

FINE PANORAMA REWARD OF TRIP OVER SKY-LINE

View Takes in Tualatin Valley,
Confluence of Columbia and
Willamette, and Mountains.

By Mike DeClcco

A panorama of wonderful beauty which includes the Tualatin valley, with a long stretch of the coast range on the left, while to the right a view of the confluence of the Willamette and Columbia rivers, and Vancouver with Mount St. Helens and Mount Adams in the background to the right, can be gotten in a two hours' trip on the Cornell road, Skyline boulevard, Cornelius pass and back by the Lower Columbia River highway through Linnton.

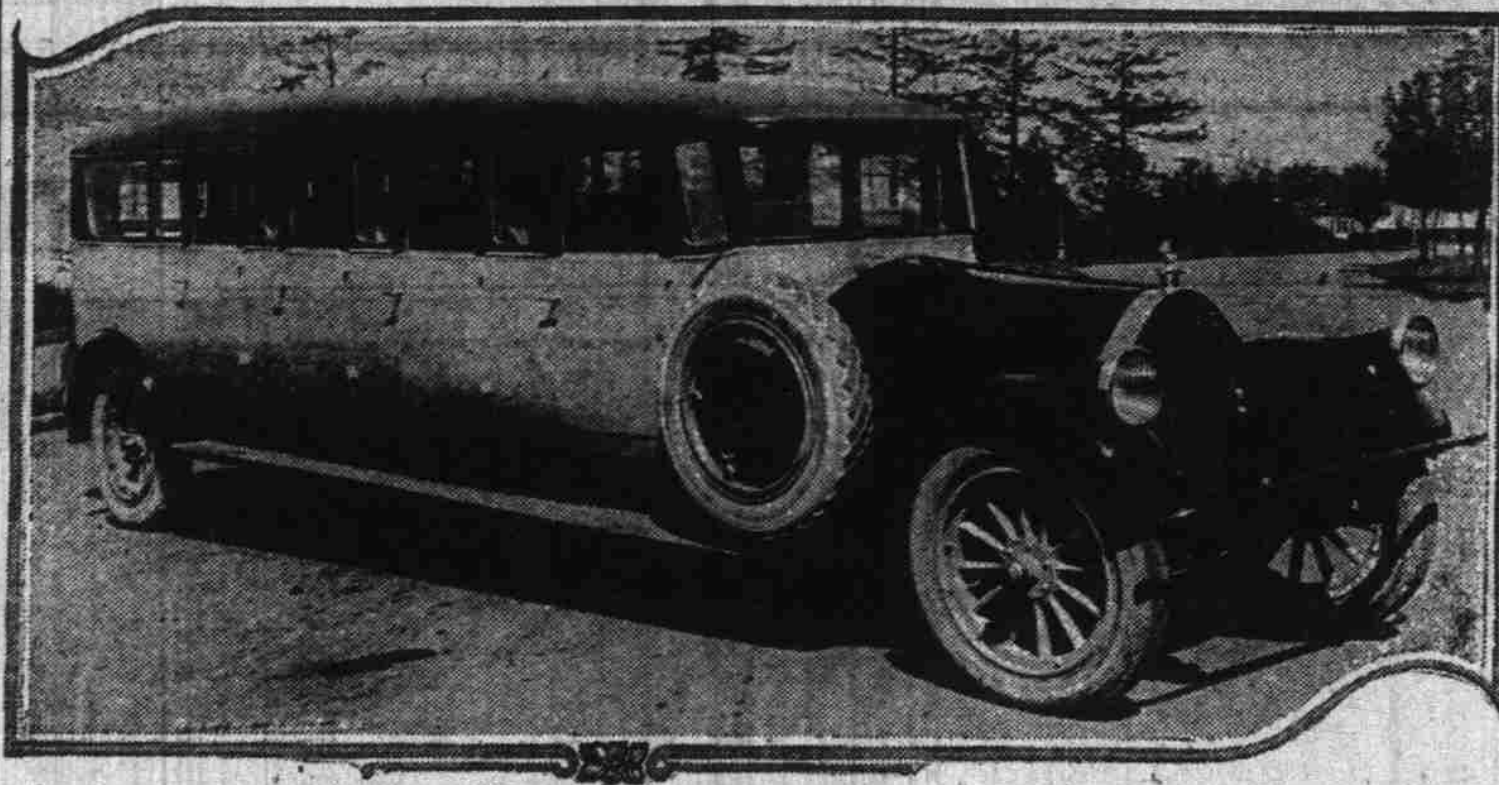
In making this drive the motorist will traverse all makes of roads, which are all in good condition at this time of the year except a few spots. Starting on the trip, drive up to the head of Lovejoy street and turn to the right on Westover road. Drive up Westover road to the turn in the road. Do not follow car tracks, but turn to the right, entering Cornell road, which is water bound macadam. Keep on the road to the left. For a mile or so the steep rock banks, fir trees, white fences and winding road reminds the motorist of the highway. Keep on the macadam road until the road forks. The roads are marked. Take the road to the right which is the Sky Line drive. This road is rough in spots until the crest of the hill is reached, where it is in excellent condition, it being one of the best water bound roads in the state. The road runs parallel with the crest of the hill, affording the great panorama described above.

On this road one passes second growth fir and many varieties of wild flowers. Every now and then, if it is Sunday, motor parties will be observed eating their lunches by the roadside or picking wild flowers. Drive along until a cross road is reached and then take the road to the right, which leads down a steep winding grade to Whitwood Court on the Linnton road. A mile farther along the macadam ends and a fair dirt road starts. Occasionally one passes a farmer's back yard, dodging chickens and passing cherry trees with their redding loads of fruit which remind the motorist of days gone by when he appreciated other folks' fruit, to find it true that stolen fruit was best. Continuing the trip one should keep on the road on the top of the hill until another cross road is met, taking the road right down hill and through Cornelius Pass and over the tunnel of the United Railways. This road leads through the town of Fairview and many motorists camping on the banks of Holbrook creek. Shortly afterward one reaches the Lower Columbia river highway and crossing the bridge to the right the highway takes one through the town of Burlington and back to Portland.

Seattle Men Work For New Highway

Seattle, June 18.—(U. P.)—With the object of opening the Yellowstone Trail through to Seattle and of affording a highway into this city from Eastern Washington, business men are preparing for an extensive campaign to raise \$24-

SPLENDID BUS IS USED ON ROUTE TO ASTORIA



How vigorously the motorized vehicle is going after the passenger business is shown by this magnificent Pierce-Arrow bus which is making regular runs to Astoria. This bus in addition to its other refinements, has a smoking compartment. It is owned by R. W. Lembo, who purchased it from Charles C. Fagan & Co.

000 to help build the Benton-Franklin inter-county bridge over the Columbia river. The proposed bridge would open up a territory extending from Ellensburg to Colfax and embracing sections of Idaho and Oregon—a rich and populous farming community.

Portland Inventor Places His Motor On Rear Auto Axle

An invention which the promoters believe may radically change the construction of the automobile has been patented by F. W. Waits of Portland. The departure consists in the method of applying the power, which will be directly to the rear wheels, instead of from a motor situated in the forward part of the car and communicated by differentials to the rear axle. Waits uses steam generated in an automobile boiler of the type used by the Stanley steamer, but his motors, of which there are two, are located within the circumference of the back wheels themselves and are fastened to the rear axle, which is stationary about 30 per cent off center. The piston rod is fastened to the inner side of the rim. The whole wheel is encased and gives the appearance of a machine equipped with Diatel wheels. The direct application of power, it is claimed, will add from 20 to 30 per cent to the driving power of the engine and the inventor claims that this is reflected in a saving of about 50 per cent in gasoline, or an average gallon mileage of about 40 miles to the gallon. A demonstration engine driven by air is on exhibition at the company's office at 910 Belmont street. A corporation to handle the manufacture of the machine has been organized by Waits and Willard Jahn under the name of Waits Steam Motor corporation.

Origin of Limousine
The word "limousine" is named after the head-covering in the form of a cowl or hood, with a cape attached, worn by women around the city of Limoges, France, the capital of the old province of Limousin.

ROAD GRADING FINISHED SOON

(Continued From Page One)

windy point on the entire length of the Columbia river. Whenever any of the local male residents want a new hat all they have to do it to go to the spot and wait until a train comes by. Nine times out of 10 the hat of some luckless passenger on the rear end of the train comes sailing out. One of the workmen was showing me a nice silk cap that had landed on his head from the observation car of the Oregon-Washington limited that day. In the original plan it was intended by the highway department to drive a tunnel through this point. It was found, however, that the ledge was too seamy and the scheme had to be abandoned owing to the danger to the railroad from a probable collapse of the outer wall.

PROMISED IN THREE WEEKS
The only alternative was to make an open cut by chipping off the face of the cliff to a depth wide enough to allow passage between the track and the bluff. This is necessarily a slow work as the rock as it is broken off must be carried out to the rear. It can not be dumped over the side into the river. Extreme care and precaution must be used to avoid any delay or danger to passing trains. Contractor Clarkson says the job will be finished in three weeks, but experience has shown that what the contractors say they can do can be safely discounted slightly. GETS FINISHING TOUCHES
While the roadway is being cut around the bluff, the finishing touches are being given to the completion of the upper railroad overhead crossing near Dillon and the putting of the gravel surface on the finished grade. East of Cape Horn an 80-foot tunnel has been bored and the grade has been surfaced all the way to the Deschutes river. West of Cape Horn the grade has been practically completed. About one mile of it remains to be graded.

The approaches to the upper viaduct have been graded and the work of capping the sand fills with heavy rock has been begun. By the time the cut around Cape Horn has been completed the road will be ready for traffic.

INTERESTING SPOT
Outside of the engineering problems involved, this section of the highway is of interest for the reason that it skirts along the government canal and brings into view that great work which represents an expenditure of millions of dollars by the federal government.

A close-up is also afforded of the seething waters as they boil between the lava walls of narrow chasms. Leaving the old county road at a point about two miles east of The Dalles, the highway courses around the edge of the Seuffer orchards of cherries and peaches. It crosses Eight-Mile creek on a concrete bridge, leaving the Seuffer cannery buildings to the left, and heads for the lower end of the canal.

RE-CROSSES RAILROAD
Before reaching the canal it crosses the railroad track on a high reinforced concrete viaduct and then follows along between the canal and the railroad track for several miles. A short distance west of Dillon it recrosses the railroad on another concrete viaduct and winds its way under the bluff until Cape Horn is rounded, giving a splendid view of the river where it is crossed by the bridge which carries over the train to Bend. From Cape Horn the highway continues south of the railroad track through a tunnel and thence to the crossing of the Deschutes. Beyond this section of the highway is completed and the pavement to The Dalles now under contract is finished, the growing fame of the Columbia river highway will be enhanced a thousand fold.

HAS FINE SCENERY
There will be many of those who will contend that for scenic effects the stretch between Hood River and the mouth of the Deschutes surpasses in its grandeur that of the lower end of the Columbia gorge. They will point out the Celilo rapids, the loops of the Rowena hill and the magnificent panorama from the crest of the hill. These loops and this comprehensive view find their counterpart on general lines with the loops and view of the Crown Point section, which is virtually the same elevation, but the setting is vastly different. From the Rowena hill one looks over the brown and rolling and treeless hills of Eastern Oregon and Washington, seemingly lava canyons, and a vast expanse of river forcing its way through brown walls heavily capped with lava flow.

A TYPICAL SCENE
It is a scene typical of the country which lies beyond the Cascades. Then there is the great vista of river from the hill above the Mayer orchard overlooking Mosier, which would defy the genius of the landscape artist to reproduce in detail and ever changing color. Neither can it be painted with words. Between Mosier and Hood River are many points along the road, cut out of the hillside at an elevation of four or five hundred feet above the river, which excite the imagination and causes one to marvel over the skill and daring of the highway builder. There is the double compartment tunnel partly lined with its masonry portals. Lastly, there is the series of well balanced loops which climb the hill out of Hood River.

EACH HAS OWN POINTS
Neither section of the highway can be placed in the scales to weigh against one another in justice. Each one has its own individual characteristics and each supplements the other, making of it all a perfect picture.

Between Hood River and Mosier the work of laying the pavement is in progress. Working from the Hood River end the pavement is finished at this writing for a distance of about two miles. This carries the pavement over the loops. Between the Hood River and Dalles a camp has been established at Rowena and the paving plant is being installed.

In a few weeks the Hood River-Mosier job should be completed, and by the end of the season the highway ought to be paved all the way to The Dalles.

While the work is in progress those who want to use the highway should gauge their movements so as to be at the working points after hours. Otherwise they will be forced to detour over the steep Hood River hill into Mosier and over Seven Mile hill into The Dalles.

Cover Your Spare Tire
Statistics prove that a tire good for an average of 6000 miles when it leaves the factory will lose approximately 2000 miles of its life by being carried unprotected as a spare for one year. A tire cover will outlast many tires and it looks better on the rear of the car.

Tire Insoles
GUARANTEED PUNCTURE-PROOF
MR. AUTOMOBILIST—Before taking that trip drive around and let us equip your car with Non-Puncturable Tire Insoles. No charge for installing out folder telling all about them.
HARPER & HALL
Retreading and Vulcanizing Works
404 BURNSIDE ST., PORTLAND, ORE.

FREE BRAKE TESTS TO BE CONDUCTED ON EVERY MONDAY

Eastern Brake Lining Company to
Provide Opportunity at Elev-
enth, Couch and Davis Streets.

Beginning July 6 SMC Brake Lining company will conduct free brake tests for Portland motorists on Eleventh street between Couch and Davis. Permission has been received from the city officials to use the street every Monday for making the tests. V. S. Powers, representative of the brake lining company, said when explaining how the tests are to be handled. The movement is endorsed by Captain Lewis of the police traffic department.

No work will be done on cars, but expert mechanics have been engaged to look at the brakes on every car tested and to give advice without cost to car owners who take their machines to the testing grounds. The street will be marked off and a chart laid out by means of which it can be determined if brakes are working properly. Afterwards car owners will be given a certificate of inspection. These will be marked good, fair and poor. Upon receipt of a certificate a motorist may use his own judgment in the matter of having his brakes fixed.

Powers says not one car in ten has properly working brakes. "Often a minor adjustment will make a car safe and permit the driver to stop within the required length fixed by ordinance but people neglect to have their brakes looked after regularly and often, as a result of carelessness, accidents occur. This is more especially true in cities."

"I heartily endorse the SMC free brake testing ground which is being established for the service of automobile owners in Portland," said Captain Lewis.

"Similar brake testing grounds in Seattle, Tacoma and other coast cities have proven a great benefit both to the automobile owners and pedestrians. A great many accidents which happened here could have been avoided by efficient brakes. "From the past work of this organization, I feel assured that they are thoroughly capable of handling the work. I would advise all automobile owners to take advantage of this opportunity and have their brakes tested. If this is done, I feel sure we can help avoid many accidents."

RACERS SPEEDING TOWARDS TACOMA

(Continued From Page One)
cars of the crowds. Roads leading to the track have been marked and special officers will handle the traffic. With the \$25,000 purse offered by the

Tacoma Speedway and an additional \$20,000 by tire and accessory firms of the nation the winner at Tacoma will carry off a small fortune.

WINNERS GET \$10,000
First prize is \$10,000 and second prize \$5000. The remaining \$10,000 goes to the next eight men to finish.

The contest board of the American Automobile association has set aside 500 points for the winner at Tacoma. This will apply towards the national championship of 1921.

Milton, winner at Indianapolis, and Barles, winner at Uniontown, are both going to try hard for first honors at Tacoma. The big cash purse as well as the 500 championship points are two prizes eagerly sought by the two fast drivers.

California System Of Licensing Cars Disclosed as 'Bait'

Salem, Or., June 25.—The California system of automobile registration is not held in very high favor by tourists passing through Salem. Contrary to general belief, the numerous automobiles bearing the California license which are passing through Oregon are not California cars, but those of other states whose owners have wintered in California and are on their way home.

"When you enter California, they issue you a visitor's license and tell you it is free, but if you stay more than 90 days they take it up, charge you \$2.25 for it and then sell you the regular license at regular prices," complained W. H. McKenzie, former Salem resident, who was here on his way to his home in Wisconsin this week, after wintering in the southern state.

"They collect license fees down there on the first of February at the height of the tourist season," according to McKenzie, who declares that it is "some system."

Long Beach Resort To Feature Three Day 4th Celebration

South Bend, Wash., June 25.—The dream of 35 years in Pacific county has been realized in the construction of the Ocean Beach highway, connecting for the first time the north and south ends of the county and making possible a visit to the ocean beach by land, instead of by boat, which has been the only means of communication heretofore.

As a result, the ocean beach towns are uniting in a big celebration for the Fourth at Long Beach, the cities of South Bend and Raymond having deferred to the general wish for a united celebration. It will be a three-day affair, beginning Saturday, July 2. Auto races on the hard ocean beach will be one of the unique events. Lieutenant Governor William J. Coyne will deliver the oration on the Fourth.

A Freight Car Auto Truck
To solve the problem of freight congestion, one enterprising body building concern has designed an automobile truck freight car body to carry big loads, and which has proved its usefulness.

Car Owners LOOK!

TIRES AND TUBES

Prices speak for themselves—look for the size you need. Come in—buy at once.

Fabric Tires		Fabric Tires	
Size	Sale Price	Size	Sale Price
30x3	\$ 8.75	33x4 1/2	\$22.00
30x3 1/2, Pl.	9.40	34x4 1/2	23.75
30x3 1/2, NS.	11.65	35x4 1/2	25.50
32x3 1/2	15.25	36x4 1/2	26.50
31x4	15.65	35x5	29.75
33x4	16.75	37x5	31.65
34x4	16.95		

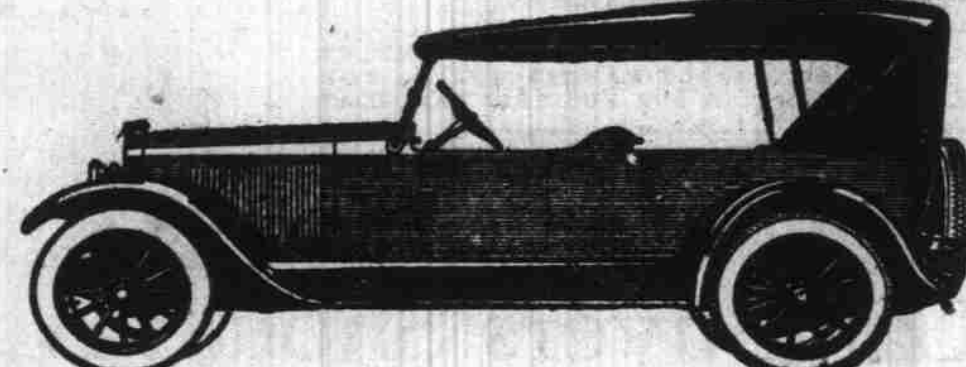
Cord Tires		Cord Tires	
Size	Sale Price	Size	Sale Price
32x4	\$30.50	35x4 1/2	\$32.65
33x4	31.50	36x4 1/2	32.90
34x4	32.50	33x5	35.85
32x4 1/2	28.50	35x5	34.75
34x4 1/2	27.35	37x5	35.50

Tube Specials		Tube Specials	
Size	Sale Price	Size	Sale Price
30x3	\$2.05	33x4 1/2	\$4.20
30x3 1/2	2.35	34x4 1/2	4.45
32x3 1/2	2.55	35x4 1/2	4.60
31x4	3.10	36x4 1/2	5.00
32x4	3.25	33x5	5.40
33x4	3.40	35x5	5.60
34x4	3.50	37x5	5.75
32x4 1/2	4.00		

Prices are at the bottom now, and when this news is spread around, our assortments will be "shot to pieces," so don't delay—come in at once. Buy enough tires to last you throughout the year.

MAIL ORDERS PROMPTLY FILLED

Northwestern Tire Corporation
Cor. Broadway and Glisan Sts. Bdw. 2841



New Price Makes Chalmers Still Better Investment—

The worth of the Chalmers as a motor car investment has been strikingly apparent for some time. But at its new low prices, this wonderful car offers still greater value to the automobile buyer. With prices \$300 to \$450 less than last year, the Chalmers

appeals even more to those who have driven other cars. Its fine performance and low maintenance costs have made a marked impression on those who know automobiles. We suggest that you investigate the Chalmers at once, and have its superiority proved to you.

NEW PRICES

5-Pass. Touring Car \$1545	7-Pass. Touring Car \$1795	Coupe . . . \$2295
Roadster . . . 1495	Sport Car . . . 1695	Sedan . . . 2445

Prices F. O. B. Factory, war tax to be added

Chalmers Motor Car Co.
366 Oregon Street Factory Branch East 531

CHALMERS

Ford

THE UNIVERSAL CAR

Take Two Automobile Rides Today

Take a ride in a touring car. Then take the same ride in a Ford closed car.

Just as much fresh air as you want—and NO MORE. Just as much warmth as you need—and NO MORE. A clear vision in all directions—safe to drive anywhere.

The Ford Sedan gives you all the comfort and all the advantages of an observation car.

The new four to one gear ratio in Ford Sedans and Ford Coupes makes it possible to go anywhere in Oregon—on mountain roads as well as city streets. And wherever you go, you will be comfortable.

Get your Ford closed car today and drive comfortably all the year. Any Ford dealer will let you try one to prove its advantages.

Sedan	\$760.00
Coupe	695.00

F. O. B. Detroit Excise Tax Extra

For Sale by the Following Authorized Ford Dealers

- Francis Motor Car Co. Wm. L. Hughson Co. Talbot & Casey, Inc.
- Grand Ave. and Hawthorne Broadway at Davis East Ankeny at Grand
- Phone East 3770. Phone Broadway 321 Phone East 8118
- Palace Garage Co. Dunning Motor Co. Robinson-Smith Co.
- 12th at Stark East 3d at Broadway Sixth and Madison
- Phone Broadway 1572 Phone East 302, East 303 Phone Main 1100

"EVERY OREGON DRIVER NEEDS A FORD ENCLOSED CAR"