

GERMANTOWN TRIP IDEAL AUTO JAUNT

Linnton Road Pursued Past Claremont Offers Varieties of Beauty.

SCENES SHIFT RAPIDLY

Return by Skyline Boulevard and Cornell Highway Affords Rare Views and Opportunities for Camera Enthusiasts.

BY WALTER GIFFARD. Those who wish to take a short spin, in which there would seem to be every variety of the beauties of nature crowded into a little space, cannot do better than take the Linnton road as far as Claremont, and then follow the head to the left up the Germantown road until the top of this steep hill is reached. There a turn to the left brings one onto the Skyline boulevard, which in turn leads onto the Cornell road, and so back to the city.

One or two things are necessary. First of all it is no good going at all unless the car is a good hill climber and comfortable to ride in. Secondly, a fine day is essential. Thirdly, a camera, the logical adjunct of a fine day. With A. E. Neate at the wheel of a new Cole 40, that had been run just enough to be in fine trim, the writer and some friends took this spin last Thursday. The impressions that remain are still vivid. First of all the run is on the level by the banks of the Willamette, the road a long, straight stretch, much of the dust, which on previous Sundays had been so obnoxious, having been laid by a fresh coating of oil and tar. This part of itself, only a short time ago must have been very picturesque. Today the march of civilization is seen in countless telegraph poles in unsightly advertising signs and in the discoloration of the slough due to the washing down of mud and earth from the heights.

Dogwood Streets Path. Just as Claremont is reached the Germantown road appears on the left, which looks at first like a short but very steep bit of a hill rising out to be, of course, one long continual ascent, beautiful to a degree.

A never-ending succession of curves first hides from view the picturesque Willamette Valley, only to see it reappear again a moment later, this time still further below, with St. Johns in the distance, standing out clearly in the rare atmosphere.

Still up toward the heavy timber led the road, now changing occasionally into longer stretches with overhanging trees and bushes, the sunlight streaming through the leaves and painting Nature in her prettiest coloring. Dogwood bloomed profusely, ferns literally disappeared to a great extent. Above all else towered the dark blue-green trees, with here and there a solitary stricken stump, standing guard like a sentinel.

Once the top of the hill is reached there is a choice of routes, the one leading straight onwards, the other, the Skyline boulevard, bearing off to the left. The road is by no means inviting to look at, but with the recent dry weather there is only one bad spot, the rest being rutty, and of course, somewhat bumpy, but all the same very fair going. It is worth while taking this road because the change in the landscape is rather remarkable. The tall trees disappear to a great extent. On the right and ahead of one is the fertile Tualatin Valley, and for the most part the land is under cultivation.

River View Is Fine. A short distance further along there is an exceptionally fine view of the river and the city on the left with the Tualatin Valley on the right, for the boulevard runs right along the top of the ridge. Thereafter it is a gradual descent varying in the amount of the inclined stretch, the road improving as one goes along until it forms a junction with the Cornell, a delightful piece of smooth, soft running and well-engineered road, spilt only at the end by a rough piece. This was caused during the winter by the heavy truck and wagon work, but all the same it should receive immediate attention, as one is apt to forget the good that lies behind it, for it is right on the edge of the city.

So ends a spin which for variety of roads, of scenery and of grades can hardly be excelled around the city. On the way out the surface varies from dust-laden to well-oiled, which in its turn give way to asphalt for quite a distance. Then comes the road up the Germantown hill, good surface all the way, followed by the mud and dirt Skyline, a terror in winter or after a heavy rain and this in turn changes again to the beautiful surface of the Cornell.

At one moment the heart of civilization is at hand; the next one is lost almost in the primitive woods. A moment later the surface catches the eye, only to fade away once more before the path that leads by the side of the tree-laden ridge. Another second, as it were, and the residential section of the Heights is before you, with the business heart just down below. Truly a wonderful series of changes, with a fascination and appeal all its own.

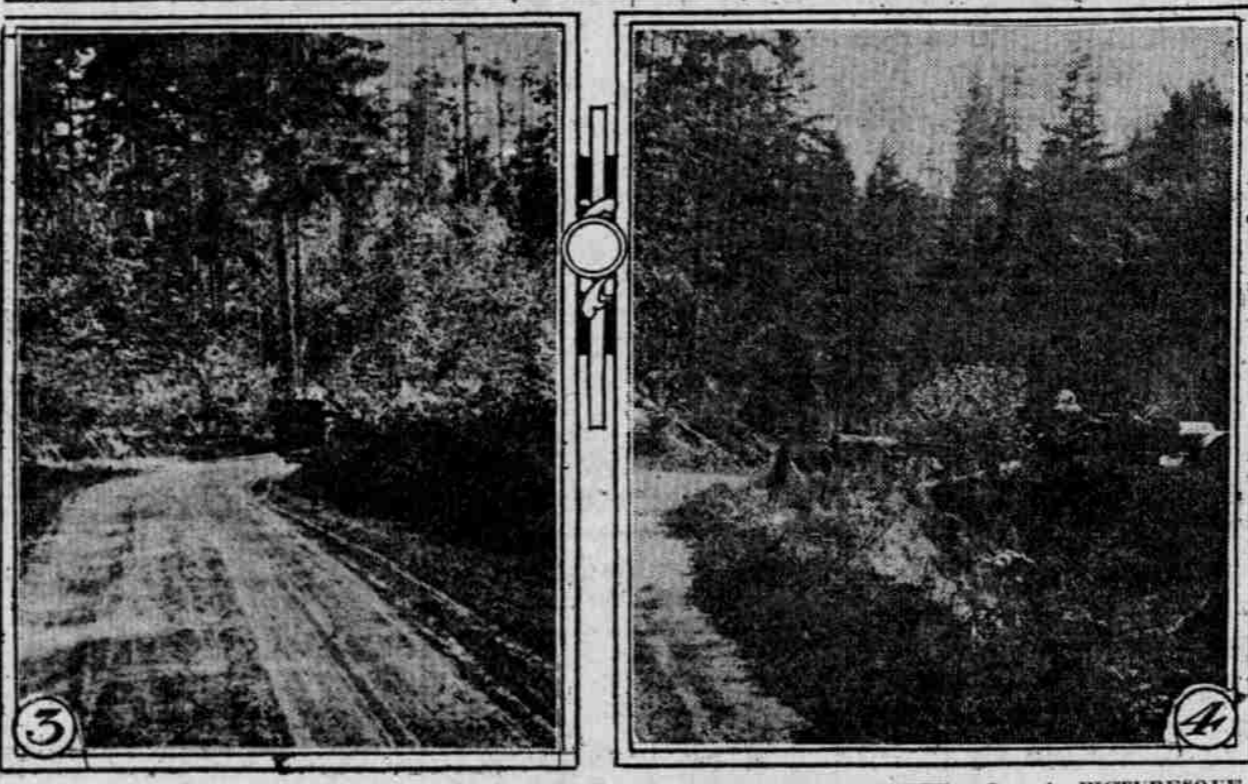
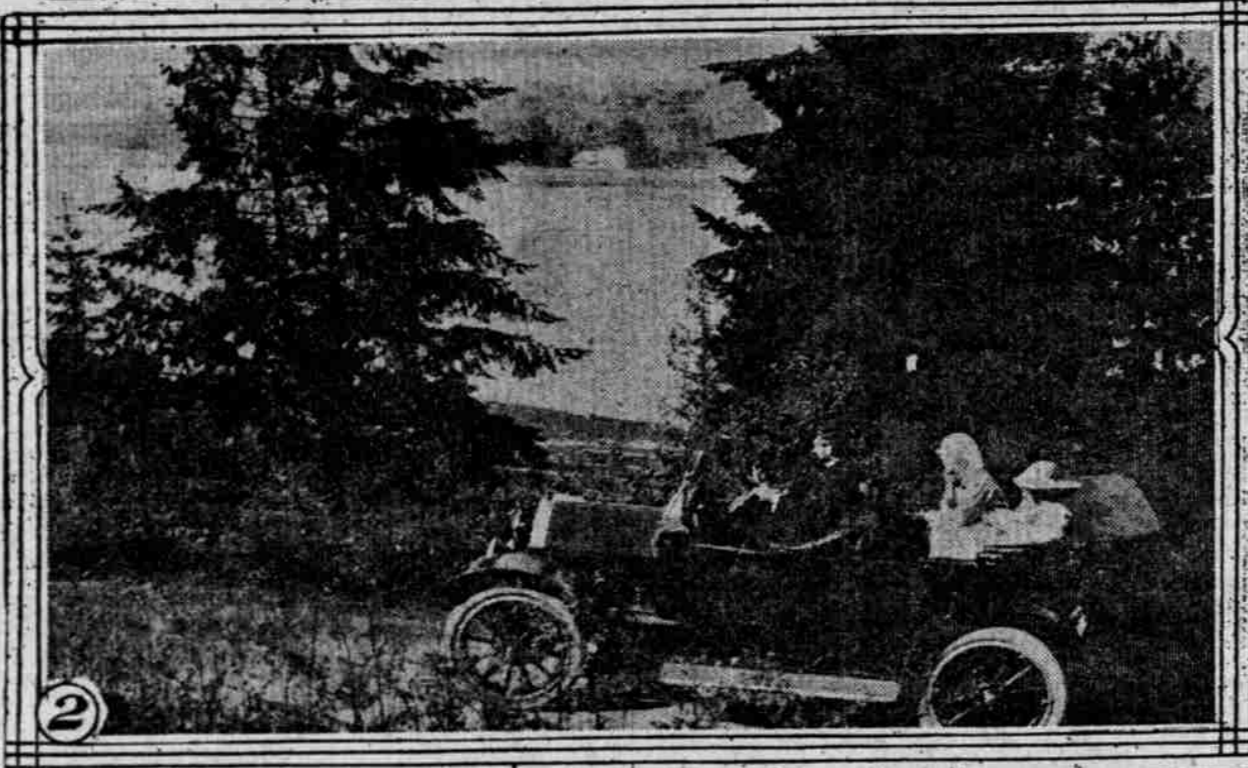
The pleasure in such a trip of course can be heightened or marred by the performance of the car in which one travels. It would be useless with an automobile that could not perform well on hills, that was not well upholstered and that does not have perfect control. In his connection it is only fair to say that the Cole showed herself a real performer on these hard hills, the engine ran smoothly with never a falter, but always the purr of a well-contented animal. In fact, she behaved like an aristocrat, conscious of what was expected from her.

GOLDENDALE BUYS MACHINES

Twenty New Automobiles Is Record Set by Washington Community.

GOLDENDALE, Wash., May 24.—(Special.)—Goldendale citizens and farmers of the Kllickit Valley are still in the market for automobiles, as evidenced by the sale of 20 new, up-to-date cars during the past 60 days. Purchasers of machines are as follows: Goldendale, F. A. Smith, Sheriff; George H. Hyatt, merchant; B. A. Sanders, merchant; A. E. Coley, banker; Andrew Bruner, sawmill man; John Atkinson, retired farmer; Ledbetter, Wallace Company and Waters-Rothschild Company, merchants; and the J. E. Campbell Lumber Company. Farmers who have purchased cars are: Goldendale, Otto Peters, Mose Clausen, George W. Gardner, Albert Johnson and George H. Darland; Centerville, George Garner

BEAUTIFUL VARIETY OF SCENERY ALONG GERMANTOWN ROAD.



1—ALONG THE SKYLINE BOULEVARD. 2—LOOKING OUT OVER THE WILLAMETTE. 3—A PICTURESQUE BEND. 4—LUXURIANT FOLIAGE AND WEALTH OF TREES.

and M. M. Moran; Bickleton, J. N. Jensen and Flower Bros. (Special.)—W. G. Faulkner, a Bickleton merchant, and L. D. Baker, a merchant of Blockhouse, have also bought new machines.

PLEA IS FOR BETTER ROADS

Highways Mark End of Oregon and Beginning of California. COTTAGE GROVE, Or., May 24.—(Special.)—Oregon needs to do a lot of road work before the Exposition in honor of the opening of the Panama

ITS ORIGIN. By Homer McKee. Among the various things to which the earth is heir, there is a great Brain which dreams and a great Hand which does. And the great Brain works with the great Hand. Man, the great Brain and the great Hand made space and time, and designed these to be the eternal enemies of man.

Then the great Brain and the great Hand agreed that man should never yield to his enemies, Time and Space, but should fight on and on until some mighty weapon of annihilation should be discovered. Thus it came about that the strength of the oak, the speed of the winds, the soft, pad-footed stealth of the panther, the tirelessness of the seasons and the beauty of the great Brain and the great Hand and put into a single thing which should be the all-powerful servant of man. And they called this thing—Motor Car.

Canal if it wishes to secure the through automobile traffic in the opinion of Captain E. W. Creswell, a "son" from San Diego, who passed through here Tuesday on his advertising trip for the San Diego Exposition. The Captain is accompanied by Mrs. Creswell, who heartily seconded the remarks of her husband and spoke vividly of the trip through Pass Creek Canyon. The party carried its own household goods and kitchen utensils, the machine being handily converted into a bedroom and kitchen in a few minutes.

Breaking Sales Record. In three of the four weeks of April, the Studbaker selling organization in the United States broke the sales record of the second week in June, 1912, in which the high mark of former history had been set. Complete returns for April will indicate the retail sale of over 1860 Studbaker cars, according to Assistant Sales Manager Philip.

'BEGONE, DULL CARE,' CRIES PRESS CLUB

Garbe and Winchell, Retail Studebaker Men, Offer 25 Automobiles.

ST. HELENS IS LOCALE

Active Journalists Already Looking Forward With Great Expectation to Gay Time on Outing on June 8.

Baseball fans, motorboat enthusiasts, tennis players, to say nothing of the woman with a new hat or a Spring creation may very likely be praying all they know how for fine weather these days. Their prayers, however, would bear about as much comparison as a drop of water does to a whole ocean, when compared with the prayers, the petitions, rogations, orisons, to say nothing of the importunities and supplications of certain active, able and energetic members of the Press Club.

Fortunately Weather Forecaster Beals is a member of the club, and so the matter should be satisfactorily arranged, all that is now wanted apparently being the absence of Jupiter Pluvius. Supposing it isn't fine on June 8 Beals won't show up around for many a long day.

For be it known that this is the day when members of the Press Club active members, members who write for a living in preference to doing any hard work, will be given an automobile ride. As a rule it is only a chosen few to wander and delight of sitting in a self-propelled vehicle, luxuriously upholstered with 10-inch cushions, is granted and that because their work is done either among the dealers or the plutocrats.

Just imagine, two names most talked of at the club these days are those of one Garbe and one Winchell, who between them are distributors of Studebakers to residents of the Rose City. Why? Simply because they thought of the insufferable condition of the average pusher and offered to alleviate their lot by conveying them to one of Nature's beauty spots, St. Helens, for one whole day away from paper and print and city editors and copy readers. (The last two are put in out of deference to an old time idea, or axiom, that they are to be avoided on every possible occasion for some reason unknown.)

There they will fish, those who are piscatorial artists, or sit and dream stanzas and write and dream and stress. Then they will come back again, as they went, lolling at their ease in Studebaker automobiles.

The automobile editor hopes to have gained enough copy for the following week from them to avoid doing any himself, on the ground that new impressions always are interesting. Certainly it will be a great sight to see the 25 cars set off laden with over 100 carefree, riotous, pleasure-seeking journalists. Our thanks go up and out towards these benefactors, but we pity them in that they cannot have any idea of the "stupendosity" of their undertaking.

BAD ROADS RESPONSIBLE

CONDITION CALLS FOR RIGID, FLEXIBLE MACHINE. Modern 'Six' Far Outstrips European Competitors With Their Smooth, Perfectly Graded Roads.

"As a matter of fact our bad American roads are responsible for the production of our marvelously efficient automobiles," said F. W. Vogler, distributor for the Hudson and Reo automobiles. "Any disinterested automobile man who is familiar with European and American machines will readily admit the immense superiority of the home product. We have far outstripped our European competitors."

The condition of the American roads necessitates a machine of wonderful flexibility and most rigid construction. It was the desire for flexibility that set the brightest engineering brains in the American automobile industry to work on the 'Six'. The excellent results obtained are reflected in the rapidly increasing demand for this type of power plant.

OILING SERVICE DUE

Howard Automobile Company Installs New Feature.

WEEKLY CARE IS OFFERED Buick and National Owners to Benefit From Innovation Added by Mel Johnson, Which He Says Means Life to Cars.

The lubrication of an automobile is one of the most important items in its maintenance, and the attention that is given to lubrication details determines to a great extent the kind of service the car will render. That much is admitted by any owner of an automobile who knows anything at all about his car. The trouble is that quite a large percentage do not know sufficient about their car to appreciate either such a point or any one of half a dozen others.

In these days of service, as best understood by the word, it takes a very go-ahead concern to seize on some new feature that can be added to the department. Therefore, all credit to the Portland branch of the Howard Automobile Company for putting into force a system that will insure proper attention to this detail of lubrication.

Johnson Convinces Plan. Mel Johnson, the local manager, who, by the way, is making marked progress towards recovery from his throat trouble, made this announcement yesterday: "We are putting in a service system that will insure every Buick and National owner having his car looked over and oiled once a week free of charge."

Briefly, this system consists of a card bearing the owner's name, the date of purchase, the model of his car, and the motor. The card is divided into two sections. One contains a list of the chief mechanical features, while the other contains a list of the principal points needing lubrication. The border of the card is made up of a series of squares which are numbered from one to 32. When a new car is purchased, one of these cards is made out and turned over to the head of the service department, who files it with the next week's cards. The new owner is instructed to take his car to the service department once each week and have it looked over and oiled. When this inspection is made the man in charge of the work makes a note of any parts that are being neglected. This enables the service department to give such further instructions to the owner as may be necessary.

STRENUOUS TIMES.

These are strenuous times. And they're getting strenuouser every day. One time a man worked on the early-to-bed, early-to-rise principle, and got there most times.

Now a fellow has to get up over night or the other man is there first waiting to sweat you over the head with a club. Our forefathers thought it great business to go as far as a hundred miles by road, once in a lifetime—and so it was. Now many of us do it in a day and come back home to supper.

That's what the automobile has done, chance to prove our theory that a Buick which is properly taken care of will last indefinitely.

A German military agreement proposes portable crematoriums to follow the army in warfare.

LEE TIRES YOU'LL SMILE at the miles too, if your car has Lee Tires. We carry all styles and sizes—including a non-skid type that is original with the Lee Tire—and that grips the road with all the tenacity of chains. Reduced Prices Effective April 1. Ask for Quotations. You'll find that enterprising dealers everywhere are fast adopting the Lee Tire—WHY? PACIFIC COAST DISTRIBUTORS GHANSLOR AND LYON COMPANY 627 Washington Street, Portland, Oregon. Stores: SAN FRANCISCO LOS ANGELES PORTLAND PASADENA SEATTLE SPOKANE

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Bosch Service Complete Stock of All Bosch Goods Official Distributors Ballou & Wright BROADWAY AT OAK

Indian Motorcycles Distributed in Northwest by BALLOU & WRIGHT Broadway, at Oak, Portland, 517 East Pike St., Seattle, Wash.

REO and HUDSON AUTOMOBILES C. L. Boss & Co. Portland Agency, 815-817 Washington St. Phone—Marshall 4022, A 4909.

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