

GRAND WHEELER TRIP IS FINE AUTO TRIP

Edward Week Takes Party in Lozier on High Gear to Attractive Clubhouse.

SCENERY DECLARED GRAND

With Good Road and Excellent Accommodation After an Hour's Drive, Walter Giffard Recommends Spin to Motorists.

BY WALTER GIFFARD.
Nestling amid trees and overlooking the Columbia river is one of the prettiest homes in a bungalow which should be the mecca of every motorist at one time or another during the season. It is called Chanticleer, an appropriate name seeing that it overlooks Rooster Rock in the Columbia some 22 miles from the hum of the city toll.

Edward Week took a party of friends out there in his light Six Lozier the other day partly to satisfy his own curiosity and love of scenery and of course partly to prove that this was, for his car at least, what one might call a high-gear trip both ways.

There had been a little argument about the possibility of taking the hills both ways in high and so, when Mr. Week offered to "show" this Missourian, naturally it was worth while accepting.

Route Is Described.

The road lies up along the dead straight Base Line road until the turn to the right where the Troutdale road runs into the Base Line. From there on, for a distance of about a mile, the road had better take the corners with a certain amount of care for there are three practically right-angled ones. Then after winding away gently comes the gradual slope leading to the steep decline toward the clubhouse, and then across the Sandy road bridge and up the long gradual climb.

Don't take the turn to the left to Corbett, some four or five miles from the Club House, though a little further on there is a sharp left-hand turn and then onwards it is straight until a signpost literally hits you in the eye with a notice that Rooster Rock is but a mile away on your left. Chanticleer is on your left hand, a green-roofed flower-surrounded house with a little drive in front of it and away down below it the Columbia still swollen above its normal size.

Road Shows Improvement.

Needless to describe as far as the Club House, the road beyond is in much better condition than it was only a short time ago. In fact, it is quite good all the way with the exception of one place where it is being regraded. Here we found several teams of mules engaged at work leveling the sandy earth, and for quite a distance it is hard pulling on account of the depth of the surface loose earth. In rainy seasons it must be heavy going, while it is apparently a difficult matter to oil the surface on account of the depth.

Each of the road from the Country Club onwards to the Automobile Club has been re-rolled and is in nice condition though there are many small holes of the type which no car can ride over without feeling a trifle of jar. These the authorities were making an effort to fill in by scattering gravel over them, though it hardly looks as if such a method would be entirely satisfactory, as it is too transient in nature.

The road is too straight and of too much sameness for the first 12 miles to be interesting, but the pretty Sandy River, the bridge across it and the road on the far side are things interesting and well varied, with glimpses of the Columbia stretching away to the distance and the mountains forming a jagged outline in the background.

Club House Is Attractive.

Chanticleer itself is really beautiful, though new. Both outside and in it seemed to have built itself in the scheme of things that stands there as though it were the one thing needed to attract attention to and to bring out the beauties of nature spread with bountiful hand all around.

Built right on the edge of a bluff and with a background of fir and pine, their dark green forming an effective contrast to the blue of the sky and the mountains and the lighter blue of the river, stands this green-roofed bungalow. There were a number of high-priced, high-powered cars there on our arrival and the balcony, open to the air, was literally filled with guests.

Some were being entertained there, others evidently were just taking a drive out to have lunch and a climb down to the rock and then back. In fact it was almost an exclusive club to all appearances and that view was borne out by the hostess, Mrs. Henderson, who said that the secret of her success lay in the fact that no liquor was served on the premises and, what is more, that no one could drink any liquor in her grounds.

The dinner there was certainly a feast for a gourmand, yet absolutely plain and in the really genuine old-fashioned style.

View Is Described.

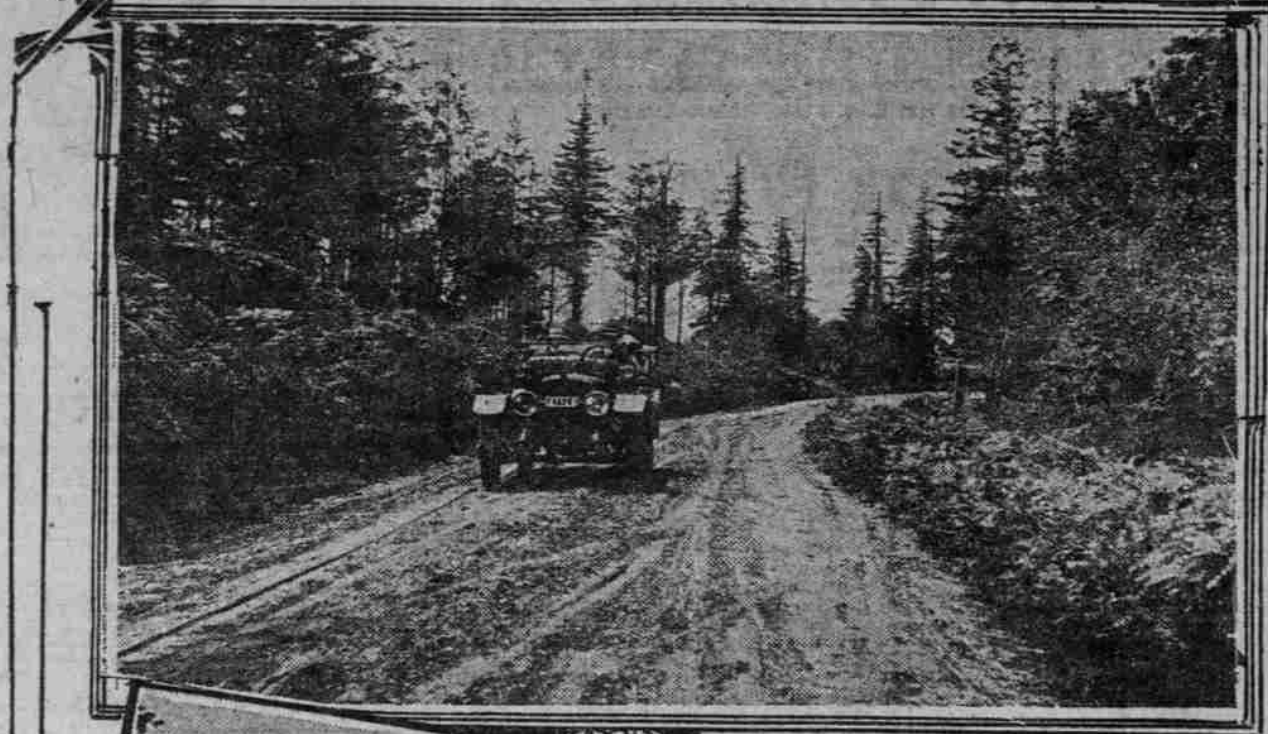
The view is magnificent. Hundreds of feet down stretches the Columbia, lazily flowing away to where the mountains and hills of both sides seemed to meet and swallow it up. Little islands, pieces of rock, jutting out jauntily here and there. Rocks overgrown and covered with ferns and moss, some tall and stately, one or two leaning alone, others clustered together, but everywhere greens blending from dark to light, yet always harmoniously, always softly.

Switzerland can offer nothing more beautiful than that river, those mountains, those trees and that little house perched serenely on the top. Remember, too, it is only an hour from town, of course one can take longer or one can travel faster, but it is comfortable going to allow just the even hour from town, The Oregonian building.

Trip Made on High Gear.

Now as to this being a high-gear trip, we must admit it, at any rate for the Lozier we were in. The whole trip, both ways, except for a necessary change to second when we met the mules in the canyon, was accomplished without changing the levers at all. Two performances in particular are showing the pulling power of the Lozier. One was in a long pull up after the Sandy River had been passed. Right in the middle is a bad bit of road for about five yards. We slowed up here to nine miles an hour and then the engine picked right up and finished the hill at 20. The other was in taking the hill from the clubhouse on the way back in high. Just outside the entrance to the club were two teams, so that it was not possible here to get a fair run at the hill, which is a steep one. All the same the motor never faltered, in spite of the fact that in one place the oil was still thick on the surface. She pulled through without a tremor and from that on just raced up. One could hardly fail to be struck with the change from the days when driving a horse and buggy, it was not

TRIP TO CHANTICLEER AND ROOSTER ROCK SHOWS GOOD ROADS AND BEAUTIFUL SCENERY



Improving The Road

easy either to get out and push or to give the horse a chance or two to get his breath. It seemed just another instance of the way the ingenuity of man has gradually devised machines and manner that will annihilate space and time.

WORK ON ROAD UNDER WAY

Goldendale-Maryhill Highway Is Being Improved.

GOLDENDALE, Wash., July 5.—(Special).—Work on the first mile of three miles of permanent highway that will be completed this summer on the road from Goldendale to Maryhill, beginning at the Goldendale city limits, is progressing rapidly. The highway will have a six-inch crushed rock macadam base with an asphaltic oil covering. The macadam will be 14 feet wide with the grade 24 feet in width. Jeffrey & Burton, of Portland, have the contract for the construction of the first mile at \$725. Bids for the next two miles will be opened by the County Commissioners on July 8. Most of the money for the construction of the three miles of road will come out of the state permanent highway fund. The Commissioners of Klickitat County will apply \$7500 out of the general road and bridge fund on the work, and \$2000, necessary to complete the work, has been subscribed by the citizens of Goldendale and the farmers of the Klickitat Valley. The work is under the supervision of Lyman Ward, County Engineer.

Mount Hood Road Passable

Ascent May Be Made in Auto, Say Tourists.

Tourists report that the roads leading up Mount Hood are now in safe condition for automobiles. Owing to the recent heavy rains the roads became soft and up to a few days ago many Portlanders had great difficulty in going up the mountain in their machines. The fair weather of the last few days has dried the roads and left them in good condition.

Returning Automobileists also report that the Hotel Maupin, on the Salmon River, which was destroyed by fire, has been rebuilt so tourists can be accommodated with meals and lodging.

Keeton Company Car in Demand.

Three offers for the Keeton racing car, driven to glory by Bob Burman in the Indianapolis 500-mile race, have been received by the company, and each came by wire, the most important communication from Arizona. To the latter the reply was sent giving a price of \$7500, and the gentleman immediately replied stating that he would take it. Five orders have been offered the Keeton Company by mail for duplicates of the racing car and several dealers have asked that price be set, as they have orders pending.

CAR OUTPUT GROWS

Auto Production for 1913 Will Be Near Record.

ALMOST HALF ARE FORDS

Factory, With Sales of 195,000 of Estimated 400,000 of All Makes, in View, Announces Refusal of Additional Orders.

Some day, perhaps, the automobile manufacturers of this country may find they have reached the saturation point of the public demand, but from all appearances it is far off.

It is a matter of wonder to those outside of the business how the motor-car makers can continue to dispose of an increased production year after year, but having one or two seasons ago they have never been any trouble on this score.

Some of the most optimistic persons believe there will be 600,000 machines turned out during the 1913 season, now drawing to a close, but a total of 400,000 seems more like the real number. Of this latter number almost 50 per cent are Ford cars, the "little giant" of the industry being responsible for about 195,000. This seems almost incredible, as it figures out almost a car a minute, and the shops run 24 hours a day, with three shifts of workmen, and have turned out as many as 1300 machines in one day.

Additional Orders Refused.

The Ford Company not only has been able to dispose of its entire production of 195,000 cars, but also has refused lately all additional orders and has told its agents to accept any cancellations offered. This concern, with a capital stock of \$2,000,000, had net earnings in 1912 of \$7,500,000 and probably will pile up net earnings for 1913 of some \$12,000,000 on a gross business of about \$110,000,000. It started ten years ago with a capital of \$28,000, and has never issued bonds or borrowed money on its notes.

The other automobile companies making cars selling in the neighborhood of \$1000 also are extremely prosperous and apparently have not the slightest difficulty in disposing of their products. The General Motors Company will turn out probably 52,000 models of 1913, the Studebaker 40,000, Willys-Overland 35,000, Chalmers 3000 and the reorganized United States Motor Company 1000. The balance of the 400,000 will be made up by the many smaller manufacturers.

Average Cost May Decrease. Owing to the preponderance of Ford built, the aggregate of 400,000 probably will average only about \$725 apiece, as

compared with an average value of \$1150, estimated for the output of 1912 models. The 1913 total has a value of about \$230,000,000, as against \$211,920,000 for the 1912 output of 182,000 machines of 1912.

The table following gives comparisons with other years:

Year	Cars built.	Gross value.
1912	182,000	\$211,920,000
1911	140,000	175,000,000
1910	125,000	245,000,000
1909	82,000	88,400,000
1908	55,000	59,000,000
1904	20,100	40,200,000

These figures clearly show the general tendency toward increased production. The number for the entire balance of the world, but some automobilists believe the United States can absorb fully 5,000,000 cars before the market reaches the saturation point.

DOXAMETER TEST INTERESTING

Autolst Driving Own Car Gets 100 Per Cent More Efficiency.

An interesting test of the doxameter, the new fuel-control device invented by John A. Doherty, was made about the streets of Indianapolis recently, with a five-passenger Paige-Detroit "25" belonging to Dr. J. D. Nusbaum, Dr. Nusbaum, who never had seen the device before, drove his car himself. The test spirits were used instead of gasoline. On the first test, the engine was throttled down to its minimum speed. The car was then run eight miles an hour. Without touching the fuel supply, the doxameter was opened, and in a distance of approximately 300 yards the car's speed rose to 18 miles an hour, a gain in engine efficiency of 100 per cent. A few minutes later, with the hand throttle slightly opened and the car moving at 10 miles an hour, the doxameter was again opened and the car promptly lifted in speed to 12 miles an hour without consuming additional fuel, a gain in efficiency of 30 per cent.

Another Motorcycle Wedding.

While motorcycle weddings and honeymoon parties are common in the Western States, especially in California, where the riding season continues the year round, Doylestown, Pa., is among the first to report a motorcycle wedding in the East. J. Harrison Clymer and Margaret S. Seen, both enthusiastic motorcyclists of Sellersville, Pa., recently rode their two-wheelers to Doylestown, procured a license, were married, and immediately started on a honeymoon wheel.

Western Fiats Be Ajax-Equipped.

E. E. Hewlett, the Los Angeles sportsman, who is prominent in the racing world, has acquired nearly all the Western territory for the sale of Fiat cars. Hewlett, who has been the agent in Los Angeles, has completed negotiations for the Chicago district, and now has those two cities as well as Seattle, San Francisco and Tacoma. Hewlett has made arrangements to specify Ajax tires on all the cars delivered to him, hereafter.

CAR WON'T WEAR OUT

Old "Bullet" Is Returned to Original Driver.

MILES TRAVELED 170,000

Auto Is Ninth in Long Studebaker "30" Series—Early Work Done on Two-Mile Speedway in Atlanta, Georgia.

After five years of conscientious effort by the expert drivers of factory and branches, the Studebaker organization has finally given up the attempt to wear out the famous old "Bullet" Studebaker "30." Sales Manager Benson accordingly has picked the car out right to Harry Cohen, Studebaker dealer in Macon, Ga., who, as an employe of the Atlanta Studebaker branch, won the racing championship of the South in this venerable automobile.

Cohen has promised to continue the experiment, keeping the Studebaker engineering department in close touch with the results. "Bullet" is the car which for years has attracted general attention, due to its use in a longevity experiment of vital interest to every motorist, present or prospective. During this process picked drivers kept the car in almost continual motion about the country, visiting branches, dealers and automobile shows.

Car First Shipped to South.

The car was the ninth in the long Studebaker "30" series, and the first shipped south of the Dixie line. Its early work was done at Atlanta, where access was easy to the two-mile speedway, then in general use. Many thousands of miles "Bullet" covered at high speed on this course, both in practice runs and in many a successful racing campaign. In the car's later work it has been as far West as Kansas City and as far South as Florida.

Car Service Equals 24 Years.

Authorities agree that 5000 miles is a liberal estimate of the average distance a car will be asked to cover each year. Figured on such a basis this Studebaker car is 24 years old. Up to the present not even a touch of fresh paint has been applied to "Bullet's" battle-scarred exterior, which still shows traces of the original finish in which the earliest cars of this model were finished.

Inside the Studebaker organization this gallant veteran has come to own a veritable personality. That the car has, after all its travels, been returned to the driver of its youth to travel once more the road roads of old Georgia is considered a happy chapter in its eventful history.

CAR SALESMAN RETURNS

CHARLES LINSLEY RENEWS ACQUAINTANCE HERE.

Studebaker Auto Man Leads Local Firm to Take Agency for New Saving Device.

After an absence of three years, Charles Linsley renewed his acquaintance with the driver of his youth to travel once more the road roads of old Georgia is considered a happy chapter in its eventful history.

When Lou Rose resigned from the Studebaker force here three years ago, Linsley resigned with him and went East. He found that Studebakers went just as easily there as they do here, though much of his success must be attributed to his own energy and personality. For one year there he was just an ordinary salesman, but his success brought him the post of sales manager.

When he heard of Mr. Garbe's taking over Studebakers under the name of the Oregon Motor Car Company, Mr. Linsley, who is a friend of Garbe's, packed up his trunks and came back to renew his acquaintance with the West for which he had always had a preference, and he says he is mighty glad to get back. Mrs. Linsley came with him.

In Pittsburg Mr. Linsley investigated a new device for saving gasoline. It is called the Speeder and since its inception only a short time ago 175,000 of them have been sold in Pittsburg alone. It is an apparatus for priming the motor and keeping it free from carbon, and it is said that it will save 25 per cent of gas consumption, a fact that much is guaranteed. Last Wednesday they took a car out to the Country Club track and without the speeder in operation they made 3 1/2 revolutions on a quart, but with the speeder working the car went round 4 3/8 times, or a saving of 20.7 per cent.

Briefly it is a small tank on the dash with a lever attached. Pressure on this lever primes the motor. There is a kick valve at the lower end of the tank for turning on the gas. It also takes the warmer air from around the exhaust pipe, introduces it into the carburetor, and on Mr. Linsley's recommendation the Oregon Motor Car Company has taken up the agency for Oregon and Washington. Linsley expects no little success from the device, owing to its cheapness and to the fact that it will more than pay for itself in a trip or two.

Demand Exceeds Supply.

F. B. Norman, manager of the Portland branch of the Ford company, reports the sale of 218 automobiles for the month of June and could easily have doubled this could they have obtained the cars. Out of the 60 dealers controlled by the Portland branch, there are only five that have cars in stock. This car shortage will probably be eliminated in another year.

Marion Wins Hill Climb.

In a recent hill-climb at Atlanta the class for amateur drivers was won by Dr. S. Green in his Marion car, and his time was 1:14.5. The grade was an average of 3.6 per cent over a distance of 4465 feet.

Auto Makes Trip From California. CHEHALIS, Wash., July 5.—(Special).—T. C. Rush, a Chehalis capitalist,

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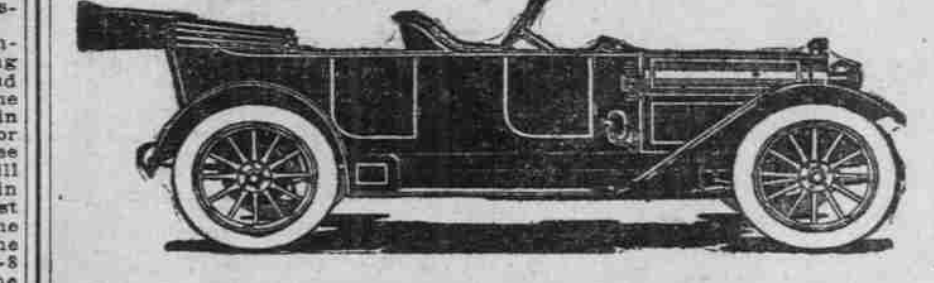
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ist, who has been passing the winter in southern California with his family, has returned home, making the way from southern California to Earl accompanying. Mr. Rush states that until the Oregon line was reached they had good roads most of the way, the rains were encountered in northern California, however, and from there it seemed almost like a continuous performance. The route all the way from southern California to Washington was lined at various points with automobile tourists who were making the same trip, many of them being in camp waiting for better weather.

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