

OREGON'S NEED IS IMPROVED ROADS

Portland-Salem Highway Very Bad, Says H. G. Bemis, Noted Autoist.

CONDITION IS DISGRACE

"California Pathfinder," Touring to Vancouver, B. C., From Los Angeles, Praises State Otherwise. Has Fine Camp Outfit.

Touring from Los Angeles, Cal., to Vancouver, B. C. in a 40-horsepower Auburn touring car, H. G. Bemis and wife have arrived in Portland and will remain here several days to enjoy the beauties and the climate of this city before starting on the last lap of their journey northward.

Mr. Bemis has probably made more trips along the Pacific Coast than any of the veteran motorists. This is the tenth season that he has been spending in the open air, driving here and there in California and Oregon by automobile. It is also interesting to note that Mr. Bemis holds the California record for discovering new routes for establishing drives for motor cars. He is accordingly known as the "California pathfinder."

Between Los Angeles and Portland there are some fine roads and there are some roads that one would not have cause to praise, but the worst stretch of highway Mr. Bemis passed over on the trip was between Salem and Portland.

Salem-Portland Road Bad.

"From Salem to this city, we had the most tiresome time of our journey," said Mr. Bemis. "The road was rough and dusty and at places we had considerable trouble. The condition of the road between Oregon's capital and Oregon's metropolis does not speak very well for the progressiveness of the farmers and property-owners. I had been advised, too, that the people living along that road are about the most progressive farmers one can find anywhere."

In preparing for the journey, Mr. Bemis spared nothing to provide for comfort. He has as camp outfit as complete as an autoist could desire. In fact, he has a standing offer of \$50 for anybody who will suggest to him any necessary additions to his outfit. He is absolutely independent of hotels, has no need to consult a timetable, and makes camp wherever shade and rippling brooks lure him.

Camping Outfit Complete.

Packed in his big touring car are a tent, camp utensils of all kinds, folding chairs, table, mirrors, dressing case, camp stove, folding bath tub, airtight compartments for keeping provisions, and in fact, everything that is needed in a modern kitchen. Provisions can be carried without being soiled by dust or injured by the heat of the sun. The car is a kitchen and pantry combined.

Mr. Bemis believes in having those with him enjoy life, and so he has been careful to provide beds on which each person can sleep until morning without tossing and turning through the night. Then, when it is time to cook breakfast, everything can be found in its place and things move on in lively manner.

Oregon Scenery Praised.

"I have traveled all over the United States and through a large part of Canada. I have visited all the famous spots of interest and scenery throughout the great handiwork of nature. But the crowning natural feature that remained for me to see was the great Crater Lake, unquestionably the most beautiful and striking scenic spot in the entire country. Every man in Oregon who owns an automobile owes it to himself to pay a visit to this greatest of all natural wonders. When the waters made better between the centers of population and Crater Lake, I imagine that one of the most famous resorts of the United States will be located there."

Notes Made for Trunk Road.

While his present trip is made for the benefit of his health and to enjoy the Summer in a leisurely way, Mr. Bemis is filling his notebook with descriptions of scenery, diagrams of model roads wherever he finds them and with general information for another purpose than self-satisfaction alone. He is a strong advocate of good roads. He believes that the only thing needed in the Pacific Coast country now is better highways. So when he arrives in Seattle on the fourth day of next month, he will have something interesting to tell the autoists of Oregon and Washington about the feasibility of a great trunk line from the Mexican border up the Pacific Coast to the Canadian line.

Better Roads Great Need.

"So here is a gentle hint. If your good people will get together and build better roads, and especially one main road to the California line, you will be visited by hundreds of tourists every Summer from the Golden State. Many have money. Some of it will be left here. Those who will not have surplus cash to leave up here will return to their homes with praise of the beauties of Western Oregon."

COLUMBIA RIVER ROAD GREAT

Highway to Extend Finally From Vancouver to Spokane.

Arthur Anderson arrived in Portland Friday from Clifton Landing, 15 miles up the Columbia River on the Washington side, and made the trip in a few hours in a Locomobile "32." Mr. Anderson came as far as Vancouver on the new state

road being built by convict labor and says the highway is in good condition, considering the unusually "dry" period. "This road will be one of the best in the country after it is worked a little more," said Mr. Anderson. "It is wide enough to permit vehicles to pass easily and has a very easy grade. When completed it will extend from Vancouver to Walla Walla, and thence on to Spokane and will be built entirely by convict labor."

"The road across the Columbia River on the Oregon side will not stand comparison with the Washington road and if you Oregon people want to keep pace with us, you will have to get busy. The good roads idea in our state is among the leading topics of the day."

AUTO FIRM OPENS QUARTERS

Neate & McCarthy in New Building at Washington and King.

Neate & McCarthy, agents for Locomobile and Everitt cars, are now established in their new headquarters at the corner of Washington and King streets. The building was especially constructed for this firm and everything is arranged to excellent advantage for their business. The office and salesroom face Washington street, while the garage and repair shops in the rear of the building

GARAGE IS PLANNED

Y. M. C. A. to Build Structure for Its Auto Class.

COST OF BUILDING \$3000

Chalmers "30" for 1911 Same in All Vital Features as This Year's Cars—New Cadillac Roomier Than Automobile of 1910.

The Portland Young Men's Christian Association is to have a new garage for its automobile school within the next few months. The board of directors at a recent meeting voted to appropriate

including three passengers and baggage, had no trouble. In Florence, Miss Heath drove the car about and had the distinction of being the first woman to drive a motor car in the ancient Italian city.

Rolla Watson, Tillamook County vice-president of the State Automobile Association, was in Portland last week and returned home in a new touring car.

Members of the Portland Automobile Club are being warned not to patronize itinerant supply purchasing promoters who are said to be operating in many of the large cities.

Neate & McCarthy, agents of Locomobile, Oakland and Everitt cars, have removed their headquarters from 16th and Alder streets to 604 Washington street.

H. E. Stemler, manager of the L. C. Smith Typewriter Company, made a trip to Seaside last week in his White touring car. Mr. Stemler covered the distance in good time and without incident.

Frank Riggs, agent for Packard cars, received a consignment of 1911 models Friday. The new cars have a number of new features and are among the most attractive autos in town.

"Portland and Oregon look good to

GASOLINE IS COMER

Its Use to Generate Power Spreads Rapidly.

FARMERS TAKING IT UP

Engines Driven by Gasoline Now Used for Large Variety of Purposes—Farmers Enthusiastic as Drivers of Automobiles.

By G. W. Myers.

That the use of the gasoline engine or motor is rapidly superseding other kinds of motive power in many activities is now a generally accepted fact. While the automobile is filling a needful place in rapid transportation in the cities, its practical use is being equally demonstrated in the farming communities everywhere.

With the great progress that has been made in the methods of farming during the past few years, and with the perfection of farming implements and machinery, the evolution of the country's most important industry is indebted in no small way to the use of gasoline power, particularly in the operation of the large wheat farms.

The change from the old methods to the new has been marked to no greater degree anywhere than in the wheat-producing territory of Eastern Oregon and Washington during the last few years, and with the perfecting of the gasoline engine to its present thoroughness, other than automobiles, it has been demonstrated that this power-producing agent is now a most necessary addition to a farmer's equipment for up-to-date farming.

If you should happen to visit an extensive wheat farm in the inland Empire, there you would find many things that would be of interest and you would not doubt satisfy yourself that the farmers of that large area employ the most improved methods in harvesting their grain. If you chanced to be going through that country in the Spring of the year, you would not be surprised to see a mammoth gasoline motive engine drawing from six to ten plows, capable of turning over ground at the rate of from 25 to 40 acres a day. Or, should you postpone your visit until the harvest season, you would enjoy still more interesting spectacles.

Unless you are made acquainted with the nature of the beast beforehand, you will no doubt become greatly frightened upon seeing a combined harrow, a huge "waterpillar," easily as big as the first story of a house, shrieking its way across the wheat field. Your fears will soon be allayed, however, for you will find that the girding monster is nothing but a powerful gasoline motive engine drawing a combined harrow. Here is a combined harrow, a harrow created by six men and not a horse in sight, that is cutting, threshing and sacking, in a single operation, the grain at the rate of from 20 to 30 acres a day throughout the harvest season.

Perchance, if you are not too deeply absorbed in watching the operation, you will see somewhere in the field, coming or going, as the case may be, a six-cylinder automobile of standard make, driven by Mr. Farmer, the buccolic autocrat of the day. Yet, you will find him concerned in his work, and perhaps he will stop long enough to light his cornucop pipe and give you a short dissertation upon the uses of the automobile and kindred subjects, and no word will you hear from him about the old sorrel horse that's been in the family for a generation.

If your trip is continued for the purpose of gathering points of information besides satisfying your curiosity, you will find that the farmer has been won over completely to the use of the automobile. It took several years of education, but the change of heart finally came about, and now the farmer is not only a motor enthusiast but also among the strongest good roads advocates.

One of the most practical needs of the auto is shown during the busy harvest season. During the months of July and August wheat growers eliminate the word "rest" from their vocabularies, for usually they are "on the go" both day and night in the effort to harvest their grain and get it to the warehouse before the rains set in. And here is where the motor car is made good use of. Besides making hurried trips to the nearest town for harvest hands, cook wages, the farmer finds that his car is indispensable in cases of emergency. If there is a breakdown in the harvest machinery, the car is sped on its way to the implement dealer to procure "extras" for the broken parts. Often half a day is saved through the use of an auto on an errand of this kind. This much time in the midst of the harvest season means dollars to the farmer. Many an automobile has paid for itself in a single harvest season. So, do you wonder that the farmer today is the automobile's best friend?

Earthquake Felt in Algiers.

ALGERS, Aug. 20.—A shock of earthquake was felt at Algiers today, 55 miles southeast of here. Several houses were damaged.

In Finland the women consider a kiss on the lips as the greatest insult, even from their own husbands.

GARAGE FOR RENT

New building, cement floor. Park and Flinders. Telephone Main 514. A 1501.



A. M. KNAPP AND FAMILY IN THEIR MAXWELL CAR.

face on King street. The building is of brick and concrete and is fireproof. The latest improved automobile machinery is to be installed and the firm will be able to do any kind of repair work on cars of all makes for several years employed in the Locomobile factory, has arrived in Portland and will have charge of the repair shop.

PREMIER CAR DEFENDED

ENTRANT IN GLIDDEN TOUR TELLS OF CONDITIONS.

Case to Be Heard Before Supreme Court This Week—Owner Says Inspection Was Expected.

INDIANAPOLIS, Ind., Aug. 13.—For over a month the controversy in regard to the winning of the annual Glidden tour has been the most prominent one in the annals of this city. The entrant of Premier car No. 1, which was declared winner by the referee, tonight issued the following answer to some of the statements made in this connection.

"The public is entitled to be set aright on a statement made by a representative of the contest board of the American Automobile Association and also by Hugh Chalmers.

"In entering the Glidden tour an entry blank was signed with the following conditions: 'I make this entry subject to all the rules of the contest board, the general rules and those governing the tour, and hereby accept all stipulations and conditions therein contained.'"

POSTAL RECEIPTS HEAVY

The Dalles Has Big Business in Registry and Money Orders.

THE DALLES, Or., Aug. 20.—(Special.)—Postal receipts at The Dalles postoffice show a large increase over last year. The receipts for the months of April, May, June, July, and up to this date in August show an increase over the same time in 1909 of 21 per cent.

money for a structure and plans for its erection are now in progress. The site of the garage has not yet been selected. The building itself will cost something over \$3000. The Y. M. C. A. now owns an auto for use in its class which occupies space in the White garage. Ninety-four young men have been enrolled in the auto class during the past year.

The Y. M. C. A. has also added to its library all the latest books on automobile construction, and has provided in its reading room the leading automobile magazines.

The H. L. Keats Auto Company has received three 1911 Chalmers "30" cars and has placed two of them. The other will be held for demonstrating purposes. A shipment of 19 cars of this make will be received within the next few days when deliveries will be made.

A noteworthy feature of the 1911 Chalmers models is that in all vital features they remain the same as the cars that have created world records for efficiency, endurance and speed such as winning the Indiana and Massachusetts trophies and not only mapping the path for the Glidden tour of 1910 but winning it as well. The best evidence of the Chalmers merit, however, is not the trophies nor the tests of all kinds, but the thousands of satisfied customers, a majority of whom have the means to purchase cars of any kind.

In general, the greatest improvement on the 1911 Chalmers consists in refinement of detail. Lines have been beautified in body and fender. In detail the curves just back of the tonneau doors have been straightened out, making a low rakish straight line body, which every maker is striving so hard to obtain. The tonneau of both the "30" and "35" are longer and wider. The angle of the steering post has been changed slightly so as to allow more space between the steering post and driving seat.

The Covey Motor Car Company last Tuesday received five 1911 Cadillac cars shipped direct from the factory at Detroit by express. The car transporting the consignment across the continent was one of the largest ever seen in Portland, being 72 feet long in the clear.

The new Cadillac is roomier than last year's model. With its standard colors of dark blue for the body and cream for running gear, it is one of the prettiest cars yet seen in Portland. The new car has 35-inch wheels.

Mr. Barnes, sales manager, is sanguine over the prospects for immediate business and is now taking orders for the Cadillac Cadillac which will arrive in Portland by the last of the month. Three of the five cars which arrived Tuesday have already been delivered to the following: Dr. O. B. Wright, of Portland; A. Brigham, of Seattle; and C. H. Snyder, of Medford. Two of the shipment will be kept for demonstration purposes.

Driving a Hupmobile which had just been delivered to him in Oakland, Cal., H. P. Ray, of Viella, reached the latter point in 9 hours and 15 minutes, having covered 200 miles in the time. The average speed, in spite of the frequent grades encountered, was 25 miles per hour; and another notable feature of the run was the average of 2 1/2 miles per gallon of gasoline consumed. Mr. Ray writes that the Hupmobile behaved admirably throughout the long grind, and finished in perfect condition.

In spite of the fact that Frank R. M. McGill, of Columbus, O., has two artificial legs and feet, he recently won two races in a Hupmobile, doing a half mile in 24 seconds and a mile in 1 minute 17 seconds.

F. W. Vogler, manager of the Northwest Buick Company, reports that more than 60 Buick cars have been sold in Oregon and Washington so far this season and that prospects are good for a brisk business this year. Recently a number of Buick delivery trucks have been placed in Portland.

me," said H. E. Shiland, general sales manager of the Buick Motor Car Company, who was in the city last week. "This is my first visit to the Pacific Coast, and it has been a succession of surprises. This is a great country and the only thing needed to complete your Paradise is better roads. Of course, those will come in time, as it takes much money and patience to construct good public highways.

The average fine imposed on automobile scorches in Chicago has been increased about 15 per cent in the past month. In the same period the number of arrests decreased by 20.

A newly designed motor omnibus is expected to displace all other vehicles for the cheap transportation of people in London. It will have a body of sheet metal so riveted that there will be little rattling.

In June the Ohio State Motor Vehicle Department issued registration numbers for 278 machines. In the same month driving licenses were issued to 49 chauffeurs and 22 manufacturers and dealers took out registration numbers.

Twelve hundred taxis is the estimate of the number now operated in New York city. London has about 2000 and Paris 2000. New York livery people say that the horse-drawn equipage is again coming into favor and that this is true of London and Paris as well as of New York.

A bright red electric auto truck has recently made its appearance in Boston. It is business-like in build, being of the express body type, is fast, easily handled and quiet running. This wagon carries two tons and is used for the collection of bones and grease from the hotels around Boston.

The people of Baroda, India, will be surprised when they see the Gaskwar's train of automobiles. In Detroit, where he stopped recently in the course of his American tour, the agents interested him in American horseless carriages. Unable to decide which was the best, he got out of each, and machines of every conceivable size and make will be arriving in Baroda for some months to come. But that is only a trifling expense to a man who has an income of a million a month and will be another object lesson to his people to lift them out of the rut of the centuries.

A newly invented "punctureless" tire is reported by the American Consul at Leeds, England. It is composed of an inextensible heavy canvas lining the crown being packed with a puncture-proof material and placed between the outer cover and the inner tube of the ordinary pneumatic tire. The lining is so made as to cause a low pressure on the tread and to equalize more nearly the pressure on the inner air-tube. The lining is thickest at the crown and tapers to a feather-edge near the rim. The external appearance is like the ordinary tire.

A BIG FEATURE ABOUT THE Hupmobile

IS ITS DURABILITY

It is lasting, strong, capable of working day after day, and in all kinds of weather. That's why people are so enthusiastic about the Hupmobile. That's why it is still the first of its type, in the estimation of careful motor buyers, and in the opinion of thousands of Hupmobile owners.

Investigation and comparison of Hupmobile value with values presented elsewhere will wipe out your last faint doubt if you are in the market for a car at a price approximate with that of the Hupmobile.

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