



MEDFORD PARTY MAKES CIRCLE ROUND REDDING

Excellent Road and Scenery Found on Survey Down Coast—Fine Stretches Found in California—Visit Longest Concrete Span—Outline Side-trips to Be Made.

Medford to Crescent City, thence to Eureka, thence to Redding and back via the Pacific highway is a route recommended to valley tourists as replete in variety of climate and beautiful scenery by County Judge F. L. Tou Velle, who has recently returned from an extended automobile trip of inspection of Oregon and California highways. The circle totals 560 miles and can be made in 4 days drive, though longer time is advised for comfort.

From Medford to Crescent City is 120 miles," states Judge Tou Velle. "The shortest route is via Jacksonville and the Applegate and the Murphy cut-off to Wilderville. The roughest portion is the grade in the Josephine county side of the climb over the Smith river divide. This is not only a steep climb, but an exceedingly rocky one. This section of the road is in worse shape than for several years. The California side of the hill has a much better road because it is more favorable for road building.

From Crescent City a side trip can be made to Gold Beach at the mouth of the Rogue river. The distance is 72 miles. The first half of this, to Brookings, is first class road, much of it macadamized. From Brookings to Gold Beach the road has been largely rebuilt and although full of sharp curves, it is a very good mountain road. The trip can be made easily in 7 hours.

Coast Road Good. From Crescent City to Eureka is 192 miles. There are four miles of "corduroy" road or "punching" in the redwoods, but it is in first class shape and the road a good one. The last 60 miles of the road is macadamized and a regular boulevard. The drive can be made in eight hours.

From Eureka south, and east up the Eel river, there is a magnificent macadamized boulevard. No section has better roads than Humboldt county and none more picturesque. From Bridgeville on, there are a few miles of ordinary mountain roads over steep climbs and then the Trinity County State Highway offers the tourist the cheerful surprise of 30 miles of finely graded boulevard in the heart of a wild mountainous region. While the turns are sharp, the grades are easy and the road bed wide.

Beegman Road Picturesque. At Peasut the road forks, the state highway continuing to Weaver-ville, the county seat, whence Redding can be reached over an ordinary county road. As heavy traffic has badly cut up this latter road, I took the shorter road from Peasut, via Beegman and Igo to Redding. The grade up Hay Fork Creek over the ridge to Beegman creek is exceedingly steep, tortuous and dangerous, the worst part of the drive. From Beegman the road winds for miles along what was formerly a placer mining ditch, widened out into a road, one of the most picturesque sections, winding about near the top of

OAKLAND PLANT MAY BRING AUTO INDUSTRY WEST

From a commercial standpoint, the beginning of operation of the Chevrolet Motor company's plant in Oakland, Cal., is of most vital importance to the Pacific coast.

It is the beginning of what can be made the greatest manufacturing project that the coast has ever known. The success is not dependent on the Chevrolet motor car, but purely upon the manufacturing advantages which are offered.

If this factory proves that motor cars can be constructed as cheaply here as they can in the east, which has been the claim of commercial interests, we may expect to see many more factories established, not only as part of the factories controlled by William Crapo Durant, but by other prominent concerns.

There is no question as to the desire to build the Chevrolet here where so many are sold. The factory has to pay to have them produced, and as this money must be paid out, the officers of the company realize the value of leaving as much money as possible in the section where the cars are sold.

Competition, however, will not allow of any increase in cost; in fact, it has been the history of the industry that the cost of production must be reduced as time advances.

If we can meet these conditions and show an equal, if not an increased, advantage from a manufacturing standpoint, we feel certain that we on the Pacific coast will come into our own as part of the manufacturing unit of the United States.

A carload of Chevrolet cars was received this week by Young and Hall, local distributors from the million dollar Chevrolet plant which began operation in Oakland, Cal., September 1st.

MANY GOGGLES HARMFUL SAYS EYE SPECIALIST

Motoring is very trying to the eyes due to the wind, dust and dazzling lights. Most motorists wear goggles for eye protection;—all motorists should wear them. But very often, says Doctor Rickert, the eye-sight specialist, the protection sought is lost and real harm caused by the unwise selection of goggles. It would therefore seem the part of wisdom to procure your goggles of an eye specialist thus insuring the proper result.

the ridge an unequalled view of the mountain ranges clear to Mt. Lassen, a hundred miles away.

From Redding north take the eastern branch of the Pacific Highway, going via Baird. Here is the finest and most expensive stretch of road building in California, extending some 20 miles along the Sacramento, crossing it by the largest concrete span in the world. Another stretch of state highway is encountered at Le Moine, and still another near Dunsmuir. From Dunsmuir to Medford is fast going, most of the way over state highways, including our own Siskiyou grade.

"This trip takes one through Southern Oregon and Northern California, through great forests of giant fir and colossal redwood, along the picturesque Pacific coast, over high mountains and silver streams. It offers a variety of landscapes that cannot be excelled anywhere. Every one should take it. There are comfortable hotels and at frequent intervals, good fishing in the streams and the journey can be made easily and safely by any automobile."

Tips for Tinkers

Do not neglect the grease cups and oil holes underneath the car. They should be attended to every day, the same as all others. Take an extension light or flashlight under the car with you and take the time to locate all of them. Pay particular attention to the universal joint. If it is covered by a leather boot remove the boot occasionally and refill it after cleaning it. The writer has seen a boot run several hundred miles without attention in which all trace of grease had disappeared and its place taken by mud from the road.

It is bad practice to leave the gasoline turned on when leaving the car overnight or for any length of time. All that keeps 15 to 20 gallons of gasoline from running out is a small valve, which may leak, operated by a float, which can take up gasoline and get heavy. A gasoline leak, especially in a small garage, may cause a dangerous explosion or a disastrous fire. So avoid trouble by shutting off the gasoline when leaving the car.

In case a ball breaks in one of the bearings it should be replaced by one of the same size. If the car has been run several thousand miles the balls will be worn much smaller and a new ball should not be put in with them. If one of the same size cannot be obtained use one a few thousandths of an inch smaller. A ball that is too large will carry the weight too long as it revolves. A smaller ball allows the weight to be borne by the two balls next to it.

TIPS FOR THE MOTOR PICNIC

That canned goods and fresh fruit form the basis of most auto picnic lunches is a fact long ago recognized by Kribb Grocery, which in making a specialty of supplying the motor picnicker with these articles.

From the standpoint of convenience, not to mention real economy and sanitation, they believe, the prepared delicacies that can be bought ready to serve deserve their popularity. Traveling, too, is more or less dusty, and no other manner of carrying food can compare with the canned article for cleanliness. It's palatable, too, they say.

TRIP TO CRATER LAKE WONDERFUL SAYS BUICK MAN

While much has been written regarding the scenery at Crater lake and the trips through the national forest, one-half of its beauty has not yet been told, and a traveler looking for an ideal trip cannot possibly make a mistake in selecting this.

While commenting on the greatly increased number of tourists who are making this trip this season, George W. Dean, manager of the Howard Automobile company, Pacific coast distributors for Buick motor cars, while in Medford last week on his return from Crater lake, stated that he believed that this increased travel had been largely influenced by the improved road conditions.

Practically all of the counties of the state have awakened to the fact that the good roads mean tourists and that this, aside from the revenue which is derived directly from them, advertises their section and they are all bidding for it.

Highway Generally Good. The road conditions generally on the Pacific highway through the state are good. There are very few spots in which even bad dust would be encountered. While, of course, they do not compare with our Columbia highway, there being very little of the hard surfaced road, yet they are in good condition for a rock road, and the speed limit can be comfortably maintained.

The general prosperous appearance of the entire country cannot help but be noted. Out of Salem, along the Independence road, the hop fields are giving promise of heavy crops, and all through the valley the farmers are anticipating good crops and the prairie outlook was particularly good. In fact, was reported to be the best for several years.

Mr. Dean, who has just returned, said the trip down through the valley proved such an enjoyable one that the side trip from Roseburg to Marshfield was decided on. While this section of the trip is a grand one from a scenic point, there are fourteen miles of road which cannot be classed as anything but poor, he said. It is unfortunate that this section is not kept up better.

Tire Care Rules

The rules for cutting down tire expense are easily laid down because they are all plain common sense when closely analyzed. They may be enumerated as follows:

1. Use the proper size tire for the weight of the car. Secure expert advice regarding the use of oversize and use them if recommended.
2. Never drive the car unless the tires are inflated to the proper pressure.
3. Avoid driving in ruts and car tracks as much as possible.
4. Repair the small cuts in the tire casing as they appear.
5. See that wheels are properly aligned.
6. Easy starting and stopping are necessary to prolong tire life and avoid excessive speeds, especially in warm weather.
7. In making tire changes, whenever it is possible or convenient, put the new tire on the rear and shift rear tire to front wheel on opposite side of car.

GASOLINE DROPS ANOTHER CENT

NEW YORK, Sept. 10.—Another reduction of one cent a gallon in the price of gasoline, making the wholesale price now twenty-two cents a gallon, has been announced by the Standard Oil company.

Luncheon cases in the best models, having attached table fixtures or convertible table covers, are good for day trips. For short stops it does not pay to construct a table.

as it passes through some of the finest timber of the state. Mr. Dean went with H. C. Hays, his territory man, and together closed up the old Buick dealers for the next year and also signed several new ones. Model Is Popular.

The Buick D 6-46 is one of the most popular models of the line that ever have come out and agents all are crying for more of them.

Throughout the trip, Mr. Dean said, the car behaved perfectly, negotiating all the climbs with perfect ease.

MOTORIST LIABLE FOR ACCIDENT TO CAR PASSENGERS

The average motorist probably is not aware of the legal rights and liabilities of the guest or passenger riding in his car in case of an accident. A sort of special protection apparently is given the latter on account of the fact that generally he cannot be said to control the conduct of the operator. The rule may be stated as follows: The operator's negligence is not chargeable or imputable to the passenger or guest so as to make him either liable for the operator's acts or deprive him of his right to recover for an injury he has sustained either because of the driver's carelessness or the latter's negligence combined with that of some third party.

Joint Carelessness. For example, where a passenger in a taxicab, jitney or sight-seeing bus is injured by the joint carelessness of its chauffeur and the driver of either or both vehicles are responsible to him, he may ask redress against the owner or driver of either vehicle or against both of them. Contributory fault always bears the right to recover; but the hirer of a taxi or other public conveyance does not assume risk of the driver's careless driving, and, even if this was partly the cause of the accident, the passenger may also look for redress to the owner of the other vehicle.

The same principle applies where the passenger is a guest in a private machine. If he is injured by the collision of two cars or vehicles caused by the negligence of both chauffeurs, he not only may hold his host responsible, but also may proceed against the other vehicle, since each is a wrongdoer, and, if he should care to exonerate his host, and confine his claim to the third party, the latter cannot excuse himself because the host perhaps was careless, inasmuch as the carelessness of the host is not lawfully imputed to the guest.

Exception to Rule. However, there are important exceptions to this rule. If the guest is engaged at the time in joint enterprise with the host or owner of the car the careless acts of the latter are chargeable and imputed to him and he cannot recover against the owner or operator of the other colliding vehicle that carelessly injures him. Thus, where the guest and host agree to share all the expenses of an automobile pleasure trip and both were injured through the negligent driving of another machine, it was held that the guest could not recover if the jury found that the host was guilty of contributory negligence.

Of course, in any case, the guest or passenger to recover must be in the exercise of reasonable care; and where it was found that the passenger urged the chauffeur to drive the automobile at an excessive rate of speed, or acquiesced in a similar request by his companion, a fellow passenger, it was held he could not recover.—New York Motor Federation.

MEDFORD DRUGGIST IS ENTHUSIASTIC MOTORIST

Charles Strang recently drove his Studebaker Six to Roseburg and Ridge where he took in the Riddle-Venison barbecue. Mr. Strang is one of Medford's most enthusiastic motorists having owned three cars. His first was a four-cylinder Reo and the last two Studebaker Sixes.

Mr. Strang has been in the drug business in Medford since 1884 and has in that time earned a reputation as a careful prescription compounder.

FEDERAL AND STATE FUNDS FOR HIGHWAY

Delegates at Good Roads Congress Outline Plans for Spending Federal Aid Road Money—California Highway System Nears Completion—Five Year Road Plan Favored.

Thirty-five states sent representatives to the August conference in Washington called by the secretary of agriculture to discuss the rules and regulations for the operation of the Federal Aid road act.

Colorado, Delaware, Georgia, Missouri, New Hampshire, Nevada, North Dakota, Texas, Utah, Washington, Wisconsin, South Carolina and Wyoming were the thirteen states which were unrepresented. Of these, Georgia, Texas and South Carolina have yet to provide themselves with state highway departments in order to qualify for participation in the \$75,000,000 federal appropriation, to be expended in the next five years.

Though Indiana also has to provide a state highway commission, Governor Ralston sent Carl G. Fisher to the conference as the Hoosier spokesman.

Unofficially, there were also present at the conference men prominent in the road movement and identified with leading organizations interested in the subject. Among these were Chairman George C. Diehl, of the good roads board, and Executive Chairman A. G. Batchelder, of the American Automobile association; John N. Goodell, the American Highway association, and W. A. Alsford of the Ohio Good Roads Federation.

To Spend Joint Funds.

It is rather significant as indicating the desire of the several states to have road connections with one another that at the meeting of the American Association of State Highway Officials held the day previous to the conference it was unanimously adopted as the sentiment of the meeting that the joint federal and state funds should be expended upon the main roads.

Secretary Houston has borrowed from the state of California its chief engineer, Austin B. Fletcher, to aid Director Logan Waller Page in a consulting capacity in the launching of the federal aid road work. Mr. Fletcher was chief engineer with the Massachusetts state highway commission for many years, following which he had charge of the building of the superb county road system of San Diego county, and has now nearly completed, as state engineer of California, the \$18,000,000 state highway system. The experience which he has thus gained in both eastern and western states is expected to prove invaluable to the government through giving to the federal officials a clearer insight into the matter from the standpoint of the states.

Oregon Has Plan

SALEM, Ore., Sept. 8.—The Oregon state highway department will begin at once to outline a five year plan of road construction in the state which will be submitted to the United States department of agriculture in order to comply with Secretary Houston's ruling as to expenditures under the engineer, John H. Lewis. Secretary Houston says the department will insist on a comprehensive schedule which must be approved before the state's share of appropriations will be made available.

HOTEL MEDFORD IS A POPULAR PLACE WITH AUTOMOBILE TOURISTS



Many Medford people endeavor to meet the tourists who pass through the city, bound up and down the Pacific highway and to and from Crater Lake. Then too their cars are the subject of considerable attention. Many

a long low Marmon and snappy Stutz is given the once over by the car fanatics. Almost any night in the touring season* the curb before the Hotel Medford is lined with the cars of transient tourists stopping at that hostelry. All along the line the word has gone out

that the Hotel Medford's motto is service and that they are living up to that motto. The motor tourist is in general an exacting patron and that this class of people is generally drawn to Medford's leading hotel, is in itself a compliment to the management.