## **MOTORISTS ENJOY RUN TO MOUNTAIN**

· Picnic on Heights Is Enjoyed by Many Owners of Franklin Cars.

### BIG TRUCK GOES ALONG

Automobile Work-Wagon Is First to Make Trip to Government Camp. One Car Makes Journey to Tavern in Two Hours.

One more interesting chapter was added to Portland automobiling history

one more interesting chapter was added to Portland automobiling history last Sunday when the Menzies & Du-Bois Automobile Company, Oregon distributers of the Franklin car, held the first annual run and picnic for owners of Franklin cars in Portland and vicinity, Not only was it the first run held for Franklin cars in Portland but the local company has the distinction of holding the first dealers' picnic ever held in this section.

All told, 13 owners of Franklins participated in the day's frolic at Rhododendron Tavern, the picturesque resort nestled away among the densely beforested Zigzag and Hurry Back hills near Mount Hood, which was the objective point of the run.

The run was most successful. But one car reported trouble. That was a little 12-horsepower machine which ran into a rock while getting off the road to allow other cars to pass. The minor damage was quickly remedied and the run to the picnic point was the fact that the car to which the accident befell was driven by one of the recognized careful drivers in Portland.

Two Records Made.

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On the picnic run, two records were established. One was for quick passage over the road from Portland to Rhododendron and the other was a record run by a truck, the first which had ever been up the mountain roads as far as Rhododendron. No special effort was made for a record run, nevertheless G. L. Campbell's six-cylinder, 42-horsepower Franklin, with seven passengers, made the run to the mountain resort, a distance of about 50 miles, in exactly two hours. Other cars made the difficult run in two hours and 30 minutes, while a majority arrived at their destination in less than three hours.

hours.

For the first time in the history of automobiling in Oregon, an automobile truck made the journey up the steep mountain slopes to Government Camp. This truck was a one-ton Franklin truck of 18-horsepower. It was loaded with 2600 pounds of cement in addition to the hed and carried two passengers. Its feat of ascending the rough and steep roads between Rhododendron and Government Camp is regarded as remarkable. The freight was delivered to "Dad" Yokum, keeper of the Mountain View House, at Government Camp.

### Yokum May Buy.

After this demonstration, Mr. Yokum

one-quarter gallons. For the high powered cars, G. L. Campbell's made the best average, consuming only 12 gallons. Mr. Campbell's car is six-cylinder and 42-horsepower and was the record-breaker for fast travel over the road. Leaving Portland from 7 to 3 s'clock in the morning, all of the cars were at Rhododendron at noon. There a sumptuous lunch prepared by Lee Holden's culinary department was awaiting them. A huge table set under some gigantic fir trees on the bank der some gigantic fir trees on the bank der some gigantic fir trees on the bank of Zigzag Creek was loaded with all of the delicacies which go to make up a first class picnic lunch. Etiquette was thrown to the winds and every-body helped him or herself to tasty body helped him or herself to tasty morsels before them. In addition to the lunch prepared by the Holdens, 20 gallons of ice cream were consumed by the picnickers, which numbered about 100. This part of the repast was brought to Rhododendron on the run-ning boards of Charles M. Menzies' touring car. touring car.

## Numerous Streams Seen.

After luncheon, a number of the cars continued on to Government Camp. Leading there, the road skirted grim chasms, huge precipices and wound its way through stretches of forests containing treas of several contents. way through stretches of forests con-taining trees of astounding propor-tions. Numerous springs seeped out of the hillsides and many little brooks wending their way toward Zigzag Greek and eventually the Sandy River, which have their sources at the glaciers of Mount Hood, were crossed and re-crossed, some by fords and some by bridges.

Arriving at Government Camp, the excursionists were astonished to find wild strawberries plentiful in the meadows near the Mountain View House. dows near the Mountain View House. Past this place was found running a little rivulet of clear, sparkling water. This rivulet sprang up from the lectovered slopes of Mount Hood and trickled over rocks and through pretty green meadows to Zigzag Creek, a tributary to the Sandy River. A grand view of Mount Hood was obtained from Government Camp, which is only four miles ernment Camp, which is only four miles from the end of the timber line. Owing to the early Summer this season, the lower slope of the stately old moun-tain was devoid of snow except in the does rayings. deep ravines

deep ravines.

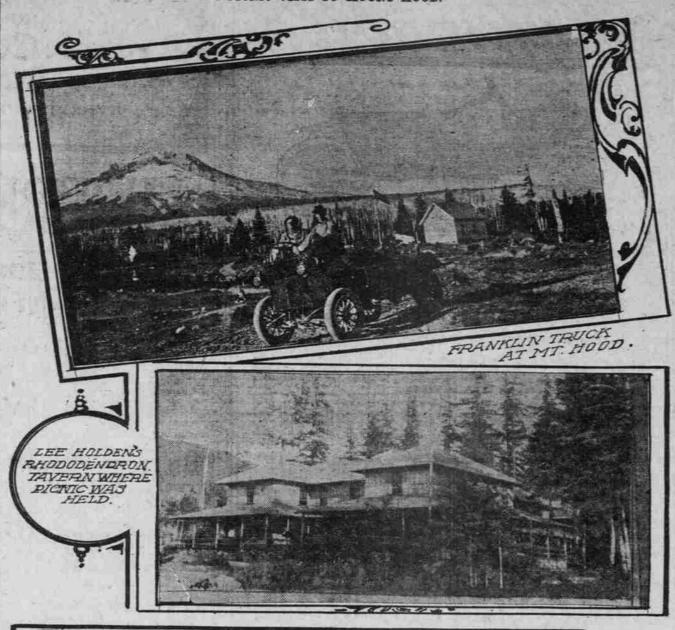
After a stop of about an hour at the mountainside, the automobiles were headed westward and the journey home began. On the trip up the mountain many automobiles coming down the hill were met by the Franklin family. The road was so narrow some difficult maneuvering was necessary to a clear passage, but this was accomplished with but slight delay.

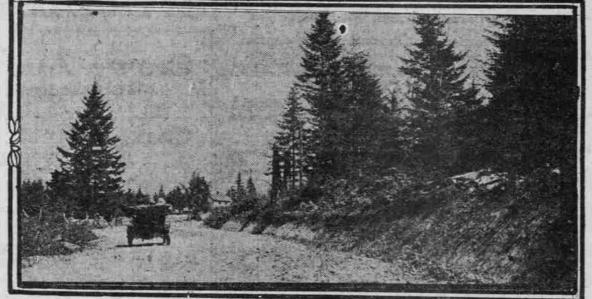
Many Stop for Night

## Many Stop for Night.

A number of parties stopped at Rhododendron for the night, while the majority completed the homeward trip on Sunday evening. The press car, driven by C. H. Williams, brought up in the rear with a quantity of gasoline aboard in case of need, but this reserve stock was not called upon. The last car arrived in Portland about 10:20 at night and completed a most delightful run.

POINTS OF INTEREST VIEWED BY MEMBERS OF FRANKLIN OWNERS' CLUB LAST SUNDAY ON PICNIC VISIT TO MOUNT HOOD





VIEW OF ROAD NEAR CHERRYVILLE.

After this demonstration, Mr. Yokum may possibly purchase a truck to carry his supplies. In the last climb of 10 miles to Government Camp the rise is over 2000 feet. This is over sandy, rocky uphili roads bespeckled with sharp turns, switchbacks and deep ruts. Despite all this the truck made the journey with its big load.

In connection with the picnic run, a contest was held for cars of Models G, D and H for the least consumption of gasoline, for handsome cups offered by Menzies & Du Bois. Elisworth Pickel's 23-horsepower Model D made the best record by covering 118 miles and consuming but six gallons of gasoline. Dr. A. E. MacKay's 18-horsepower machine made a like distance on but six and one-quarter gallons. For the high powered cars, G. L. Campbell's made the

polite how-do-you-do.

The scenic grandeur was a treat to many who had never before been over the route before. Nestling away under the big trees in some secluded ravine could be seen many little cottages, probably occupied by city folk for the Summer. Past farms where new-mown hay stood in little shocks; past rushing, bubbling brooks; past the ever-roaring Sandy River, the machines sped on their way. After leaving Sandy Postoffice, for miles the road parallels the Sandy River, oftentimes so close that a mere craning of the neck would allow the automobilist to look down at the rushing torrent, 100 feet below

## Many Sights Enjoyed.

Above Rhododendron, after passing through the tollgate and beginning the journey over the old Barlow road, many rough yet picturesque spots were found. Uphill and down dale runs the road. On top of the mountain is to be found a green meadow of possibly 109 acres. to the south of the Mountain View House. Numerous campers make this lofty garden spot their headquarters during the Summer. The altitude at Government Camp is \$879 feet and the air is cold, sharp and invigorating besides being remarkably clear.

Double honors belong to the Franklin family. A Franklin car was the first to make the run to Rhodedendron Tavern this year, and now a Franklin truck sets the pace to the mountain house. The first trip of the season was made early in March by a Franklin containing Charles M. Menzies, H. A.

DuBois and Lee Holden.

The members of the Franklin party were so impressed by the novel picnic held by the Menzies & Du Bois Co. that they are contemplating organizing themselves into a Franklin Club and holding runs and picnics almost monthly during the touring season.

Owners of Frankiin cars who made the trip to Rhododendron and partici-pated in the picule were: G. L. Camp-bell, A. W. Lambert, J. W. Corser, E. L. Donnahue, C. M. Menzies, C. E. Haak, Dr. A. E. Mackay, Dr. M. Kirkpatrick, F. B. Gibson, Russell Sewall, G. F. Men-zies, Harry Haak, Dr. H. F. Ong, M. H. Insley, F. L. Litherland, George K. Clark, Ellsworth Pickel, C. H. Williams and A. Beverly. The auto truck was driven by H. A. DuBois and Harry Deyo. They made the return trip on Monday They made the return trip on I morning in less than four hours.

French scientists have discovered that motoring tends to increase red-blood corpuscles and that the vibra-tion of the automobile stirs up the sluggish current, thereby bringing more blood to rejuvenate the starved tissues.

was not called upon. The last car arrived in Portland about 10:30 at night
and completed a most delightful run.

A new bridge spans Wemme Creek,
and Cherryville Hill, long considered
the worst part of the entire journey
between Portland and Mount Hood, was

W. Gould Brokaw, the New York
millionaire, has purchased the racing
car which won the Reis Hill climb,
one of the most strenuous tests held
in Europe. Mr. Brokaw will enter the
car in the Vanderbilt cup race. It will
be delivered to him in Paris.

H. B. Thielsen, vice-president of the
Oregon State Automobile Association
for Marion County, recently resigned.
J. H. Albert, president of the
car in the Vanderbilt cup race. It will
be delivered to him in Paris.

## GOBLE HILL EASILY TAKEN

Highways Between Rainier and Clatskanie Are Found in Bad Condition--Entire Journey Is Made Without Accident to Machine.

Over the rough Columbia County roads paralleling the Columbia River to Clatskanie and return, was the trip taken last week by O. H. Kulper and A. F. Bryant in a model Q 22-horse power Maxwell roadster. On the trip to the down-river county and return stops were made at Rainier, Goble and St. Helens.

The autoists were informed at Goble The autoists were informed at Goble that their car was the only one which had ever negotiated the seven-mile-long Goble Hill while returning to Portland. The hill is a steady grade of about 25 per cent for seven miles and is one of the severest climbs to be found in the state. The Portland motorists report their car as having climbed the hill without any apparent difficulty.

difficulty.

The down trip was made on Saturday and the return made on the following day. The return to Portland was accomplished in six hours, regarded as good time for the trip. The distance on the up trip and the time made follows: Clatskanie to Rainier, 20 miles, 2 hours; Rainier to St. Helens, 26 miles, 2 hours; St. Helens to Portland, 32 miles, 2 hours.

The autolsts found the roads between Rainier and Clatskanie very

tween Rainier and Clatskanie very rough and dusty. Those traversed be-tween St. Helens and Rainier were not the best in the world but were better than some encountered along the than some encountered along the route. Between Portland and St. Heisens, the roads were in good condition except between Linnton and Portland where the road is going to pieces. This stretch was formerly the best road to be found about these parts but the constant wear and tear necessary to the heavy traffic and the seeming indifference of the County Commissioners to ence of the County Co Three gasoline motor road rollers have been ordered by the New York Park Commission to displace steam road wagons.

French scientists have discovered The trip was made without machine trouble.

C. Barnum, of Moro, has accepted the vice-presidency of Sherman County for the Oregon State Automobile Associa-tion. Mr. Barnum was one of the first automobile owners of Sherman County.

Columbia River in Car.

clation recently was in receipt of its new stationery, which bears the official emblem of the association. It will be displayed at all official garages and hotels throughout the state. Any member of the club receiving ill treatment of the garage or hotelmen displaying these signs are asked to communicate with the secretary. L. Therefore, the control of th on the tire. In the center is the replica of an automobile radiator bearing a picture of a beaver, in honor of the state name. Above the entire wheel is found a sign bearing the words, "Good Roads." The new emblem was gotten out last week.

> Now that Portland has become one of the automobile centers of the Pacific Coast, new agencies are being established here. The latest car to have an agency established in the city is the Haynes Company, of Kokomo, Ind. This company has had an agency for a short time on the East Side, but in September a large garage will be obtained on "Gasoline Row." The Haynes Company dispatched T. F. Kilmartin, factory representative, to Portland some time ago to make preliminary arrangements for the opening of the new place of business. The new agency will be in charge of factory representatives. Ell-wood Haynes, the founder of the Haynes Automobile Company, was the inventor of the first gasoline engine to be run in the United States. The Haynes car is of 30 horsepower. Large agencies are established in Los Angeles and San Francisco. New ones will be established in Scattle and Spokane later. the automobile centers of the Pa-

W. T. Macy, of McMinnville, a good w. T. Macy, of accumenties, a good roads enthusiast, has accepted the vice-presidency of the Oregon State Auto-mobile Association for Yambill County and is boosting the cause of good roads in that vicinity with renewed vim-

Fred Moullen, the former University of Fred Moullen, the former University of Gregon football and track star, who is now in the automobile business in Eugene, has accepted the vice-presidency of Lane County. Mr. Moullen is an automobile enthusiast of some repute. He has made numerous jurkets to Portland and other Oregon towns, and has made the overland trip to San Francisco in a car.

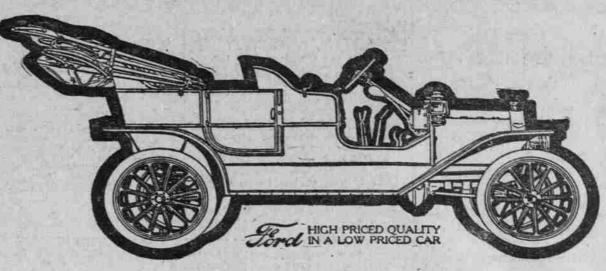
Frank J. Flannigan, Portland distrib-uter of the Simplex car, is in Seattle, where his car was entered in the races held there yesterday under the auspices of the Seattle Automobile Club. He will return the first of the week.

M. C. Dickinson, president of the Portland Automobile Club, is in receipt of a letter from R. W. Wernich, secretary of the Coos Bay Deep Water Carnival Association, in which the members of the Portland Automobile Club are invited to participate in a run to that city for the carnival, to be held there the week of August 15. Should the trip to Coos Bay be made, the route traversed will be to Roseburg and thence over the mountains to Marshfield. Mr. Wernich says the roads between these points are good.

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the roads between these points are good.
E. E. Straw. Mayor of Marshfield. te
president of the new enterprise.
Races and aquatic sports of all kinds are
to be held during the carnival week. The
programme will be along the lines of that
held at the Astoria regatta. Some of the
members of the Portland Automobile
Club may make the trip to Marshfield
during that week.

C. D. Barnes, of the Barnes Autom bile Company, distributers of the Mitchell car, upon his return from his tour of the East will be empowered by the Covey Motor Car Company to act in the capacity JUST THE AUTOMOBILE YOU HAVE BEEN LOOKING FOR A High-Grade Family Car at a Reasonable Price

# MODEL "T" FORD



## \$1050.00 F. O. B. Portland

Five Passenger Touring Car Fully Equipped With Top. Side Curtains, Wind Shield, Speedometer, Gas Head Lamps, Gas Generator, Side Oil Lamps and Tail Lamp

Think of it! A four-cylinder, roomy, powerful five-passenger touring car, having all the features of cars costing five times its price. Built of vanadium steel. it weighs only 1200 pounds, which means low tire upkeep; small gasoline consumption, long life and ability to negotiate the roughest roads, a great hill climber, so simple any girl can operate it. Every model "T" Ford is a duplicate of the winner of the New York-to-Seattle Race, and holder of the road record from Portland to Seattle and return. One gallon of gasoline will take you 25 miles. Write for catalogue today. Get a demonstration; we have a surprise in store for you.

# Standard Motor Car Company

JAS. W. CRICHTON, Manager, Sixth and Madison Streets, Portland, Oregon

of sales manager for the Cadillac car. Mr. Barnes is an automobile man of wide range of experience. The Mitchell car will probably be taken over by Cad Wal-linger, of the Barnes Automobile Com-pany.

Portland friends of Phillip Neu and family, who are touring California in their Cadiliac 30, received notification of their arrival in San Francisco last week. Mr. Neu and family will go as far south as Los Angeles, or possibly San Diego, and will be gone until the latter part of August

Officers of the Portland Automobile Association will meet at the Portland Commercial Club Tuesday afternoon at 4:30 o'clock in the regular monthly meet-ing. At that time many important sublishing of the official tour book containing the maps of the highways throughout Oregon, made by G. F. Beck and corps in the "Pathfinder" car will be provided

for.

Each member of the Portland Automobile Club is to have one of the tour books free of charge. At the time the book was first contemplated there were but 356 members of the club. Now there are nearly 900. Provision for books for the additional members must be made at the next meeting. The official tour book will probably be published within the next month.

An invitation has been extended to the Portland Automobile Club by the Scattle Automobile Club for a run to Scattle this Summer, and it may be accepted. This would be a very pleasant junket, as the roads are good. Labor day is suggested for the trip, as that days falls on Monday, and the journey could be started on Saturday, and the Portland autosist could have all day Sunday and Monday for their holiday in the enterprising Puget Sound city. Should the run to Scattle be made, the Scattle Club would probably hold a run to some of the resorts surrounding Scattle, where the visitors would be entertained. Many of the members have signified their willingness to make the trip. An invitation has been extended to the

Frank Rodman, of Portland, purchased a six-cylinder Premier car from the Western Auto Company, local agents.

F. F. Smith, a banker and real estate operator of Bend, Or., was a Portland visitor last week. He purchased a 40 oakland from Neate & McCarthy, Oregon distributers, and shipped it to Keleo by boat, where the journey to Aberdeen and Puget Sound will be undertaken. Mr. Smith will drive his car back again, and will ship it to The Dailes and thence will drive the remainder of the way home.

Bert S. Bingham, direct factory repre sentative of the Regal Motor Car Com-pany, Detroit, Mich., and Angus Graham, manager of the Graham Car Company, will leave in the near future for a trip through Oregon to place agencies at various points throughout the state.

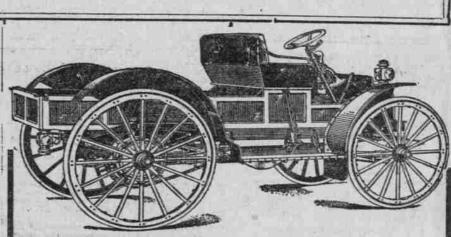
W. E. Hollenbeck, of the Hollenbeck Motor Car Company, left for Astoria on Wednesday, where he delivered a Mar-mon car to W. H. Smith, a prominent business man of that city. Mr. Hollenbeck

will be home today.

Leon T. Shettler, exclusive Pacific Coast distributer for the Apperson "Jack Rabbit" car has purchased 1500 1911 cars. A number of these will be sent to the newly opened Portland

Once more a young woman triumphed over a large field of auto drivers when Miss Marie Gallagher, driving a Frankdumble-rumble ilin dumble-rumble rumabout, was awarded the first prize in the first annual run of the North Wildwood Automobile Club, from Philadelphia to North Wildwood, N. J. Out of 55 cars making the run, Miss Gallagher's car made the most consistent run.

Owing to the oppressive heat in Washington, D. C., a number of automobile owners were forced to have tops installed on their cars. Nothing like that in balmy Oregon



# THE SIMPLEST CAR

The \_\_\_\_\_ I.H.C.

No need of a high-priced driver. The boy who drives your horse can drive an I. H. C. car -- and it always comes home



Front and Taylor Streets, Portland, Or.

