

MEMBERS ARRANGING RUN TO OCEAN WITH FOUR DAYS' OUTING INCLUDED.

MEMBERSHIP GROWS FAST

Clubhouse Under Negotiation on Upper Willamette, Where Beautiful Views of Native Scenery Add to Charm.

Appreciating the value of good roads as a practical standpoint and realizing to what material extent they contribute to the enjoyment of motoring, the board of directors of the Willamette Automobile Club at a meeting held last night decided to employ immediately a solicitor for subscriptions to the fund being raised for the purpose of improving the road in Washington County stretching from Tigard to Rose. This decision to aid the movement for an improved road came as a result of requests made by the Willamette Auto Club and Commercial & Good Roads Association.

In addition to contributing funds to Washington County road, the club endeavored to raise sufficient money to carry on road work on the Mount Hood highway. A competent road crew will be employed to work in connection with E. Henry Wempe on Highway No. 1.

Material evidence of activity in the membership campaign is being supplied in the shape of several new applicants that have been received daily by Secretary Potter. It is believed that before the end of the month the number of new names added to the club's membership roster will exceed the hundred mark.

Very interest is being evinced in selection of a site upon which to build the proposed clubhouse. A beautiful spot situated among flowering shrubs, guarded by stately pines and high up on the banks of the Willamette River, commanding an unobstructed view of the mountains, is being negotiated for. The site is as desirable as any other in the city, and is being offered from the city to give the club members an opportunity for an enjoyable drive on a splendid road that is in excellent condition.

The first drive to be given this year by the auspices of the club has caused so much interest among the members that the list has been closed already. The drive will include a tour of the Willamette valley, and will be given July 2, four days to be spent in the outing.

Accommodations will not be provided for over 100 at the hotel on the bank, it has been deemed advisable to confine the number of cars to 20, which will carry five persons. Those who do not take part in this drive will be given an opportunity to enjoy other parts of the outing.



MISS BLANCHE RING AT WHEEL OF CHALMERS 40.

Miss Blanche Ring, the actress who begins an engagement in Portland today, finds enjoyable diversion in motoring and declares that short drives out in the pure, fresh air and along scenic routes contribute greatly to her robust health. As a means of relaxation from stage duties, Miss Ring has found nothing else so equal to motoring. She was among the first of the leading actresses to take up motoring.

Miss Ring has just placed an order for a new Chalmers "40," to be delivered upon her return to New York.

TRUCK SIGNALS WEAK

HUGE MOTOR CARS USUALLY HAVE PAINT HORNS.

Expense of Stopping and Starting Ponderous Vehicles Causes Discussion of Noises.

A surprising feature of motor truck operation is the weakness of the warning signal usually favored. In most cases this is a bulb horn of feeble and indeterminate note. It is attached to the truck at a point where the driver can grasp it by reaching, and almost invariably the projector points toward the street surface.

Just why this singular rule obtains in the case of a vehicle frequently representing 10,000 pounds gross weight is difficult to understand. The expense of stopping and starting a motor truck is by no means slight, when wear and tear are considered. The same factor is also not to be ignored in touring car operation. Yet, in the case of the latter, the gradual abandonment of the uncertain and weak-voiced warning signal in favor of the rascous electric signal is a fact long realized by the trade.

The motor truck is a heavy, ponderous vehicle, weighing, even without its load, 5000 to 6000 pounds, and with its load, frequently reaching five tons, burdening forward through the town and city streets without means of giving warning of its approach than many of the lesser types of motorcars.

It is difficult to check the progress of a motor truck at best. Indeed, one of the most serious problems with which motor truck manufacturers have to contend is the production of adequate power. Brakes on motor trucks actually wear out, after comparatively short service.

It is purely a common sense proposition that the motor truck should be provided with a warning signal as efficient as that of the motorcar. This is not an expensive, but an insurance against wear and tear, as well as injury to pedestrians.

Should motor trucks be equipped with signal of horn note, the drivers would not be obliged to make nearly the quantity of gear shifts and stops for traffic as under present conditions. Furthermore, the degree of progress would improve, because the adequate signal is certain to give a comparatively clear road.

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AID IS GIVEN TO ROADS

NEW CONTRACTS MAKE MORE CONVICTS AVAILABLE.

Dr. Smith Criticizes Governor for Renewing Labor Contract With Stove Company.

By the new contract that has been made between the state and the Lowenberg-Going Company for the employment of convicts in the stove factory, it is believed that many prisoners at the penitentiary will be available as all times for road construction work. By this terms the new contract 228 convicts is the maximum number that can be employed in the stove factory.

While more convicts will be available for road work under the new contract with the stove people, it is regrettable that Governor West saw fit to renew the agreement. To sell convicts to a private concern is a blot on the name of any state. When the original contract was declared forfeited because of default in payments, it was to have been expected that the state would stop the practice of dealing in slavery. It seems to be almost an universal opinion that to contract the convict labor to a private concern is detrimental to public interest and morals.

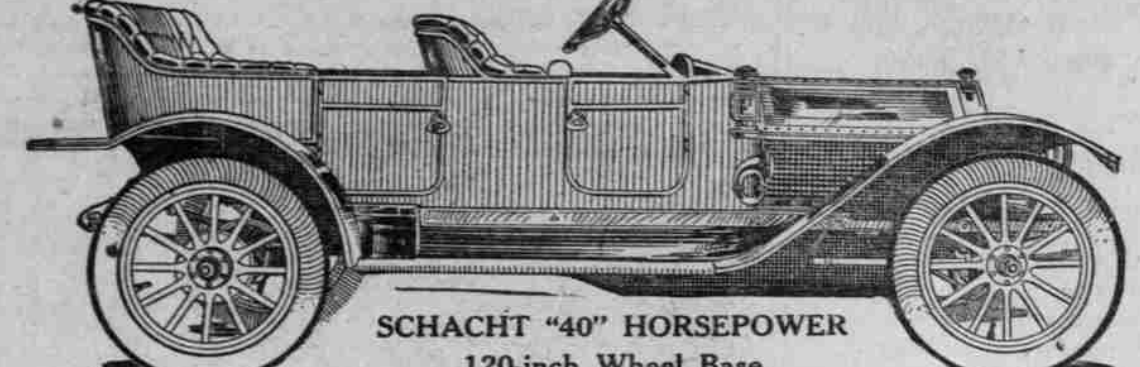
"Governor West had a chance to remove this stain from the name of the state, but he failed to do so. The new contract was certainly ill-advised. The cause of good roads will be injured by this act, as it means that more labor will be available for the private concern almost continuously. Instead of being assigned with others to aid in the construction of state roads."

"Time is an important element in our work," said Mr. Metzelaar in an interview the other day, "and for this reason the automobile is a business-getter and a business-keeper. We invested in our delivery car last September and the work it has been doing for us ever since has been nothing short of a revelation. Not only have we been handling all our old bulk of business better, but we have been reaching out and gathering new business all the time, a large part of it is traceable directly to our auto-delivery service. Our car has taken on the name of 'the business wagon,' and in addition to giving us a quicker, cleaner and altogether more satisfactory service, it has proven a most effective advertising medium."

"When we first put our car on the street," continued Mr. Metzelaar, "we had nothing better than a hand-lettered placard on the side of the vehicle telling the firm's name and business, but within the first few days the little car attracted several new customers, who have been giving us their work and sending their friends to us ever since. At one corner where the car stopped until a traffic jam had cleared, a man walked up, read the sign, and immediately asked the driver if he could make a hurry-up call at a certain address in South Portland to get a suit of clothes he desired to have renovated and pressed as soon as possible. In a few minutes our auto was at the address, and the suit rushed through the necessary processes. Our new customer was surprised to find us ahead of our promises in returning the suit. Of course, that impression counted and we have had his work ever since. That incident is just an example of how the automobile acts as a business-getter."

"As to the additional volume of work we are enabled to handle, a typical route, such as our car is covering right now, will perhaps serve to indicate the possibilities. At 4:15 this afternoon the car went out with several deliveries and 'pick-up' orders. It will go to three different addresses on Portland Heights, pick up an order on East Sixteenth street, make three more stops on Hawthorne and it will be back here again by 5 o'clock, or a very few minutes after. Imagine the difference if we had to cover that territory by horse and wagon."

BUILT TO STAND THE GRIND



SCHACHT "40" HORSEPOWER 120-inch Wheel Base.

\$1965 Portland, Fully Equipped

Eventually a Schacht 40-horsepower—why not now?

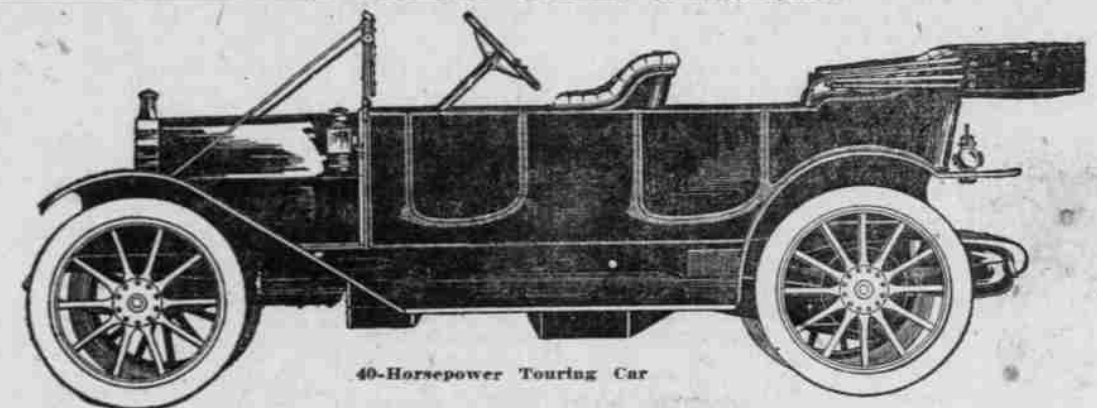
The same grade workmanship, material, etc., that you find in the highest-priced cars of today. You will be doubly impressed, too, when you try its individual features, such as: COMFORT, EASY RIDING, SMOOTHNESS IN OPERATION AND POWER. Careful comparison will reveal to you why it is needless to pay more than \$1965 for a foredoor, 40-horsepower car to get solid comfort in an automobile. Let us demonstrate and convince you.

Schacht Motor Car Co

Call Main 7093 or A 7093 Fifth and Hoyt Streets We still have some choice territory open for agents. Write for proposition.

CARTER CAR

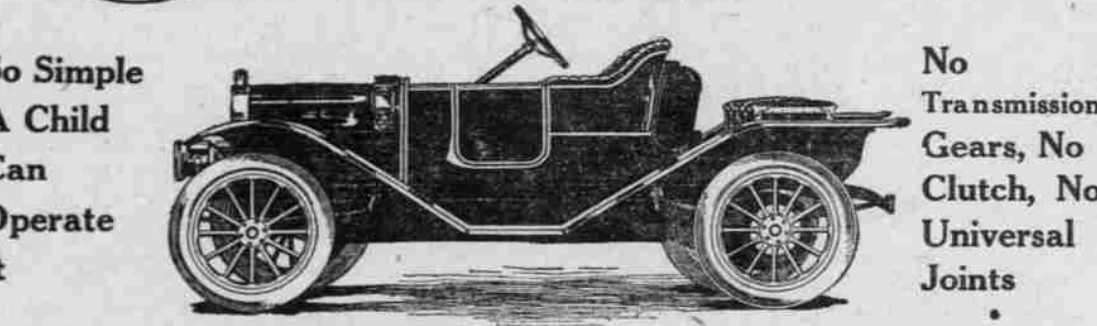
THE GREAT HILL CLIMBERS



40-Horsepower Touring Car

So Simple A Child Can Operate It

No Transmission Gears, No Clutch, No Universal Joints



30-Horsepower Roadster

CARTER CAR SALES CO.

SEVENTH AND OAK STREETS

PORTLAND SALES IN LEAD

Auto Record Exceeds That of Three Cities.

That in the five months between November 1 and April 1 more automobiles and motor trucks were sold in Portland than in Seattle, Tacoma and Spokane combined is the record of state licenses issued in that period in Oregon and Washington. Portland heads the list with 369 sales of motor-driven vehicles, while Seattle dealers disposed of only 38 machines and Spokane 43 machines. Tacoma made a still smaller showing.

The automobile trade in Oregon for the same period made a tremendous gain over that in Washington, with total of 795 sales as compared with 368 sales in the neighboring state. These figures include sales only of cars that have been registered. In addition, numerous sales were made to farmers who have delayed in securing state licenses. As this condition applies alike to both states, the new cars that have not been licensed as yet do not figure in the record.

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MONTESANO STUDENTS GRADUATE.

MONTESANO, Wash., May 20.—(Special.)—The commencement exercises of the graduating class of the Montesano High School were held tonight. The address was made by Herbert G. Lull, A. B., of the University of Washington. The class consists of Roy B. Kerup, Percy S. Sparks, Charles G. Marcey and Miss Gretchen Schaffer.

PORTLAND MOTORCYCLE CLUB MEMBERS LINED UP BEFORE RUN.



SAME ORGANIZATION PLANS TRIP TODAY TO MOUNT HOOD.

A new organization to Portland that is growing rapidly is the Portland Motorcycle Club. The membership has climbed to over 100, many new members having joined within the past few weeks. The officers are: President, H. Huscock; vice-president, Ralph Buffner; secretary, D. Phillips; treasurer, Chris Heick. The club plans to give runs every Sunday during the summer, the tour today to be made to Government Camp at the foot of Mount Hood, provided the road above Rhododendron is passable. It is expected that at least 50 members will join the party.

\$20 IN GOLD FOR A NAME

The Ford Motor Car Agency has a racing car that will appear in the Rose Carnival parades and want an appropriate name for it. The car is on exhibition at the garage, East 8th st. and Hawthorne ave. Suggestions may be sent between now and May 31st. Letters will be opened June 1st and announcement made on June 3d and 4th. In case there are several who send in the same name, the one sending the suggestion to the office first will receive the award.

The Recognized Leaders of the Industry Peerless Pope-Hartford Chalmers Hudson Each Pre-eminent in Its Class KEATS AUTO CO., Seventh and Burnside Phone Main 5368—Open Evenings

Advertisement for Oakland Motor Cars. It features the 'Oakland' logo in a stylized script font. Below the logo, it says 'MOTOR CARS NEATE & McCARTHY, Inc. DISTRIBUTORS—OREGON AND COLUMBIA RIVER COUNTIES. 694 WASHINGTON STREET, COR. KING'.

HOOD RIVER Motorists Organize.

HOOD RIVER, Or., May 20.—(Special.)—At a meeting of 18 owners at a general assembly held at the Commercial club an automobile club was organized this city. Leslie Butler, of the Butler-Hickling Company, was chairman of the meeting. The main purpose of the club for the present will be to promote the building of the Portland-Hood river automobile road along the Hood river. The scenic route was heartily endorsed by all present. The majority of those present were in favor of letting the construction work be done under supervision by the levy. A special tax. However, others are of the opinion that the route could be opened by means of a public subscription. In addition to Mr. Butler, the board of directors is composed of the following enthusiastic automobilists: J. A. Spilling, Albert Sutton, W. L. Park and C. K. Marshall.