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- 1.--Solution low, so that water line shows on plates.
- 2.--Battery overheated or overworked.
- 3.--Battery charged in reverse.
- 4.--Battery flushed with acid.
- 5.--Foreign substance added.

Any of these are positive abuses, and will injure your battery permanently.

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HARRY W SCOTT

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COAST HIGHWAY WILL

(Continued from Page 1.)

taxable property would be added to the wealth of the state if the rest of the coast region is developed in like manner.

Grass is given every day of the year on the ocean side of the Coast range of mountains, and the climate is so mild that cattle do not need to be kept in barns and fed, as in other dairy sections of the United States, notably in the middle west and on the Atlantic seaboard, but as has been stated already, it has been found more profitable to keep the land sowed down to clover pasture for the dairy herds than to raise hay thereon. That is why the coast country will always be a great market for inferior Oregon hay.

Judge D. F. Wright at Olympia has sustained an order of the public service commission increasing telephone rates, in accordance with an order of Postmaster General Burleson.

One of the largest distributing stations on the coast for oil and gasoline is being installed at Astoria. It consists of 10 concrete tanks with a capacity of 2,000,000 gallons.

At Yakima, Wash., Tuesday, Mrs. Andrew George was found unconscious on the grave of her husband, who died two years ago. She had attempted to commit suicide by inhaling opium.

William M. Hanson, Josephine county pioneer of 1851, and a Civil war veteran, is dead at his home at Mur- ray, on the Applegate. He was a lieutenant in the Humboldt and Bald Hill Indian wars.

CALIFORNIA TRIP

(Continued from Page 1.)

seven and eight miles of what may correctly be termed bad road and progress here is slow and the riding not entirely comfortable. Chuck holes are numerous, detours around deeply rutted stretches of road frequent. But the sight of the beautiful Canas Valley is ample reward for the few miles of hard going that have to be navigated to get there. It nestles in the top of the mountains like a beautiful green bowl and is one of the most picturesque spots to be found in the state.

Canas Valley, the village, is a regular stopping point for the Roseburg-Myrtle Point stages and boasts of a hotel serving meals like only a road-weary tourist can appreciate. Gas and oil can also be secured here.

Good Horn Needed.
Taking the advice of those who have been over the next leg of the trip, the careful driver will give his car pretty carefully before leaving Canas Valley, paying particular attention to the condition of the brakes and making sure that his horn is in good working order.

The need of a horn that can be heard a considerable distance makes itself evident before you leave Canas Valley for Bandon, for it is just after leaving the valley that you swing into the Middle Fork canyon and in the 16 miles of twisting, turning, rising and falling road there are few places where two machines can pass. Sound your horn frequently and when reaching places where it is possible for another car to pass stop long enough to hear whether or not there is another car approaching. A loud horn can be heard for a distance of two or three miles in most parts of the canyon. Careful driving is also necessary on this stretch. The road is always more or less rough and there are many places where it has been carved out of the mountainside, with an almost perpendicular bluff rising on one side and an unobstructed drop of from 50 to 700 feet on the other. This part of the trip, however, is perhaps the most beautiful of any along the entire route. The canyon is rough and narrow, so narrow you almost feel crowded by the high virgin-covered mountains, and the embryo Coquille river leaping and pouring below you is one of the wildest mountain streams to be found.

Canyon Road Rough.

From two and a half to three hours are normally required to cover the road through the canyon to Rock Creek, but the remaining 27 miles into Myrtle Point can be made in much better time. About half of this stretch is macadam road and is in good shape.

Good garage facilities and hotel accommodations are to be had either at Myrtle Point or Coquille, which is but nine miles beyond.

From Coquille the motorist may take either of two routes to reach Bandon, where the road hits the coast and turns south toward California. Either he can go directly down the Coquille Valley, a distance of 22 miles over smooth dirt roads, terribly crooked but well worn and easily traveled, or detour and take in Marshfield, North Bend and other Coos Bay points and thence down the coast to Bandon over the Seven Devils road.

Coos Bay Detour Posture.

During the coming summer the Coquille-Marshfield road will be quite badly torn up due to the construction work, but will be open and the distance between the two cities is only 20 miles. Leaving Coquille in the morning the detour by way of Coos Bay can be made with plenty of time to look around in Marshfield and North Bend and Bandon reached in the early evening. From North Bend, which is only a mile and a half from Marshfield, the road follows down the bay through Empire, the old county seat of Coos county, and interesting to the person from the inland in its resemblance to the New England fishing villages as pictured and made famous in the American prose and poetry of the late nineteenth century. A well marked side road to the left about three miles beyond Empire leads down the coast to Bandon, but it is worth while to keep to the main road for about a mile further and then double back after having spent a few minutes or hours at Sunset Beach, where the magnificent summer home of L. J. Simpson, candidate for the republican nomination for governor at the last primary election, is located. Shore Acres, as the Simpson place is known, is the most beautiful summer home on the north Pacific Coast.

"Seven Devils" Well Named.

Returning to the point of detour a mile back and resuming the drive to Bandon, the motorist strikes the first sand of the trip, but scattered patches of it, more or less deep, are to be encountered over the entire remaining 110 miles to the California line. And

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this prompts the warning that a strip of canvas a yard wide and 20 or so feet long is a handy thing to have in the car when you get stuck in a sand hole.

The Seven Devils road between Coos Bay and Bandon, however, deserves more than passing mention for there are reasons why it was so named: seven good reasons in the shape of turns so sharp that many large cars driven by people going over the road the first time are forced to maneuver in reverse and low to make them. To make them more dangerous all of these turns are on grades and where the road is narrow. They all come close together, however, and the distance between the first and the last "devil" is less than five miles. The road reaches the Coquille river at Waldards where a ferry is maintained.

The total distance between Coquille and Bandon by way of Coos Bay is about 55 miles.

At Bandon the motorist from the inland gets the first real intimation that he is in the seacoast country, except for the few minutes he may, or may not, have taken to make the detour to Sunset Bay. Technically the city is known as Bandon-by-the-Sea and "by the sea" it surely is. The business section of the town is largely built on piling and extends within a quarter of a mile of the mouth of the Coquille river. Almost any day two or three lumber schooners are to be seen lying at the docks and the tang of ocean salt is strong in the air.

The beach at Bandon is one of the most picturesque to be found along the Oregon coast. The inshore waters are abundantly dotted with large and small rocks against which the surf beats constantly and from the high bluff behind the beach an unobstructed view of the ocean for miles is to be had. The light house and coast guard stations both hold more than passing interest for the average tourist.

Sand Is Encountered.

As Bandon is the last point where good garage and repair facilities are to be had until California is reached, it is good policy to go over the car well here. Gas and oil can be secured at frequent intervals along the road, but a serious mishap to the car may mean several days delay.

With the exception of a few short stretches the road south of Bandon is in good condition during the entire summer. Sand is the chief obstacle to be contended with, especially along the first 12 miles of the route south of Bandon to the Curry county line. Langlois, four miles from the line, is the first town reached in Curry county. Three miles beyond is beautiful Floras Creek, which offers good trout fishing in its upper reaches.

Lakeport Worth Seeing.

An enjoyable side trip can be made from Denmark, a mile and a half below the Floras Creek bridge, to Lakeport, known as the deserted village of Oregon coast. Lakeport is a "boom town" that boomed exceptionally fast during the years between 1905 and 1911 and fell flat in a few months. The project which first attracted the town, first known as Sunset City, was to convert the beautiful Floras Lake, a fresh water body about five miles long and separated from the ocean at its northern end by only a narrow spit of sand, into a seaport outlet for the vast timber resources of northern Curry county by building a canal between the lake and the ocean. The canal project was surveyed several times and a few energetic citizens of the town that had sprung up on the bluff overlooking the lake even started to excavate for the waterway at one time. A three story hotel, several business houses and a number of modern bungalows sprang up above the streets that had been cut out of the forest to a distance of a mile back from the lake and a mile of good size was built on one of the arms of the lake.

Three Mile Walk.

At the height of its prosperity Lakeport boasted of 400 people. Today there are only two or three families in the neighborhood. The bottom simply dropped out of the fanciful project. The hotel and stores are fast falling into ruins and brush and other wild growth is running rampant where the streets and yards used to be. But for all of its desolation, Lakeport is as pretty a spot as is to be found anywhere and the lake beautiful beyond description. Trout fishing of the kind found there is real sport.

It is not always possible to drive a car into Lakeport from Denmark, due to drifting sand, and it is policy to make the trip on foot, as it is only about two and a half miles.

Another interesting side trip in this vicinity and one that can be made by auto, is that to Cape Blanco, the most westerly point on the mainland of the United States. The detour is made over a road which turns to the right at the top of the hill just beyond the

Sixes River bridge, 21 miles south of Bandon.

Port Orford Agates.

By leaving Bandon in the morning and making both of the side trips suggested the motorist should be able to reach Port Orford, nestled in a cove formed by an arm of the ocean, in plenty of time for the evening meal. Port Orford is famed for the agates gathered on the nearby beaches and it is true that they can be gathered by the bucketful.

From Port Orford to the California line, about 60 miles, the scenery is exceptionally beautiful. The road follows the coast most of the distance with a full view of the ocean, sometimes from great heights, possibly from many passes. At Wedderburn, 28 miles south of Port Orford, a ferry transports the traffic across Rogue river to Gold Beach, the county seat of Curry county, and a very attractive town of the frontier type.

The first 17 miles of the road south of Gold Beach is such as to necessitate careful driving, for it is an almost constant climb. Mountain Ranch, where the road reaches the summit and starts on its 15 miles of down grade to Brookings, the last town in Oregon, is better than 4000 feet above level of the ocean. The road over the greater part of this 17 mile grade is narrow

and rough in places and is full of sharp turns.

For those who make the trip as outlined here it is filled with pleasant surprises and not soon forgotten.

Gilbert Advises East Side Road To Portland Just Now

Keep to the East Side road in making the trip to Portland from Salem if you want to avoid a lot of grief and bad driving. Such is the advice of Leo L. Gilbert, state distributor for the Elgin Six, who returned from a drive to the Rose City, Tuesday.

In his round trip to Portland Mr. Gilbert covered both the east and the west side routes and says that, while the west side road can be navigated, the going is bad, especially this side of Hopeville. He reports the road on the east side of the river as rough in spots, but says these are rapidly being smoothed out by crews now at work all along the line. The drive he says, can easily be made in two and a half hours.

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HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH
Editor Motor Service Bureau Review of Reviews

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Realizing Fuel Economy Expectations—Continued

"The Best Car, Bodily Driven, Will Fall Short In Efficiency"

IT IS ALWAYS POSSIBLE that the failure of an individual user to obtain from his car a fuel efficiency comparable with that shown by other identical cars may not be entirely attributable to defects in the particular car and its adjustments, but may be the result of the manner in which the car is maintained and driven. Among operative errors which lead to fuel waste are the following: Driving long distances either at extremely high or at extremely low speeds. Both practices are very wasteful and a gallon of fuel goes a very little way under these conditions, as compared with what it does at 20 or 25 miles per hour. Failure to run the spark as much advanced as practicable, resulting in the throwing away of much valuable heat energy. Failure to change to a lower gear when the engine is slowed down, under load, to follow the economical speed, slipping of the clutch, for speed regaining purposes, instead of using the throttle, which results in substantial fuel loss due to engine racing. Racing the engine unnecessarily to warm it up, idling it when it might better be shut down and idling it unnecessarily fast. Failure to take advantage of the cars coasting ability, by throwing the gears into neutral and shutting down the engine on long down grades. Accelerating with unneeded for rapidity, when starting and when under way and sacrificing expensively attained car momentum, by applying the brakes while still running at high speed, instead of coasting up to the stopping point. Failure to conserve engine heat by keeping the radiator shielded, thus increasing the waste of fuel at each start. Failure to successfully employ the leanest fuel mixture upon which the engine can be satisfactorily run, after it is warmed, and carelessness in leaving the carburetor air supply choked, after starting, longer than it need be. Even with a perfectly conditioned car, operative errors can reduce fuel efficiency pretty low, but combined with a car that is "out of sorts," the result of unskilled driving on fuel efficiency is appalling.

EFFECT OF BOILING RADIATOR



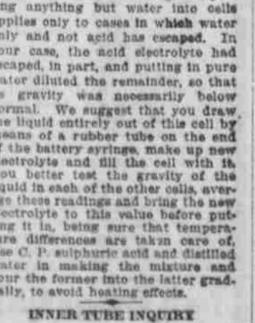
E. H. B. asks: Does it harm an engine in any way when the water in the radiator and around the cylinders? **Answer:** Boiling of the liquid in the cooling system cannot, in itself, do any harm to an engine, but the boiling may be an indication of something wrong with an engine, which may cause injury to it, such as inefficient cylinder lubrication or a falling supply of water, which soon may entirely disappear and permit serious overheating to take place. Any unaccustomed tendency to boiling should be at once investigated.

REPLACING SPILLED ELECTROLYTE



P. A. writes: I accidentally left out the filling plug of a cell of my storage battery and later found that so much of the acid had spilled that I could not see the top of the liquid. The lost liquid was replaced with distilled water, as the directions contained a warning never to put anything else in the cells. Since doing this, the cell does not test up to strength. How can I make it do so? **Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.**

INNER TUBE INQUIRY



S. H. B. writes: I have a number of very old inner tubes. How can I tell whether or not it pays to keep them? **Answer:** As long as a tube is capable of holding air and is not stretched so badly as to form folds and become pinched in service, it may as well be kept and the utmost possible service obtained from it. Very little strength is required in an inner tube and an old or thin one may be practically as serviceable as a new one. Air tightness is an inner tube's only important qualification. Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.

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