationing system for the fuel.

The visit to the East convinced Smith of the healthy future before the automobile industry as a whole.

Commerce TRUCKS

Have Proven Their
Efficiency
Eight Years of
Success
Used in U. S. Mail
Service

Electric lights, windshields, bumpers, impulse starter, spotlight, power tire pump.

Completeness

1, 1½-ton chassis, solid tires.
1, 1½-ton chassis, cord tires.
1½, 2-ton chassis, cord tires.

McCraken Motor Co.
Distributors
475 Morrison St. Broadway 93
"We Carry the Parts"

MACK PERFORMANCE COUNTS

Features You Get Exclusively in Mack Trucks

THE ENGINE SUSPENSION

The Mack truck engine will not get out of alignment and therefore function inefficiently even if the frame is twisted and distorted.

On the AB Mack models, the bell-housing is not used to support the engine, a separate steel beam being employed for this purpose. This beam is placed just behind the last cylinder and through bolts passing through the crank case and down to the lower bearing caps on the rear main bearing support the engine from it. A projection on a steel casting covering the bottom of the timing gear case serves as a support for the starting crank and front of the engine. Another steel beam is jointed at its center to this member so that twisting the frame cannot throw the engine to either side.

On the AC models, the heavy-duty type, the motor is suspended by the crankshaft which transmits all shocks direct to the drop forged engine cross members. These cross members carry the engine on a true three-point suspension with full universal joint conection at the third point. With this suspension the aluminum crank case is merely an oil retainer. It carries no weight and is subject to no strain.

MACK-INTERNATIONAL MOTOR TRUCK CORPORATION
Tenth and Davis Streets
Broadway 691

MACK

Pay the Price
If a Tire Can Outrun Millers,

There are some tires sold at an extra price which claim to give extra mileage.

If they do that, buy them.

Extra service is worth an extra cost. And a maker who skimps to cut a price does not deserve your patronage.

But prove the facts. Put the extra-price tire opposite the Miller and let the odometer decide.

Cords vs. fabrics

Cord Tires outlast Fabrics and are worth the extra cost. More and more, as men prove this, they are coming to the Cords.

But the best Cord or best Fabric should be proved out by a like test. Then patronize the maker who serves best.

What to require

Don't judge tires by the mileage which some user got.

Every maker has some freak tires. And the great records are made by oversize tires run under rare conditions.

But require that Miller outrun any tire on the opposite rear wheel.

The Stage-Line Tire

On California stage lines Miller Tires have won amazing records. Some lines run 12-passenger buses, weighing 8,600 pounds loaded, and the daily run exceeds 150 miles. As high as 21 rival tires have been compared against Millers. And no tire made can match them in these extreme service tests.

Or, if you test four Millers, require uniform mileage.

Require that treads outlast the balance of the tire.

Miller Tires will win you if you judge them in that way. And you owe it to yourself.

All maximum tires

Every Miller, Cord or Fabric, is the maximum tire of that type.

We know that. Night and day, year after year, we compare the Miller with other leading makes. We wear out 1,000 tires a year in making these comparisons.

Miller treads outwear rival treads by an average of 25 per cent. We also prove that by these tests.

Miller Tires are uniform. Every tire is signed by the maker and the inspector. And both are penalized if a tire comes back.

There are many Miller dealers with large sales who have never had a Miller Tire returned.

What mileage?

Tire mileage has been vastly increased in late years.

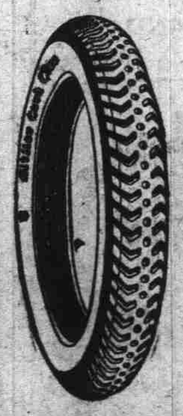
In our factory tests we average 15,000 miles on Miller Cords. And those are rear-wheel tests made under extreme conditions.

Many Miller users report from 20,000 to 25,000 miles. And many, we know, get but 10,000 miles. So much depends on size, load, road and care.

But compare the mileage. See which tire gives greatest service under like conditions, then adopt that tire.

That's what large tire users do. And Millers are used exclusively today by countless users who have made such tests.

When you buy a new car insist on Miller Tires. Twenty car makers now supply them and there is no extra charge.



Tread Patented

Center tread smooth with suction cup, for firm hold on wet asphalt. *Geared-to-the-road* side treads mesh like cogs in dirt.

Miller Tires

Now the Topic of Tiredom

Cords or Fabrics

Geared-to-the-Road
Registered U. S. Patent Office

NORTHWEST AUTO CO.
Distributors
ALDER AT EIGHTEENTH ST.