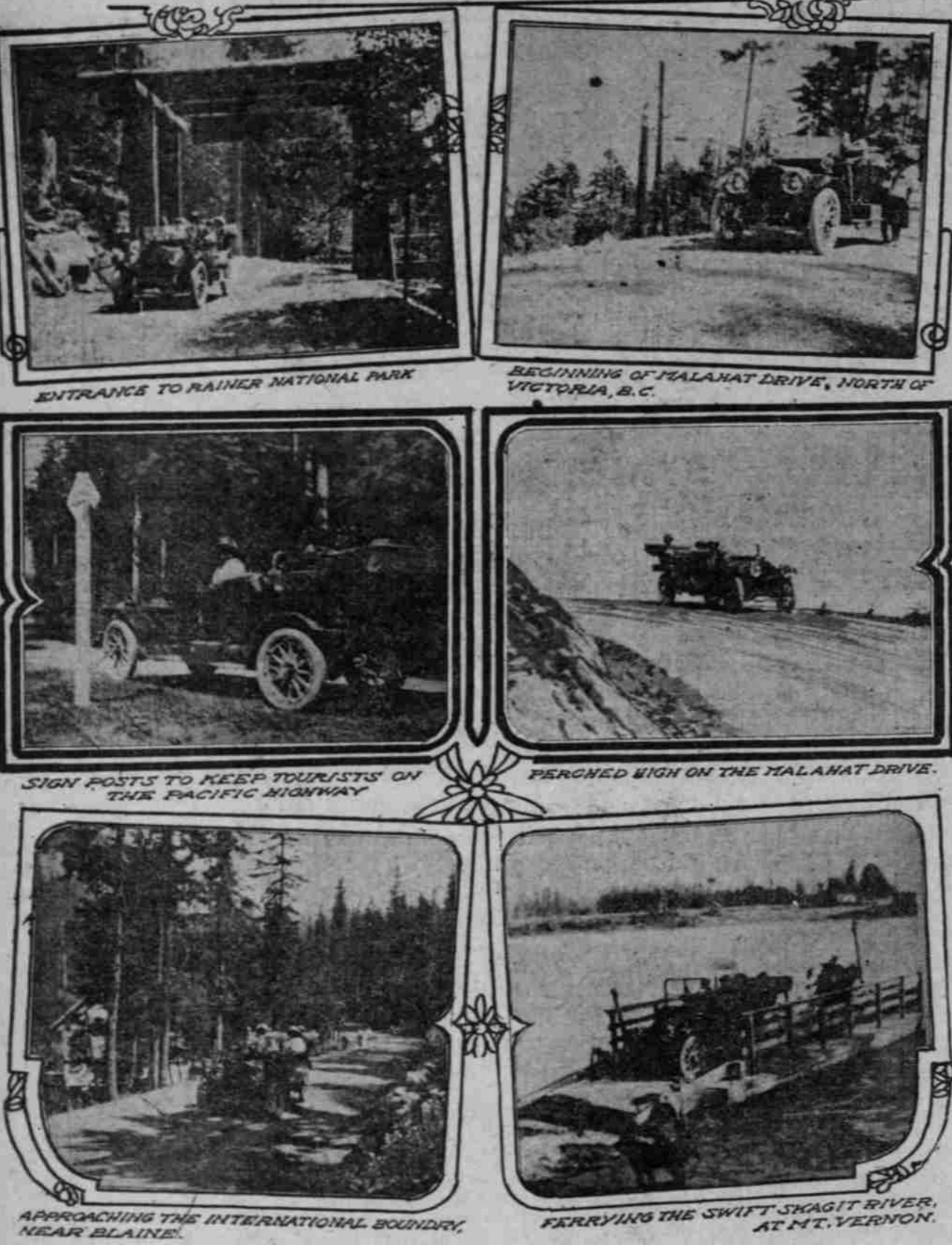


F. B. RILEY FINDS GOOD ROADS ON AUTO TOUR TO BRITISH COLUMBIA

Highways in Western Washington Are Placarded With Directions—Rainier Park, Easy of Access, Will Attract 10,000 Tourists This Year.



After a four weeks' tour through Washington and British Columbia, Frank B. Riley has returned to Portland, a more ardent booster for good roads and enthusiastic over the details of an extended automobile outing. His party included Mr. and Mrs. E. F. Riley and daughter, Ruth, and Mrs. Frank Riley and their little son Billy. "This was particularly so around Tacoma and Seattle and all through British Columbia. So many delightful short trips can be made that the motorist is in a quandary as to which ones to take. The trip to the Rainier National Park is one that every autoist should make if convenient. As an evidence of the spreading fame of this new park, E. S. Hall, superintendent, expects 10,000 visitors this season.

"All through the trip I was surprised to find that the condition of the roads was so excellent," said Mr. Riley. "This was particularly so around Tacoma and Seattle and all through British Columbia. So many delightful short trips can be made that the motorist is in a quandary as to which ones to take. The trip to the Rainier National Park is one that every autoist should make if convenient. As an evidence of the spreading fame of this new park, E. S. Hall, superintendent, expects 10,000 visitors this season.

Mount Rainier's Easy Trail Lures. "I have an abiding and loyal affection for our own Mount Hood and its snow-peaked neighbors, but I fear that not only will the accessibility of Mount Rainier and the accommodations to be found in the park, divert the Eastern tourists to that region, but will lure the Portlander from his own mountain. And this fact brought added realization of the importance of a fine highway from this city to the snowfields of Hood.

"The roads in the park is a stupendous achievement and stands as a monument to engineering. Machines are not allowed to go farther than the Nisqually Glacier, but the ordinary driver would not care to take his car over the hair-raising sky-line stretches and turnards that lie above and beyond to Paradise Park.

"The roads of Central and Northern Washington and British Columbia are thoroughly placarded with directions and cautions for steep pitches and sharp turns and, unlike those of Oregon, I saw no defacement of any kind. The Pacific Highway is already a reality. The patriotic promoters have created an unbounded sentiment for the road and they have it splendidly marked through Washington. We followed it for the most part and soon the little white signs grew to be reassuring and companionable in an unfamiliar country in Canada.

Many Farmers Own Cars. "Throughout the tour, especially in the Tacoma, Seattle and Everett country, we saw many farms equipped with garages and passed a great number of cars owned by the rural residents. "When first driving in Canada, the American motorist is considerably confused by the English rule of turning to the left when meeting vehicles and passing them on the right. Two or three unfortunate collisions occurred when we were there and the Canadian press near the border frequently comments upon the growing necessity of uniform rules of the road for both Americans and Canadians.

"The drive from Portland to Seattle is materially bettered since the improvement of the Carroll Point grade.

This is one of the finest stretches of road on the whole journey. It was finished less than two weeks ago and was put in by convict labor. The steepest grade in this section now is only about 5 per cent, where formerly it ran as high as 25, with plenty of chuck holes.

"The drives radiating from Tacoma to the Country Club and along the shores of the American and Gravelly Lakes are fine and the one from Tacoma to Seattle much of it over the state-aid roads, is a beautiful one. It is about 45 miles and I think it can be covered with as much ease as going from Portland to Oregon City.

"There is a choice of three routes from Seattle to Everett. We chose the one by way of Kirkland, which began with a delightful ferry across Lake Washington to that town. From which we motored north to Bothell. For six or seven miles north of this point there was much old corduroy, but later on the road developed into a beautiful thoroughfare and after skirting a charming little lake, a rendezvous for Everett folk, dropped down into that town, explaining fine views of the harbor and sound.

"We followed the Pacific highway through Snohomish and Skagit Counties and in Whatcom County to Bellingham. The roads in these counties were fine. At Mt. Vernon, the motorists, at certain stages of the tide, may cross the Skagit by a crude ferry and eliminate a few miles. Having used this means, I can warmly recommend that tourists give it a wide berth and go by way of Auburn.

"The first leg of the journey from Bellingham to the Canadian border is a straight boulevard to Lynden, about 15 miles. We did not cross at Lynden but went along the Pacific Highway for 30 miles to Blaine, where, like Lynden, there is an American customs-house. Still following the Pacific Highway this road is splendid to Westminister. From this point to Vancouver many sections were closed for repairs, and the difficulty taxed one's ingenuity as the water is not more than 18 inches deep it can be done easily enough.

"The Siletz Reservation is one of the prettiest countries in Oregon, I believe, and very fertile. The roads have been nicely improved there and motoring conditions are simply grand. "We left Portland at 8 o'clock and were in Newport by 8 o'clock that night. To do this it is not necessary to do any scorching to make the trip in that length of time. A new hotel has been built at Newport and excellent accommodations are to be found. Bathing facilities are good and there are innumerable beach attractions. If one wants to get away from the city for a day's outing Newport is one of the most pleasant one-day trips."

enables our man to take out orders of in the shortest possible time and with the least possible disturbance of the low temperature that is maintained in the interior.

"This, together with the element of greater speed in getting over the ground, enables us to keep waste down to the minimum, to be prompt in our services, and to serve a greatly increased number of customers living in all parts of the city. We deliver both wholesale and retail orders and cover a territory that it would be utterly impossible to get over with teams and wagons; and I wish to add, also, that we are doing this at a lower cost than we paid under our old system of teams and wagons, even though we are carrying an appreciably smaller trade. Our truck easily does the work of three teams and wagons, and does it in an incomparably superior way, with satisfaction to all concerned."

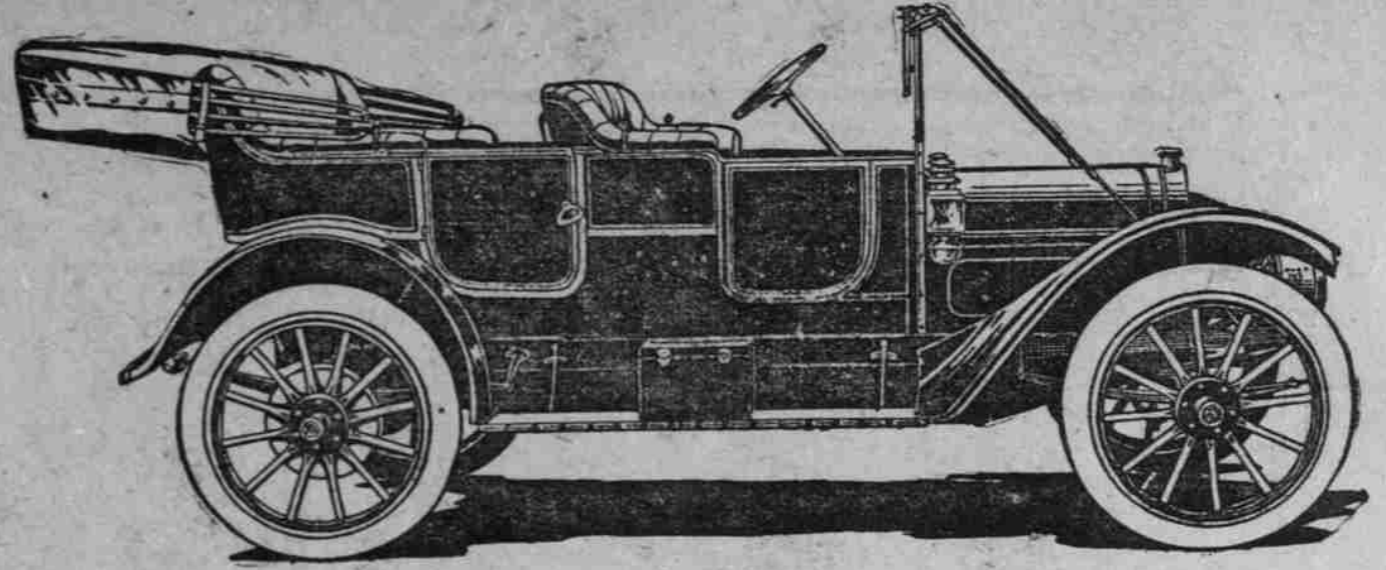
SALES CREATE VACATION Hupmobiles All Sold Agency Force Rests Awaiting Shipment.

Vacations for employees of automobile firms are seldom ordered by heads of departments. Ordinarily it is hard for the overworked salesman to get a yearly recreation period. But, nevertheless, that is what has happened at the headquarters of the Smith-Cleveland Company, Hupmobile agents for Oregon.

So popular have these little cars become in Portland, it has been a big task for the company to keep a stock on the floor. Last week every car on hand had been sold and a new carload, containing six cars, had already been ordered. With no cars to sell and orders being placed without the means of demonstrations, Amarial Smith, manager, packed his ditty bag and hid himself eastward in an effort to obtain additional cars.

Before departing he granted his salesmen leave of absence until a new stock of Hupmobiles could be obtained. Fred Smith is in charge of the Hupmobile headquarters while Smith, Sr., is in the East. Owing to the fact that there were no stock cars to be had, it was impossible for members of the Smith-Cleveland Company to make the run to Estacada last Sunday for the Portland Automobile Dealers' Association picnic.

The Smith-Cleveland Company has been established in Portland just one year, and during that time has placed many Hupmobiles in service. There are now more than 100 Hupmobiles in Oregon, most of which have been placed through the agency of the Smith-Cleveland Company. Members of the firm are from Toledo, O., and Detroit, Mich.



The Reo Sensation for 1912 This Car for \$1,000

(Price Subject to Change Without Notice)

The new Reo "Thirty," with fore-door, five-passenger tonneau. Four 4x4 1/2-inch cylinders—108-inch wheel base—34x3 1/2-inch tires—the best of magnetos. Our latest and finest creation—a roomy, powerful, stunning car—for an even-thousand dollars.

Top and windshield not included. We equip this car with a Mohar Top and Slip Case, a Messer Automatic Windshield, a Speedometer and a Gas Tank—all for \$100 extra.

Here is the first attempt to sell a high-grade car for an even-thousand dollars. The latest design of Mr. R. E. Olds—the finest car which this famous factory ever sent out from its doors.

The price is subject to change; it may be impossible. We count that this price will add 50 per cent to our output without added overhead expense. If it does, the price becomes possible—at the present cost of materials. If we find it impossible we shall later increase it. For we never shall skimp on any part of this car to keep the price at \$1,000.

The car is now on exhibit, at this initial price. And not another car under \$1,500 can compare for a moment with it.

How We Did It

For a good many years we have constantly increased our output. Year by year, and part by part, we have brought the Reo car to perfection. Gradually each important part has been standardized, and permanent machinery has been adapted to it.

R. M. Owen & Co. General Sales Agents for Reo Motor Car Co., Lansing, Mich.

Northwest Auto Co.

493 Alder Street

Portland, Oregon

YAQUINA TRIP IDEAL

One-Day Auto Tour to Coast Proves Delightful.

ROADS IN GOOD CONDITION

W. J. Clemens, President of Portland Automobile Club, Makes Journey From Here to Ocean by West Side Route.

Over one of the most picturesque roads in the state, Newport, Yaquina Bay and Lincoln County are only 10 hours distant from Portland by automobile. It is one of the most delightful one-day automobile tours in the vicinity of Portland, says W. J. Clemens, president of the Portland Automobile Club. Mr. Clemens probably has made more tours in Oregon than any other Portland motorist and he says the Newport tour is delightful.

Mr. and Mrs. W. J. Clemens, Miss Eleanor Gannamiller, Mrs. Susie Von Borstel and E. E. Clemens last week returned from a five-day visit to Newport and nearby places. They traveled in Mr. Clemens' large touring car, and a new route was traveled by Mr. Clemens and he advocates the use of the one shown in the accompanying map. Instead of going by way of Albany and Corvallis as has hitherto been the general choice of motorists, Mr. Clemens piloted his car to Dayton and West Salem, then to Independence and Monmouth, entering King's Valley just out of Monmouth. Through King's Valley to Blodgett and Eddyville the road leads into the generally traveled

Newport highway and from there to the Yaquina Bay resort is but a few minutes' travel over a good highway.

Siletz Trip Enjoyable.

Once at Newport there are numerous short and pleasant drives for the motorist, one of the most pleasant being that into the Siletz Indian Reservation over 22 miles of splendid highway. A delightful part of the ride into the reservation is the 14 miles between Newport and Siletz River. It is necessary to ford the river at this point, as the water is not more than 18 inches deep it can be done easily enough.

Roads Good on Average.

The distance from Portland to Newport, according to the speedometer on Mr. Clemens' car, is 140 miles. The journey can be made easily in ten hours and done with extremely careful driving at that. With the exception of that portion of poor road between Rex and Tigard, in Washington County, the roads were excellent for touring.

Mr. and Mrs. Andrew McLaren returned last week from an automobile tour to Seattle. They had good luck with their car all the way and say that the roads are in excellent condition most of the way.

MOTORISTS TRAVEL FAR

AUTOISTS MAKE TRIP FROM PITTSBURG TO HOOD RIVER.

T. J. Wilson and F. V. Lichtenfels, Who Left Smoky City July 2, Come All Way West in Car.

HOOD RIVER, Or., July 25.—(Special.)—With the tonneau of their high-powered E. M. F. automobile loaded down with their baggage and nearing the end of their 3900-mile journey, T. J. Wilson and F. V. Lichtenfels, of Pittsburg, the first transcontinental autoists to arrive here, have reached the city from The Dalles. The two left the "Smoky City" July 2. With the exception of having been ditched near Wooster, Ohio, when the steering apparatus became deranged, the entire trip was without accident.

"We have been making good time every day, with the exception of five spent in visiting friends along the way," said Mr. Wilson. "Our route was over pretty fair roads the whole distance. The worst stretches that we had to contend with were found in Wyoming. We stopped a short time in Salt Lake City and came northwest from there to Huntington. The roads both on this and the other side of Huntington were good. However, the sand between Pendleton and The Dalles gave us a great deal of trouble. "It was great to strike the cool mountain roads after we left The Dalles and wound around the hills this side of Mosier. It was one of the most glorious sights that I have ever seen as we started down the descent of the range east of the Hood River Valley and into the great expanse of orchards."

The car was taken by ferry to Underwood, Wash., from which point the autoists will proceed to Coos, where Mr. Wilson owns extensive real estate and where he will spend several weeks visiting his brothers, F. G. and J. H. Wilson. Mr. Lichtenfels is student of the medical department of the Uni-

versity of Pittsburg and is spending his vacation on the motoring trip.

MANY LICENSES TO BE ISSUED

State Registration Office Expects Rush During Last Days.

SALEM, Or., July 27.—(Special.)—Up to today the automobile department of the office of Secretary of State had issued 2735 licenses under the new law. There are three more days in which to issue approximately 2365 licenses and of other owners of machines in the state.

Best Form of Binder Puzzles.

The public branch of the Department of Agriculture at Washington is still at work experimenting to determine the best form of binder to use for road surfacing, preserving the road and laying the dust. Many of these experiments were carried on last year in co-operation with Cornell University. Tar, oil and oil-asphalt preparations have been used, and one road has been surfaced with the new oil concrete which has been discovered by the department. The roads, as a rule, have stood up well on the new test.

Falling Rock Wounds Miner.

GOLD HILL, Or., Aug. 5.—(Special.)—James Anderson, who was hit on the head by a falling rock while working in a shaft at the Gray Eagle mine, on Sardine Creek, six miles from here, was brought to the Gold Hill Hospital today. The man's wounds were dressed by Dr. Kelsey, who found that, aside from scalp wounds, he was uninjured.

When George V is crowned Emperor of India at Delhi, next December, 35 Ford cars of the model T type will be conspicuous in the great Dunbar parade. Royalty will ride in the auto during the big procession instead of on horses and elephants, as has been the custom heretofore. The cars have been shipped to Calcutta.