

July 9, 1916

# ROADS, SCENERY TO TAHOE FINE, SAY AUTOISTS

Rain in Mountains Benefits Highways; Surfaces Found Smooth and Hard.

DELIGHTS OF TRIP ARE TOLD

Permanent Improvements Made by State Begin to Tell, Pathfinders Assert.

Fine roads, fine weather and fine scenery is the report brought back by a pathfinding party which has returned from Lake Tahoe. The party consisted of Godfrey Eacret of Srheve, Treat & Eacret, jewelers; C. A. McGee of the Howard Auto Company, Pacific Coast distributors of Buick cars, and P. J. Wrayton of New York. In speaking of the trip, McGee, who is very well posted on road conditions, says:

I have never before seen the Tahoe roads in as good condition as they are at present. This condition is due to two things. The first is the fact that the amount of permanent improvements which the State road crews have been putting in on the roads for the last few years are beginning to tell in the general condition of the roads, and they have now reached a point where most of the work done shows immediate results.

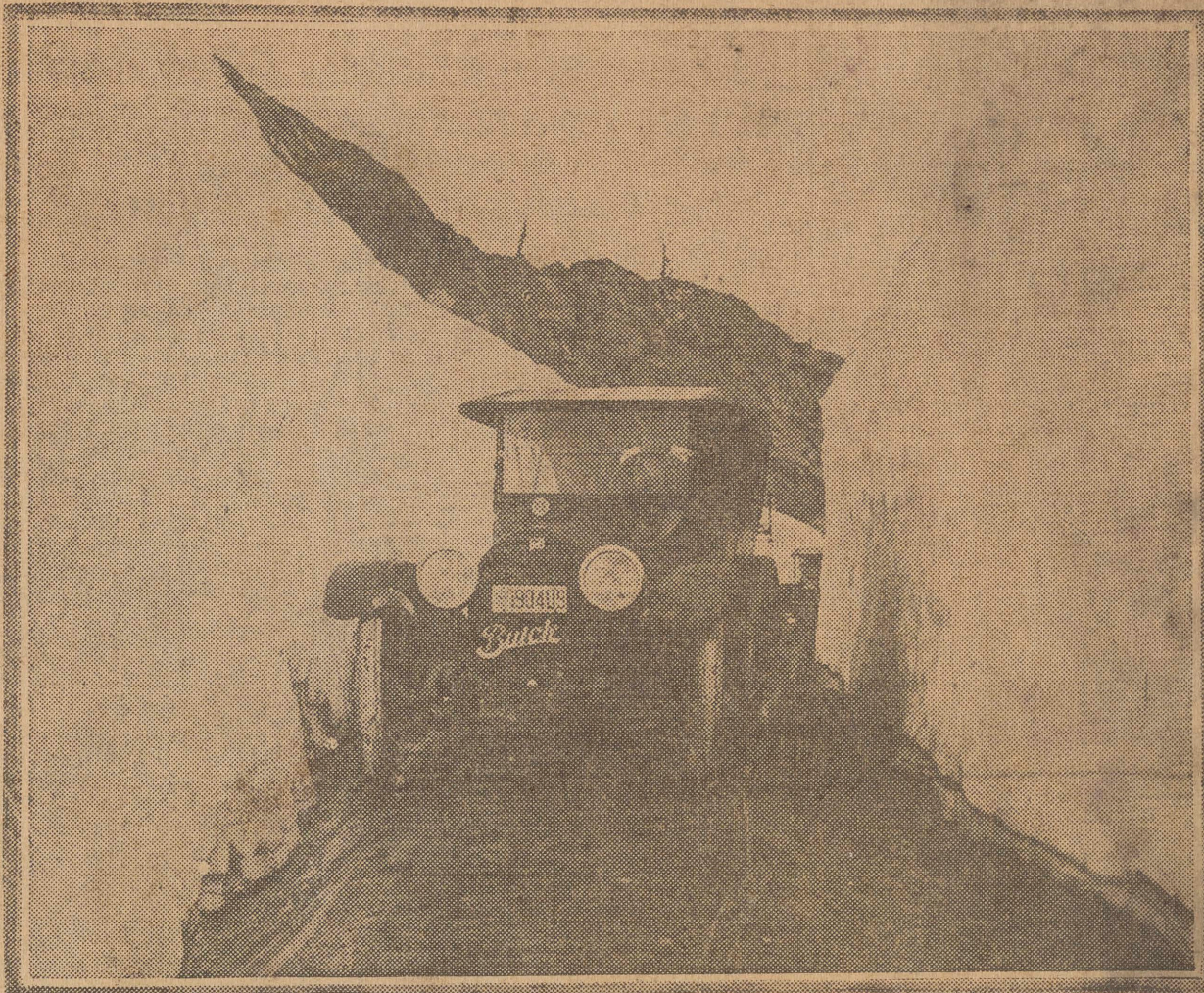
The rain which fell quite heavily in the mountains last Saturday aided the road crews greatly, the dust is all settled and stretches of road that were beginning to cut into ruts, are again smooth and hard. Many of the places that have been covered with deep dust in years past are now graveled; in fact, most of the road from Tahoe Tavern to the south end of the lake has been graveled.

The road around Emerald Bay has been widened and generally improved. Passing places are provided at frequent intervals, and in most of the places where the road is at all narrow, rock walls have been built on the outside edge of the road.

At the present time the state engineer has a crew of thirty men working in the vicinity of Tahoe Tavern and all the work this crew is doing is of a permanent nature. Grades are being widened, metal culverts are being put in to replace the old time water breaks and several wagons are busy all the time hauling gravel.

We made the trip to the Tavern via Oakland, Hayward, Tracy, Stockton, Sacramento, Roseville, Rocklin, Loomis, Auburn, Colfax, Emigrant Gap, Cisco and Truckee. The return was made via Emerald Bay, Tallac, Meyers Station, Strawberry, Silver Fork, Placerville, El Dorado, Shingle Springs, Folsom, Sacramento, Stockton and Oakland.

# TAHOE COUNTRY POPULAR WITH MOTORISTS



Lake Tahoe is attracting large numbers of tourists this season. The road near the Summit has been cut through a heavy bank of snow. Buick car in the foreground.

## PLOWS IN MUD FOR MANY DAYS

W. E. Cummings Drives Cadillac 8 From Los Angeles to Washington in Rain.

W. E. Cummings, who departed from Los Angeles May 30 for Washington, arrived at the Capital City June 26 after an eventful trip in his Cadillac eight. While three weeks and five days were occupied in making the journey, about a week was lost on account of storms and stops for sight-seeing.

The speedometer showed 3,438 miles and the car required 343 gallons of gasoline for the trip, an average of a trifle more than 10 miles to the gallon.

The first 1,800 miles of the trip showed an average of 11 mile to the gallon, but thereafter heavy storms were encountered and the car was forced to plow through mud in many places up to the hubs. As a result the average for the trip was pulled down to 10 miles.

The first 1,800 miles of the trip were uneventful, but after leaving Albuquerque things began to happen. Rain fell for several days, and long detours were necessary to pass mud holes which were impassable. For miles the car was forced to plow through mud. From Hutchinson to Cincinnati the card made its way through a constant mire, except for short distances in Kansas, where good highways offered excellent surfaces despite the rain.

## CLUB ROADSTER FILLS BIG GAP

Mitchell Factory Turns Out New Model Which Is Condensed Five-Passenger Car.

The Mitchell factory has announced a new model through the Osen-McFarland Auto Company, local distributors.

It has been designated the new Mitchell club-roadster and brings out many new ideas.

The three-passenger roadster at times is too small, while the five passenger touring car is just as undesirable, on account of being too large.

It is to fill this intermediate need that the new club roadster has been designed.

It is a condensed five-passenger car, in the runabout type, which retains all that is desirable in the roadster yet provides ample room for five passengers, with added advantages of large luggage carrying space under the locked door in the rear.

The car has the regulation two doors of the roadster. The front seats are so divided as to leave an aisle to the rear seat.

**79 Years Old, Drives Auto.**  
"Grandpa" Medler, better known as Uncle John, a man 79 years of age, drives his Réo car like a veteran and enjoys the thrills of fast travel in the vicinity of Wasco, Ore., as much as any of the younger bloods.

## Swift Journey In Car Between Eastern Cities

Jersey City to Washington, D. C., in Seven Hours Twenty-Six Minutes.

By covering the 238.2 miles between Jersey City and Washington in 7 hours and 26 minutes a Haynes "light six" touring car, driven by D. B. Gish of Washington, D. C., set a record that will stand for some time. The mark is but two hours slower than it takes the fastest trains to cover the distance between the two points, and they travel on a perfect roadbed.

The New York-Washington road record, which had its starting point at the Jersey City end of the ferry, is a mark that many automobile men have coveted. The route leads through the most thickly settled portion of the United States. Road conditions are good, but travel at all points is congested.

In 1911 S. A. Lutell, in a four cylinder Packard touring car, set the first mark. His time was 11 hours and 41 minutes. This mark stood for four years. In 1915 D. S. Hendrick in a Franklin clipped two hours and 32 minutes from the record. His time was 9 hours and 9 minutes. Two weeks later E. B. Terry, in an Apperson, lowered the Hendrick mark by 27 minutes, making the distance in 8 hours and 42 minutes.

## AUTO IS OFF IN HIGH GEAR TEST

Run From San Francisco to New York by Pathfinder Is Under Way.

One of the most unusual tests ever given an automobile is the high gear trip across the continent which is now being made by a twelve-cylinder Pathfinder. The car started from San Francisco Thursday and will follow the Lincoln Highway to New York.

The car used is a regular stock seven-passenger touring model and was inspected and checked by Chester A. Ricker, A. A. A. technical representative in Indianapolis.

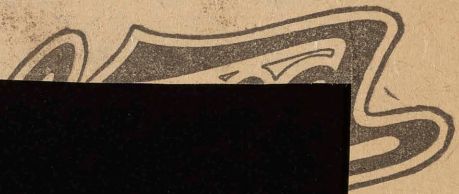
The car is piloted by a crew of two men. Walter A. Weidely and Henry ("Heiny") Scholler will alternate at the wheel.

Messrs. Weidely and Scholler intend to qualify for the transcontinental medal given by "Motor," the national magazine of motoring.

Throughout this trip, arrangements have been made to have this car observed by local newspaper and motor club representatives. Accurate data will be preserved of fuel consumption, tire mileage, road conditions and motoring accommodations.

While no attempt will be made to race against time, a running schedule of two hundred miles per day will be followed, rain or shine.

The car is equipped with Goodrich Silvertown cord tires.



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