

MOTORISTS REPORT ROAD IMPROVEMENT

Two Parties Arrive During Week on Trips of Approximately 7000 Miles.

MONTANA HAS BAD SPOTS

Gasoline on Continent-Wide Trip Ranged From 15 to 35 Cents a Gallon, Highest Tariff Being in Dominion of Canada.

Marathon motorists are piling into Portland since the roads around the country have been opened up for good automobile travel. Two parties, each with a record far above 5000 miles, arrived here last week and continued on their respective ways. E. D. and A. N. Mead, of Greenwich, Conn., trundled into Portland in their Packard roadster after motoring 7000 miles across the continent from their home. J. M. Carpenter and E. E. Biles, of Los Angeles, arrived here on their way home from a tour of the East and Middle West and across Canada and the Northwest to Oregon. The speedometer showed 6350 miles.

Numerous parties from Seattle and British Columbia points passed through this city last week en route to California.

Trans-continental touring has been given a decided impetus during the past two years through the work of the American Automobile Association, the Touring Club of America and many good roads' associations, all of which have combined to map routes and place accurate data in the hands of motorists. Many of the difficulties that formerly beset the trans-continental tourist have been eliminated and the general swing across the country with comparative ease.

Road Improvement Marked.

This is the second time over half of the route for J. M. Carpenter. Two years ago he plied a Dodge through around the country east of Chicago and back over the northern route to Winnipeg. The Southern California motoring enthusiast declared that the general improvement of the roads since his first trip is so pronounced that it will not be many years before the complaint about bad roads will be a thing of the past. He has motored from Los Angeles to Portland several times during the past three years, and firmly believes that in a few years there will be a fine road from Southern California to British Columbia.

While touring in Iowa the Californians got a glimpse of careless driving that resulted in a fatal crash. The car was in the car. It was the only incident that marred the pleasure of the long rambling journey.

"There was a big car running about two miles ahead of us," said Carpenter in recounting the story, "and we noticed that it disappeared suddenly. When we came in sight of the car again it was turned over near the bank of a stream. One of the women in the party was screaming for help. By the time the car was reached and the prisoners extracted the baby was dead.

"The driver, it seems, in attempting to straddle a rut went too far out of the road and the car struck the embankment. No one was hurt but the baby."

Montana Furnishes Variety.

Surprises galore were in store for the wanderers when they left Helena, Mont., to cross the mountains. They were surprised to find that the road was in such fine luck, they encountered the steepest, roughest grade on their whole trip. This was between Thompson and Murray.

Road work was being done at this point and the man in charge told them it would be impossible to negotiate the hill without the aid of a horse. He had been waxing rich by pulling autoists up the steep incline, charging from \$3 to \$5 for the half-mile haul.

"It is no use of you trying to make it," he told Carpenter, after sizing up the modest proportions of their machine. "Great big machines come along here and have to get the aid of horses to make the hill. You might as well let me hook on in front now, for it will cost you more later."

Having made all the journey and traveled over a road that looked impassable on their own power, Carpenter concluded he would take a run at the hill anyway. After spluttering, and coughing and stalling, the Harris "bug" finally pulled over the divide.

"Car Goes Straight Up." "That was some climb," said Mr. Biles. "For half a mile we went straight up in the air, it seemed to me. The grade itself wouldn't have been so hard if it hadn't been for the road work that was going on. The road was torn up, and recent rains had made the center slippery. It was hard to get traction."

"We would never have made it on our own power if we didn't have a stout rope. Nearing the top, we drove a stake in the ground, attached the rope to the stake and the wheels, and then the machine just hummed along."

Although no accurate expense figures were kept on the trip, Mr. Carpenter estimated the expense at about 15 cents per mile. This included all operating expenses for the car.

"It has been my experience driving about the country that five persons can be carried in an automobile at a cost of approximately 5 cents a mile," said Mr. Carpenter. "This is far cheaper than traveling by rail, providing the same number of stops are made."

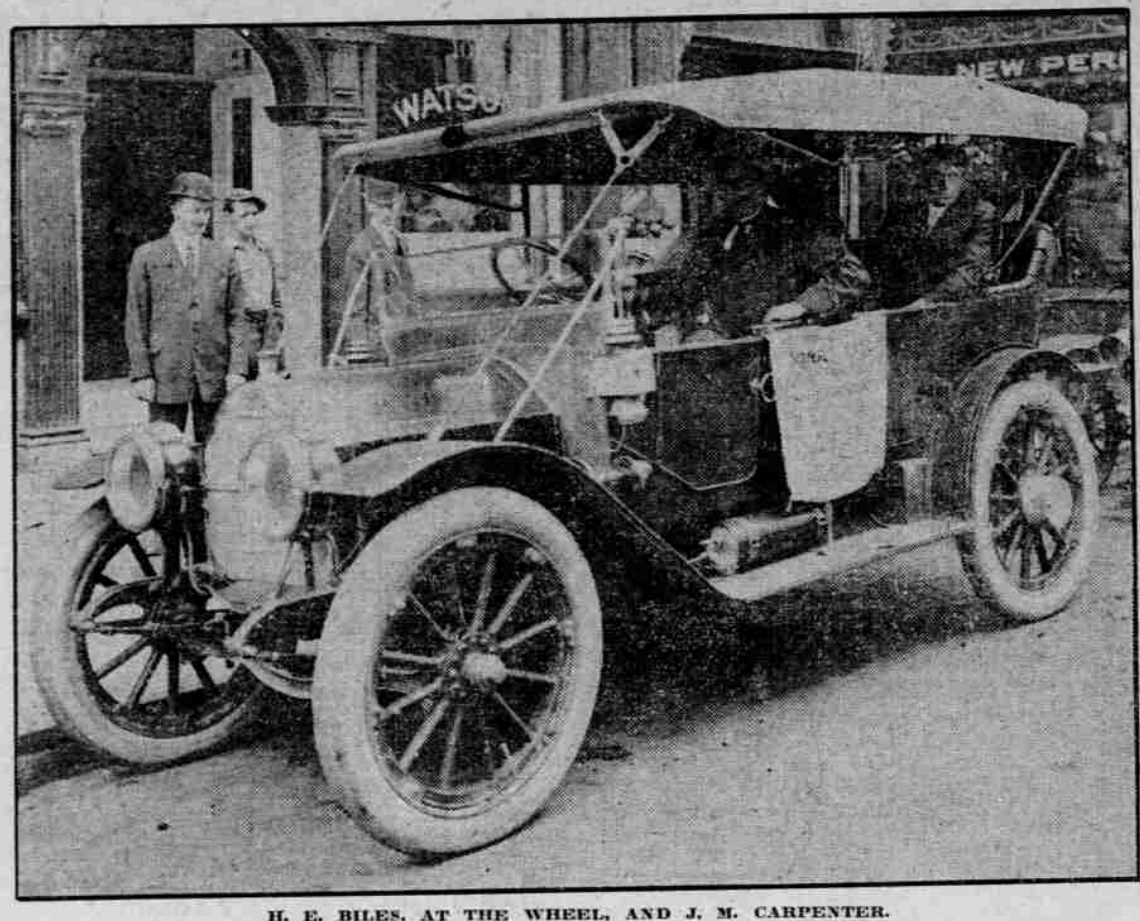
"Gasoline for the entire trip averaged about 22 cents a gallon. All through the East and Middle West it was 15, but the price went higher as we pointed West. We paid 35 cents a gallon in many places in Canada."

Start Made From St. Louis.

Going by train to St. Louis, Mo., Mr. and Mrs. Carpenter and Mr. and Mrs. Biles took the new motor car started for Buffalo. After spending a month rambling through Pennsylvania and New York, they started for Canada, crossing the border at Kingston, Ont., and proceeding by continuous rain. prevented them driving to Montreal, as originally planned. Instead they drove to Toronto, London, Windsor and back to Detroit.

Toronto was the only Canadian city where the Americans were forced to take out an automobile license, the American registration number not being recognized there. They kept the Canadian number on the front of the car until they reached Detroit. There the policemen stopped them several times, there being no regular times between the two cities. When they showed their California number there was no trouble.

LOS ANGELES MOTORISTS WHO ARE NEARING END OF LONG TRIP ACROSS CONTINENT



H. E. BILES, AT THE WHEEL, AND J. M. CARPENTER.

John Hat and Willow Creek, where they crossed back into the United States, were fairly good. The route to Portland was via Haver, Great Falls, Cascade, Helena, Missoula, Thompson Falls, Murray, Wallace, Coeur d'Alene, Spokane, Colfax, Walla Walla, Pendleton, Echo, the old Government Trail to John Day Ferry, Wasco and The Dalles.

REGAL REPRESENTATIVE HERE

Pierce in No Hurry to Close With Agent for Oregon Territory.

After signing up new agents in Seattle, Tacoma and partially concluding negotiations for British Columbia territory, F. L. Pierce, Western representative for the Regal, returned to Portland last week. He is seeking to establish a Regal agency in this city before returning to his San Francisco headquarters.

Pierce is enthusiastic over the reception accorded the little underslung cars in the North and is decidedly optimistic over the outlook for the coming season.

The Regal has been without an agent in Portland for more than a year. It was formerly handled by Charles Eastman, when he was at the head of the company which had the White agency. Pierce has had several men after the Regal, but refuses to let the contract until he finds parties that he is absolutely certain will stick in the business and make good representatives.

OREGONIANS ON LONG TOUR

Auto Club Head Will Study Road Conditions in California.

Equipped with a complete camping outfit, Dr. G. S. Wright, president of the McMinnville Auto Club, is enjoying a tour through Southern Oregon and California, with Mrs. Wright and a party of friends.

Dr. Wright snipped his car to The Dalles by boat, and was then joined by another party of automobilists from Brownsville, consisting of Mr. and Mrs. D. D. Irvine, Mr. and Mrs. B. Boyer and Mr. and Mrs. Roberts. They drove through the Central Oregon country to Crater Lake, where they remained several days, and are now continuing their tour through California. Dr. Wright will study the road problems and test the automobile as a traveling vehicle. He has equipped his 10-horsepower Buick runabout with a compact camping outfit attachment that is remarkable for convenience and ingenuity of construction.

Truck Brings New Trade.

Out of a maze of figures comparing the expense of horse haulage as against the motor truck, a refreshing letter comes to the Kiesel Motor Car Company in response to its queries regarding the performances of Kiesel motor trucks in various parts of the country. "I haven't kept any figures," writes this owner, a Southerner, "because I didn't buy my truck for the purpose of saving money. I bought it to improve my service by insuring quicker delivery. I reckon my local newspaper ads, which read 'Motor Delivery' have brought me enough new business in the last year to pay for the truck."

"Ads" Bring Quick Results.

That the R-C-H Corporations' announcement of its 1913 touring car has created a stir among motorists generally throughout the country is borne out by the number of inquiries that are coming in to the factory and dealers, as a result of the newspaper advertising campaign just opened. The number of replies already received closely approaches the volume that resulted from the first announcement of the R. C. H. last Fall.

MT. HOOD ROAD OFFERS FINE TRIP FOR AUTOISTS

E. M. F. "30" Finds Ideal Country Going on Way to Base of Snow-Capped Peak—Wemme Urges Auto Owners to Help Cause of Good Roads.

Motoring to Mount Hood and return in a day had long ceased to be a feat to attract comment. Making the round trip in an afternoon will soon be a common performance, if road improvement campaign just opened. The number of replies already received closely approaches the volume that resulted from the first announcement of the R. C. H. last Fall.

Threatening weather kept the usual crowd of Mount Hood motorists at home last Sunday. While it rained heavily here early Sunday morning and continued to threaten a cloudburst for several hours after dawn, it did not rain enough in the country to put the roads in bad condition. On the contrary, it acted as a sprinkler to lay the dust, which fact gave added enjoyment to the run. In some places the road was slippery, but with chains there was no danger of skidding. Although it rained slightly for the most part of the afternoon, the drive was thoroughly enjoyable. A party,

LONG TRIP ENJOYED

San Diegans Motor to Portland in Small Car.

NEW ROUTE IS SELECTED

Men Make Journey From San Francisco in 11 Days and Then Continue Their Jaunt Northward to Vancouver, B. C.

Finding a route for motoring vacationists, J. W. Rife and A. E. Roberts, of San Diego, made an out-of-the-way trip from San Francisco to Portland, arriving here last week after 11 days on the road with their sturdy little Flanders "20."

Having followed the beaten trail of auto travel from San Francisco North several times, Rife and Roberts decided to pick out a new route for motorists who like the wild and untamed roads of the West.

That they succeeded was evidenced by the condition of their machine and the pictures they exhibited on their arrival at the Portland Studebaker headquarters.

With nothing but praise for the beautiful rugged mountainous scenery found along the route, the Southern California jaunters tarried long enough here to tell of the good roads found, the joys of such a journey and the fine way in which their car pulled through.

Although they carried a complete camping outfit, expecting to be forced to live out-of-doors considerably, not once was the paraphernalia called into play. They did not try to arrange their schedule so that they would make a town each night yet each time they decided to stop they found a place where hotel accommodations were to be had.

Fishing and an occasional hunting feat contributed to the joy of the trip. Along the route they discovered several streams of the kind that gladden the heart of the angler, and game abounded all through the mountainous country.

Poultry Belt Traversed. Leaving San Francisco, the wandering autoists, who did not particularly care which road they took, as long as it headed in the general direction of Portland, drove through Marin County and on to Petaluma. After passing through the chicken raising belt of Sonoma County they followed through Glen Ellen, Santa Rosa, Healdsburg, Cloverdale, Lakewood, Bartlett Springs, Williams, Willow, Greenwood, Kirkwood, Tehama, Red Bluff and on to the Pacific Highway at Redding. The rest of the journey to Portland was via the "Road of Three Nations."

Except for the steep grades in the Siskiyou and the rough roads between Redding and Dunsuir Rife declared

Race Figures Interesting.

A perusal of the official tabulated figures of the 500-mile race in Indianapolis reveals some very unexpected things, most conspicuous among which is the fact that, excepting only one other car, the best time made by any car during the last 50 miles was made by Charley Mear in his Stutz.

Including W. L. Woempner, Paul Koehler and Paul J. Feely, made the trip in an E-M-F "30," leaving here at 9 o'clock and arriving at Rhododendron Tavern, after an easy drive, at noon. Except for a short strip of rough road after entering Clackamas County, the road was uniformly good. The time of three hours can be lowered considerably if the driver had an inclination to speed.

Numerous camping parties were seen within ten miles of the tavern and at least a dozen machines were found along the route. With several signs strung through the toll gate at 2 o'clock to make the climb to Government Camp. The Toll Road is in excellent condition.

Wemme urges automobile owners who have not contributed to the improvement of the Mount Hood road to get in line and help the good cause along. With several signs strung across the road, he admonished all who have not done their share to stay off the "private" thoroughfare. On the other side is an urgent request that motorists see Wemme and contribute to the further improvement of the route.

that he was surprised at the fine condition of the roads. "You can't expect streets when you are out in the mountains or boulevards, when crossing sparsely settled country," added the San Diego motorist. "But for the country traversed, I thought the roads were great."

Loyal to their home town, they carried a big banner on their car boosting the fair that is to be held in San Diego in 1915, marking the opening of the Panama Canal. Every opportunity that presents itself for lauding the Southern California seaport is taken advantage of by them, and in vigorous enthusiasm, they manner they tell of the glories of the city and its tributary country.

Auto Travel Praised.

Advice is given to autoists by both Rife and Roberts to have nary a fear about starting out on a trip over uncharted roads.

"In this age it is pretty safe to go anywhere with an automobile and as long as one has the time it is the only way to travel and spend a really enjoyable vacation," said Rife. "We did not have the slightest idea of the kind of roads we would be forced to go over, yet we pulled through without the slightest mishap, thanks to the great little car we have."

"The most dangerous part of the whole trip was in the Siskiyou, where the roads are winding and narrow and very steep. Careful driving, good brakes and plenty of power is all that is needed to get through safely."

"Farmers in California and Oregon are very hospitable. Many times we stopped at farm houses to stay the night and were always courteously and warmly treated."

VALLEY PROSPECTS BRIGHT

Fred Howe Cuts Trip Short When He Runs Into Bad Roads.

After spending four days driving through the Willamette Valley, Fred N. Howe, district manager for J. W. Leavitt & Co., Overland distributors for the Pacific Coast, declares that there are bright prospects for a record sale of automobiles in that territory during the coming season. Mr. Howe examined into conditions closely and is optimistic over the outlook.

While on the trip, which took him over 400 miles of roads of all descriptions, the Overland manager kept an accurate account of the gasoline and oil consumed by his machine. It used 20 gallons of gasoline and one gallon of oil, making an average of 29 miles to the gallon.

Howe found worse roads than he expected, and this fact cut short his trip.

\$10 LICENSE PROPOSED

Vancouver Prosecutor Desires Fish and Game Protected.

VANCOUVER, Wash., July 27.—(Special)—Oregon sportmen can no longer whip the stream of Clarke County for Washington's prize trout or hunt within its boundaries without taking out a \$10 license, if the ruling, which will be proposed by Prosecuting Attorney, is approved and adopted by the next Legislature. Thousands of dollars are spent by the state annually to stock its streams, yet it is a noticeable fact that a great percentage of the fishermen in the Columbia River counties are residents of Oregon, and every Sunday they come by train from this side, filled with fishermen from the other side of the river, carrying home well-filled baskets.

As a border city Vancouver has also earned the unenviable reputation of being the city of mixed marriages, and a law prohibiting this will also be introduced by Mr. Temple at the Tacoma convention next week. Being the first city that Californians can reach where the law does not prohibit inter-race marriages, many Japanese and Chinese have secured licenses to wed white women here within the past few years.

WHITE MOTOR TRUCKS

Have More Than a Guarantee Behind Them.

The purchaser of a motor truck, to be secure in his investment, must consider not only the construction of the truck and its adaptability to his business conditions, but also the financial responsibility and integrity of the truck manufacturer behind it.

The guarantees and service inducements under which so many trucks are offered for sale, and every responsibility of the manufacturer, are secured in the White Trucks, which are manufactured by a company which has had the confidence and respect of the industrial world for over fifty years. The name of the White Company is the best guarantee in the world of a sterling quality of White Trucks.

WHITE CAR AGENCY, Portland, Or., Sixth Street, at Madison.

1913 Stoddard-Dayton "48" 1913

No other car at the price has the size, style and luxury of the Stoddard-Dayton "48"

THE "48" has no competitor, with an established place in Motordom, at nearly its price. It is one of the models which has built the enviable reputation of Stoddard-Dayton cars—which demonstrated that it is unnecessary to pay more than \$2800 for a car of real quality.

The "48" is built for comfort, beauty and serviceability—its body is roomy, its lines graceful and modern. Deep upholstery, long wheelbase and springs, powerful and quiet motor are features to which Stoddard-Dayton "48" owners point with pride and admiration.

A car which can be produced consistently for nine years, progressing steadily as new refinements and conveniences were adopted, is the kind of a car which you want to own.

DELIVERIES NOW. We are able to make delivery of touring car and roadster models at once. We have a full line of models on exhibition at our show rooms, and if you will telephone or write we will be pleased to send a car for you.

The specifications and equipment of the Stoddard-Dayton "48" include: 123-inch wheelbase; 36x4 1/2 tires; Q. D. demountable rims; selective transmission; gas head lights and tank; Hartford shock absorbers; powerful brakes; ignition system with starter button; mohair top and boot; storm curtains; windshield; all tools.

Stoddard-Dayton Auto Co. 680 Washington Street, PORTLAND, OREGON.

J. S. ANHEART, Eugene, Or. S. E. CARBENESS, Joseph, Or. W. J. FRUIT, Salem, Or.

SCOTT V. DAVIS, Medford, Or. A. H. HARRIS, Tillamook, Or.

SPEEDWAY IS PLANNED

New York Enthusiasts Form Association.

FORD CAR MAKES RECORD RUN

Little Machine Lowers Time Between Vancouver and Seattle.

Breaking all previous records, a Ford car, driven by W. A. Baldwin and E. C. Reynolds, of Tacoma, made the trip between Vancouver, Wash., and Seattle in seven hours and 34 minutes. The trip was made Wednesday.

The run was made under the rules governing competition for the Chandler & Lyons perpetual challenge trophy, offered for the best time between the two cities named. The drivers checked out at the St. Elmo Hotel, Vancouver, and registered at the Chandler & Lyons store in Seattle.

NEW METAL IS FOUND

MITCHELL COMPANY TESTS LATEST STEEL PRODUCT.

Modern Process May Result in Auto Frames Becoming Unusually Strong and Durable.

The everlasting search for improvement in the metals entering into the vital parts of automobiles and its accompanying results is the answer to the wonderful service these machines endure. But a few short years ago it was an every-day occurrence to read of a serious accident in some part of the country due to the failure of a vital part of a machine. Year by year these failures have grown less and less and today we marvel at the fact that a machine having been driven over an embankment or through a fence or is upset and that no damage has been done other than a few bent parts.

With all this improvement in the quality of materials, the automobile manufacturer of repute is restless for something still better. Research laboratories, with expensive men in charge, are constantly examining the materials

entering into their products and testing others submitted for approval. In this connection the makers of the Mitchell car have recently made a great find. Several weeks ago an unpretentious man, Herr Ingemar Polstrovit, presented himself at the works with a letter of introduction from their London manager. His mission was to introduce a new metal possessing unusual tensile strength and non-crystallizing qualities. The Mitchell laboratories have since been busy testing the samples presented and with results so far surpassing materials thus far known that confirming tests were ordered before the figures would be accepted. It is now rumored that the manufacture of this metal is contemplated by a large steel manufacturer of Chicago and the Mitchell Company has acquired the exclusive use for automobile service. Herr Polstrovit has been retained to supervise the production, which is by a secret process.

That interest in Robert Louis Stevenson has by no means waned was shown by the fact that on Monday day of one of his letters for \$250. It was written from Davos to his cousin, R. A. Stevenson.

REPUBLIC BLACK LINE RED INNER TUBE

For a few cents more than you pay for an ordinary "loaded" inner tube, you can get the Republic Black-line Red Inner Tube, made of pure Paraffin, perfectly compounded.

And when you figure out the total mileage gotten from your Republic Tubes, the absence of all tube troubles, you will wonder why it was you didn't start paying the few cents more long ago.

Distributed by REPUBLIC TIRE CO. 344 Burnside St.



Cartercar

Perfect Service on all kinds of roads

On roads good or bad—you will always get the very best service from your Cartercar.

The self-starter eliminates all cranking and trouble in starting. A lady can drive a Cartercar as easily as a man.

The patented Friction Transmission enables it to climb 50 per cent grades, and to go through sandy and muddy roadways which seem impossible to travel.

This transmission is remarkably simple—is composed of only two units and requires practically no attention.

Coupes, touring cars, roadsters, five good models, \$1200 to \$2100. Let us send you complete information.

Cartercar Company
Pontiac, Michigan.

CARTERCAR SALES COMPANY

603 Washington St. Portland, Or. Phones Main 2320; A 7207