

FARMER, AIDING CAR, HAS LEG INJURED

Good Samaritan to Autoist Is Himself Placed in Need by Harness Breaking.

ROADS IN SEA OF MUD

Harry C. Hays Writes of Trip to Lakeview—Motor Breaks Through Frozen Surface and Drops 3 Feet—Trip Stood Well.

To go out with a team of horses to help a mud-stuck motorist and to get your leg broken in rendering assistance is what one might call "adding in-

the ground is frozen solid. Throughout the whole distance there is about a foot of water running down the road-way. When you break through the ice you go down seemingly about three feet. From Silver Lake to Paisley, nothing but deep mud and hills. At Paisley they told us we could not get through, and begged us not to try, but it was too late to turn back. For the first 25 miles the road was fine, but after that no words can express the conditions. We practically rebuilt four bridges and were tied up at one of them for three hours. Then we got stuck in the mud half way up to the radiator, and had to have a big team pull us out. Then about four miles in deep mud. We had a puncture and that made it nice. Three miles farther up we got stuck in the mud in a low swale. The wheels were out of sight. Huff walked about a mile and got a rancher to come down and pull us out. The farmer had a young team, but poor set of harness, and the most deplorable feature of our trip developed here. As soon as the horses started to pull, the harness broke and the single-tree flew back and struck the farmer on the leg, breaking it. A telephone message was sent to Lakeview for a surgeon to come out and reset the limb. After that we slept all night in the car, and were then compelled to get another man to pull us two miles. We drove for 13 miles in the low gear, and such pulling has never been equaled. When we arrived here today, with

MORE RACES URGED

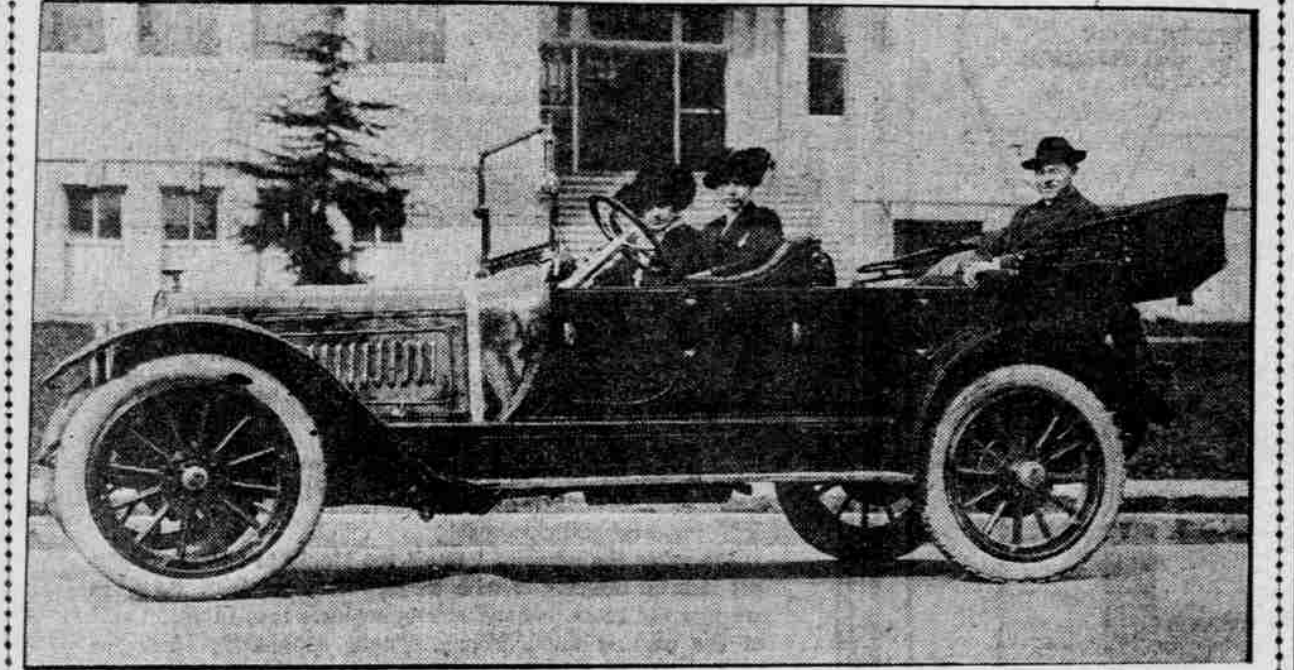
Eastern Promoters Declared to Be Behind Times.

ACTIVITY IS FOUND LACKING

Enthusiastic Western Motorists Advise Revision of Attitude by American Automobile Association—Promoters Blamed.

Eastern critics, who, in reviewing the 1913 auto racing season, decried the sport, simply because they did not happen to have a couple of events in their own little ballwick, are advised not to be so gloomy by Western motor enthusiasts, who have just completed a most successful season, and stand on the threshold of another even more promising. The trouble lies not with the game but the promoters, they as-

WOMAN DRIVER LEARNS TO HANDLE BIG CAR WITH EASE IN SINGLE DAY



MRS. FRANK S. HENDERSON AT WHEEL OF HER NEW LOZIER SIX. It is very seldom that women prove as efficient learners as men. Mrs. Henderson is an exception. The first day that she owned her car, the Northwest Auto Company, distributors, sent out a man to teach her. From the first she showed an aptitude capable of grasping the intricacies of gear shifting, throttle and spark advance that the demonstrator said was unequalled in his experience. That was a few days ago. Today Mrs. Henderson would be considered one of the best women drivers in the city, in traffic or out. It is, of course, a great tribute to her, but she lays all the credit on the car for being so delightfully easy to handle.

sult to injury," yet that is what befell a farmer recently near Lakeview, Or. It was the culminating incident in a trip through seas of mud and miles of frozen water and hard going undertaken by Harry C. Hays, traveling salesman for the Portland branch of the Howard Automobile Company, from The Dalles to Lakeview and back.

The first part of the trip, that from The Dalles to Prineville, though had going for the first 90 miles, was uneventful. They needed no assistance and had no trouble, though having to travel on low gear for several miles at a time, notably for six miles each side of Shaniko. Speaking of Prineville Hays says that they have nothing but stages from the railroad, that Buicks and Fords are the only cars selling down there and that they think nothing of 50 miles as a demonstration trip. In fact, during the time he was there Hays demonstrated his car over 200 miles. Leaving for Lakeview via Redmond and Burns, along with O. L. Huff, of the Huff-Noble Auto Company of Prineville, their troubles began in earnest. They arrived March 2, and Hays immediately sent a wire to Mel Johnson in Portland, as follows: "Arrived 2 P. M., 22 hours going 13 miles. Stuck in mud all night. Horses pulled us two miles. Roads impassable. Snow melting. First car to reach Lakeview in eight days. It will be two weeks before car can get out. Buick 37 absolutely greatest car ever built. No mechanical troubles."

Roads Simply Awful. In a letter dated at Lakeview, March 6, Hays says: "What a trip. Never has any automobile traveled over such roads. I do not believe there is another car in the country that could come from Paisley at the time we did. From Redmond to Bend, the roads are fine, but from Bend to Paisley they are in awful condition. About two feet of snow, and in most places

car and drivers a solid mass of mud, and certainly the object of much curiosity. Half of the town was out to greet us. Everybody had heard in advance about our being stuck in the mud, and the farmer having his leg broken.

"It seems to be a pretty good town, and business looks good. In the garage today, out of 20 cars, six were Buicks. Gasoline worth Gold Weight. There are two stage cars hung up here now. They say it will be about two weeks before they try to get out. Old-timers say the roads have never been so bad for 20 years. No cars of any kind being sold here at the present time, but prospects for future business are good.

"This county, with its wonderful lakes, is certainly beautiful. One large lake is 20 miles long, and the second 45 miles in length. It is certainly a sportsman's paradise as well, for the whole country is covered with ducks and geese. The trip was an awfully hard one on tires. Gasoline and oil are worth their weight in gold at Lakeview at this time.

"After writing for a 'new set of money,' as he expressed it, Hays, in company with Huff, started on his return journey to Prineville, leaving Lakeview Wednesday, March 11.

Weaver Broadens Scope. By assuming distributing responsibilities for the Studebaker line in San Francisco and Northern California, Chester N. Weaver becomes one of the largest automobile dealers in the country. For nearly 17 years prior to this change, Mr. Weaver had been Studebaker's San Francisco branch manager. E. H. Carpenter succeeds him in the latter capacity.

For adults over 25 years of age the death rate is now about 40 per cent lower than it was 50 years ago.

sert, not a man having shown himself in the Atlantic states during the last few Summers capable of handling an event of major importance.

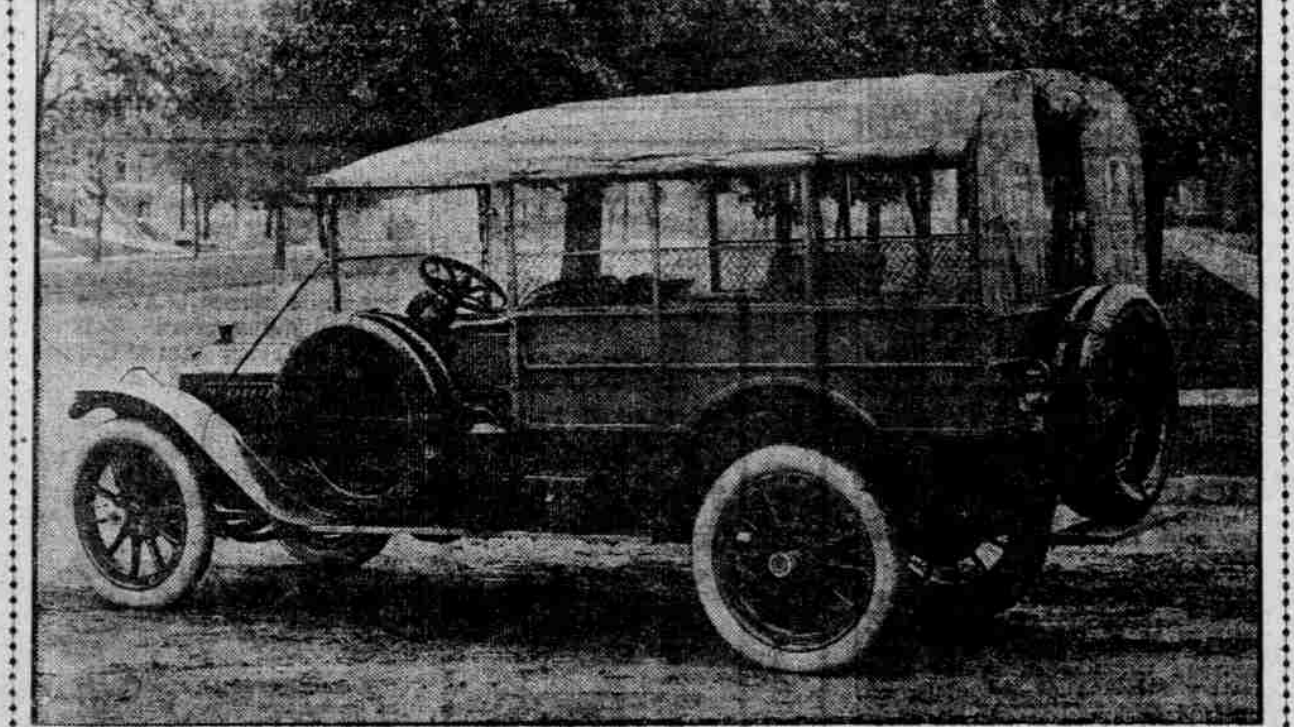
As case in point the record of the New York Motor Dealers' Contest Association is cited. This organization, though avowedly brought together for the purpose of fostering high-class competitive events, last year had an unimportant reliability run on Long Island as its only achievement, while it had its greatest opportunity in motor history, not even excepting the Indianapolis 500-mile race, that of staging the Vanderbilt and grand prize in the vicinity of the metropolis. Everybody admits that these events, properly handled, would gather the biggest crowds in the annals of motoring, yet they were allowed to get away to Los Angeles.

An odd deduction is called up in this connection by the fact that the closer to the seat of authority, or headquarters of the American Automobile Association, in New York, it gets, the worse off the game seems to be. On the West Coast it is thus highly flourishing, while in the Middle West, which is practically independent, similarly favorable conditions prevail, as manifested by Indianapolis and Elgin. East of the Alleghenies, where it should be strongest, according to character and class of population, there is little if any activity.

A revision of its attitude on the subject of contests by the American Automobile Association would seem to be the first step in order. In the past the governing body has been merely passive, content to consider the sport as a means of income, nothing more. Good roads have been its hobby. This work it seems to have administered well, at the expense, however, of its other functions, no less important.

In Borneo winged creatures are encountered where one would least expect them. Flying fish, the size of herrings, are found in all the waters, and there is the flying fox, the well-known fruit-eating bat, which the Malays call "Kruang."

SPORTSMAN'S CAR, DESIGNED BY HEAD OF FAMOUS FIRM, EXHIBITED AT SPORTSMAN'S SHOW, NEW YORK



PACKARD CAMP CAR. The Packard camp car is the only automobile new being exhibited at the Sportsman's Show, March 5 to 14, in Grand Central Palace, New York. The special body was designed by Henry B. Joy, president of the company, as a suggestion to sportsmen who wish to remain independent of civilization while on a hunting trip. The body is of a modified prairie schooner type, and is especially adapted to "roughing it." Provision has been made for a food supply large enough to last several weeks. There are accommodations for two persons in the front compartment, where touring car seats are used. An ingenious arrangement of the cushions forms a second seat for two in the center of the car. The side seats are easily convertible into bunks. By means of side and rear curtains with a windshield in front, the car may be entirely enclosed. The car carries a complete camping outfit, including a fireless cooker, tent, canvas water buckets, self-cooling water bags, cooking utensils, dishes, electric lights, food bags, airtight tin cans, lanterns, axes and guns. There is storage and locker room beneath the side seats and an extra luggage box is suspended from the floor. The body is mounted on a Packard "48" touring chassis.

10,000 Man Power

VS.

1,000 Man Power

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The difference between 10,000 men and 1,000 men and 200 cars per day as against 2 cars per day is so enormous that the number of material manufacturing economies which the larger production can effect must be apparent even to the most un-informed.

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Electric head, side tail and dash lights	35 horsepower motor	Stewart speedometer	Clear-vision, rain-vision windshield
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\$1075 With electric starter and generator, f. o. b. Toledo

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Come to our salesrooms and arrange for a demonstration.

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