

"TRIP OF TRIPS" IS REAL ATTRACTION

'Chanticleer Heights' Delights Party From East Who Motor Through Portland.

SCENIC BEAUTIES ATTRACT

Automobile Patrons Find Something in Suburbs to Really Recommend.

Facilities for Tourists Invite Return.

BY D. S. MANN.

One of the most delightful auto trips out of Portland is to "Chanticleer Heights," 22 miles east, just above Rooster Rock, on the Columbia River.

Crossing the Hawthorne bridge, a good view of the upper harbor and the South Portland lumber industries was had; then up Hawthorne, passing the elegant Laed Addition, on through the homelike "Sunshine" swinging across Fifty-fifth street to the Baseline road, and on around that picturesque road built on the brow of Mount Tabor.

Here a comprehensive picture of all Portland delights the eye. Laurelhurst and Irvington, in the foreground; the Willamette, threading its silver way along the edge of the business district, with Portland's skyscrapers in the middle distance, and on the horizon, Kings Heights and Council Crest.

What a multitude of pleasant thoughts this brings to our friends as we spin along the roads.

Happy Homes in View. Coming again into the open, we pass rapidly through Montaville—on and on along the pleasant way—fertile farms and happy homes constantly in view.

Now and then, for a change from the smooth road, we bump across a railway, and now and again getting a glimpse on the skyline, of majestic Mount Hood; shops, farms, hill and dale, passing in rapid review; teams of interest recurring each moment, until a few turns in the road bring us to the Auto Clubhouse, snugly nestling among the trees on the banks of the Sandy River.

We do not stop at this inviting place, but cross on the wooden bridge, and on and on, through the great Corbett Woods, where the chugging of a donkey engine, the cheerful sound of the ax, and the smoke of a brush fire, tell us of big trees and heavy undergrowth being removed, and the country being transformed into a place fit for a gentleman's country home.

We found this section of the road fair, but far from ideal, and learned, on inquiry, that it being a part of the Hood River Highway, would be macadamized after this winter.

Arriving shortly at our destination, we come upon a rapidly open place, where the Columbia, the hills of Washington and miles of landscape burst into view. From this vantage point there was pointed out, Rooster Rock, Cape Horn, Castle Rock, steamers plying on the Columbia, and all the landscape features of the north bank of the river for a distance of 30 miles or more. Our guests went into raptures at this fine sight.

'Chanticleer' Invites Stop. Turning to the left, a few rods from the road, we were at a comfortable looking bungalow, with wide porches and an immense fireplace built of the native rock from the hillside. Everywhere about the place there is an air of friendliness and welcome.

AUTO MAKERS THOUGHT EASY Manufacturers Offered Chances to Help Good Cause.

Since the inception of the motor car industry the leading manufacturers have been besieged daily with all manner of requests to donate to various organizations and for other diverse causes. It seems to be the consensus of opinion among churches, benevolent societies and other orders that all motor car concerns are rolling in wealth and that they will secure a car just for the asking.

Many of these requests are filled with human interest, as is evidenced by the following appeal from a missionary in South Lynchburg, South Carolina, to Vice-President G. W. Bennett, of the Willys-Overland Company, which says in part: "I have just looked at your great offer on the Progressive Farmer on automobiles and I thought as you were selling them at such a rapid rate until it had taken your breath that surely if you had lost your breath and surely by this time you are anxious to catch your breath so I thought I would frighen you so you would get your breath back. So I will start off by saying as you are having such fine sale for your cars and you are selling so many of them surely by this time you can afford to give a poor broken down missionary one as we are told in the bible in proverb's third chapter and ninth and tenth verses to honour the Lord with thy

substance and with the first fruits of all thine increase. So shall thy barns be filled with plenty and thy presses shall burst out with wine, also we read again in the third chapter of Malachi that he tells us to bring all the tithes and offerings and he would open the windows of heaven and pour us a blessing that we would not have room enough to receive it. I am expecting at least you will get your breath back when you read my letter. Yours to help save a lost world."

AUTOIST HUNTS IN FAR NORTH National Rambler Begins Long Overland Trip Home.

F. K. Burnham, who drove from New York City to Portland via San Francisco, arriving in this city several months ago, in his National "40" roadster, returned to this city last week and began his return trip.

During his absence from Portland Mr. Burnham enjoyed a delightful hunting trip, which occupied several months, and not only took him into the wilds of Canada, but extended into far-away Alaska. Mr. Burnham is a hunter of big game and is quite enthusiastic over his extended trip and his success in killing a number of handsome specimens.

In relating his interesting experiences, many of which were really hair-breadth escapes, Mr. Burnham tells of the killing of no less than five grizzly bears. In the far North many handsome specimens of Arctic animal life were secured.

MOTOR TOURS POPULAR

NUMEROUS CARS PASS THROUGH CITY ON EXCURSIONS.

Mrs. James Wright and Party From North Yakima Report Enjoyable Trip to San Francisco.

"Never since the automobile was introduced on the Pacific Coast as a means of transportation has there been so much touring by motor as during the present season. Everywhere on the city streets there is a noticeable marked increase in the number of tourists on the road.

Not entirely are the ardent automobile enthusiasts keeping within their home territory, for during the last few months there have been numerous cars passing through this city en route to some distant point, bound for anywhere from two weeks to three months on the road.

This form of recreation has experienced a wonderful popularity during the last two years, and this season even a greater increase in the number of touring parties is to be found.

H. R. Roberts, sales manager of the Portland Motor Car Company, local agency of the Winton Motor Car Company, has just received word from the San Francisco branch of the arrival in the Golden Gate City of a party of motorists from North Yakima, Wash., after a trip down the coast in a Winton six car. Although roads of various descriptions were encountered, the journey was one of great pleasure for all the members of the party. Not once was the car forced to call for assistance, nor was a single adjustment to the machine, which is owned by Mrs. James Wright, necessary.

Speaking of the trip, K. G. Arrow-smith, one of the members of the party, said: "Leaving North Yakima our route led along the Yakima River to Toppenish and thence up the Satus River through the Yakima Indian Reservation to Goldendale. On this stretch some exceedingly steep grades were encountered, although the turns were not sharp. The road on to Lyle, on the Columbia River, was in excellent condition, and the picturesque scenery made touring delightful indeed. At Lyle we were compelled to board the boat to Portland because of the impassable condition of the roads at the time we came along; but the river shipping facilities are excellent and the trip down the Columbia River greatly enhances the merits of the tour.

"We stopped at Portland for three days, and, continuing our trip, soon covered the 140 miles of fine roads from Portland to Eugene. From there our way led to Roseburg, through Lane County, over extremely poor roads by way of Grants Pass to Medford and the Rogue River country, where the scenery is exceptionally beautiful. From Medford we passed through Ashland down through the Siskiyou Mountains to Shasta Springs and thence over to Redding and Red Bluff. The scenic beauty of this portion of the trip was very enjoyable. Leaving Red Bluff, we continued the remainder of our journey by way of Marysville, Sacramento and Oakland.

"We believe that any one contemplating making a similar tour could choose no better time of the year than the present, for the roads in this portion of the country are in better condition at this season than at any other period."

JOHNSON'S HOPES HIGH

OLD BUICK AND NATIONAL WINNERS ENTERED IN RACE.

Howard Manager Confident One of His Machines Will Win Classic Phoenix Road Contest.

Interest in the Phoenix road race, the classic of Western endurance contests, has spread all over the country and the car which is returned to the victor will be clearly established in at least one section of the continent. It is one of the most gruelling events in motordom, this wild dash across the desert from Los Angeles to the Arizona capital. Many of the world's leading automobiles are entered and dealers throughout the land are hoping that the car they represent will outdistance its competitors.

One Portland dealer who has high hopes of seeing one of his cars being returned the winner is Mel G. Johnson. Entered in the famous contest is a Buick "40" and a National "40." Both cars have once come out in the lead in the race. Mr. Johnson is particularly interested in the event because he was one of the originators of it. The Howard Automobile Company, of which Mr. Johnson is the Oregon manager, represents both the Buick and National cars.

The coming race will be the fifth running of the event, which was started in 1908. That year it was won by a Buick "40." The next season a Buick "40" was the victor, and the car which will make the race this year is none other than the same one which established a speed record which stood for two years.

In 1910 the event was won by a six-cylinder Kissel and last year the laurels went to a National "40," which set a new road record. This National will be entered again.

Louis Nikrent, a racing driver who has won numerous events and slashed many records in his favor, will pilot the Buick, while Fred Fuller, National agent at El Centro, Cal., will drive the car with which Harvey Herrick set the present record.

MANY CHANGES MADE

Frank C. Riggs at Head of Company to Handle Fenders.

MOORES TAKES STEARNS

Boltin and McFarland Ready to Look After Marion Owners. Plans Complete for Selling New "Six" Here.

Numerous changes have taken place along Automobile Row during the past month. Men have shifted, new blood has been infused into the trade, and new alliances have been made.

Merrill B. Moores is the latest dealer to enter the Oregon field. The Moores' Motor Car Company will handle Stearns pleasure cars and trucks, starting operations as soon as cars can be shipped here. Moores has been manager of the automobile body-building company of Belmore, McDougall & Moores. He is a son of C. B. Moores, chairman of the Republican State Central Committee.

Complete organization plans were announced last week for the distribution of the Flanders cars here. Frank C. Riggs, at the head of the Oregon Motor Distributing Company, will look after the wholesale interests for Oregon, Southern Washington and Southern Idaho. Associated with Mr. Riggs are several prominent business men of Portland.

C. B. Mantell, well known to the automobile trade throughout the Pacific Northwest, has been appointed manager of the Minnabach Motor Car Company, and will look after the Flanders retail business here.

The Motor Distributing Company, which has the Lezier agency for Seattle and surrounding territory, will handle the Flanders in Northern and Eastern Washington. Contracts for Idaho, Montana and British Columbia territory have not been closed.

W. C. Garbo, ex-manager of the Seattle Studebaker branch, has been appointed assistant to L. H. Rose, Northwest factory manager of the Flanders company.

Boltin, McFarland & Co. have succeeded the Crowe Automobile Company as Oregon Marion distributors. S. T. Boltin was manager of the Portland Motor Car Company for a short time, and until recently conducted a large repair shop. Eben McFarland was in the real estate and investment business before going with Boltin.

L. E. Crowe and H. A. Burgess of the Crowe Automobile Company, moved to Los Angeles to take up the Marion agency for Southern California.

Unlike their predecessors, Boltin and McFarland will handle only the Marion. It is their aim to build up a service department that will rank second to none in the state for completeness and general efficiency. A large shipment of Marion parts now is on the way to Portland. The first of the 1913 Marions are expected here in two weeks.

Frank C. Riggs' work with the new Flanders car will be confined exclusively to the wholesale division. His new work will not affect in any manner his agency for the Packard.

A location for a service building, salesrooms and factory headquarters is being sought by the Oregon Motor Distributing Company. A building will be erected with all possible dispatch. Mr. Rose will make his headquarters in Portland, while Mr. Garbo will be stationed at Seattle.

"Confidence in the men who are handling the Flanders has been expressed in all sections of the country, and particularly in the Northwest," said Mr. Rose yesterday. "Without even a demonstrator to work with, we have received deposits for more than 300 cars in this territory. Mr. Riggs alone has contracted for 350 cars."

"Motor-car buyers, as well as dealers, have confidence in the Flanders organization, which has some of the most brilliant automobile men in the business. Everett Metzger and Flanders form a trio the equal of which never has been brought together in the motor-car industry. Fats Smith, sales manager, and E. Leroy Pellittier, advertising director, are acknowledged the peers of any men in their profession."

"Demonstrators now are en route to Portland. We will be able to make deliveries soon after the demonstrators arrive."

It is seldom that a man starts in the automobile business with only a high-priced car under the favorable conditions that Merrill B. Moores launches under. Even before he signed for the agency, Moores knew five men ready to buy a Stearns the minute the new cars get here. The five men in question are owners of the car with the Silent Knight motor, and are completely satisfied with its qualities.

Another thing that prompted Moores to take the agency was the fact that he has been driving a Stearns for three years. During that time he has given it the work ordinarily meted out to a machine in double the time. With all the hard knocks, the car has stood up so well, Moores avows, that he wouldn't think of owning any other make.

The Moores Motor Car Company will occupy the building on the southeast corner of Sixteenth and Alder streets, jointly with Boltin, McFarland & Co. This place formerly was the home of the Crowe Automobile Company. Moores will carry a complete line of parts, and desires to extend expert service to all Stearns owners.



ALCO
Motor Trucks

A bigger load—one-third the time

Saving Two Hours Out Of Every Three

Did you ever time a team of horses to determine how long it takes them to cover a distance of one mile? You will be surprised. And if they are hauling your goods you will be more than surprised.

We have held a watch many times on horses and on our Alco motor trucks, and we find it takes three times as long for a team of horses to go over a mile as it does one of our trucks.

An Alco truck, particularly the 3½ ton capacity model, makes 12 miles an hour—five minutes per mile—and with a full load aboard.

And the Alco truck not only does it for one mile but all day long, 24 hours in the day if necessary. A horse becomes less and less efficient each mile he covers. At the end of the day he tires rapidly.

But an Alco truck marches on as speedily at the end of the day as at the beginning. It never tires.

Mechanical or motor transportation should interest every horse owner in Portland, and an Alco truck is the quickest and most satisfying means of getting acquainted with it.

Write today for a Transportation Expert to call on you.

Alco Trucks are built by the American Locomotive Company

ALCO MOTORS CO., 464 Hawthorne Ave., Cor. Eighth, Portland, Oregon
Distributors also of Alco 6-cylinder and 4-cylinder Motor Cars.

Why muffle the noise of the motor and then add a cut-out to make noise? "In the second place, a cut-out is a cause of real danger in the cities. Actual experiments have shown me that the average pedestrian is more startled by an open exhaust than by the most blatant horn. I have found, too, that even city horses, familiar as they are with motor and trolley cars, are frightened by the barking of an unmuffled motor."

"I am heartily pleased to see some general work started with a view to abolishing the not only useless but really dangerous cut-out. A few cities have already taken a stand prohibiting the use of a muffler cut-out within certain limits. There is no question, in my opinion, but that all cities will soon follow this lead."

Mark Twain satirized the French duel effectively, but he is almost outdone by the sober report of a duel between two famous dramatic critics, in which the person most seriously injured was one of the seconds, who accidentally got in the way of the clumsy swordsmen.

The Pierce-Arrow Sales Company
14th and Couch Streets

Desires to inform those interested in the PIERCE-ARROW MOTOR CARS that the first shipment of our new models will arrive Monday, October 14. You are cordially invited to inspect the line at our salesroom.

Demonstrations arranged by appointment

Marshall 339 A 6538
H. S. COLTER

ANNOUNCEMENT

The Moores Motor Car Company
Desires to announce that it has been successful in securing the agency for the tried and proven

Stearns-Knight

It is our aim to make Stearns' Service a byword in Portland and to this end desire to meet all Stearns owners as well as others interested in the acme of motor construction.

The Moores Motor Car Company
Merrill B. Moores, Mgr. Temporary Location, 16th and Alder Sts.

SEE THE

1913

STODDARD

DAYTON

Automobiles
690 Washington Street

Stoddard-Dayton Auto Co.
E. E. Gerlinger, Gen. Mgr.