

PORTLAND AUTOS RUN 40,000 MILES

Daily Average Travel of 2000 Machines Placed at Very High Figure.

FINE ROADS ATTRACTIVE

System of Paved Streets, Covering Distance of Not Less Than 400 Miles, Makes Motoring-Lovers Pass Day in Cars.

Thousands of miles are traversed each day by motorists in Portland and its immediate vicinity. This includes the winter as well as the summer months, though, of course, the thousands multiply as the weather becomes more favorable. Few people realize the opportunities for motoring here outside the city limits and some are not aware that there exists a system of paved streets in Portland, covering a distance of not less than 400 miles. The professional chauffeur is well acquainted with these streets and roads, perhaps better than any other. It does not, however, take the amateur long to learn them.

Owing to climatic conditions here summer motoring is immensely popular. Of the 2000 automobiles in Portland it is estimated that an average of 30 miles per day each is traveled during the summer months. Few can resist the temptation, even while going to the office or on a business errand, to take a little spin of ten or 12 miles.

Big Improvements Under Way. Both streets and roads are constantly being improved. Miles of paving are now under way or definitely proposed. Roads emanating from the city in various directions are being improved to a greater or less extent and with the campaign now being conducted by the various automobile organizations and the state good roads' association, great improvement should be shown during this year.

There are 10 roads and boulevards out of Portland that offer, with their convenient system of connection and accessibility, ample opportunity for speed annihilation during either winter or summer months. The motoring season is just now opening up in Portland. No extended trips are being made as yet, except in a few instances, the roads farther out being too muddy for pleasure trips. Professional drivers say each night on the various roads, running out as far as 15 miles from the city, scores of private machines are encountered. On the longest and best streets of the city throughout the day automobiles are constantly whizzing back and forth, at night time strange as it may seem there are not so many. Union avenue the longest thoroughfare and the best paved in the city, is the most popular of all Portland streets. On this street throughout the day the various local automobile agencies take their prospective purchasers for a demonstration run. Hawthorne avenue is next, with Belmont street a close third. On these streets by going from Union avenue to Grand avenue at East Burnside street, either Hawthorne or Belmont is easily reached without going off the pavement. On Belmont street it is easy to cross over south into Ladd's Addition, which is all paved. The streets there are winding and many motorists cover them all before leaving.

East Burnside Popular. East Burnside street is another much-traveled thoroughfare. It is paved as far out as East Twenty-eighth street. Killingsworth avenue, easily reached from Union avenue, and Portland boulevard, are also popular. From either of these it is easy to reach Tillamook or Mississippi avenues in Albina. Further down, by continuing on toward the river, from Killingsworth, Willamette boulevard, leading to St. Johns, may be reached.

This boulevard has all the resources of the famous Riverside Drive in Chicago. The road is in excellent condition with the numerous curves in it, following the course of the river's bank, affords an exciting ride, particularly so if the speed limit is broken.

The Baseline and Linton Roads are the most used by motorists of roads in the vicinity of the river. During the summer they are rivalled by the Section Line and Sandy Roads.

To reach the Baseline Road from the West Side, go over the Morrison Street bridge to Grand avenue. Go south on Grand avenue to Belmont street and out Belmont to the Crystal Springs Sanitarium. Turn to the left until East Stark street is reached and go out Stark street, which becomes Baseline road. After reaching the Twelve Mile house by turning to the right, the return trip can be made over either the Section Line or Powell Valley roads.

The first mentioned is one mile south and the latter is two miles. The Section Line road is the most used, owing to the muddy condition at present of the Powell Valley road. After reaching the city the streets near at hand are much better in case of the first.

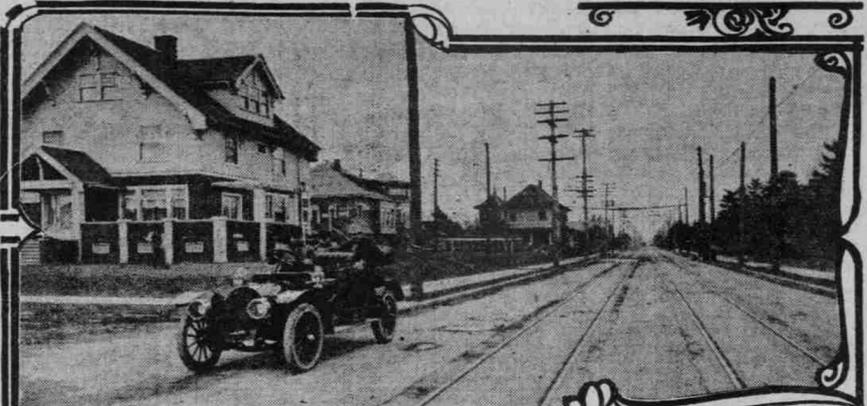
Sandy road during the summer is one of the most popular of all the roads. It has not been improved as much as the Baseline and Section Line roads and in consequence during the winter and in consequence during the winter is too muddy for pleasure driving. Sandy road is reached by going out East Burnside street to East Twenty-eighth street and north on Twenty-eighth to Sandy road or that part of it known as Rose City avenue.

Motorist May Shorten Trip. At East Fifty-seventh street and Sandy road, if the motorist does not care for a long trip, the return downtown can be made by going north on Fifty-seventh street to the Columbia Slough road and west on it to Killingsworth avenue to Union avenue and south on Union.

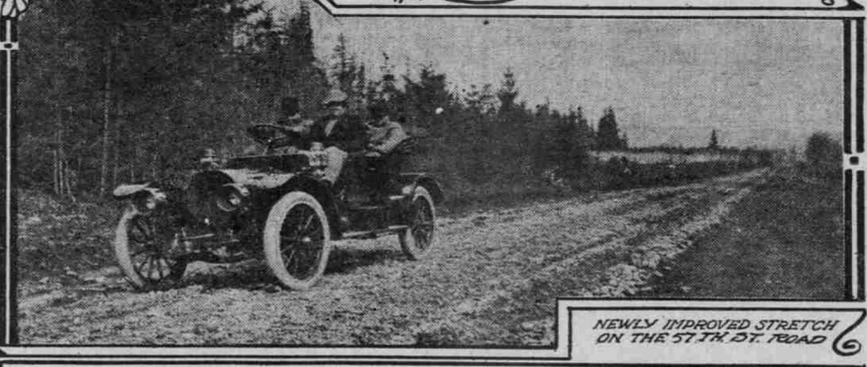
By continuing west on the slough road Willamette boulevard, leading to St. John will be reached. The Linton road is probably the most popular road for "joyriders." The presence on that road of convenient taverns is probably responsible for this, though for the motorist who enters it to go for the sport, it is also good. By going out Stark street to Fourteenth street and north on Fourteenth to Gilean, out Gilean to Fifteenth, down Fifteenth to Johnson and out Johnson to Twenty-fifth street and out Twenty-fifth to the Fair ground road, it is easiest reached.

By going the same route, except that Loveley street is taken from Fifteenth instead of Johnson, the Cornell road may be reached at Twenty-fifth street. It leads over the heights and through Macleay Park. A picturesque short ride is afforded the motorist who goes out the Canyon road. This is best accomplished by

Attractive Motoring Scenes in and Around Portland



KILLINGSWORTH AVE. ONE OF THE LONGEST IMPROVED STREETS ON THE EAST SIDE.



NEWLY IMPROVED STRETCH ON THE ST. J. ST. ROAD



A GOOD STRETCH ON COLUMBIA SLOUGH ROAD

first going to Fourteenth street and on Fourteenth to Jefferson street. Out Jefferson to the Canyon road and through the Canyon back of the heights. The road here leads up over Council Crest and back downtown by way of Portland heights.

COLUMBIA BOYS PRACTICE Favorable Weather Conditions Help in School Field Work.

The track men of Columbia University will have their first tryout of the season in an inter-class meet next Saturday afternoon. This is a new feature at the university, and the event is awaited with considerable interest. Gold and silver medals have been offered by Fred Martin to the respective winners of first and second place in the various events. Coach Callier expects his men to make a good showing. The winners of the events will be placed on the varsity track team.

C. Y. M. C. TEAM TO FRONT With Several Stars It Will Shine Among Amateurs.

Under the watchful eye of Coach Kennedy, the Catholic Young Men's Club baseball team is developing rapidly into one of the best amateur nine in the city. There is no dearth of good material for all the positions and the prospects are particularly bright for a good staff of pitchers. The candidates for the pitcher's box are Hendrick, Wolfert, Ryan, Powell, Koch and Sullivan. Wolfert is a high-class performer who would show well in amateur ranks, but he prefers to remain an amateur.

Lampert Challenges Fencers. Charles Lampert, a fencer noted in the Eastern United States as one of the most skilled foil artists in the country, has issued a challenge to any aspirant in the West to an engagement with foil, dueling, swords or sabers, the match to be held in any city desired, but preferably in Portland. Prof. Lampert says he will not consent to a match on hereabouts. The challenge may be accepted through the sporting department of this paper.

When Edward Parson Weston left traversing the continent on one of his long walks he spends much of his time daily in the office of a Broad-street (New York) broker. Next to walking, fiddle, dueling, swords or sabers, the match to be held in any city desired, but preferably in Portland. Prof. Lampert says he will not consent to a match on hereabouts. The challenge may be accepted through the sporting department of this paper.

Among the other players who will try out for the Peninsula team this morning are George Pembroke, Jack Olney, Jameson brothers, Elmer Stone, Frank Hatch, Griffith, Kirby Drennen, and Tom Hutchins. At 2:30 this afternoon, the Dilworth

TRI-CITY IS READY First Game Between Derbies and West Siders.

The fourth season of the Tri-City League will be inaugurated next Saturday with a game at the Fourth street grounds between the Dilworth Derbies and the West Siders.

FAST PLAYERS SECURED League Managers Receive Queries From Men Who Have Played in Organized Baseball in Prominent Southern Cities.

The athletic committee is busy in its preparation for the big open meet on April 16. Judging from the number of replies already received, this year's list of entries will be unusually large, and everything thus far points toward an unusual success. The favorable weather of the last three weeks has afforded an opportunity for plenty of outdoor practice, and the athletes at the various classes have been able to get in shape somewhat earlier than usual.

McKENNA PARK WILL TAKE PLACE April 24. The programme will include a parade and a band concert by the famous Peninsula band during the afternoon.

L. C. Garrigue, of the Dilworth Derbies, has announced that he is negotiating with several first-class players from the Northwest League who are desirous of joining the Tri-City.

Manager C. J. Rupert, of the West Side team, has received several applications by letter from players who were in the winter league in Southern California. Colly Druhot may do a West Side uniform instead of going to Vancouver. Jack Olney, the St. John's Apostles, star last year, will do the heavy lifting for the Peninsula team.

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Derbies will cross bats with the Sellwood Colts at the Sellwood grounds. A handsome trophy cup has been offered by the Honeyman Hardware Company to this season's winner. OLDFIELD MAY YET BE BEATEN Aeroplanes Expected to Equal Record of Great Driver. Even though Barney Oldfield, the great American automobile racing driver, has the distinction of going through the air

for any considerable distance faster than any other man, beast, fowl or insect the world has ever known, there are those who venture the belief that it will not be a twelvemonth before aeroplanes will make even greater speed on straight flights. In its present stage of development, say experts, it would be nothing short of foolhardy to take curves at such high speed in an aeroplane.

If there was a transcontinental speed-way from New York to San Francisco, Oldfield would be able to cover the distance of 2500 miles in a little over one day of 24 hours. From the earth to the moon it is 238,850 miles, and under similar conditions Oldfield could cover the distance in 75 1/2 days.

PARIS, March 26.—(Special.)—The passengers on the Paris to Bordeaux express, one of the fastest trains in Europe, had a narrow escape the other night when the driver and stoker received fatal injuries while the train was traveling at the rate of 65 miles an hour.

The express was passing Saintes Laure when the stoker opened the door of the furnace. He had turned to the tender, shovel in hand, and the driver was looking at the roaring fire, when there was suddenly a burst of flame, and both men were terribly burned.

Lavaud, the driver, fell unconscious on the floor of the cab. The stoker, although likewise suffering from frightful burns, had sufficient presence of mind to crawl to the throttle of the engine and stop the train just as it was entering Plochers station.

Lavaud was taken to the hospital, where he died shortly afterwards, and the stoker is in a dying condition. Had both men been rendered unconscious the train would have been wrecked and the passengers killed.

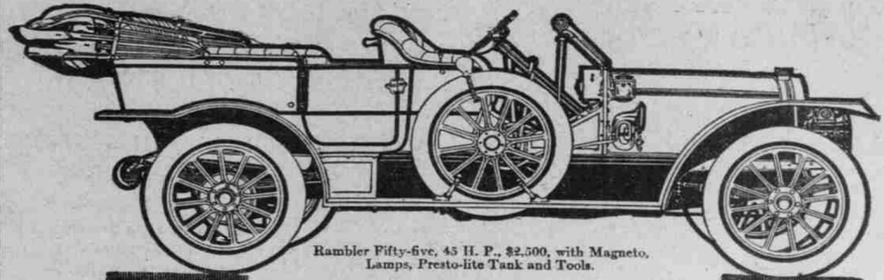
Although the first turbine steamer was equipped with turbines as recently as 1901, there are now 64 vessels carrying this equipment, the aggregate horsepower represents being 600,000. It is estimated that because of the lower pressure that can be used with these, less than 10 per cent of the weight is saved in the boiler-room of the largest of the turbine-propelled liners.

Only 20 moving pieces, all included in oil bath, including one water and one air pump. The generation of power in Lane cars is entirely automatic, so that driving is reduced to opening and closing the throttle, steering and applying the brakes. Lane cars have only two automatics, one controlling water feed to boiler, one controlling fuel feed to burner. No hand pumping when firing up, simply light match and open valve. All pipes, valves and fittings are standard as sold by all plumbing concerns. No special threads. Power plant all attached to chassis, entirely independent of body, which may be removed without disturbing any pipes or mechanism. Space under seats entirely for luggage. Steam generator combines a flash coil of brass pipe 60 feet long and steel boiler below tubes of latter, which are one inch in diameter, one-eighth inch thick and welded to boiler—not expanded. We have no heat under seats, no superheaters to fall on road, no mechanical lubricator, no bumping, no clutch, no gears, no cranking, no transmission, no wires, no vibration. Lane's cars are more quiet than any car ever built, not accepting electric automobile. There is no exhaust steam into air at any time, all entering condenser with-out noise or vibration, allowing car to travel 85 miles on one tank of water. Send for catalogue.

THE LANE AUTOMOBILE CO. Ed Hollenbeck, Manager, 86 Tenth Street, Phone—Marshall 1915, A 1915.

FREE

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Rambler Fifty-five, 45 H. P., \$2,500, with Magneto, Lamps, Presto-lite Tank and Tools.

THE quality of the new Rambler is such that it adapts itself most perfectly to surroundings of equal refinement. It is chiefly by contrast with other similar products that emphasis is given to that indefinable something which gives to this car its distinctive character. In

THE NEW Rambler

such features as the offset crank shaft, straight line drive, Rambler Spare Wheel, engine accessibility, and the new expanding clutch, assure an efficiency in service quite in keeping with the quality to be found throughout its makeup.

Rambler Automobiles, \$1,800 to \$2,500

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BRAVERY AVERTS WRECK Engineer and Fireman Injured, Lateral Crawls to Throttle.

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