

## FORECASTS CUT IN FIRESTONE PRICES

20 PERCENT DISCOUNT EXPECTED BY MANAGER OF PORTLAND BRANCH.

Leland Sparks, manager of the Portland agency for Firestone tires, was in The Dalles Thursday and said that a sweeping reduction in prices will be announced by his company next week. It is expected that the new prices will be about 20 percent below those announced May 1, by the other big tire producing concerns.

Sparks drove up from Portland, making the trip over the Columbia River highway from Mosier to The Dalles. He proceeded on into eastern Oregon.

### PORTLAND TRIP

(Continued From Page 1.)

highway to Portland. This all happened about 7 o'clock Sunday morning.

Other tourists with "Weinie" were Judge Blakeley, Miss Elizabeth Harriman, Harry Walther and a member of The Chronicle staff.

As a caged animal, "Weinie" quickly began to develop symptoms of restlessness. He refused to stay put, and every bump of the rough macadam between Chenoweth and Mosier brought forth a howl of protest. His racket was so incessant that no one else could be heard, and to emphasize his displeasure he insisted on reaching forth an astonishingly long forepaw and sinking his claws into the nearest piece of human anatomy.

Barring this interruption, the trip to Hood River over a stretch of the highway which has been burabooded as a fierce stretch of automobile traveling was almost a joy. True enough the road is rough, but no huge boulders bar the way, as some would have it. The road has just been opened last Sunday, and it has since been improving steadily. With a few more ironings from a road roller it will be just as good as the stretch of macadam between Mosier and Hood River.

Miss Harriman drove all the way to Portland, and got through to Hood River in one hour and 15 minutes. After breakfast, the trip was resumed, and the sedan was sailing the circuitous roads of Laurelhurst at 11:30.

"Weinie" was released from the box at Hood River for the sake of peace with the rest of the party, and having achieved his object, chose to survey the scenery for the first 20 miles, draped like a fox fur across the shoulders of those in the rear seats.

Presently he grew tired of taking in view property and snuggled down for a snooze on the seat.

It was well for "Weinie," however that he was overcome by drowsiness and couldn't see what was happening, for the passage over the well-oiled highway was full of thrills.

When a hundred thousand cars, more or less speed over any particular stretch of highway, and every one leave a few drops of oil somewhere, that road is going to be pretty slippery on rainy days.

The highway was no exception. Leaving The Dalles, where rain and sunshine are said to meet, the sun was shining. The sun met the rain somewhere down below Hood River, and thereafter the skating was fine. The road was oiled glass, but the hand at the wheel was expert and nothing outside of a few skipped heart-beats occurred.

Harry Walther drove back Sunday night, leaving Portland about 7:20 and getting to The Dalles at 11:45. The

## 70 PERCENT GRADE IS EASILY SCALED

DODGE BROTHERS CAR, WITH SPECIAL TRACTION GEAR, CLIMBS STEEP SLOPE.

Approximately 7,000 people gathered in Long Beach, Cal., recently to witness a hill climb such as had never before been attempted in an automobile, the climbing of a 70 percent grade in an ordinary touring car. The event was staged by a Dodge Brothers touring car.

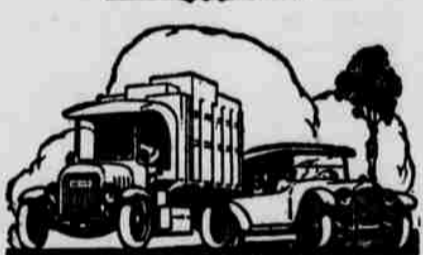
The only way which the car used differed from an ordinary touring car was in the wheels, which were equipped with steel bands in which were inserted lugs 4 1/8 inches apart. A track up the grade had been previously constructed, its holes exactly fitting with the lugs, thus forming a means of securing traction for the car.

The climb was made from a standing start, the little car in low gear scooting up the steep acclivity with little apparent effort at a speed of 15 miles an hour.

rain was left behind at Hood River, and the old road over Seven Mile, which Walther knows like a book and could negotiate without headlights at night, was followed in from Mosier. Seven Mile was in excellent condition, but up on top one still sees relics of those hectic days in February and March when happy-tho'-crazy motor fans who just knew they could negotiate Seven Mile finished out their voyages in the rear of a sturdy team of horses or two. Timbers along the road, big tire holes, now easy to avoid, and a few miscellaneous parts of cars are silent reminders of those perilous times.

Speaking by the way, it may be observed that Wasco county needs concede nothing in the way of a beautiful highway to the lower counties. Just west of town there is a straight-as-an-arrow speedway for two miles which will tempt many a motorist to do a little stepping on the throttle when the paving is in.

Going around Crate's Point one passes through a succession of alluring little pine tree parks, with the river below and the lofty hills beyond. Soon comes the figures 8 that lead up and around Rowena Point, and when that stretch is completed, there will be nothing finer along the highway. The vista from the place where the road bends around the cliff at the highest point is every bit as dominating as Crown Point. In fact, many things it is superior to Crown Point. And going down into Mosier tourists are going to see the most beautiful orchards that exist in the land. Altogether, Wasco county has a very satisfactory bit of highway to be proud of.



## Travel & Transport Topics

Conducted by Goodrich

New York state has more motor vehicles than South Dakota has inhabitants. The figures are: New York, 658,155 motor vehicles and South Dakota, 653,047 persons. New York leads all the states in ownership of autos and trucks while South Dakota has more cars in proportion to population than any other state. She has one car for every 5.2 persons.

Secretary of the Interior Fall says the government is doing everything possible to encourage private motor travel. Free camp grounds in each of the national parks are provided. In them are proper sanitary facilities; garbage is collected and disposed of each day; pure water is piped wherever nearby streams are polluted; firewood is provided for cooking purposes and small evening camp fires.



In Japan you must be a man of means to own an auto! No gentleman, though it may be sporty to drive his own car, ever goes without a chauffeur. The Japanese invariably have two men, one to drive and another to perform that heavy chore of opening and closing doors, also asking directions and running ahead to measure the street to determine whether it is wide enough.

Spotlight, please! For the motor car. A few of the many reasons follow: Nearly 500,000 passengers arrive in New York by automobile daily; without autos city rents would quickly double; without autos thousands of suburban houses would be abandoned; highway transport reduces the cost and increases the pleasure of living; the automobile industry pays the railroads freight charges of \$100,000,000 annually.

Privately conducted tours are no longer restricted to steamships and foreign countries. A New Jersey organization will conduct two American coast to coast tours this season, using regular touring cars. Each will carry four persons in addition to the driver. The promoters say that many more points of interest can be seen and explored that would be passed by on a similar trip by railroad.

Of all possible abuses to solid motor truck tires, overloading is the most disastrous. The first time a properly

## 80,000 TRUCKS IN RURAL DISTRICTS

POTENTIAL MARKET SAID TO EXIST FOR MORE THAN SIX MILLION TRUCKS.

Nearly 80,000 trucks are now used in rural communities, which, according to figures compiled by the National Motor Truck committee of the Automobile chamber of commerce, is 10,000 more than are employed by next nearest class of users—the manufacturers.

Figuring from a basis that there are 6,351,502 one hundred and forty-acre farms in the United States, and that farms of this size or even smaller can use a motor truck to advantage, it is evident that there is a potential market for more than six million trucks.

Immense savings in shrinkage of livestock and perishable farm produce have been effected by the use of trucks in general farm hauling. As an instance of the saving of shrinkage, the incident is cited in which 6,800 hogs valued at \$200,000 were hauled into the stockyards at Indianapolis in one day by 500 motor trucks, which traveled 2,500 miles. Also, at St. Louis, Mo., and at Omaha motor hauling as a means of safe hauling with a minimum loss of weight is daily proving of advantage.

The fruit grower also has his markets literally moved miles closer to his orchards and the question is not, can he afford a truck, but can he afford to be without one.

Not only does the farmer find that the truck is saving him time in transportation along the highways of the nation, but also in his general utility work on the farm itself, where by motorization, both time and money are placed on the credit side of the farmer's ledger.

vulcanized piece of rubber is compressed beyond its power of resistance it will break down. It is evident, therefore, that solid tires are not only destroyed by continual overloading but by overloading them once. The tires should be sufficiently large to take care of the greatest load the truck will be subjected to.



Who does not want to be the proud owner of an automobile? Those who haven't one year for a car of their own, and the majority of those who already have a car hanker after a new one abetter one. It's human nature and we are all victims of it. After all, what is more exhilarating than jumping into a new he-man automobile, pressing the starter and gliding away into the country?

## 9870 TRUCKS NOW LISTED IN OREGON

WASCO COUNTY HAS TOTAL FOR ALL CLASSES OF 169.

SALEM, Ore., May 7.—(Special)—A total of 9870 motor trucks had been registered in Oregon up to March 15, according to a table just prepared by Sam A. Kozier, secretary of state. Multnomah county heads the list with 4461 and Marion county is second with 601.

The lighter trucks prevail, with those under one ton and from one to one and one-half ton capacity leading by many hundreds above all others.

The different classes of trucks total as follows:

Under one ton, 3905; one to one and one half tons, 3842; one and one half to two tons, 966; two to two and one-half tons, 362; two and one-half tons to three tons, 202; three to three and one-half tons, 390; three and one-half to four tons, 53; four to four and one-half tons, 3; four and one-half to five tons, 147.

By counties the totals for all classes are:

Baker, 84; Benton, 146; Clackamas, 455; Clatsop, 378; Columbia, 102; Coos, 214; Crook, 30; Curry, 32; Deschutes, 144; Douglas, 229; Gilliam, 32; Grant, 22; Harney, 32; Hood River, 171; Jackson, 271; Jefferson, 24; Josephine, 119; Klamath, 99; Lake, 24; Lane, 336; Lincoln, 23; Linn, 223; Malheur, 74; Marion, 601; Morrow, 36; Multnomah 4461; Polk, 119; Sherman, 42; Tillamook, 140; Umatilla, 363; Union, 111; Wallowa, 28; Wasco, 169; Washington, 320; Wheeler, 28; Yamhill, 197; total, 9870.

# NASH SIX

The Riding Comfort of the Nash Six Equaled Only by Higher Priced Cars

One quality that impresses you with the fact that the Nash Six is the greatest value in its price field is its exceptional riding comfort. Low hung and nicely balanced upon its staunch chassis, this roomy car has unusually long springs, and its broad, restful, deeply cushioned seats are thickly upholstered.

Compare this quality of the Nash Six with that of other cars costing from \$100 to \$600 more and you will have one reason why, from the time it was first introduced, this comfortable automobile has been a sales leader.

## Fisk Tires

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