

ADVENTURE RICH IN SCENIC BEAUTY

Trip From Hood River to Snow Line of Mount Hood Makes Motorists Marvel.

YOUTH EXPERT AT WHEEL

Claude Davidson, 11-Year-Old Driver, Pilots Portland Guests Over Hard and Dangerous Road With Skill of Veteran.

An interesting side trip by automobile was enjoyed by J. E. Webb, the real estate man, and I. C. Clodfelter, who left Portland with the Commercial Club's excursion to Hood River recently, returning via the Press Club special two days later.

"It was our good fortune," said Mr. Webb, in telling of the trip, "to get side-tracked from the main excursion and to fall in with Frank Davidson, of Hood River Orchard Company. Mr. Davidson suggested that we make up a little party and drive up to the snow-line of Mount Hood, which loomed up magnificently in the sunshine. The next morning, about 8 o'clock, we started out in Mr. Davidson's white gas car. Mrs. Davidson and Claude, their 11-year-old son, joined us, and both proved themselves experts at the wheel. The way in which that boy handled that big car over the rough roads and through the maze of tire-killing lava rock, kept us marveling through the greater part of the trip.

"But, to begin the story right, I must pay tribute to the incredible beauty of the drive through the orchard country in the early morning. Only those who have been to Hood River when the apple trees are laden with the fragrant pink and white bloom can have any idea of the delight of that swift run through the orchard section in the crisp, cool, invigorating morning air, with majestic Mount Hood looming up on the horizon on one hand, and the smooth, towering dome of Mount Adams glistening above the green hills on the other.

Beauty of Route Praised.

"Leaving Hood River, we took the old road, once the most popular route to Mount Hood, leading out towards Devil's Punch Bowl. Of course, the improvement of the road out from the Dalles has made that route the leading one for motorists to Mount Hood. The old road from Mount Hood is not used a great deal, but for natural beauty all along the way and magnificence of view from the higher elevations, this old route would be hard to surpass, and the roads, at this time of year, are in fair condition.

"All through the beautiful section around the Devil's Punch Bowl the roads are good, and it is not until one strikes the old lava flows that there is need of any special driving. Little Claude Davidson took the wheel as soon as we had got out into the country, and he drove all the way through, until within a mile or so of the snow line. The old lava looms up in great dykes for several miles and the road through this section is very narrow, with flinty jutting and loose chips of this hard, sharp lava rock. The boy steered the big car through with a skill and ease any experienced driver might be proud of, and the way he managed to miss all those spikes and sharp-cornered stones kept us continually marveling.

"Out beyond the lava outcrops we came into the varied beauty of the Elk Rock country, and later on climbed up to the region of huckleberry fields, another interesting incident of the trip.

Rich Country Traversed.

"After leaving Hood River, and as we climbed steadily, we began to leave the apple orchards and strawberry fields behind. Once or twice we saw eloquent examples of why the orchardists had not ventured into the higher elevations, despite the temptation of the rich soil and abundant moisture. One orchard, too high up, had apparently escaped for a couple of years, for the trees had grown to a good size, but as we passed we saw that the branches had all been broken by the snows, and the trunks of the trees were mere dead sticks. Huckleberries and vegetables, however, were thriving all along the way, wherever we passed a clearing here or out of the forest by some hardy believer in the 'back to the soil' movement.

"Another interesting incident of the trip was the stop at a wonderful spring of pure sweet mountain water. This was the largest spring any of the party had ever seen, and the water fairly gushed out from the base of a huge rock. I was told that this spring is owned and being held by a man who intends later to sell it for a water supply to the lower country. It is admirably situated for this purpose, as gravity would add force to the amazing flow of water.

Delicious Feast Prepared.

"We reached the snow line shortly before noon, and enjoyed one of the most magnificent panoramic views I have ever looked upon. When the good roads movement actually gets under way in Oregon, it is at this point should certainly not be overlooked.

"We made the trip down in about two hours, and arrived at the Davidson residence with appetites whetted to a keen appreciation of the delicious viands which were spread and waiting for us. Mrs. Davidson is one of the women responsible for Hood River's famous reputation for hospitality, and in typical Hood River fashion had arranged for a luncheon that was nothing short of a banquet. A telephone message from Hood River gave warning of our approach, so that it was all ready when our car rolled up to the door.

"Any automobile enthusiast who thinks he has made all the worthwhile trips in Oregon, if he has not made the trip to Mount Hood from Hood River, can rest assured that his list is incomplete. From now on, throughout the summer, the roads will be in good condition, and this trip should not be overlooked by touring parties."

by the use of charts and diagrams. These lectures were given by Professor Carpenter, of Cornell. Mr. Carpenter is past president of the American Society of Mechanical Engineers and at one time was consulting engineer of the White Motor Car Company of Cleveland. Mr. Shadle is thoroughly acquainted with the underlying principles of motor car construction and has had five years' practical experience.

In this position there are splendid opportunities for teaching drafting and English. A concise and definite knowledge is the end sought and the work of the classroom is closely connected with the work of the shop, so that the theory and practical phases of the automobile business are developed. Through Mr. Shadle's work the automobile school will be placed on a high

Commercial Vehicle Makers Out-number Light Car Brigade—30,000 Is Estimate of Output of Factories for Year 1912.



Charles A. Shadle, M. E.

plans. Mr. Shadle is one of five men employed for the entire time in this school.

UNIQUE TOLL ROAD FOUND

Bridges Made for Autos Only Span Ravines of New Mexico.

An automobile toll road with specially constructed automobile bridges is one of the latest novelties encountered in touring. The highway connects the towns of Roswell and Vaughn, New Mexico, and, as the other roadways of this district run through stretches of almost impassable sand, this toll road, in spite of the fee of 5 cents per mile, is very popular with tourists.

The bridges along the route are most peculiar, being suitable only for automobiles. Over the ravines two troughs are built about four feet apart at their inside edges. In these troughs the wheels of a crossing automobile are guided and the sides of the troughs prevent the car from sliding off into the ravine. There is no plank between the two runways for the wheels, thus the middle of the bridge is open the entire length and horse-drawn vehicles cannot cross over.

Hudson Man Here.

Eugene Bemb, factory representative of the Hudson Motor Car Company, of Detroit, visited Neate & McCarthy, Oregon Hudson distributors, last week. Mr. Bemb reports the outlook for Hudson sales on the Pacific Coast to be bright.

BIG INCREASE SEEN

Production of Power Wagons Grows Rapidly.

TRUCKMEN LEAD INDUSTRY

Commercial Vehicle Makers Out-number Light Car Brigade—30,000 Is Estimate of Output of Factories for Year 1912.

Statistics compiled by E. S. Foljambe, editor of the Commercial Car Journal, throw an interesting and surprising light on the growth of the automobile industry in general and the truck division in particular. According to the Philadelphia editor's figures 39,999 commercial motor vehicles will be produced during 1912. Thus, in one year, the total number of motor trucks in use will be doubled.

In a period covering less than a dozen years the motorcar industry has leaped from an insignificant place to third position in the rank of American industries. Twelve years ago there were less than 3600 automobiles in use in the United States; now there are more than 650,000 being used.

The daily production of pleasure cars during the year 1911 reached the surprising figure of 700 per day and this number will be exceeded at the present rate of 1912.

Commercial cars have not been a factor until the last three years. There are now over 300 American manufacturers of pleasure cars and 250 makers of trucks.

Up to 1911 registration figures show 25,451 commercial vehicles in use.

In a canvass it was ascertained that 72 per cent of all users of commercial cars, in every line of business, throughout the United States, are unanimous in the opinion that the motor-driven truck is not only past the experimental stage, but ranks with the telephone, telegraph, electric light and transportation lines.

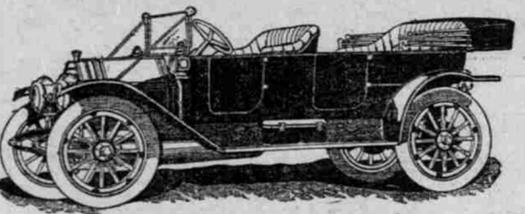
In fact, their use has opened up new territories, increased business and produced satisfactory customers, while with horses or even by rail, these territories were either inaccessible or too expensive to bring within reach. Several instances were also found in which the trucks actually compete with the railroads and show a resultant saving.

Trout Streams Lure Motorists.

HUSUM, Wash., May 11.—(Special.)—Automobile parties from the surrounding towns are taking advantage of the beauties of the power plant park near here, along the White Salmon River, and are seen daily whipping the streams for rainbow trout. D. F. Stanfield, of this place, landed two of these fish last Sunday, each measuring over 20 inches.

HAYNES

1912
Product of 18 Years
Automobile Building



MODEL 21—5-PASSENGER
40-Horsepower Haynes
Fully Equipped \$2250 F. O. B. Portland

You who want the very best at the right price—you who want skilled engineering based on correct principles—you who want care in workmanship and beauty in the design—you who want long experience and reliability back of the car you buy—you who want to be sure of factory and dealer service—see the new Haynes models.

There will be no more popular car on Oregon roads this year—certainly no car more efficient than the big, handsome Haynes Model 21 Touring Car. It is a truly splendid motor car, and the price is but \$2250 f. o. b. Portland. 40-horsepower, motor 4 1/2 x 5 1/2 inches, wheel base 120 inches, 36x3-inch tires, demountable rims.

Find better value if you can, but rightly the Haynes must serve as the basis for your comparisons. Arrange for an early demonstration.

Haynes Auto Sales Co.

Temporary Office, Crystal Ice & Storage Co., Seventh and E. Salmon. Phones, East 244, B 1244. J. G. Peck, Manager.

THE BEST EQUIPPED AND MOST MODERN REPAIR SHOP

IN THE CITY.

AUTO REPAIRING AND STORAGE.

We make a specialty of repairing: Automobiles, Trucks, Flying Machines and regrounding all kinds of Bearings. All work guaranteed.

FRED DUNDEE

575 JEFFERSON STREET. Between Chapman and Nartilla. Phone Main 2858.

THE WARREN "30"

Has Demonstrated Its Qualities in a Manner Deserving of Your Serious Consideration

The WARREN car develops approximately one horsepower for every 60 pounds of weight. The average car, one horsepower for every 75 pounds of weight.

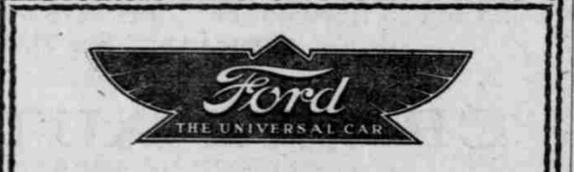
This explains the WARREN'S ability to climb hills on high gear, while other cars are forced to use their intermediate or low gears to accomplish the same object.

Demonstration on request
30 35 40
\$1350 to \$1850

Fully equipped f. o. b. Portland, including self-starter

PORTLAND-DETROIT AUTO CO.

J. E. MAXON, Manager
Main 1565 14th and Couch Sts. A 2103



Of the three languages do you speak—English—Baseball—or Motor? Half the motoring world talks "Ford"—and one-third of it rides in Ford cars. Every Ford owner is a Ford fan—that's one reason only we'll sell seventy-five thousand Ford cars this year.

Yes—there is no other car like the Ford Model T. It's lightest, rightest—most economical.

- Ford Model T Touring Car, 4 cylinders, 5 passengers, fully equipped, f. o. b. Portland..... \$785
- Ford Model T Torpedo, 4 cylinders, 2 passengers, fully equipped, f. o. b. Portland..... \$685
- Ford Model T Commercial Roadster, 4 cylinders, 3 passengers, removable rumble seat, fully equipped, f. o. b. Portland..... \$685
- Ford Model T Town Car (Landulet), 4 cylinders, 6 passengers, fully equipped, f. o. b. Portland..... \$1075
- Ford Model T Delivery Car, capacity 750 pounds merchandise, fully equipped, f. o. b. Portland..... \$815

Ford branches and dealers in all cities, towns and villages are at your elbow with Ford Service for Ford Owners.

Ford Motor Car Agency

Phones—East 645, B 2117 East Eighth St. and Hawthorne Ave. E. E. SLEHET, Mgr.

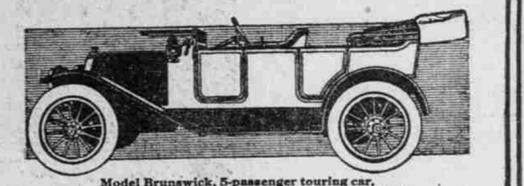
AUTO STAFF IS INCREASED

Charles A. Shadle Joins Y. M. C. A. Staff.

Charles A. Shadle, M. E., a graduate of the 1907 mechanical engineering class of Cornell University, is being added to the staff of the Portland Y. M. C. A. automobile school. For several years Mr. Shadle worked in the efficiency department of the Jones & Laughlin Steel Company and for six months was in charge of the automobile and gas engine work of the United States College Reclamation Service.

While in college he received the benefits of the regular automobile course, which consisted principally of lectures

The PAIGE Car at \$1000 Sells for What It Is Worth



Model Brunswick, 5-passenger touring car, fully equipped, including top and windshield, \$1000

THE PAIGE is a thousand-dollar car. We have no reason for telling you it's worth two thousand or three thousand or five thousand dollars.

We have no desire to sell the Paige by such assertions. It sells fast enough on the strength of plain old-fashioned truth.

The Paige is worth \$1000, and the price is \$1000. If it were worth two thousand dollars that's the price we would ask. And so would the other manufacturers who want you to think they're giving you anywhere from one to four thousand dollars' worth of automobile, and leave it to you to figure out how they can do it. They can't and they don't. And when they try to sell on such a basis it naturally leaves a lot of real doubt in your mind as to the actual downright, honest-to-goodness value of their product.

The Paige is not a \$2000 car. It is just the best automobile you can buy anywhere for a thousand dollars, a well-designed, well-built car—comfortable, speedy and enduring and fully equipped. We honestly believe that you'll have to pay at least two or three hundred dollars more to get as good value in most of the other cars.

Don't buy your new car until you have gone all over the Paige—studied it in every detail of construction—compared it carefully with other cars selling at Paige prices. Bring an expert with you—if you aren't an expert yourself. The more a man knows about automobiles the more he appreciates the Paige.

Arrange for a demonstration at once. Six snappy, stylish bodies—4 and 5-passenger touring cars, roadster, surty type and raceabout—all built on the one Paige chassis and with one Paige unit power plant. Prices \$975 and \$1000. The beautiful LaMarque Coupe, \$1600.

Top and Single-Vision Windshield

5 black enamel lamps, generator, horn, tools, jack and tire repair outfit included in regular equipment of all models. Self-Starter and Prest-O-Lite tank installed for \$25 if desired. Quick Demountable Rims (set of 5) on touring car models, including tire irons, \$15. Same equipment on roadster, \$12.50.

STODDARD-DAYTON AUTO COMPANY
Edward E. Gerlinger, General Manager.
Salesrooms, 690 Washington Street, Marshall 1915, A 1917.
Service Department, 86 Tenth St. Marshall 2043.
PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN

A Million Tires Without a Single Rim-Cut

That is the record on our patent tire—on the Goodyear No-Rim-Cut tire.

They are used on more cars than any other tire in existence. Yet with all their use, and all their abuse, there has never been an instance of rim-cutting.

With old-type tires—with clincher tires—statistics show that 23 per cent of all ruined tires are rim-cut.

10% Oversize Saves Another 25%

No-Rim-Cut tires save 23 per cent by making rim-cutting impossible.

They save another 25 per cent by being 10 per cent over the rated size.

For 10 per cent oversize means 10 per cent more air—10 per cent added carrying capacity. And that, with the average car, adds 25 per cent to the tire mileage.

So No-Rim-Cut tires—which we control—have cut the tire bills right in two for tens of thousands of users.

That tells the verdict of motor car owners, after testing out a million Goodyear tires.

They proved that tires which can't rim-cut—oversize tires—reduced average tire upkeep by 48 per cent. And now our capacity of 3,500 tires daily can't keep up with the calls for these tires.

Those users are not mistaken. What they have adopted you are bound to adopt when you find out what they know.

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.

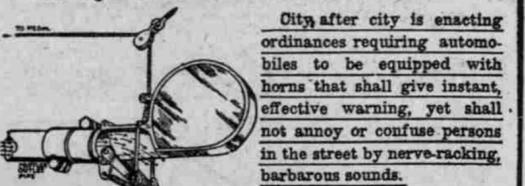
GOODYEAR No-Rim-Cut Tires 10% Oversize

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

Portland Branch
62 Seventh Street.
Phone, Pacific, Main 2190, and Home, A 4046.

Obey the Law! and Clear the Crossways With a Jericho!

Jericho ONE TONE Horn
Jubilee CHIME TONE Horn
The Signal of a Gentleman—Warns without Offense



City after city is enacting ordinances requiring automobiles to be equipped with horns that shall give instant, effective warning, yet shall not annoy or confuse persons in the street by nerve-racking, barbarous sounds.

THE JERICHO IS THE PERFECT HORN
It is superior to bulb horns because it is equally effective in the crowded city street or on winding country roads. It is superior to electrical horns because there is not a penny of expense for batteries or maintenance. It is superior to every other exhaust horn because it never clogs.

Any Motor Car Agency, accessory dealer or garage will sell and put on a Jericho or Jubilee and the entire cost will be less than \$10

THE RANDALL-FAICHNEY COMPANY, Boston, Mass.

A machine has been invented with which the magnetic effect of the iron and steel parts of a ship upon a compass needle can be measured.

A penny-in-the-slot letter franking machine doing away with postage stamps, has been tested at an experiment in the London postoffice.