

NEWPORT-SEASIDE COAST LOOP IS ROUGH TRAVELING

WELL KNOWN AUTO MAN IS SELECTED AS MANAGER



Road Improvement Makes Progress of Motorist at Present Uncertain, at Times Hazardous.

By J. L. Wells
"Be cautious, you might meet a fool." This warning is conveyed by signs at several curves on the road that skirts the coast line of Tillamook county in the vicinity of Barview and apparently it has good effect for everybody there seems to motor with care, although the road could hardly be classed as dangerous.

The inscription could be adapted to great advantage in the Lincoln county district through which winds the road that connects Newport with the interior, not because there may be more fools there but because the roads are more dangerous.

Going into Newport by way of Toledo the motorist encounters hairpin curves, almost innumerable, with narrow roadbed and steep grades.

The map issued by the Oregon Tourist and Information Bureau shows a blue, graceful curve line from Blodgett to Toledo, indicating a road in the rough, neither paved nor macadamized.

Next season undoubtedly this line will be shown in yellow, the color employed to indicate macadam, for Lincoln county is prosecuting grading and paving vigorously during the dry weather.

The distance from Toledo to Newport is 33 miles. Along this stretch will be found three construction crews, blasting and leveling the huge masses of dirt dislodged by explosives.

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WINNING ENGINE AGAIN TO CONTEST

Lexington Company to Enter Loesch and Cline in Labor Day Climb Up Pike's Peak.

When two Lexington specials flashed home last Labor day to the world's hill climbing championship at Pike's Peak, the automobile world awakened suddenly to a new power marvel which had made this overwhelming victory possible.

The winning Lexington specials, driven by Ot Loesch and Al Cline, unknown as race drivers, finished in first and second places, winning not only the cream of the prize money but the famous Penrose trophy.

The secret of that victory was the Ansted engine, upon which the Lexington Motor company had been working quietly for years.

In the design of the Ansted engine what had been regarded as the impossible was accomplished. The great racing cars get their excess of power largely by means of a larger valve opening and higher valve lift.

In the Ansted engine the valve opening and the valve lift are the largest of any stock motor manufactured, yet its operation is practically noiseless.

The Ansted engine will propel the two Lexington specials which have been entered for the 1921 hill climbing contest at Pike's Peak.

Both cars are already on the ground and being tuned up for the big event. A much heavier list of starters is expected this year. Lexington will defend the famous Penrose trophy won in 1920.

New Device Gives Cars More Miles to Gallon of Gasoline

With the idea of increasing the turbulence in all carburetors and also to add to the diffusion of the heavy grade of gasoline of the present day, Lee Colinge has been busy for the past four years, having been under the present management for the last eight years.

While this line is included in the terminal company it hopes that no rule under the new ordinance will prevent its stages from picking up passengers as they pass their old stand which is at the Rutledge Seed & Floral company on Second street.

Other lines which will use the new terminal are the Portland-Newberg line, the Portland, Hillsboro and Forest Grove line, the Portland-Tillamook-Cadillac stage operated by Ivan Donaldson, the Portland-Salem stage, and the Portland-Camas and Washougal stage line.

Special Deputy to Halt Park Spooners

Yakima, Wash., Aug. 20.—A special deputy sheriff has been put on duty to patrol the Selah road and Hippodrome Park, and break up spooning parties. This action was taken following an investigation by the board of county commissioners on complaint that so many cars were parked along the highway in the vicinity of the park that they blocked the traffic.

Big Loads Necessary If All Wheat Saved Before Fall Rains

Colburn Barrell Jr., who represents the Ford company's Portland branch in Central Oregon, reports that the highways in the wheat districts have been badly cut up by the grain trucks running in and out of the wheat centers.

Reports of overloading, he says, have brought the state traffic people into that part of the state. Barrell says that overloading is excusable in the farm areas, as with the bumper crops this year granaries are more than filled and it is going to tax every resource to get the wheat to the elevators and warehouses before the rains come.

Business Good in Yellowstone Park

Spokane, Aug. 20.—Monday, August 2 was the biggest day in the history of Yellowstone park, according to information received from Mammoth Hot Springs. There were 1659 people reported at the four park entrances, making 55 more people than have ever entered on any one day before.

The hotels and camps are getting a good share of the tourists, the report says, but the majority of the visitors are traveling in their own automobiles and are affectionately called "rage brushers" by the old timers.

Wheat Loads Must Not Be Too Large

London, Aug. 20.—The state highway authorities have found it necessary to warn truck drivers hauling wheat against overloading, as that practice is cutting up the roads badly.

The county is under heavy daily expense putting straw on the roads in places to keep them in condition to haul over. Wheat trucks belonging to outside people coming in under contract for the harvest season are often overloaded and are causing most of the trouble and damage.

The Proof of Quality is Result

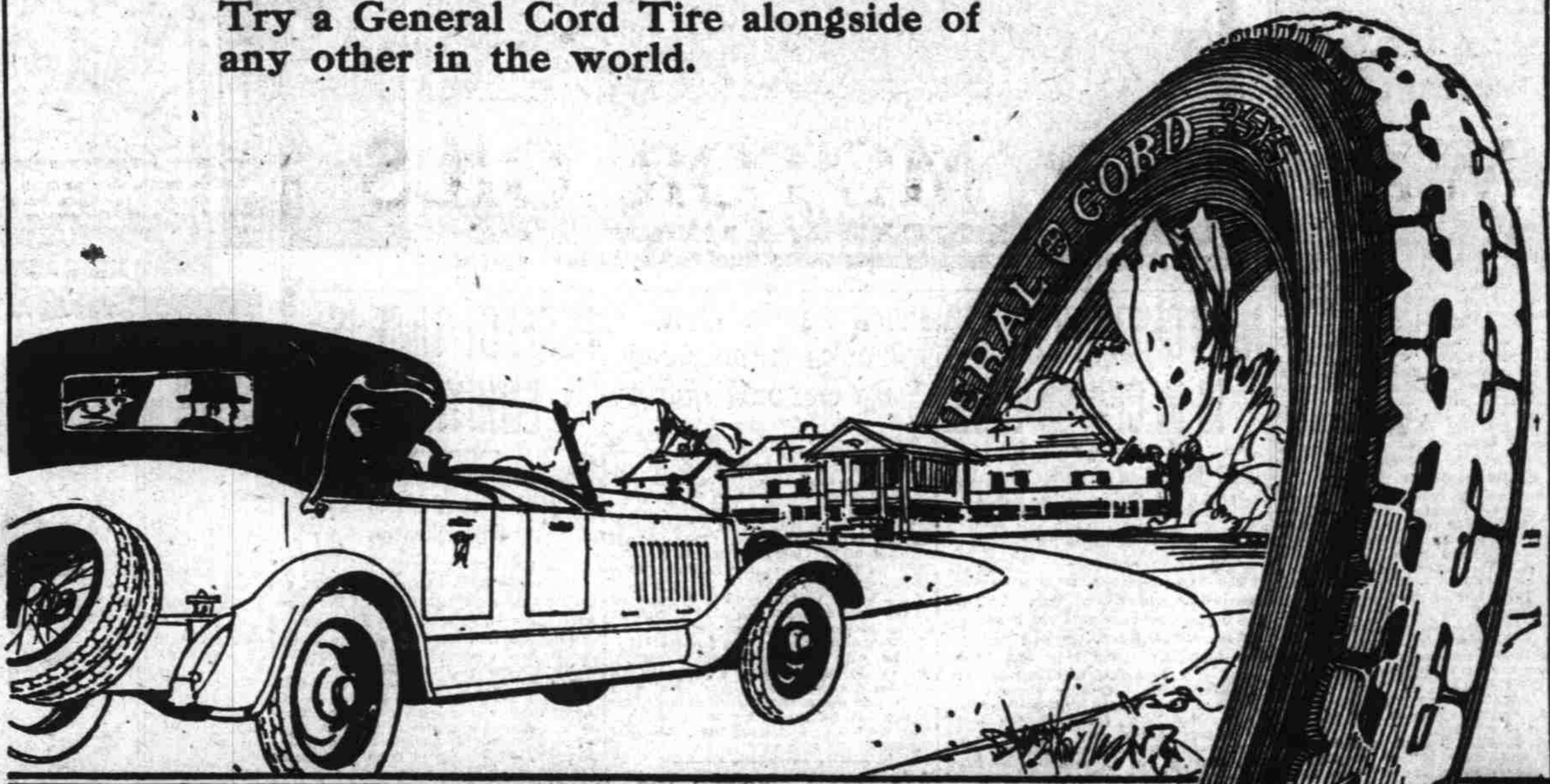
The way the General Tire's reputation has grown into a National demand amazes nobody. On the "inside" in Akron, where there are no secrets, the General is undeniably great.

One of the chief features of the General's success is the way its reputation spread outside of Akron—by mouth-to-mouth from user to user.

Akron and the tire world saw an ideal built into the General Tire—with men, with materials, with methods that could mean nothing less than ultimate National recognition which it has won on its superior Quality.

Results made known by users themselves are the General Tire's greatest advertisement—the proof of its Quality.

Try a General Cord Tire alongside of any other in the world.



THE GENERAL CORD TIRE

—goes a long way to make friends

Built in Akron, Ohio, by The General Tire and Rubber Co.

REO SPEED WAGON

Has Revolutionized Transportation

Six years ago when first announcing this pneumatic tired truck, Reo said, "This Speed Wagon will revolutionize transportation."

Today the world is geared to this Speed Wagon—it dominates the field regardless of carrying capacities.

Wherever motor trucks are known this Speed Wagon is known as the best.

NORTHWEST AUTO CO. Distributors 18th and Alder Streets Portland, Oregon Reo Motor Car Company, Lansing, Michigan



Chassis \$1245

AUTO STAGES LAY TERMINAL PLANS

(Continued From Page One)

A new development in the operation of passenger stages. Officers of the terminal company are A. Jaloff, president; Frank Parkinson, vice president; J. L. S. Snead, secretary, and J. Jacobson, treasurer. Harvey Wells is also on the board of directors.

A large majority of the auto bus lines have already joined the terminal company and it is confidently expected that by the time the new building is under way that they will be signed up 100 per cent strong.

Included in the members of the Oregon Auto Stage Terminal company.

American Tire and Rubber Company

On the GENERAL Corner—BROADWAY AT OAK

Broadway 180

Two Phones

Broadway 2300

If One Is Busy Call the Other