

SHORT TRIPS SCENIC

Forty-Mile Ride Brings Joy to Portland Motorists.

FUEL CONSUMPTION SMALL

Tour to Oregon City and Return Made on Two Gallons of Gasoline — Fertile Valley Excites Praiser.

"Those living in the city who own an automobile may consider themselves fortunate at this time of the year," said Will F. Powell after taking a 40-mile spin in the country with Frank Cary in a Michigan "40" last week. "Without some diversion in the general routine of life, soon cobwebs will accumulate rapidly in the mental faculties of those who confine their thoughts and actions to one line of activity, and here is where the motor car has proven such an important factor in the process of rejuvenating the tired brain of the city business man."

"A drive along some of the smooth roads leading out into the country from Portland will bring one in touch with Nature in all of her beauty; a transition from the busy, throbbing streets of a large city to the enchanting scenes of the country places one in a natural environment which affords enjoyment beyond description."

Prosperous Farms Dot Path.

"We emerged from Portland via the Foster Road to the highway leading to Oregon City, going as far as Clackamas, then diverting our course northward, traversing a beautiful little valley with waving grain fields on either side and dotted here and there with comfortable and attractive homes. As our speedometer indicated 15 miles we were crossing the Clackamas River on the Baker bridge. Then our course was changed southward, following the east bank of the Willamette to Oregon City."

"It would be difficult to find a more beautiful section of country than along the eastern shore of the Clackamas River. Just far enough above the water to be out of danger of floods, a level strip, sufficiently wide, is a good road, shaded the entire distance by tall stately fir and pine trees, making it a delightfully cool one on a hot summer day. From the abrupt hills which follow the contour of the river, many springs burst forth to quench the thirst of travelers. Ferns and wild flowers in profusion fill the air with fragrance, causing one to linger on the journey through this section. Almost anywhere the river is accessible from the road, and, judging from the many picnic parties observed, this is a popular section for automobilists. Every moment of the trip was interesting, and those who have not traversed this route should designate it as their next journey."

Forty-Mile Trip is Cheap.

"Our return to Portland was via Oregon City and the West Side of the Willamette River. The only hill of any consequence encountered was the one approaching Oswego, and the machine ascended its way smoothly and silently, as though it were an easy matter to annihilate distance under such circumstances."

"As we reached the finishing point the speedometer indicated that we had traveled 40 miles in two hours and 20 minutes, consuming two gallons of gasoline, which dispels the idea that the cost of maintaining an automobile is such an expensive luxury."

"Nature has beautified every spot within easy driving distance of this city and this exhilarating environment is yours to enjoy for only a little effort and time."

AUTO CONQUERS SAND BANKS

Roads From Spokane to Portland Good, Says Motorist.

Ray Paulson, of Spokane, drove a Winston Six from the inland Empire hub to Salem, via Walla, Walla, Penticton, The Dalles and Portland, last week. According to Paulson, the roads are in excellent condition for this time of the year. In returning from Salem to Portland, the Spokane man says he made the trip in 1 hour and 40 minutes.

"We would have had a pleasant trip all the way if it had not been for the obstinate tender of the ferry at John Day ferry," said Paulson. "This man refused to ferry us across the river, on the score that his boat was engaged on an undertaking. Then we had to go around by way of Arlington, 75 miles off our route, and ran into the sand banks opposite The Dalles. We pulled through the sand on our own power. It was the disagreeable part of the entire trip."

Rose Leaves for East.

L. H. Rose, Northwest manager of the Studebaker Corporation, left Friday for Detroit to confer with Ernest R. Benson, who was recently appointed sales manager of the automobile department to fill the vacancy left by the resignation of Paul Smith. Mr. Rose will attend the Indianapolis races May 20, where he will endeavor to secure entries for the Tacoma race in July.

Los Angeles Plans \$25,000 Meet.

Prominent Los Angeles motorists are already planning for another road race. Plans have been mapped out for the greatest motor automobile event ever run in the West. A prize of \$25,000 has been named. This is the largest amount of money ever offered for a Western meet. The proposed meet is set for Thanksgiving day, and will be run over the Van Nuys course.

Adjustable Seats Feature Cars.

Adjustable front seats that may be moved forward and back, to fit any leg length, are features of the standard-Dayton "Knight," "Special" and "Saybrook" models. The forepart of the bodies are built unusually wide to allow the utmost freedom of movement.

WEAK MISSIONS ARE AIDED

Cost of Parsonages Comes Up at Presbyterian Meeting.

SPOKANE, Wash., May 18.—Missions and weak churches to the number of 81 asked and received aid from the general conference of missions of the Presbyterian Church of North America, now in annual session here. The amounts range from \$200 to \$2000, and the total amount granted for church aid is \$24,320. In connection with the consideration of a request for additional donations to a church which had built its parsonage on the loan plan and the pastor was unable to keep up the monthly

payments, the members of the conference expressed their decided disfavor of the policy of incurring heavy debts for the construction of parsonages. A resolution advocating that not more than \$20 a month rental be paid for mission ministers' parsonages, and that congregations not build a parsonage costing more than \$2500 will be considered. Discussing the question, the Rev. A. F. Kirkpatrick declared: "It is nobody's business how we pastors spend our salaries. We certainly earn every cent we get, and we should be allowed to spend the money for the kind of homes that we can get and make both ends meet."

Mechanician Is Real Hero of Auto Races

Pilot's Partner Plays a Prominent Part in Success of the Glory and Credit Goes to Man at Wheel.

These are the days of intense excitement and activity around the famous Indianapolis motor speedway, where many intrepid pilots are turning their steel mounts for the coming 500-mile contest. While the driver is the center of interest and upon him largely depends the outcome of the strenuous contest, there is another figure not so spectacular but none the less necessary. He is the mechanician. He is experienced in the rigid discipline of motor car racing, operates the oil pumps, watches for cars that are trying to pass, and aids and relieves the driver in every way possible. His main requirement is to take orders the same as a soldier. He does not get the glory nor credit, but plays his part in silence and with a brave and unselfish spirit that makes him a hero nevertheless.

AUTO CHUG CHUGS

Registration of Automobiles in Georgia Has Passed the 114,000 Mark for the Year 1912.

Fire and marine insurance companies cannot write liability automobile insurance. It is written exclusively by the casualty companies.

There was an increase of over \$2,000,000 in 1911 over 1910, in the importing of motor vehicles and parts into Australia, and of \$1,900,000 in oil and kerosene.

From Panama to Chile the automobile is increasing in popularity, although operation is rather high in cost, owing to the mountainous character of the country. American automobiles are practically unknown in several of these countries, but in Chile and Peru several lines are represented.

Sales of various kinds of rubber goods in New Zealand have considerably increased in value during the last several years, as is shown by the following report on motor car tires during the years 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, and 1917: 1908, \$167,538; 1909, \$149,878; and in 1910, \$236,256.

The St. Paul Motor Car Dealers' Association, St. Paul, Minn., reports a profit on the second annual automobile show and has resorted to the Auditorium for the third week of next February, when the third show will be held. After paying the bills, the association voted \$2000 to the Automobile Club of St. Paul, according to the agreement made previous to the show.

Announcement has been made by the Missouri Pacific Railway that the American Car & Foundry Company, of St. Louis, is building 500 automobile cars and 500 furniture cars for the road. These cars are all 48 feet in length, 10 feet high, with 10-foot staggered doors. The difference between the automobile and furniture cars is that in addition to the side doors the automobile cars have end doors also.

America has no great annual non-stop run for automobiles, and it is therefore interesting to learn that such an event is to be contested in and around Detroit over a stipulated course under the rules of the American Automobile Association and for a valuable challenge trophy and minor trophies. The run will take place in September. The Michigan State Agricultural Society will make an application this week for the sanction, and will offer as the grand prize for the event the Michigan State Fair trophy to be contested for annually.

Information from Santiago, Chile's principal seaport, shows that importations of automobiles already are showing a marked increase due to the lowering of the customs duty. Sixty per cent ad valorem has been charged, but February 12, by act of Congress, the rate of collection was changed to 15 per cent. The principal cities of this republic have finely paved streets and there is a lack of importance offered to dealers in automobiles. Cars already in use here are largely of European manufacture, but the introduction of American cars is increasing.

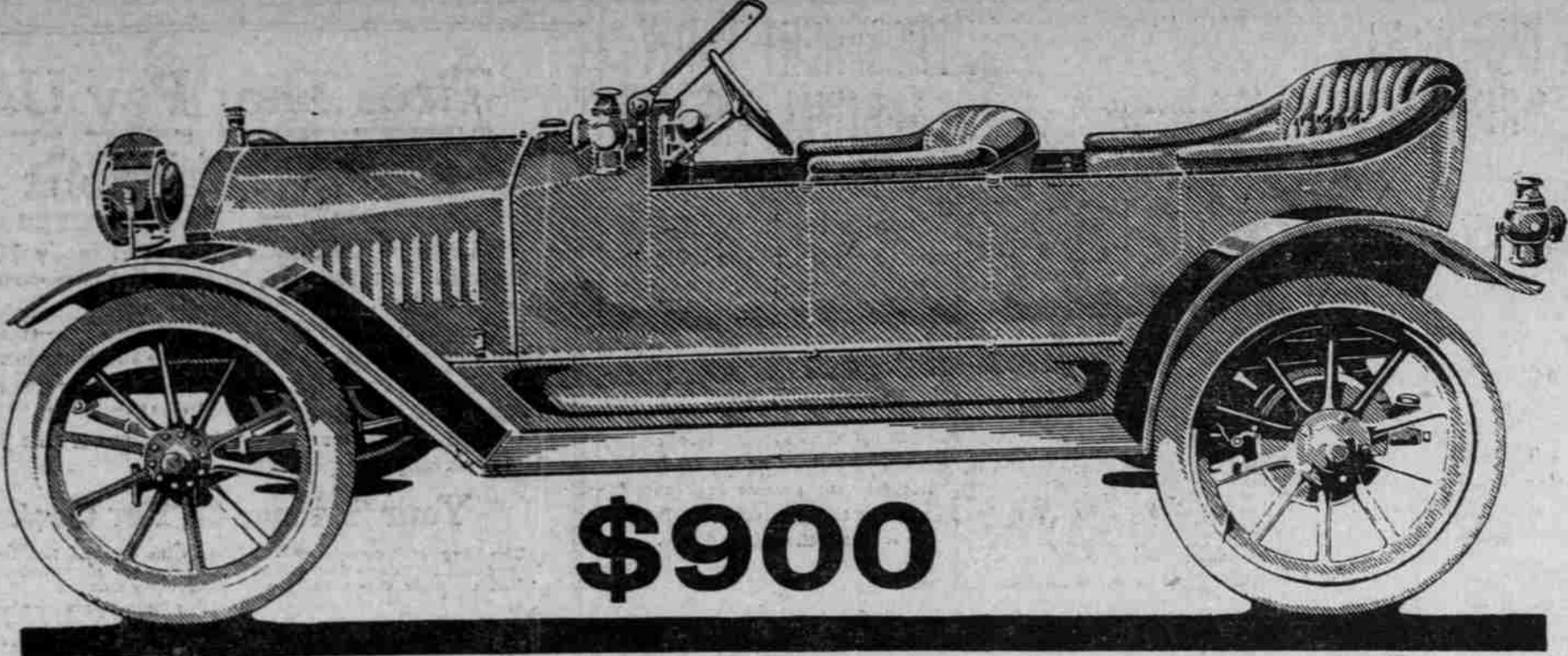
Under a decision handed down in the Municipal Court of Brooklyn, an innkeeper or hotelman who issues storage checks for automobiles to his patrons and then allows some unauthorized person to get away with an automobile without producing the appropriate check must pay damages to the owner of the abstracted car.

Because freight rates on the Pennsylvania and Reading railroads affecting milk shippers in New Jersey and Philadelphia suburbs have been raised, members of the Interstate Milk Producers' Association are seriously considering the wholesale employment of motor trucks to transport their products and have appointed a committee to look into the feasibility of the plan.

Following the failure of all efforts to secure the passage by Parliament of a bill to regulate the carrying of rear lights on all vehicles using the roads at night in England, the Automobile Association bought 12,000 reflex lights, which it is distributing among car owners and bicyclists to demonstrate to all users of the road how cheaply and simply their safety can be assured in these days and nights of motor traffic.

Commercial motor vehicles will have their license tags in England, on June 15, when the sixth annual motor truck parade takes place in the British metropolis. The machines will not be inspected while on parade, but examination of the store-sheds, drivers and cars will be given by an engineer. Prizes will be given to the drivers and the owners, special awards going to the former for the best results in a written technical quiz.

All the roads of France are classified by the government as national, department, rural, and so on. There are six distinct classes, and by giving the order of their importance, it is possible to regulate the precedence of the traffic on them. Thus, a wagon traveling on a first-class or national highway has precedence over an automobile turning out of a rural or six-class road, the rate in each case being that the traffic on a lower grade road shall give way to that on a road of superior class. This regulation is rendered easy of application because the road classification has been in common use in France for years.



\$900

Hupmobile Long-Stroke "32" Touring Car, \$900
F. O. B. Detroit, including equipment of windshield, gas lamps and generator, oil lamps, tools and horn. Three speeds forward and reverse; sliding gears. Four cylinder motor, 3 1/4 inch bore x 5 1/4 inch stroke. Bosch magnetos; 106 inch wheelbase; 32 x 3 1/4 inch tires. Color, standard Hupmobile blue. Roadster, \$900.

The deeper you go into detail the greater will grow your regard:

Hupmobile



Hupmobile Runabout, including equipment of top, gas lamps and generator, three oil lamps, tools and horn. 4 cylinders, 20 h. p., sliding gears, Bosch magnetos, Roadster, with 110 inch wheelbase, \$850.

It is true of any car, of course, that the inside—not the outside—establishes its value.

But this is particularly true of the Hupmobile. It is especially true because, the moment you begin to inspect the chassis, you find workmanship uncommon at the price.

Your good opinion of the car will increase in proportion to the care with which you study its parts.

If you are not expert in engineering, it will pay you to have us indicate the fine points of Hupmobile practice.

Learn what long-stroke actually means—how much it intensifies the pulling power.

See how faithfully Mr. Nelson has followed the finest foreign practice in the ratio of bore to stroke.

If you drive the car, and see its pulling power triumph, at slow speed over sand or mud that would stall a motor of ordinary bore and stroke, you'll need no further demonstration.

But learn in advance, by studying the engine, how much additional value is incorporated in the \$900 price by this long-stroke principle.

Learn to appreciate, in theory, before you prove it in practice, the economy with which this excess power is secured.

Study the oiling system—in itself a type of the highest ingenuity and efficiency—which distributes oil when, where, and as it is needed, with absolutely unflinching certainty.

Notice the advanced practice followed in combining motor, clutch and transmission in one compact space and weight-saving unit.

Let us explain why it is such an advantage to have the cylinders cast en bloc—how the valves (at the side) are made dust and dirt proof.

Let us tell you how the common liability to crankshaft strains is avoided by the use of three generous crankshaft bearings instead of two.

Let us tell you why Hupmobile carburetion is almost unbelievably reliable—how it insures correct mixtures at all speeds and under all loads, without resort to adjustments.

The further you go into detail, the greater will grow your respect for this truly remarkable car.

Study it, here, at first hand. Familiarize yourself with its good points.

You'll realize then what renders the price extraordinary—or, to be more precise, how great is the value you get in the Hupmobile at that price.

Hupp Motor Car Company, Detroit, Michigan

Dulmage & Smith

Phone Marshall 1699, A 1299 46 North Twentieth St., Portland, Or.

SPRING WATER ASSURED

RIGHT TO LAY PIPELINE IS SECURED FROM COUNTY.

Auto Club Will Donate 300 Cars for Entertainment of Visiting Elks.

Permission to Lay Water Pipes Along the County Road from the Spring to the Club Grounds was Secured Last Week by the Portland Automobile Club.

SPokane Counsel Quits

Friction Shown in Letter of Resignation Effective June 1.

MORSON TARGET FOR WEST

Governor Says Land Man Runs Everything but Water on His Land.

is cleared away the parking of the grounds will commence. Brush and trees in front of the house will be cleared away so that a view of the river and surrounding country can be had from the veranda.

At the meeting of the board of directors Friday it was decided to temporarily suspend the rule prohibiting the asking of members to donate machines for entertainment purposes.

This rule was set aside in favor of the coming Elks' convention. Three hundred autos will be asked for from members on this occasion.

New members have been elected by the score during the past month. The club now boasts of a membership of more than 650.

SPOKANE, Wash., May 18.—A. M. Craven, Corporation Counsel for the city of Spokane, presented his resignation today to the City Council.

The Council had requested him to leave office on July 1. His resignation is to become effective June 1. Counsel Craven, in his letter, intimates that his leaving office is due to the fact that, under the charter, he was compelled to make legal rulings restricting the exercise of authority by the City Commissioners in civil service and other matters. The Commissioners assert the council allowed them to pass certain ordinances and then ruled that they had no right to take such action.

SALEM, Or., May 18.—(Special).—Morson runs the irrigation project he runs the town of La Pine and he runs

from any other Morson-controlled source will put water on Morson's wheel nor on his land," declared Governor West yesterday in response to charges included in resolutions from the La Pine Commercial Club.

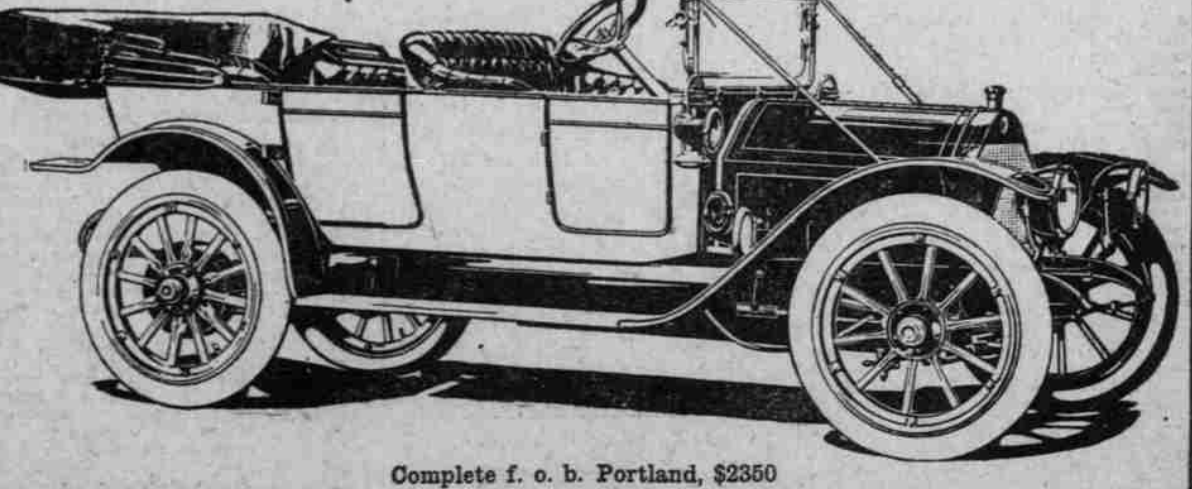
"Neither resolutions from the club or

Depot Saloons May Have to Go. SALEM, Or., May 18.—(Special).—

Railroad Commissioner Miller has asked Attorney-General Crawford to furnish an opinion as to whether the Commission has power to remove saloons located at the Jefferson-street depot of the Oregon Electric in Portland.

VELIE MOTOR CAR

The Car—worth every cent you pay for it, combining your every ideal. A Service Department—in closest touch with your every motoring problem. A Guarantee—that saves you dollars. Ask any Velie user.



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