

## UPPER COLUMBIA BOASTS SCENERY OF SUPERB GRANDEUR

### HIGHWAY UP COLUMBIA IS WONDER ROAD

New Section From Mosier to The Dalles, Recently Opened, Exploits Grand Scenic Country, Eliminates Rough, Hilly Strip.

By Henry R. Hayek

Those of us who are more or less closely identified with the automobile business frequently hear complaints concerning road conditions throughout Oregon, and uncomplimentary comparisons made between our roads and those of other states. One needs only to motor over some of the new construction that has been completed during the past year to appreciate the fact that our road building program is very expensive and thorough, and that the state highway commission and its engineers will entrance the world long after their work has been completed.

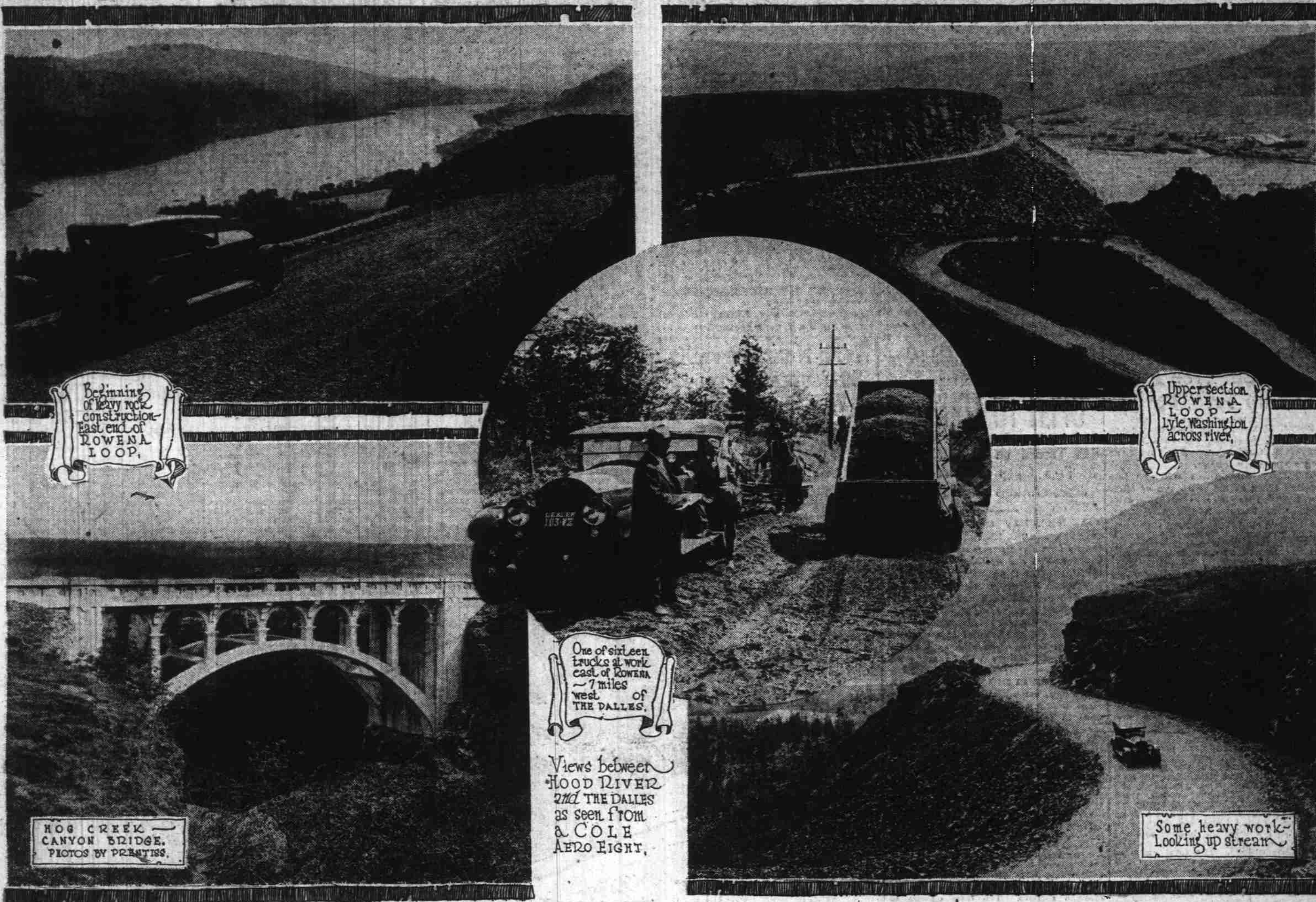
Widely traveled people from all parts of the world who have viewed the grandeur of the Columbia river gorge tell us that the Columbia river highway is the greatest road on the continent. They also express the opinion that we do not seem to realize what a great asset it is, and very frequently we are criticised for not letting the world know more about it.

#### FEW APPRECIATED VALUE

To have conceived this road and laid its course up the Sandy and then by way of Crown Point and the Figure Eight down to Latourelle, Bridal Veil, Wahkeena, Multnomah Falls, Oneota Gorge, Horstall Falls, St. Peter's Dome, Bonneville, Eagle Creek and to the Hood River county line was a tremendous undertaking in its day. In those days there were so few people who understood the tremendous value we had locked up in our natural scenery, and one does not need to go back many years to remember the efforts that our leading citizens put forth to have the public vote the bond issue which paved this portion of the highway.

Little by little the very good beginning which Multnomah county made but a few years back have been supplemented by counties both east and west of us and the state of Oregon as well. Back in the days when we were just beginning to think about the construction of the Columbia river highway to the Hood River county line, the most optimistic did not even dream that within a comparatively short number of years this road would be extended both up and down the river. It is seldom that a worthwhile idea wants for support after it is once put in motion, but this certainly is the case in connection with the building of the Columbia river highway.

**ROAD NOW REALITY**  
The road is now a reality from The (Concluded on Page Seven, Column One)



Beginning of heavy rock construction east end of ROWENA LOOP.

Upper section ROWENA LOOP - Lyle, Washington across river.

One of sixteen trucks at work east of ROWENA - 7 miles of THE DALLES.

Views between HOOD RIVER and THE DALLES as seen from A. COLE AERO FLIGHT.

HOG CREEK CANYON BRIDGE. PHOTOS BY PRENTISS.

Some heavy work looking up stream.

### STATE BUREAU BASE IN DRIVE FOR TOURISTS

Scenic Resources of Oregon to Be Exploited as Never Before, by Concerted Public Effort; Great Value Is Pointed Out.

By Sydney B. Vincent  
Manager Oregon Tourist and Information Bureau.  
The development of the tourist business, for we may properly call it a business, was the hope of the legislature when it created the Oregon Tourist and Information Bureau. Oregon is blessed with scenery unexcelled anywhere on the American continent, but we have not consistently bent our energies to make it produce revenues commensurate with its grandeur.

Properly advertised, Oregon's scenic resources can be made to pay in dollars, and cents a greater return on the investment than any of our other resources with the possible exceptions of our wheat, timber and wool. This may seem to be a far-fetched and exaggerated statement, but let us see.

**MILLIONS ATTRACTED**  
Two states stand prominent in the development of their scenic attractions. California is said to attract to her coffers annually over \$100,000,000 from tourists; Colorado, the second best advertised scenic state, values her "tourist crop" equally with her best sugar crop, the value of which last year was estimated at about \$40,000,000.

Because tourist development is comparatively a new enterprise in Oregon, accurate figures on the number of automobiles entering the state are not available, but the rough estimate that tourists left with us \$1,000,000 last year probably is as near the actual figures as can be had. How insignificant is the amount, when compared with the results obtained in California and Colorado. Mt. Hood, with its eight glaciers, its splendid lakes, its beautiful meadows, its magnificent forests, its splendid climate for six or seven months in the year should be worth to Oregon, as a scenic resource, several million dollars a year.

**MT. HOOD ASSET**  
As a winter resort, with its opportunities for skiing, and other winter sports, Mt. Hood should be a valuable asset.

We also have the Cascades from the Columbia river to the California line. The Cascades are a storehouse for scenic treasures of such remarkable beauty and diversification that it is remarkable that a score of magnificent hotels are not in operation.

Crater lake is, of course, the "gem of gems" in the Cascade aggregation of scenic resources. (Concluded on Page Six, Column One)

**Tacheron Work Begins**  
Boring, Or.—Road work has commenced on the Tacheron hill and the dangerous fill at the foot of the hill. The hill is being cut down and the fill widened. This has been a dangerous place for some time. Several touring cars and a couple of trucks have gone off the grade there recently. At present it is necessary to detour at Gillis by way of Pleasant Home to get through.

**Citizens to Buy Bonds**  
Eugene, May 14.—Forence citizens will buy \$20,000 of road bonds to complete the North Fork road to Florence and to build the road from Florence to Cushman, according to a letter received by the county court from John W. Bergman.

### Crankshaft Vital to Motor Trouble Here Is Expensive

By Mike de Cicco  
There is one unit of the motor which bears all the strain there is on the entire mechanism. It stands together with the pistons and connecting rods, all the strain from the explosion in the explosion chamber of the engine. It holds the big heavy iron fly wheel at the rear of the motor plant. It is the heart of the motor mechanism.

This unit is the crankshaft and except by name, the average motorist has practically no acquaintance with it, although it is the largest individual part of the engine, is the mainstay of the power and governs the running quality of every motor vehicle.

The power starts in the explosion chamber. Then it forces the piston down. This has the effect of throwing all at once the strain onto the wrist pin, connecting rod and connecting rod bearing which is connected and bolted to the crank shaft which is the first unit. Before your motor vehicle starts functioning there are a number of operations.

Starting at the crank shaft, next comes the flywheel, then the clutch, clutch shaft and throwout yoke, transmission case with gears, universal couplings, drive shaft, pinion and ring gears, spider with differential gears attached, rear drive axles and lastly the wheels.

**VITAL PART OF MOTOR**  
As the crank shaft is the first unit to stand all the knocks and all the power thrown onto it, this is one of the most vital parts of a motor. All main bearings should be keyed tight and lined up with one another so as to run perfectly true. If a bearing is taken up too tight and another one too loose this will eventually throw the crank shaft and flywheel out of alignment and the first thing you know you will have a costly broken crankshaft to replace. A new shaft is one of the most expensive parts of a motor.

If the main bearings that hold the crankshaft are loose there is only one way to go a good job and that is to tear down the whole power plant. Remove motor from frame and turn it up side down. Remove crank case, connecting (Concluded on Page Three, Column One)

### CHEHALIS EQUIPS TWO AUTO PARKS

Chehalis, Wash., May 14.—Chehalis maintains two auto parks. One at the east entrance to the city on the Pacific highway, containing about one acre of ground and equipped with electric lights, concrete stoves, city water and camping facilities. It will accommodate 25 or 50 machines comfortably.

The other park is Alexander park, containing about four acres. It is on the Ocean Beach highway, about a mile from the business center of Chehalis, road paved through the park. This park contains the best fresh water swimming hole in southwest Washington, and is a beautiful and very popular retreat, equipped with concrete stoves, bath room accommodations, city water, electric lights, etc. and is an exceptionally fine camping spot. This summer this park will be equipped with pulmotor, life guards and other safety devices, and will also have a concession where light groceries, soft drinks, etc., can be secured.

### RALPH J. STAEHLI MADE SECRETARY

The Automobile Dealers' association elected as secretary Ralph J. Staehli, former automobile editor of The Journal and writer on several different papers on automobile topics. This action took place last Monday. It is just announced, at the regular monthly meeting of the association, and was necessitated by the resignation of M. O. Wilkins.

Plans were laid for the establishment of headquarters at 423 Henry building from which office the endeavors of the association will be carried out. Staehli also brings to the association several years' experience in industrial and trade organization work. It developed at the meeting that Portland automobile men favor the "Head in" system of parking rather than the "back in" plan where angle parking and one way traffic is used. While the association did not endorse this plan as a body discussion of the membership, following Captain Lewis' outline of proposed traffic regulation, (Concluded on Page Two, Column Five)

**A Record Shown**  
Lieutenant Higuchi, an instructor in Army Flying school at Kanohara aerodrome, Aichi prefecture, is said to have

made a record of 45 per cent recently in shooting down balloons from an airplane. The highest record in France, it is believed, is 35 per cent.

### Even the Oldest Super-Sixes Today Speak Hudson's Worth

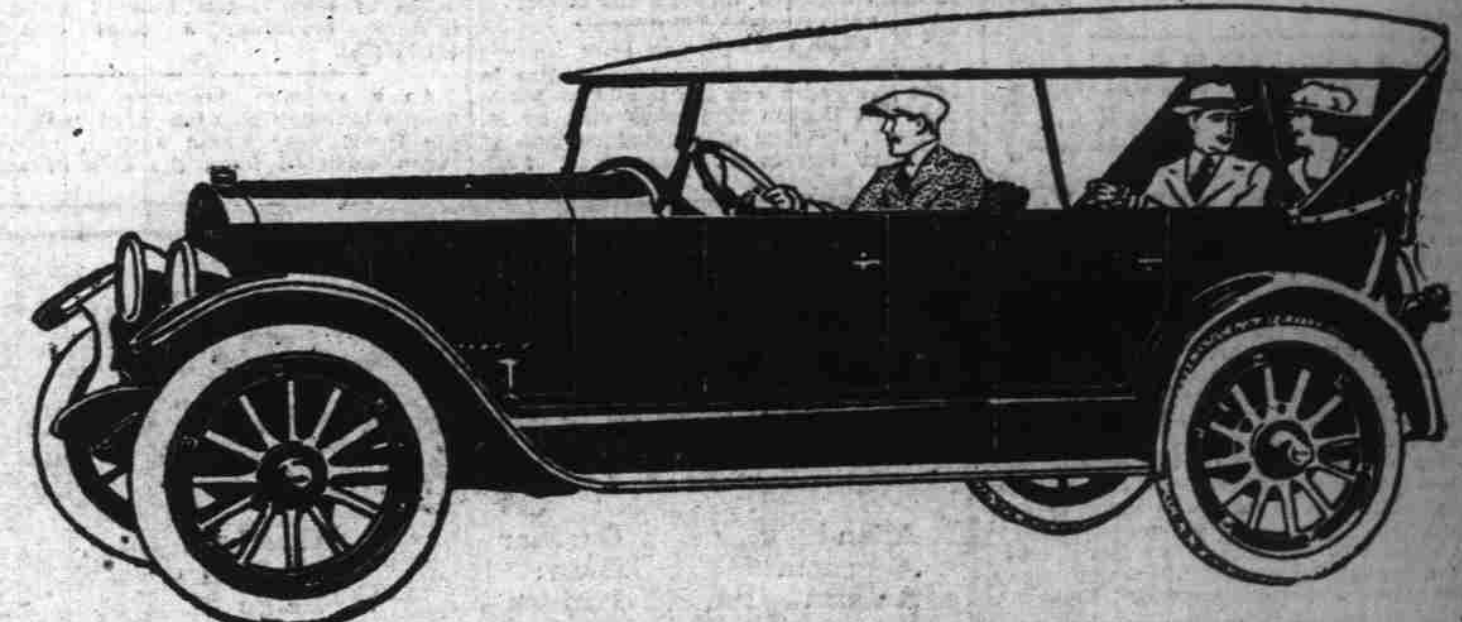
It is not just a matter of idle comment that Hudsons two, three and four years old are constantly mistaken for cars of recent production.

On the contrary, there is a very clear connection between the way these older Super-Sixes hold their new appearance and smoothness of performance, year after year, and the fact that Hudson for more than five years has held the leadership among fine cars.

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