

AUTOMOBILES

FROM SEATTLE TO SAN FRANCISCO BY JUNE 1

Official Information of the Pacific Highway For Entire Distance.

That the entire length of the Pacific Highway from Seattle to San Francisco will be in good condition for automobile travel late in May or not later than June 1, is the information given out by Frank M. Fretwell, secretary of the Automobile Club, of Seattle.

Here is the official information for the entire distance with data about the type of roads and their conditions for travel:

Seattle to Tacoma—Approximate distance 40.7 miles. Paved roads.

Tacoma to Olympia—Approximate distance 32 miles. Excellent gravel road.

Olympia to Tumwater—Distance approximately 5 miles. Paved road.

Tumwater to Centralia—Approximate distance 21.8 miles. Gravel road. About one mile concrete pavement.

Centralia to Chehalis—Approximate distance 4 miles. Paved.

Chehalis to Toledo—Approximate distance 19.8 miles. One mile paved road, three miles plank road. Remainder gravel.

Toledo to Kelso—Approximate distance 26.9 miles. Newly constructed gravel road and about 15 miles of dirt road.

Kelso to Kalama—Approximate distance 11.5 miles. Newly constructed gravel road.

Kalama to Woodland—Approximate distance 19.5 miles. (Under construction. Report of condition available within two weeks.)

Woodland to Vancouver, Wash.—Approximate distance 23.3 miles. Newly constructed gravel and paved.

Vancouver to Portland, Or.—Cross Columbia river on ferry at Vancouver. Approximate distance 8 miles. Excellent road.

Portland to Oregon City—Approximate distance 13.2 miles. Paved and macadam road.

Oregon City to Salem—Approximate distance 40 miles. Dirt road. Probably five miles paved through small towns.

Salem to Albany—Approximate distance 27 miles. Gravel and dirt road.

Albany to Eugene—Approximate distance 48 miles. Nearly all gravel. About three miles paved.

Eugene to Cottage Grove—Approximate distance 21.3 miles. Gravel.

Cottage Grove to Drain—Approximate distance 18 miles. Dirt and gravel. Newly constructed road eliminating bad stretch of road.

Drain to Yoncalla—Approximate distance 10 miles. Dirt and gravel construction. No bad hills.

Yoncalla to Oakland—Approximate distance 15 miles. Avoid Rice

Hill—follow Pacific Highway signs. Nearly all dirt road.

Oakland to Winchester—Approximate distance 12 miles. Dirt and macadam road. Few sharp grades.

Winchester to Roseburg—Approximate distance 5.1 miles. Macadam and gravel road.

Roseburg to Myrtle Creek—Approximate distance 18 miles. Macadam road. Easy grade but sharp turns over hills.

Myrtle Creek to Canyonville—Approximate distance 127 miles. Gravel and dirt road.

Canyonville to Grants Pass—Approximate distance 47 miles. From Canyonville to Glendale (Summit) road is not good, bad hills with high centers. After reaching summit good roads prevail going south. From this point on roads much better. Fifteen per cent grade crossing summit. From Wolfsville to Grants Pass excellent gravel road.

Grants Pass to Medford—Approximate distance 28.3 miles. Gravel and paved roads.

Medford to Ashland—Approximate distance 13 miles. Paved.

Ashland to Oregon state line—Approximate distance 19 miles. Six per cent grade over Siskiyou mountains. Paved.

Oregon state line to Hornbrook, Cal.—Approximate distance 9 miles. Gravel road.

Hornbrook to Dunsmuir, via Galle—Approximate distance 62 miles.

CAR SHOULD BE WATCHED FOR THE FIRST 200 MILES

A majority of new drivers, and a surprisingly large percentage of seasoned motorists, will do more to harm a new automobile engine in the first 200 miles of driving than in the following 2000 miles, according to A. C. Stevens, manager in charge of the Portland branch of the Winton Motor Car company.

"No matter how carefully an engine may be built, it requires a certain amount of running to get the parts thoroughly worked in, and the treatment given a motor during its first 200 miles of driving governs, to a large extent, its future service.

"There is a strong temptation that even seasoned motorists succumb to attempt a good many 'stunts' during the first two or three days' driving that will be seldom repeated throughout a season. The man who buys a new car is generally as eager to 'see what she will do' as is a youngster to take a watch apart to find out what makes it tick.

"About the first thing tested is the speed of the car, and on a nice level piece of road the throttle is opened up wide. A stiff hill or a bit of heavily road is the next thing in order, or, perhaps, it is a long trip with a full load of passengers, during which the new motor is subjected to as many tests as the driver can think of.

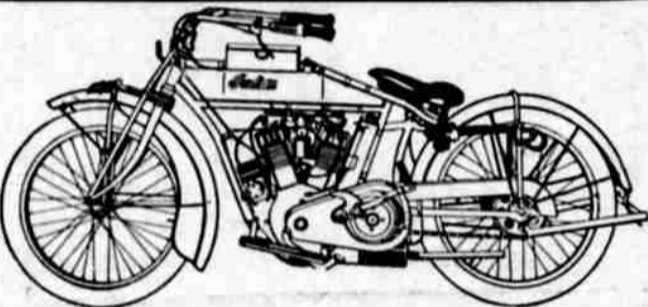
"The strains to which the working parts are put while they are still 'green' too frequently result in overheating, with the attendant train of troubles that materially shorten the service given by the motor and make the maintenance and operating cost much greater than it need be.

"If motorists would learn to restrict themselves to a speed of 15 to 18 miles an hour for the first 200 or 300 miles and see to it that plenty of the right kind of lubricant is used, they would find that the precaution would return dividends later on in better and cheaper service."

"Potash & Perlmutter."

Tonight Albany is to see "Potash & Perlmutter," the famous comedy of the cloak and suit trade that comes to us direct from its second year in New York City and that made nearly a million men and women there laugh until they cried before it started on tour. "Potash & Perlmutter" is the dramatization of the characters and incidents in Montague Glass' widely read stories in the Saturday Evening Post and Manager A. H. Woods fittingly announces it as an "up to date garment in three pieces, trimmed with a thousand laughs and guaranteed to fit all sizes and ages." In this three act comedy Abe and Morris are seen in real life together with Feldman, the conscienceless lawyer, Marks Pazinsky, the buyer, Mozart Rabiner, the salesman and all the other delightful characters of Mr. Glass' stories who play important roles in a story of absorbing interest.

Daily Democrat by Carrier, \$4 Year.



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ALBANY

BIG AUTOMOBILE RACE FOR \$100,000 PRIZE

A thousand mile race for \$100,000 is the latest project considered by the Indianapolis motor speedway management.

A. C. Newby, builder of National cars and a director of the speedway, is father of the plan to stage a contest so far ahead of anything that has ever been held that there will be no comparison. It promises to be the biggest thing in racing history.

Newby plans to make the race strictly invitational, limiting entry exclusively to makes of cars that have won previous 500-mile contests. Four such makes are eligible, Marmon, National, Peugeot, and Delage, with possibly a fifth after the next 500-mile race has been won. With five machines each, this would make a field of 25 cars, the cream of the racing world, with the pick of drivers. A qualifying speed of 90 miles an hour for 20 laps of the speedway is to be necessary, and the race is to start at 6 a. m. Drivers are to take tricks during the contest of 250 miles each, two drivers to a car.

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EARLE McINTOSH Prop.

FARMERS OF IOWA MAY BUY 50,000 AUTOS

Iowa farmers contributed a billion dollars to the general wealth of the great Hawkeye state as a result of the bumper crops of 1914 and the boast is made and not questioned that the state's pocketbook could show \$8,000,000,000 on appraisal, taking into account its rich farm lands, its live stock and its manufacturing interests. Its wealth per capita, figuring on farm wealth alone, is \$1682, while a rough estimate would give the complete returns at least \$3500 per head.

Evidently Iowa's middle name is Prosperity, and because of these evidences of wealth it would not seem improbable that the Hawkeyes will buy at least 50,000 cars during the present year, a careful estimate that has been made by Secretary of State Allen, who takes a keen interest in motoring affairs and is justly proud

of the fact that Iowa ranks sixth in the United States in the ownership of cars.

MANY FORD CARS SOLD IN ALBANY LAST TWO WEEKS

The wonderful sales of the Ford Motor car throughout the world keeps up and is increasing steadily. When Mr. Ford announced last Summer that if he sold 300,000 cars between August 1914 and August 1915 he would rebate each purchaser from \$40 to \$60, the public looked up in surprise. Three hundred thousand automobiles in one year! One thousand for each working day! And yet the Ford factory is exceeding that speed, and next August will have easily passed the allotted mark and have thousands over, unless something very unusual happens to the country. And here in Linn and Benton counties the local agents are keeping

pace in proportion to the rest of the country. Since the middle of March Crawford and Ralston, distributors for this district, have sold in Albany and vicinity alone thirty Fords.

Among those buying Fords since the 15th of March are: O. C. Wolf, D. O. Woodworth, Ben Clelen, Homer Speer, Fred Blyden, E. F. Clifford, Frank Brush, C. G. Miller, N. P. Daugherty, C. E. Williamson, W. A. Ewing, L. E. & H. J. Hamilton, Wm. Duncan, S. H. Goin, W. J. Moore, E. A. Muller, J. C. Rorer, Arthur Edwards, W. T. Christy, A. H. Muner, Miller and Akorn, Henry Metzger, Robert Archibald, E. A. Hays, C. J. Jackson and five other to whom deliveries have not been made.

The sub agents in Linn and Benton counties have been busy too, and since the first of the year they have sold 64 cars, distributed as follows:

A. Wilhelm & Son, Monroe, 16; Miller and Akorn, Corvallis, 32; Wright & Goddon, Harrisburg, 8; and Kirkpatrick & Powers, Lebanon, 8.

Daily Democrat by Carrier, \$4 Year.

FORD THE UNIVERSAL CAR

Because it gives the highest motor car efficiency and service at the lowest cost, the Ford is the one car you'll find in large numbers in constant use in every land. It's a better car this year than ever before—but it sells for \$60 less than last year.

The Ford is everybody's car because anyone can easily understand and safely operate it. A skilled mechanic not required for operation or care of a Ford. Less than two cents a mile is all it costs for operation and maintenance. With "Ford Service for Ford Owners," your Ford car is never idle.

Buyers will show in profits provided 300,000 cars are sold between August 1, 1914 and August 1, 1915. Runabout \$440; Touring Car \$490; Town car \$690; Coupelet, \$750; Sedan, \$975, f. o. b. Detroit, full equipment.

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