## DECADE SEES BIG CHANGES IN CARS

Yesterday's Automobiles Were "Something Else Again Yet, Mawruss."

MACHINES FUNNY

First "Horseless Carriage," Brought to Portland by Henry Wemme, Is Recalled With Much Amusement Today.

Only a man with the heart of a lion have the temerity to drive a 1988 model motor car down Washington street today.

There has been a remarkable change in the appearance and construction of machines in that period. From a clumsy "horseless cartiage," run only by who cared little for the hoots of the skantical, it has become a perfected invention, safe is the hands of any careful informed person. Few machines are now unable to attain a speed of at least 40 miles an hour, and a considerable majority of the larger cars accomplish 60 when the going is good.

To the speed of racing autos there sems almost to be no limit. New records an hung up at almost every meet. A racer who cannot negotiate a W miles an hour stacks up with the femous speed kings about like "Pop" Dilbn does with the fast baserunners of the Pacific Coast League. Speid but One Feature.

sed is but one feature of the cars which has been improved. Another mportant advancement has been made in the size of the machines. The first automobile to invade the Northwest was owner by Henry Wemme. It was The first a "one-lunger," with room for two. The latest thing today is a "camp car," built with two berths and large enough to carry an entire camping outfit and ten persons, it was introduced last Sum-mer and is intended for the camper who desires to go into the rough country and five absolutely independent of the hetils.

prairie ichooner, which doubtless will give great joy to Eura Meeker when he sees one Touring car seats are used in front. The length of the car back of the diver's seat is six feet and in this bod; are side seats which may be converted into lunks. There is stor-age room under the seats. An extra luggage box is hung from the floor of the body. The camping outfit, which goes with the car, consists of a tent, a camp grats, canvas water buckets, self-cooling eater bags, food bugs, a fireless cooker, axes, lanterns, cooking utensils, dishes and other paraphernalia

Wmme Not Envled. Nobody nyled Wemme the pleasure introduling the motor car to Portland. Hstory does not record just what braid of nerve tonic he took, but it must have been strong stuff. The dubtous sitizens were not with him, by

any medis.

That machine wasn't much to look at. Itwas sort of a half-buggy half-wagor half-engine—no, that's three halves—but, anyhow, it was something f a sloping street, which was large and enthusiastic crowd," as

the music critic says, was out to see his. There were hoots, cheers, jeers and a great many encouraging and dis-coraging remarks. Incidentally, his apearance marked the birth of one of is 12 standard jokes of the last decade. Jet as the chug chug was passing an esembled multitude at a street corner, cracking good humorist, whose name as been lost to history, shouted: Which end do the cobs come out of?" Loud laughter and long applause.)

Wemme Not Feared. me was not to be feared. opt running his machine around the reets, blazing the trail for others, ad before the season was over several otor cars were seen rushing about the

These valiant motorists at the dawn or the twentieth century had many roubles with horses. It took coniderable time and patience to convince he family mags that the motor car was not as dangerous as its noise would indicate. Many animals were slow to be convinced. Few serious accidents were recorded, for all drivers in that early day were extremely careful.

Prior to 1905, few ventured far out on the country roads. Most of them

ere happy if they got away with their ides on the smooth pavements, for in hose days a man boasted of having idden in an automobile like a person he has sailed in an aeroplane does to But the introduction of more cars rivalry for new records keen al the motorists began Danielboone ig it around through Multnomah ounty. Some ventured outside the ounty line, but they were very few. Kents Is Pioneer.

The first "everland" trip was made y H. L. Keats in 1905. It was during his reckless season that he announced is intention of going to Mount Hood. here were many doubting Thomases. fe started out early one morning— bout 7 o'clock—and made the end of its journey shortly after dusk. In the andy places the motor performed like dustpan, too. He had traveled all of 0 miles—each one of 5280 feet. Think t! And once he threw caution to winds and fairly flew along at a of a little more than 15 miles an . He just didn't care what hap-

Reat's coming was a great event in the little towns he passed through. At undy every person in the village came at to sea the reckless record-breaker. Kents recently went back to Sandy. He was in a hig motos car. Seemed nighty good to get back and give the olks a real good show after the trick is had played on them with that asthmats, disky car. So he whizzed into he village in fine style, threw on his rake and waited for someone to in-

est the our. Did the people like the motor? He osen't know. Nobody that he saw paid my attention to it.

### Abbot Car in Centralia.

CENTRALIA, Wash, Oct. 28 .- (Speal.)—The globe-girdling Abbott-De-oit arrived in Centralia in charge of Charles G. Percival, editor of the ealth Magazine, of New York, under hose auspices a trip of 100,000 miles being attempted. The Abbot car has ngest trip ever known to the autoobile industry, and, judging from its erformance to date it bids fair to ac-

## RURAL JAUNTS DELIGHT PORTLAND CHAUFFEUSE

Mrs. Clarence Ireland Passes Enjoyable Summer in Touring Oregon Country With Friends in Her Automobile.



MRS. C. L. IRELAND AT WHEEL OF HER CAR.

Mrs. Ireland has lived more out of doors than indoors, all Summer, and is taking advantage of the beautiful Indian Summer weather every day, sharing her car and her pleasure with her friends. Excursions into the country, with a picnic hamper, and return towards sunset, the tonneau gaily at the wheel of her Chalmers. Mrs. Ireland has lived more out of

A MONG Portland's most skillful laden with rich Autumn foliage, have become the leading diversion of Mrs. Ireland, of the Heinz apartments, who drives a Chalmers "Thirty."

Mrs. Ireland first learned to drive a Steddard-Dayton, and also drove the

Mishaps on Trip to Mount Hood Do Not Daunt Autoist.

EXPENSE OF RUN IS \$130

Farmer Demands Pay for Improvement of His Property-Another Asks \$10 for Hauling Machine From Mudhole.

When it comes to having an inexhaustible supply of optimism, Henry Wemme, "the man who built the Mount has a valid claim to a front Accompanied by Mr. rank position. and Mrs. Charles Menzies and Paul J. Feely, Wemme made a trip to Mount Hood last Sunday.

During the journey many things hap-pened that would have peeved the ordi-nary person. First, a hard-headed farmer, who cared nothing for good roads and admitted that he didn't care a snap whether his property was im-proved or not, objected to Wemme tak-ing a few feet of his land to make a passable road out of a winding, nar-row trail that passed his place. Every sane argument failed to move him, and before he finished Wemme gave the man \$130 for the privilege of increasing the value of the settler's acreage about \$1000.

Even that episode would have given him just cause for setting out of good humor. But it didn't. He started on the return trip just as jolly as when he left Portland.

The good roads enthusiast has done wonders with the Mount Hood highway. Persons who have been traveling on it for the past few years attest to route yet, but he has fixed a considerable portion of it at the other end. In many places it is a veritable boulevard. But to cap the hard luck the motor party had to wait until well on the homaward stretch. About three and a half miles the other side of Sandy there He has taken a narrow trail and is a strip of new road about 400 feet in length. Instead of it being a pass-able highway it is virtually a lake of mud, and the only had spot in the whole Mount Hood trip.

Mount Hood trip.

In attempting to get through the mudhole Wemme's machine was stalled. It took five horses to haul it out, and by the time it was cleared from the soft earth it wouldn't run. The gears had been stripped. And while Wemme was wondering how he was going to get his machine back to Portland, the farmer who first attempted to pull him out of the mud and falled, told him his bill would be \$10. This was for about five minutes' work.

It was necessary to walk to Sandy

It was necessary to walk to Sandy and telephone to Portland for another automobile.

The only comment Wemme made was that it might have been worse.

### **AUTO CHUG CHUGS**

Corrected official score gives Ralph Mulford, in Lozier, first place in Fairmount Park road race, 600-inch class, and Horry Grant, with a Lozier, third place, both cars lowering Fairmount Park course records. The Lozier has again proven its claim to the title of world's champion, having won the majority of victories over every car against which it has ever competed.

An order, which recently went into effect at the Studebaker corporation's E-M-F factories in Detroit illustrates the growing attention which American manufacturers are giving to the export trade. The order required the location of tall-lights on the right instead of the left side of 25 E-M-F "30" and Flanders "20" cars in every day's run of production. These are the care which of production. These are the cars which the firm daily ships to its dealers in foreign countries. The order is a conceasion to the rules of the road in force hour, while Me in foregn lands, where meeting cars miles per hour.

Aside from this change, and the fact that the tires for the cars must be se-lected on the metric system, instead of

New York leads in motor registration with a total of \$2,000 cars and 32,500

The Indiana Good Roads Association

There are now in the United States 155 factories producing 50 or more cars per year. Of these, 65 produce motor

A number of automobiles and motor trucks are being transported into Tri-poli with the Italian army, for service

perior to horses in many cases. In these days when races are won by less than two seconds, it is not surpris-ing that the American Automobile As-sociation Contest Board insists that none but experienced men officiate as race officials.

The Automobile Club of Buffalo claims the distinction of being the largest motoring organization in the country with the exception of the Automobile Club of America. It now has a membership of more than 2000.

An exhibit of motoring accessories will be a feature of the annual meeting of the Gasoline Engine Trades Association at Cleveland, O., from December 5 to 8. There will be more than 100 artibles.

A proposition has been made by a Pacific Coast automobile organization to have a rather terrifying Panama-Pacific colebration run in 1915. It is to have the A. A. National reliability tour from the Atlantic Coast to the Pacific. This very considerable journey, the Westerners say, will be easy of accomplishment if efforts are made from now on to build up a National from now on to build up a National highway east and west. Inasmuch as many persons are expected to visit California when the world's fair is on.

### Auto Road Record Broken.

Felice Nazzaro's long-standing auto-poble road record of 74.3 miles per

by inches, foreign dealers are supplied by the Studebaker corporation with exactly the same types of cars as those which form the regular run of the American trade.

has organized permanently and is planning a good roads crusade in all parts of the state.

trucks or commercial vehicles exclu-

According to one expert more cars have been sold in this country in the past 12 months and 210,000 pleasure cars are scheduled for the next 12. Manufacturers Plan Service Stations for Repairs.

in desert regions, where they are su-MOTORISTS ARE PLEASED

Accessory Makers Follow Suit and Autoists Will Be Shown How to Get Best Wear From Tires and Tubes.

Do you remember getting a nice,

new, shiny red drum when you were a youngster?

a youngster?
You just loved that drum. You wouldn't have broken it for all the world. Yet about two hours after you assumed possession an extra heavy whack produced a big jagged hole in the sheepskin and a solemn resolve from mamma and papa of "no more drums for Johnny," all because you didn't know how to use it and no one took the trouble to show you.

took the trouble to show you.

There have been a lot of grownup Johnnys buying automobiles during the

past few years. When they first got behind that big steering wheel they felt just as they did when they first tied that red drum around their neck.

it is capable of giving.

Western tales of rounding up cattle with automobiles were outdone recently in New York, when a policeman pursued a runaway steer in a taxicab. Twice the cab came within shooting range of the animal, but the policeman's aim proved bad. The third time, however, and after the steer had brooked over

the organization puts it forward as an entirely natural thing that many should come by automobile.

In connection with the European trip of members of the Society of Automo-bile Engineers during November, a joint meeting with the Incorporated Institution of Automobile Engineers will be held in London on November 8. At this session Howard E. Coffin, the American automobile engineer, will present a paper on chassis design. This obviously fundamental subject, selected by the representative of the British society who recently arrived in this country to confer with the S. A. E., is a most interesting one at this time. in view of the general current dis-cussion as to the relative mechanical merits of European and American chassis design. It is admitted by some European authorities that spring sus-pension and other chassis elements have been more highly developed in America. This does not include the motor, as to which argument waxes

hour, made by him three years ago in the Florio cup race in Italy, was broken twice at the recent Santa Monica road race, first by Herrick's National in the 202-mile free-for-all and again by Merz in the National, with which he won the 151-mile Shettler trophy contest. Herrick averaged 74.93 miles per hour, while Merz's average was 74.4 miles per hour.

BROOKS HAS NEW ROAD PLAN Highway to Be Built With Convict

Labor Free of Cost to State. SALEM Or. Oct. 28 -- (Special.)-Completion of a large strip of the Port-

land-Salem Capital highway is promised in a letter from M. L. Jones, of Brooks, received by Governor West today. Under the plan which he outlines it will be possible to complete the road from Brooks and Quinaby to the Salem and Oregon City road, across the Brooks road district on the Salem and Oregon City road.

His letter explaining his plan follows:

lows:

If the state and county will furnish the crushed rock at Brooks and Quinaby I will guarantee that the people of Brooks road district will build the road from Brooks and Quinaby to the Salem and Oregon City road and clear across the Brooks district on the Salem and Oregon City road for \$500 a mile, provided the state will furnish the convict labor and the county the county road machinery. The state or county need not advance any money but the road district let o have the road taxes to apply on the amount until the \$500 per mile is liquidated.

DR. PERCIVAL AND GEORGE BROWN PENETRATE NORTH.

Automobile Is Driven Through Snow Fourteen Inches Deep on Own Power.

And they knew as much regarding motor-cars as they used to know about WHITE PASS, Alaska, Oct. 13 .-(Special.) - Having successfully The result was that their car rolled ack haltingly to the repair shops, after a few weeks and they spent the interval while their machine was laid up expressing their views as to the climbed the 28 miles from Skagway to this point through 14 inches of snow, the Abbott-Detroit "Bulldog" has succeeded in annexing the tcy north to ceeded in annexing the icy north to ceeded in annexing the icy north to its collection of countries traveled in cestry. And there was no parental with Dr. Charles G. Percival and hand to lead them out to the wood-shed.

Perhaps the manufacturers have south and north by automobile, in adverse to the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing the icy north to its collection of countries traveled in the ceeded in annexing traveled in the ceeded in annexing traveled in the ceeded in annexing traveled in the ceeded in shed.
Perhaps the manufacturers have been more or less to blame in the past. They haven't spent enough time showing Johnny how to utilize his new buzz wagon. At least, that is the way a number of the most prominent manufacturers have figured it out.
The result was that the past season has witnessed the establishment of "service departments" by these car builders, with the object of providing tude of 12,000 feet, in the same madition to even having made an alti-

Since leaving Vancouver, B. C., the "Buildog" has traveled under its own power through territory into which no motorcar has ever ventured. Dr. Percival and Brown declare the machine was landed at every place the boat which brought them here stopped. "service departments" by these car builders, with the object of providing not only stations where repairs can "It was our good fortune to arrive



LARGEST CIRCULATION IN ALASKA

## The Daily Alaskan

ANOTHER WONDERFUL ACHIEVEMENT

MONOGRAM OIL

Ballou & Wright, Portland, Or.

OLDEST DAILY PAPER PUBLISHEDIN ALASKA

Skagway, Alaska, October 7, 1911.

Gentlemen: It gives me great pleasure to inform you that on the recent run of the Abbott-Detroit "Bull Dog" to Carmack, Yukon Territory and Northwest Mounted Police Post, thirty miles beyond 62 degrees north and one thousand miles farther north than the best previous run to Hazelton, B. C., that we used Monogram Oil, and for the entire run, up and back, a distance of nearly five hundred miles, (over the White Pass, the Caribou Trail, Arctic Swamp, Arctic Tundra, Muskan, and twenty to thirty per cent grades) we used two gallons of Monogram Lubricating Oil. As this run is the farthest north ever made in the history of the automobile industry and over trails which can only be negotiated by dog sleds and pack animals and only during the Winter months, we consider the achievement of the Abbott which won the trophy given by the Daily Alaskan of Skagway a most enviable one, and we feel sure that you will feel interested to know that we used Monogram Oil on the trip and have been for thousands of miles.

> Respectfully yours, Geo. D. Brown, Driver Abbott-Detroit "Bull Dog" 100.000-Mile Tour.

P. S. Mileage to date, 35,600 miles.

G. D. B.

If Monogram was good on this trip to Alaska, why isn't it good for you? Better try it!

# BALLOU & WRIGH

Distributers, 80-82 Seventh St., Portland, Or.

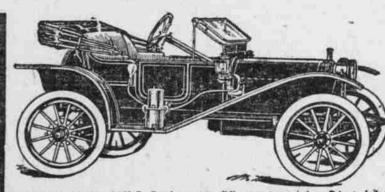
ments, the average automobilist can be at Alert Bay, the famous Indian vil- made stops at Prince Rupert and Port saved many dollars each year. lage and missionary settlement, with its ancient and curious totem poles, during a potlatch festival. The auto-mobile attracted a great deal of inter-est from the members of the Kwau-

kiutis tribe, many of whom had nevet seen one and had no idea of the won-derful mechanism of the carriage which ran up and down their narrow streets without the aid of dogs or

Simpson, the first northern post estab-lished by the Hudson Bay Company. When we stopped at Ketchikan, a copper mining camp on the Alaskan frontier, we were able to inspect the surrounding country at all hours of the 24, for here is the Land of the Midnight Sum." From here the "Bulldog" party will

streets without the aid of dogs or continue north until it is impossible reindeers.
"At Swanson Bay we visited the immense pulp and lumber mills, and also ly after that.

## See how little it costs to run this \$750 car



For three years the Hupmobile has peen showing more people every year what economy in motor car operation really is. The first cost of the Hupmobile is less than the annual depreciation of many-

expense of running them. And, by the way, \$750 or \$900 for a Hupmobile-brings you everything you It is ready to show you—and to show require in the way of equipment. you the infinite advantages and

heavier cars-to say nothing of the

As for cost of operation-many farmers are running their Hupmobiles on are running their Hupmoonies of average roads, for as low as 25 cents. The catalog will help you to understand why; and the Hupmobile dealer can further enlighten you.

out a tire puncture and 10000 on name of your dealer

one set of tires. That means more than a whole year's use in the service of the average car owner. Hupmobile simplicity and strength re-

duce repairs to the very minimum. With ordinary care the majority of Hupmobile users run their cars an entire season without repairs of any but the most trivial sort.

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