



HARRY BARRY, WHO DROVE HIS FAMILY IN A FORD, WITH 1100-POUND TRAILER, ACROSS THE CONTINENT.

Long Trip With a Trailer

Remarkable Journey of Ohioan Who Crossed the Continent in a Ford and Dragging a Heavy Trailer

WHILE transcontinental motor trips are no novelty nowadays, such a journey with the handicap of an 1,100-pound trailer dragging behind is sufficiently unusual to warrant mention. Especially so when the car, a Model T Ford, bore a similarly heavy load consisting of the motorist's family and as much of their belongings as could be packed into it. The head of the expedition, Harry Barry, of Greenville, O., strolled into the "Motor West" office the other day in search of information, and unaware that he had done something unusual. From a diary which he kept of the journey he dug out the facts.

Starting from Greenville on June 13th, he arrived at Los Angeles August 3rd, having been 52 days on the road. The outfit covered 3,263 miles, including detours and sight-seeing trips; the actual straightaway mileage was about 2,700 miles. The trailer, made by the Auto-Kamp Equipment Co., made Barry independent of hotels during the entire journey, but one night being spent under a hotel roof—at Winslow, Ariz., where, after several days' journey without encountering a bathing place, Mrs. Barry insisted on a "room-with-bath" at the local hotel for herself and the two children. Barry says he encountered no difficulty in finding suitable bathing places except Arizona and California; indeed, he said, the daily bath became almost a matter of course until he reached the desert. One of his first queries of the editor was the nearest way to the Pacific. He was directed to the beach at Venice, and in 90 minutes he was established in camp there, and he and his family were rollicking in the waves.

Barry says that no one can possibly miss his way across the continent, the roads being exceptionally well marked, especially from Trinidad, where he struck the National

Old Trails route, all the way to Los Angeles. The route followed was through Indianapolis, Springfield, Peoria, Davenport, Des Moines, Omaha, Cheyenne, thence south through Denver, Colorado Springs and Pueblo to Trinidad, following the National Old Trails through Las Vegas, Santa Fe, Albuquerque, Socorro, Springerville, Petrified Forest, Flagstaff, Kingman, Yucca, Topock, Needles, Barstow and San Bernardino.

During the journey the Ford ate up 239 gallons of gasoline—an average of a trifle under 14 miles per gallon, which, considering the fact that the heavy trailer on up grades necessitated much low-gear work, was very good. Gasoline along the road varied in price from 20 to 45 cents per gallon, the latter price being paid at Springerville, Ariz. At no time throughout the long journey was it necessary to seek assistance for the Ford, which handled its heavy burden without complaint, whether in negotiating steep mountain roads, traversing the poor going in the desert or crossing the many dry washes encountered west of the Rockies.

San Francisco Western End of Pike's Peak Highway

San Francisco has been selected as the Western terminus of the Pike's Peak Ocean-to-Ocean Highway at the annual mid-summer meeting of the Pike's Peak Ocean-to-Ocean Highway Association, held recently upon the summit of Pike's Peak. The exact routing to San Francisco from Reno, Nevada, has not yet been determined. To make this selection the national president and secretary, C. F. Adams, and A. W. Henderson started on July 16 by automobile to make a 1,600-mile trip through Colorado, Utah, Nevada and California to decide upon the route. The Overland Trail Club of Nevada has been affiliated as the Nevada division of the route and the California state division will be organized later. It is probable that another terminus at Los Angeles will be decided upon.

Scobey, Mont.—Battleson & Co. have taken over the Scobey Motor & Machine Co.