

GOOD RUN IS MADE

The Dalles to Pendleton Trip Done in Under 8 Hours.

1910 LOZIER CAR IS USED

W. E. Furnish and Party Make 183 Miles in Seven Hours and 50 Minutes Without Effort; Roads Found in Good Order.

More than ordinary tribute, of a mite nature, was paid to a 1910 Lozier a few days ago, when its owner, W. E. Furnish, covered the distance between The Dalles and Pendleton in seven hours and 50 minutes, with four passengers aboard. The former best time generally is reckoned at eight hours, and the run is all the more marvellous when it is remembered that Mr. Furnish, except for one brief brush with a lone driver, always paid attention to the comfort of the passengers to the exclusion of any attempt at record-breaking speed.

Mr. Furnish, who lives at 503 Clifton street, shipped his car on boat to The Dalles on May 17. The following day at 8 o'clock in the morning the party, consisting of the owner, with Miss Kathleen Furnish and Mrs. Furnish and Robert Starkweather, started off. The route led by way of Wasco, Lone and Stanfield, passing to the north of Heppner, towards Pendleton. At Stanfield the party stopped to go over the Furnish irrigation project, which comprises 10,000 acres. Here, too, the night was passed. The time to Stanfield was six hours and 40 minutes, and the speedometer read 152 miles.

Car Gives No Trouble.
The following morning they drove the remaining 31 miles to Pendleton in one hour and 10 minutes. Mr. Furnish said yesterday that he could have lowered his time by fully an hour, had he not driven at speeds which allowed for touring comfort for the passengers and so as to take no chances of alarming them. They had no trouble either of tire or of mechanism or in fact any adjustments whatever.

"We had one friendly brush with a man driving alone," said the owner, "but finally lost him on a long grade about a mile out of Wasco and this was the only time we made any effort at racing or disregarded chuck holes and bumps.

"The roads were in a fair state except when he passed through a couple of showers. This made the going slippery for some eight or nine miles at a stretch. The worst bit of road that we encountered was between the John Day River and Lone along Rock Creek.

Sandy Road Now Good.
There is one hill going into the John Day ferry which is 12 per cent grade and, what is more, it is rough waded on the lower or outer side. Consequently it needs careful driving and a good engine.

"The sandy road 30 miles this side of Echo we covered without any difficulty, contrary to what most people experience. This is due to the fact that the fact that it is now in the best possible condition for traveling and probably will not be anywhere nearly as good later in the season."

From all accounts the party had a most pleasant trip, the roads being better than they had expected and the weather for the most part being good. The car was on its best behavior all the time and its record on the trip, together with what it has been put to in the past, has put it on a par with the lasting qualities of the Lozier.

HUP INCREASES PRODUCTION
Factory Builds Three Times as Many Cars as a Year Ago.

"We will build and ship 100 Hupmobiles a day from May 1 on," is the proud assertion made recently by C. D. Hastings, general manager of Hupp Motor Car Company. "Every one at the factory is actively interested to see that our production reaches this standard and each department has taken it upon its own shoulders to see that 100 Hupmobiles leave the factory every 24 hours."

"Our new factory manager, Mr. Humphrey, who has been connected with the auto business since the days of the 'one-lunger,' entered our organization last winter and since then has been making rapid progress in increasing Hupmobile production. Many additions have been made to our factory in the last year and the plant is now nearly double the size it was then.

"When we moved into our new plant a year ago this month, the total floor space used for manufacturing Hupmobiles comprised over 150,000 square feet. In September last 25,000 square feet were added in the shape of a final assembly room, where nothing but the finishing touches are put on Hupmobiles. Since then we have been adding space all the time, being forced to put up a tent even for assembling work."

38,000,000 FEET OF WIRE USED
Miles of Copper Strands Are Put in Magnets on Year's Ford Output.

More figures fall to carry any significance when the Ford plant at Detroit is under discussion. The fact that 38,000,000 feet of wire will be produced this year means but little until a basis of comparison is arrived at.

A writer in the American Machinist who is writing of the Ford company under the general head of "Building an

Automobile Every 40 Seconds" gives some interesting figures.

For instance, the National Acme Manufacturing Company, of Cleveland, used 22 carloads of steel bars to make the 4,500,000 3/4-inch nuts used on the Ford cars. The holes in these nuts if placed end to end would make a little tunnel from the Acme plant in Cleveland to the Ford plant in Detroit and extend 25 miles up into Michigan.

Another example worked out has to do with the copper wire in the magnets of the Ford cars. There are 16 spools, each wound with 12 feet of copper wire, in each magneto. If the wire used in the 200,000 Fords made this year were straightened out into one wire it would give a strand 28,400,000 feet long. This is equivalent to 724 miles, or almost enough to reach through the earth and tickle the soles of a Chinaman's foot.

CASCADE ROAD TO BE REBUILT
Changes in Grades on Road Into Eastern Oregon Start Soon.

EUGENE, Or., May 31.—(Special.)—Engineer Ralph Hunt, who last year established grades for a better road across the Cascades by the McKenzie route, will leave here the middle of June to set the final stakes preparatory to making the proposed changes. As a result of the work some of the present grades of 25 per cent will be reduced to a maximum of 10 per cent. Hills that in the past have given

UNCLE JED'S REMINISCENCES.
When first I loved Mirandy Jane,
An' axed her fer ter be my bride;
I thought 'twas dot's mighty fine
Ter take her for a buggy ride.

When we'd bin married twenty year
I found ter dew the thing in style,
I'd got ter take my hard-earned
dough.

An' buy her an au-to-mo-bile,
But now—so fast does things progress,
Ter show my love for 'Randy Jane,
I gotteder make another move,
An' go in for an ar-y-plane.

I allers tries ter dew my best,
But 'midst this whirl o' wheels an' things,
I guess—ter find a quiet spot,
I'll hev ter wait till I gits wings.

particular trouble to automobilists are in Strawberry canyon and at Millican and Dead Horse grades. The work is being carried on by the county in cooperation with C. R. Seitz, Supervisor of the Cascade National Forest, within which the proposed changes of road are to be made.

When these improvements have been completed, the McKenzie route will offer, perhaps, the best way from the Willamette Valley into Eastern Oregon.

AUTO HALL IS IN DOUBT
DEALERS HAVE EYES ON SAN FRANCISCO EXPOSITION.

W. A. Wildrick, Portland Agent for Michigan Company, Discusses Delay in Plans.

"The eyes of the motor world are now turned on the question as to whether the contemplated automobile hall for the 1915 Exposition at San Francisco is to be a reality," says W. A. Wildrick, local manager of the Michigan Auto & Buggy Company. "I have recently received notice from the factory at Kalamazoo that we have taken a space 50 by 100 feet. In case this automobile show is held. There seems to be some delay, resulting from calling off the plans, at least temporarily.

"Robert Crothers of San Francisco, editor of the San Francisco Bulletin and director of the Panama-Pacific Exposition, is now in the East seeing the different manufacturers.

"Upon investigation and after talking with manufacturers who have recently been on the Pacific Coast, Mr. Crothers found that there had been a wrong impression in regard to the San Francisco Fair. I find that at other expositions exhibitors have not been allowed to sell their cars or even to change their exhibit," says Mr. Crothers. "We intend to make this automobile exhibition hall a place of business. I am endeavoring to bring about the exhibition hall just the same, believing as I do, that the plan we had in mind was evidently not placed in the right light before the makers."

Mr. Wildrick is of the opinion that the former plan of the exposition officials in not allowing exhibitors to change models on the floor, was perfectly fair. He says such a procedure would cause confusion and confusion is the last thing the exhibitors desire.

"An automobile hall," he says, "such as the one proposed, would prove of good advantage to the automobile business in general. Nine visitors out of 10 will, no doubt, enjoy one or more automobile rides over California's famous roads and boulevards, and seeing the latest models in an attractive display should prove interesting to them. It should in a way make them more desirous than ever to become an owner."

Mirror Has Its Uses.

While the trick is of course a very old one, it often is not remembered that a small mirror is exceedingly useful to a motorist. It is a very simple matter to mount a mirror on a motor—for instance, the breaker box of a magneto. This is particularly useful where the motor is not very accessible and examinations have to be made at long range.

There is nothing in Goodrich Advertising that isn't in Goodrich Goods

COMPLETE SCHEDULE OF AUTO RACES GIVEN OUT

William Schimpf, Chairman of Big Contest Board, Sends Revised List With Approximate Dates—Portland on List.

- June—Track, Davenport, Ia., Davenport Auto Club.
- July 4—200-mile track race, Columbus, O., Auto Club.
- July 4—Panama-Pacific road race, Los Angeles to San Francisco.
- July 4—Track, Taylor, Tex., Auto Club.
- July 4—Track, Washington, D. C., National Capital Motorcycle Club.
- *July 5—Road race, Tacoma, Wash., Tacoma Carnival Association, Montanara Festival Auto Committee.
- July 4—Track meetings, Sioux City Auto Club and Speedway Association.
- July 11—National reliability tour, A. A. A.
- July 20—Track, Seattle, Wash., E. A. Motors.
- July 21—Tour, Grand Rapids Auto Club.
- July 28—200-mile race, Galveston, Texas Auto Club.
- August 12—Reliability, Kansas State Auto Association.
- August 20—Elgin road race, Elgin Road Race Association.
- August 26—September 6—Reliability, Chicago Motor Club.
- September 1—Track race, Columbus, O., Auto Club.
- September 12—Track, Youngstown, O., Canfield Fair Association.
- October 4—Around Lake Michigan, Chicago Motor Club.
- *November 24—Vanderbilt Cup race, Savannah Auto Club.
- *November 27—Grand Prize race, Savannah Auto Club.

GOODRICH TIRES

Best in the Long Run
Smashingly Popular Because of Their Lasting Value

There are forty-three years of experience in rubber manufacturing in every Goodrich Tire.

Crude rubber has little resistance. It takes men of long, successful experience to know which of the best crude rubbers will grow rugged, tough and resistant when compounded.

It takes men of long, successful experience and of deep knowledge of their craft to know how to compound that rubber. Colloquially put, this is "putting the rub in rubber."

Rubber is the life of your tire. The strips of fine, stout fabric—Sea Island cotton so wonderfully woven that it is as costly as silk—help form the backbone, but without the rubber the tire could not be made.

This is the specially compounded rubber which must meet the grinding, wearing, bumping, bruising contact with the road. And it does it.

All of this—backbone and tread, side-strips and bead—is converted into a one-piece tire in the Goodrich unit molding.

Our principle of unit molding was the crystallization of our twenty-seven years of experience with rubber before we made the first American clincher tire. This principle demonstrated its exactness at the start; we have never changed it.

In our unit molding the tread and body become one—a unit.

The tread being of the tire, and not simply put on it, naturally does not peel nor strip.

Water and dirt cannot creep under it to ruin the tire and place you in danger.

The whole tire being a unit, you are insured long, uniform wear. You are free from the risks caused by weak spots and dead places from over-curing which cooks the life out of rubber.

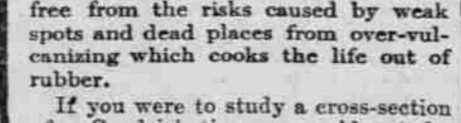
If you were to study a cross-section of a Goodrich tire you could not detect a layer line or separation. It isn't there. Our unit molding has unified the whole tire.

Your tire dealer will supply you with whatever style of Goodrich Tire is best for your needs—but they are all one kind and quality.

Write for our free folders which tell you how to get the most and best service from your tires by avoiding the common causes of injury.

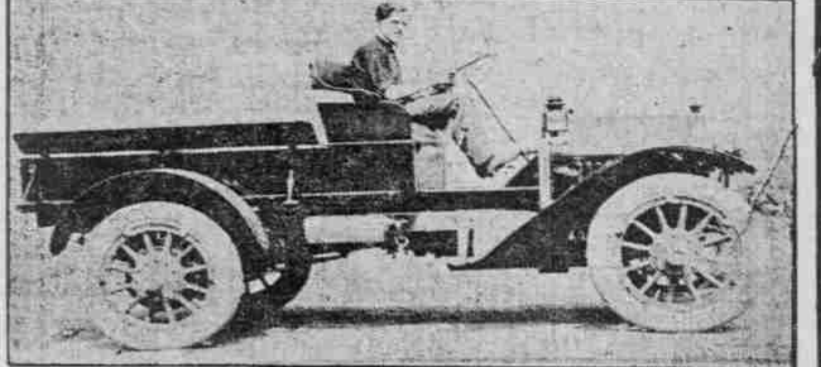
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Announcement Extraordinary!

New 1000-lb. **Buick** Delivery Wagons



SPECIFICATIONS
Four cylinder, 3 x 5 inches; sealed governor in motor. Three speed selective type transmission. Left hand drive; center control. Wheel base 100 inches. Tires 33 x 4 1/2 all around. Body 43 inches wide; 60 inches long back of seat.

Equipment—Combination oil and electric side and tail lamps; gas head lamps; Model "E" Presto-lite tank; Tire irons; Demountable Rims; one extra rim; Wind Shield.

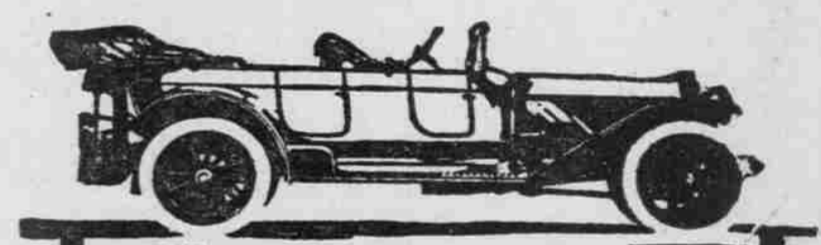
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Express Body, Top and Wire Screens \$1375.00
Panel Top Body \$1425.00

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"48-Six" Six-Passenger Torpedo—\$5000

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WITHOUT in any way changing the composition of a piece of steel, Peerless metallurgists can double its strength simply by scientific heat treatment. In this way the steel parts of a Peerless are reduced to a minimum size and given maximum strength. Weight is eliminated without impairing the factor of safety.

The science of heat treatment reaches a higher point in the Peerless factory than in the technical schools. Every vital steel part of a Peerless is raised to its maximum efficiency by this science.

PEERLESS NEW MODELS—"38-Six"—"48-Six"—and "60-Six," each a car of matured detail. Long stroke motors, silent, vibrationless, ample in power, flexible in control at low speeds; irreversible steering gear; seven distinctive Peerless body types. Prices \$3400 to \$7100.

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