

PORTLANDERS MAKE TRIP TO NEW YORK

Motor Tour 7800 Miles Long Much Enjoyed.

EXPENSE COMES TO \$315

Mr. and Mrs. George Standley Have Little Trouble in Ford Speedster.

In some respects one of the remarkable automobile jaunts of the summer reported by Portland residents was that of Mr. and Mrs. George Standley, 132 St. Clair street, who traveled to New York city and return, covering a distance of 7800 miles, in a Ford speedster.

This long tour was most noteworthy for the fact that the little car in which the Standleys traveled was never in a garage for repairs on the entire trip. Two punctures and the loss of wire spokes from one wheel constituted the most serious car troubles encountered. According to Mr. Standley they reached New York in 23 days, with Portland air still in the time the speedster body was put on for this trip. It was a 1920 car at that. Mr. Standley says he had not a bit of trouble from overheated motor or water circulation. The punctures were caused by a tack and a phonograph needle picked up in a tourist camp. The Standleys left Portland on June 27 and on July 19 drove into New York city. They carried rather complete but light camp equipment and camped out every night of the journey. Excellent camps were encountered all the way to Chicago, they report, but beyond that city they have not yet become so popular. Most camps were found electrically equipped, with washing machines, stoves and other conveniences and equipment. Shower baths were found in most of the camps and Mr. Standley declared these are greatly enjoyed by the tired and dusty tourist.

Going east they traveled by way of Pendleton, Spokane, Montana, North Dakota and Minnesota, along the Great Lakes to Buffalo. On the return they came over to Pittsburgh, thence to Chicago and from Chicago homeward over the Lincoln highway. Incidentally, it was found more difficult to cross the Alleghanies than the Rockies, due to steeper grades and poorer road constructions.

Trouble was encountered in eastern states in driving at night, because so few motorists follow the practice of dimming their lights. On two occasions he had a hub cap clipped off by one of these heavy machines, speeding past 50 miles an hour without dimming its lights.

Throughout their trip the Standleys talked of the 1923 campaign and found most people acquainted with Oregon's plans. They heard innumerable favorable comments and not a single derogatory statement about Portland and Oregon, they report.

Account was kept of their total running and living expenses. Eastbound they spent \$155 and on the return trip \$150. This was much cheaper than they had expected to make the trip. Living expenses were lower on the homeward leg of the journey because there was greater abundance of vegetables and fruits. They had so little difficulty in obtaining fresh produce that they returned to Portland with some of the canned goods they started out with. Gasoline prices ranged from 23 to 40 cents a gallon.

On their long trip they carried no weapons and found no use for any. With their light equipment they had things systematized so it was possible to pack and get on the road in 15 minutes. They lighted their tent at night by means of an extension from the spotlight of the car.

Both enjoyed the trip very much and found it beneficial to their health. Both Mr. and Mrs. Standley gained 15 pounds. The primary purpose of the journey was a visit to parents and relatives of Mrs. Standley, living in New York. Because of her yearning to visit the home folks there they named their speedster "New York Blues" and this name they had painted on the side of the machine. They also carried posters and pennants announcing the 1923 exposition.

2,225,000 IN INDUSTRY

(Continued From First Page.) to 50 per cent within the next few years.

Our reports show an increasing use of motor vehicles over the highways, not alone in the use of passenger cars, but trucks and motor buses.

Over half a million persons motor camped in our national parks during the past year.

Motor bus lines are now running regularly in 108 of the largest cities.

There are 12,000 consolidated schools in the United States, according to the United States bureau of education. Most of these are using motor buses to transport children. There are still 194,000 rural schools not yet consolidated.

Rome, Ga., is organizing a rural agricultural school, using motor buses to market the products and to transport 500 students.

Chicago L. lines announce plans to use buses feeders.

Twenty-three electric railways are using buses as feeders to their main lines.

Twenty-eight steam railroads in 23 states are using flanged wheel motor buses to handle the short-line business.

Opportunities in Accessories.

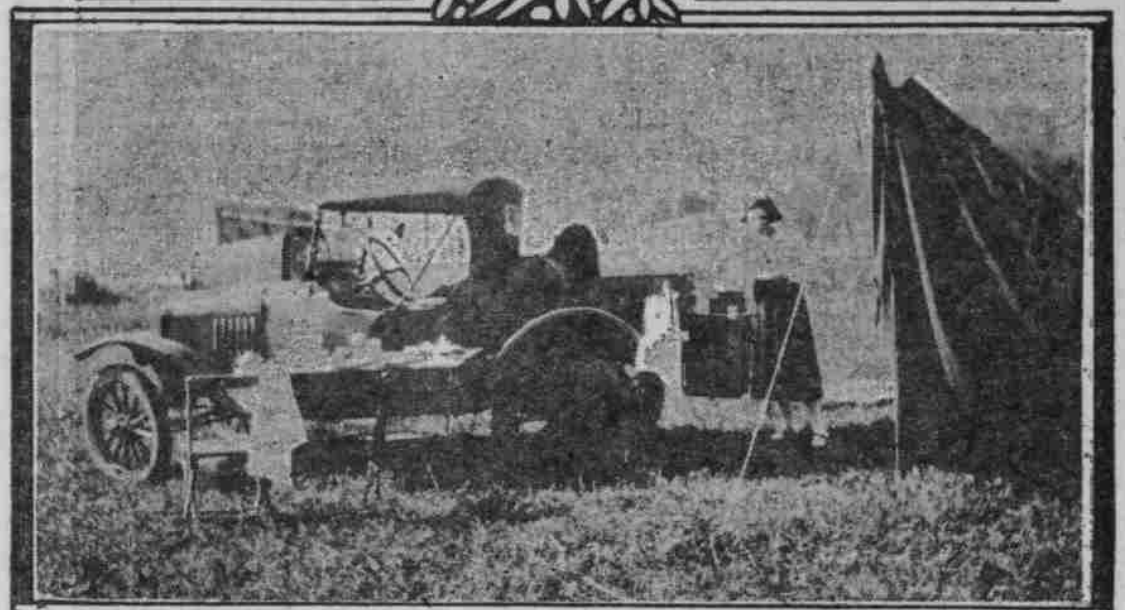
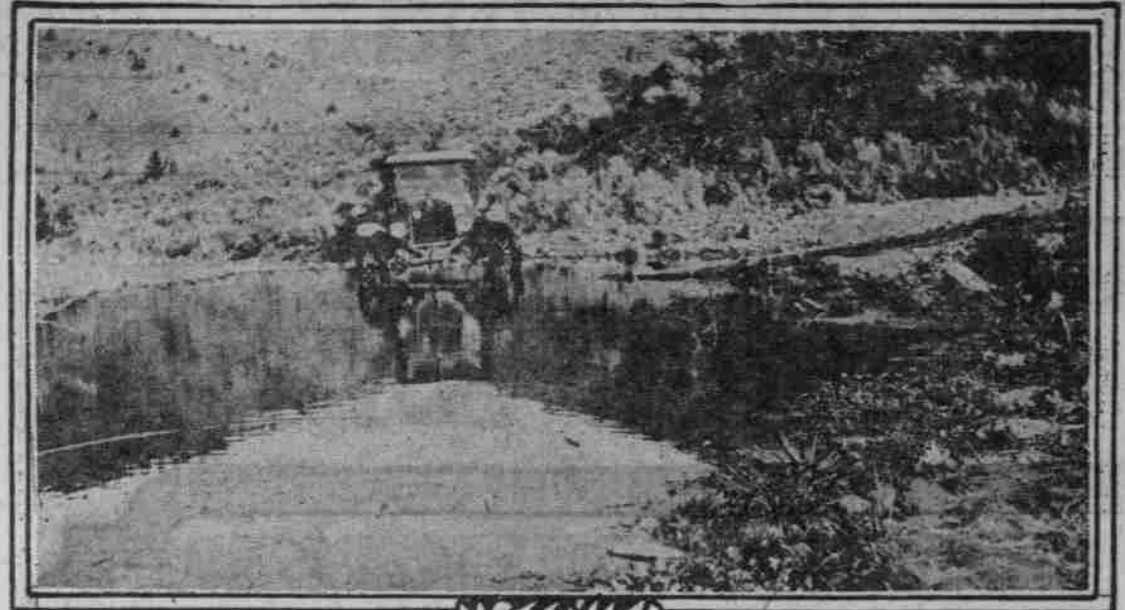
I have been asked to say something regarding the future of the accessory business. One can only outline general principles and not predict in detail.

Parts and accessory makers may look for business even better than they are doing this year. But I believe there are additional possibilities open to those firms which can develop new and useful devices.

This is fully as true of the foreign field as the American. In fact, in some countries, such as Argentina, owners will sometimes use several types of horns on one car.

Aside from the fact that the public is an intelligent judge of motor

VIEWS SHOWING FORD SPEEDSTER ON 7800-MILE TRIP TAKEN BY PORTLAND COUPLE.



Above—This sort of going was encountered by Mr. and Mrs. George Standley because they took a short cut. Unfortunately, it has to be admitted, this was in Oregon, on their return journey from New York. Below—Here is an idea of the light camp equipment that enabled them to camp out every night of the trip.

products, and hence has an interest in improvements as they come along, there is a potential accessory demand in the fact of the great number of low-price cars which are being manufactured. The man who buys a low-price car and finds that he would like some particular added feature on it usually feels that he has bought his car at such a low price that he can afford to pay for minor improvements.

Action Pay for Themselves.

"An important assurance of the future of the automobile business lies in the fact that cars and trucks in the main are creators of wealth. It was readily recognized from almost the beginning that railroads were builders of empires, but the editorial minds were slower to realize that motor cars and motor trucks, developing the country intensively, are also productive of economic value. The industry itself is partially responsible for this lack of apprehension because in its advertisements it stressed the recreation feature, a desirable element, but one which could not alone explain the continued increase in motor transportation.

"But recently even as critical a mind as that of Roger W. Babson has pointed out that thousands of persons have been buying motor cars and moving into the suburbs. A survey of the various real estate boards developed the fact that around 60 cities in the country there are over 125,000 suburban homes depending chiefly on the motor car and motor truck for transportation. This release of housing pressure on the cities and the settling of families on less expensive land gives promise of lower rentals, a prediction in which many leading economists of the day concur.

Farmers Are Big Factor.

"There are about 3,000,000 farmers in the country owning cars today. A survey of farmer car owners indicated that the use of motor transportation increased the average farmer's efficiency by 58 per cent. In olden times it used to be said that the farmers could not afford the number of horses which they were using, but still less could they afford to be without them. The same applied to power machinery, including motor transportation today.

"With these two important points of increased efficiency for the outdoor worker and lower rentals for the city man accomplished through use of the car and truck, there appears to be before us in the long run a continually growing market

for motor vehicles and allied products.

"This progress, of course, is contingent upon adequate servicing of the product, development of highways, constant vigilance for public safety, and city planning."

HIGHWAY DRIVE STARTED

ALL-YEAR ROAD IN NEVADA IS PROPOSED.

Campaign On for \$4,100,000 for Constructing Link From Winnemucca to California.

ALTURAS, Cal., Sept. 30.—A campaign to raise \$1,100,000 for construction of a highway from Winnemucca, Nev., to the California state line and thereby provide an important unit in the proposed Lassen highway from Winnemucca to Eureka, Cal., via Alturas, Redding or Yreka, thence to the coast, has been launched by the Lassen highway committee. The movement is of great importance to Oregon, as it provides a feasible winter route to that section, the new road tapping the Pacific highway.

George P. Armstrong, of Reno is chairman and announces that \$100,000 already has been pledged. Dr. S. D. Conwell is secretary and J. E. Miles treasurer.

Armstrong declares this highway will provide an "honest-to-goodness" all-year route through the Sierras, via the Redding-Alturas state highway lateral.

He is credited with stating northern California should have an all-year road. He continues: "It should not matter where this road is located, nor how, but the main desire should be to get it built so this section of the state can enjoy the full measure of tourist travel the year around, just as Los Angeles and the southland does and has for years, through the all-year route in Nevada.

"There must be no camouflage about this thing. This section of the state needs an all-year road and that is what its name implies. It is all very well for this section and that section to say they have an all-year road, but when actual, truthful records are searched, it will be found their all-year road is open

nearly all year around, but is closed sufficiently with snow to cut off travel that should move uninterrupted into northern California.

"The road via Alturas is such a road, as records will bear out. There is no selfishness in this thing; we are out to provide a road for tourists or others may travel in the dead of winter, and I defy any section to disprove our claims.

"The Truckee river route is not such a road, neither is the Feather river route, but they will both make admirable highways. At the same time they are not all-year roads, and it is ridiculous to maintain that they are.

"How can we hope to get tourists in the winter and spring, when we have no road they can travel? They come to Nevada and go south; why, not because they want to, perhaps, but because the way is open.

"This question must be answered here, and the answer does not lie in the Truckee river, nor the Feather river, but in the route to the north, which is not blocked by snow, and which will be open the year around, providing a good road is provided from Winnemucca.

The distance from Winnemucca to Redding is 350 miles. The road is terminated at Winnemucca, in Nevada so as to tap the Victory highway at that place.

Courtesy to Be Watchword.

"Courtesy, a watchword," is the basis of a programme which has been instituted in Cook and adjoining counties in Illinois, by the Illinois Automobile club, Chicago, which is affiliated with the National Motorists' association. This campaign has as its objective the exercise of consideration for the other fellow. As explained by Manager Carter, very many motorists who display the redcliffe of good behavior in the living room are often prone to adopt a policy of indifference to others when dashing across the country or through a city thoroughfare. This campaign has struck a chord of popular favor with not

GOOD BUYS

- 2061—1917 Chevrolet tour...\$ 95
- 2080 1921 Maxwell touring...\$475
- 1998—1914 Franklin touring...\$275
- 2084—Samson truck\$465
- 2074—Model 85 Overland 4...\$145
- 1940—1921 Chalmers sport...\$925
- 1785—1919 Chevrolet, 5-pass...\$250
- 1956—1918 Chalmers 5-pass...\$300
- 1947—1920 Ford, 5-pass...\$375
- 1926—1920 Maxwell, 5-pass...\$325
- 2010—1918 Chev., OW top...\$315
- 1948—1920 Patters'n, 7-pass...\$415
- 1728—1919 Dodge, touring...\$535
- 1971—1920 Franklin, tour...\$1150
- 1897—1920 Dodge, coupe...\$900
- 2022—1918 Buick, touring...\$425
- 1780—1918 Overland, tour...\$390
- 2048—1918 Overland, C. C...\$285
- 2046—1912 Cadillac, touring...\$125
- 2052—1920 Ford, sedan...\$440
- 2066—1920 type Dodge, rds...\$545
- 2059—1920 Ford, coupe...\$450
- 2049—1920 Stephens...\$585
- 2065—1918 Chevrolet, tour...\$145
- 2062—1917 Oakland, tour...\$275

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