

AUTO ROUTE FIXED

Tia Juana to Vancouver, B. C.,
Is 2009 Miles.

ROADS SURPRISINGLY GOOD

Worst Sections to Be Found Between
Redding and Dunsmuir, Grants
Pass-Roseburg and Van-
couver-Chehalis.

LOS ANGELES, July 22.—(Special.)—Automobile tourists who are contemplating trips this season through Oregon and Washington to Southern California from the Sacramento Valley will be interested to know that the officials of the Pacific Highway Association at Seattle have mapped out the official route on the Pacific Coast from Vancouver, B. C., to Tia Juana, Mexico. The route was mapped out and data obtained on conditions during a trip made in 1910, commencing in May and finishing in June.

Each item represents a day's journey actually made, but there are many other excellent stopping places where accommodations may be obtained. In some cases, perhaps, better routes exist than those indicated below, but all are easily passable by an up-to-date, moderate-priced car. Distances given are calculated from guide-books, maps, etc., and actual distances may vary slightly. Parties who ship their car one way should travel in the far from north to south in order to avoid the direct rays of the sun.

The route adopted by the Pacific Highway Association, and the various distances, beginning from Tia Juana, and ending at Vancouver, B. C., follow:

Tia Juana via San Diego, La Jolla and Del Mar, to Oceanside, Cal., 84 miles.

Oceanside via Elsinore and Perris to Riverside, 119 miles.

Riverside via Corona, Santa Ana and Long Beach, to Los Angeles, 86 miles.

Out of several routes tried the one above outlined was the most interesting and the most pleasant of any between Tia Juana and Los Angeles.

Los Angeles via Hollywood, Culver City, Pasadena and Santa Barbara, 167 miles.

Santa Barbara via Santa Ynez Mission, Los Olivos, Santa Maria and San Luis Obispo, to Paso Robles, 144 miles.

Paso Robles via San Miguel, Jolon, Soledad and Salinas to Del Monte, 144 miles.

Del Monte via Salinas, San Juan, San Jose and Palo Alto to San Francisco, 137 miles.

San Francisco via Oakland and Stockton to Sacramento, 129 miles.

Sacramento via Roseville, Lincoln, Sheridan, Wheatland, Marysville, Oroville, Chico, Tehama and Red Bluff to Redding, 155 miles.

The above route from San Francisco to Redding is all right, though for some reason it does not appear to be set out in any guide-book or map.

Redding via Pitt River, Ferry, Baldy, Sacramento River, Dunsmuir, Sisson, Weed, Edgewood, Montague, Colusa and Siskiyou to Ashland, 144 miles.

Ashland via Medford to Grants Pass, 48 miles.

Grants Pass via Glendale to Roseburg (road bad in many places), 74 miles.

Roseburg via Oakland, Drath, Divide to Eugene, 81 miles.

Eugene via Salem and Oregon City to Portland, 124 miles.

Portland via Vancouver, Wash., Lewis River, Kalama, Kelso, Castle Rock to Chehalis (road bad in many places), 142 miles.

Chehalis via Centralia, Tenino, Roy, Tacoma and Kent to Seattle, 99 miles.

Seattle via Bellingham, Snohomish, Everett, Norman, Mount Vernon, Bellingham, Aldergrove, B. C., New Westminster to Vancouver, B. C., 174 miles.

The total mileage from Tia Juana, Mexico, to Vancouver, B. C. is 2009 miles. The route on the whole is good, as a rule, surprisingly good. The worst section is between Redding and Dunsmuir, the next worst between Grants Pass and Roseburg, and the next between Vancouver, Wash., and Chehalis.

FRANKLIN AGENCY CHANGES

J. C. Braly, of Los Angeles, Replaces C. M. Menzies in Firm.

D. S. DuBois and C. M. Menzies, of the Menzies-DuBois Automobile Company, Franklin distributors for Oregon, have dissolved partnership. Official confirmation of the report was made last week by Mr. DuBois.

The Franklin agency, however, will in no way be affected by severing of partnership ties between Mr. Menzies and Mr. DuBois. J. C. Braly, formerly of Los Angeles, has purchased Mr. Menzies' interest in the automobile-selling firm and henceforth the name of the Franklin company will be the Braly-DuBois Automobile Company.

For the present headquarters of the company will remain at Seventh and Davis streets, but Mr. Braly has announced that new and down-to-date quarters uptown will be obtained. Rumors have it that the Franklin agency will be established in automobile row, Upper Washington street, in one of the most neatly-furnished buildings in Portland.

Mr. Braly for two years was sales manager for B. C. Hamilton & Co., of Los Angeles, Franklin agency for Southern California. Mr. Braly is regarded in California automobile circles as a "live wire." His advent to Portland automobile circles has been welcomed by Portland dealers and salesmen. Mr. Menzies retired from the Franklin Company to accept a position as salesman for the H. L. Keats Automobile Company.

NEW CARS ARE ANNOUNCED

Detroit Firm Gives Thorough Test to 1912 Output.

After a splendid 1911 season, with notable performances on track and road, the 1912 Warren-Detroit cars are now being announced. Distinctively new ideas of finish are to be observed in Warren cars. Two entirely new cars are to be brought out. These cars are the Warren "40" and "35."

All the 1912 models, according to J. E. Maxon, manager of the Portland-Detroit Automobile Company, who is now in Detroit, are fore-door cars. All the doors are detachable but it can-

WOMAN SAYS MOTORING IS FINE HEALTH TONIC

Long Drives Into Country Assigned as Promoter of Vigorous Constitution
by Mrs. E. A. Bamford.



MRS. E. A. BAMFORD.

A LOYAL and enthusiastic champion of motoring as an outdoor sport for women and a health-giving tonic for the whole family, Mrs. E. A. Bamford, 424 East Burnside street, within the last year Mrs. Bamford herself has been transformed from an almost hopeless invalid into a woman of robust health and the change she unhesitatingly ascribes to motoring.

"Since we have had our car in the family," said Mrs. Bamford, "the health of all of us has been much improved and my own especially. I am no longer delicate and am getting more rugged every day. Just living out of doors is, of course, a splendid thing in itself, but when you add to it the keen interest and enjoyment that every owner of a motor knows, it seems to me the invigorating effect of the open air is doubly beneficial. I first learned to drive a little more than a year ago and my interest has never flagged. I soon became an enthusiast and eager to master the mechanism of the family car, as well as to operate the wheel. I was soon taking long trips with my

son and women friends, and I am happy to say that I have never had to ask help of anyone. My car has the demountable rims and I am in no fear of punctures or any other ordinary motor trouble. My small son is as enthusiastic as I am and when we are out in the country he is permitted to drive. The little fellow loves the car and handles it so well that he can hardly wait until he grows up and gets old enough to have a permit.

"Our car, a Buick, has given us splendid service and of course we all think it is the best car in the world."

Mrs. Bamford enjoys sharing her pleasures with others and the baby tonneau is usually filled with women friends or children when she drives into the country. In the accompanying picture she is shown at the wheel of her Buick, with her son at her side. The Oregonian's camera man secured the photograph on Wednesday, just as Mrs. Bamford had unloaded a cargo of happy streeturchins at the conclusion of the automobile ride given the poor children of the city by owners of motors.

not be ascertained unless by close scrutiny. Both the Warren "35" and "40" are six-passenger cars.

"The output for 1912 is limited to 5000 cars," writes Mr. Maxon from Detroit, where he attended the annual convention of Warren dealers.

Warren cars are now made in a splendid new factory, which is one of the most complete of the many Detroit factories.

MULFORD NOT TO ENTER RACE

Driver Conserves Nerve for Fairmount and Vanderbilt Cup Tests.

Ralph Mulford, driver of the Losier car, who is now in New York, is authority for the statement that he will not drive in the 24-hour race at Brighton Beach, owing to the fact that the Losier Company has announced its intention of competing only on regular automobile speedways or guarded road courses. Furthermore, Mulford has won two of the big Brighton Beach 24-hour events and finished second in two others, and believes he can afford to let one or two 24-hour races go by.

Mulford will race with his Losier car at Fairmount Park, and in the Vanderbilt cup race, and if Harroun is really anxious to try conclusions with him once more, he will have an opportunity of doing so, as the "Wasp" is eligible for both these events.

Mulford has never been given to match races, preferring to try conclusions with other drivers in the big races, and among large fields of starters.

Tettaff, the Western Losier star driver, who is now on the Pacific Coast, is anxious to try conclusions with Harroun, and Mulford calls attention

to the fact that the \$5000 which Tettaff's backer deposited for a match between Harroun and the California boy has not yet been covered.

ELGIN CHASSIS RACES ATTRACT

Rich Trophies Offered to Contestants Calls Big Entrants.

CHICAGO, July 29.—(Special.)—Increasing interest in the Elgin National Stock Chassis road races, to be conducted by the Chicago Motor Club in conjunction with the Elgin Road Racing Association, over the fast course at Elgin, on August 25 and 26, is further evidenced by the additional entries which have been received by the Chicago Motor Club the past week.

The timing of the course and the preparation and widening of the roadway is nearing completion and "the open season" for practice will begin soon.

The four events will be timed by the Warner automatic electrical timing device and the technical supervision will be entirely in the hands of the technical committee of the American Automobile Association.

Advices have been received that the Elgin Watch Company is now considering awarding to the successful competitor for the event for the Elgin trophy a really handsome gold medal of the value of \$500, which contains a replica of the Elgin trophy itself.

Interest is keen as to the outcome of the event in which both Mulford and Grant are entered. Since having won the 1909 and 1910 Vanderbilt cup races and winning two out of three events at Indianapolis Speedway last July, Grant has been unfortunate in his starts both in the Elgin last year

and in the recent Speedway sweepstakes. In the meantime Mulford, with his Losier, has been a most consistent finisher. Since winning the Elgin in 1910 he has finished fifth in the Vanderbilt (won by Grant), second in the Fairmount Park road race, fifth in the Atlanta grand prize, fourth in the Savannah grand prize and first, second and third respectively in the 50-mile stock chassis, 200-mile stock chassis and 20-mile free-for-all at Atlanta November 3, 4 and 5, 1911. In not a single race in the entire season of 1910

did Mulford fail to finish either as a winner or in better than fifth place.

A Corbin, to be driven by Malsenville, has been entered for the Kane County trophy, 231 to 300 cubic inches, increasing the entries in this one event to nine cars, two more than were actually received in 1910.

Auto Excursion Economical.

Interest is strong in motor-car vacations, and many who are contemplating a journey have desired data regarding

the cost of such a vacation trip. W. A. Remensperger, of San Francisco, and a party of three friends have returned from an extensive vacation tour in a Cartecar in Southern California. According to information received by the Cartecar Sales Company, of Portland, the total cost of this vacation trip was \$40. This amount was expended for 94 gallons of gasoline, three gallons of oil and three dry cells, which were soaked in fording a stream. The car averaged 14 miles for each gallon of gasoline on the whole trip. The cost

for each person in this party was only \$10 or \$8.33 a week.

The mile speed records for circular tracks now stands at 48.73 seconds, but it is overshadowed by the world's one-mile straightaway record of 25.40 seconds, which sets it in half. A new world's hour record has been set on a race course at Saltburn-by-the-Sea, in England, by P. Bordino, an Italian, who drove 116.13 miles in 60 minutes, displacing S. F. Edge's record of 90 miles.

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Five Different Models

\$1350 to \$1850 Fully equipped delivered in Portland

We can make immediate delivery and save you from \$300 to \$500. Call and be convinced. We carry a complete Stock of Parts

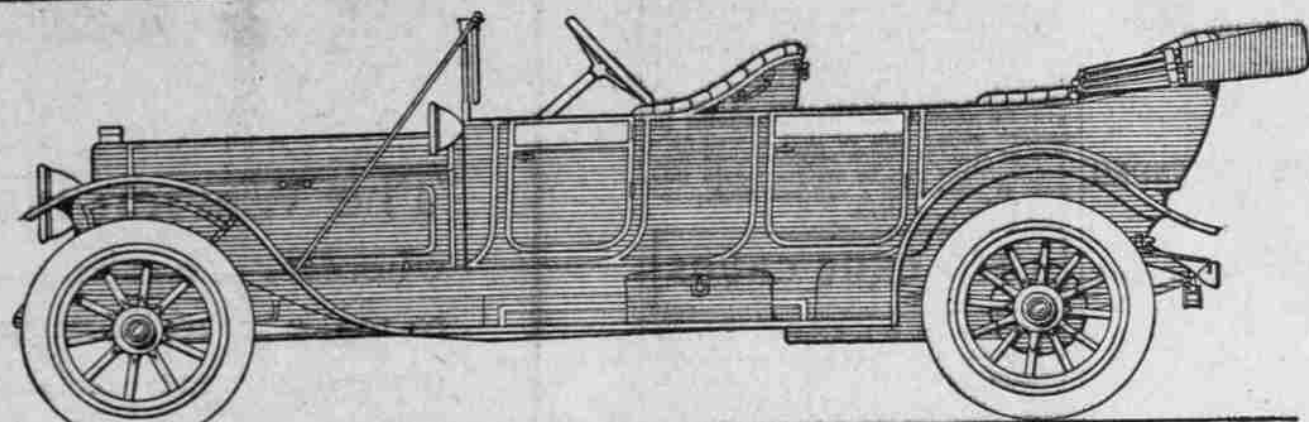
Michigan Auto & Buggy Co.

W. A. WILDRICK, Manager

Phones—East 1421
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369-371 Hawthorne Ave.
Portland, Oregon

SILENCE PEERLESS COMFORT



"4-8-SIX" SEVEN PASSENGER

Announcement

The 1912 models include Four-Cylinder and Six-Cylinder cars of horse-power and carrying capacity to suit almost every requirement.

SIX-CYLINDER	Touring	Phaeton	Torpedo	Limousine	Landulet	Berline-Limousine
88-Six	\$4,000		\$4,000	\$5,000	\$5,100	\$5,200
48-Six	5,000	\$5,000	5,000	6,000	6,100	6,200
60-Six	6,000	6,000	6,000	7,000	7,100	7,200
FOUR-CYLINDER						
40-Four	\$4,300	\$4,300	\$4,300	\$5,300	\$5,400	\$5,500
24-Four				4,200	4,300	

These models are distinguished by new types of Fore-Door Bodies, individual in design and built very roomy and comfortable, for both open and enclosed cars.

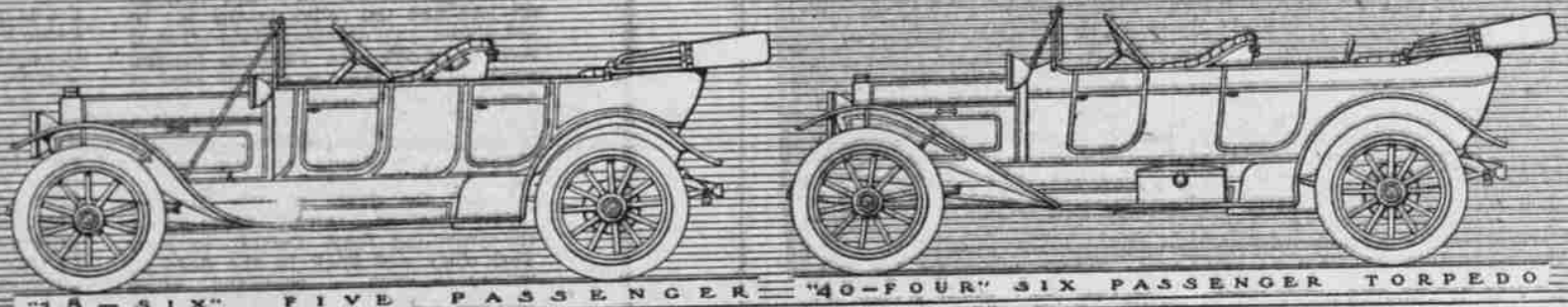
Among the important conveniences of the 1912 Peerless are the Power-driven Tire Pump for easy and cleanly inflating of tires and the Dynamo Electric Lighting System, which supplants the gas tank and oil lamp, affording a brilliant, effective light for every lamp on the car.

We are now prepared to accept orders for early delivery. Demonstrations by appointment.

H L Keats Auto Company

Seventh and Burnside Streets Portland

Dealers also in Peerless Commercial Cars



"38-SIX" FIVE PASSENGER "40-FOUR" SIX PASSENGER TORPEDO

Our 1912 Announcement

—OF—

E-M-F "30" and FLANDERS "20" Models and Prices

Will Appear in this Paper next Sunday—Watch for it

You have wondered what it would be. Over 8000 have written us asking about our 1912 line and our ability to supply the cars. You know only about one customer in four was able to get E-M-F "30" and Flanders "20" cars this season, yet we are the largest automobile manufacturers in the world.

We will tell you all about it in the ad. Meantime suffice it to say we are doubling our factory facilities to make over 300 cars per day. Even at that we cannot hope to fully meet the demand for these cars for, as in the past, this famous line will set the standard for the world in automobile values. Let others follow. They cannot hope to catch us. Let them cut prices. They cannot equal our values.

We will tell you all about it in the ad. next Sunday and between the lines we will in our usual frank manner tell you a few inside facts. Trade secrets that may assist you in choosing right next Sunday. Read and digest it.

Studebaker Corporation E-M-F Factories
Detroit, Michigan