Walter Giffard Gives Second Installment of Story on Trip to Mount Hood.

WORKERS HIGHLY PRAISED

Fear of Unscrupulous Plan to Wrest Laurels From Mitchell Party Leads to Midnight Vigil on Mountainside

PAY WALTER GIFFARD.

(Part II of the story of the Mitchell's Climb to fame at Mount Hood.)

Armed with what looked like enough food to satisfy an army en route for Coalman and his gang of workers, numbering 10 in all, were on hand at Rhododendron before 6 A. M. on the Monday morning. Seven of them went on up in the car, the others going with the provisions in Mr. Fourbion's wagon.

bion's wagon.

From the outset the spirit of the task seemed to have pervaded one and all. Every one was talking of the record, for to those men such an event was of as much importance as a Presidential election and every one of them, (knowing Osmon Royal from his previ-ous attempts and Mr. Mitchell from their dealings with the firm), was per-sonally anxious that the blitchell six

should get through.

They brought with them, however, news that was somewhat disturbing. It was to the effect that other attempts were to be made to get through ahead of us. At first we paid no attention, but when the telephone seemed to be busy both at Government Camp and at Rhododendron with men inquiring as to our progress, and when we heard the like from still further sources we began to plan for the frustration of the

others.

It was not that we feared any automobile would get ahead of us in the snow because no party could have dug half as fast as us for the simple reason that all the men of the district were in our care and what is more Coalman our gang, and what is more, Coalman had given his word, with a trace of a smile, that he would look after that end of it. What we did fear was that end of it. What we did tear was that some unscrupulous private individual might abstract a bolt or screw at night, when practically all the digging was done and slip through ahead, while we busied ourselves looking for

Watch Is Kept.

To prevent this, each of the last two nights Royal, Smith and Mr. Fran-settl sat up in watches with two dogs of the last named, Moon and Shine, tied close to the car, which was placed in a narrow spot in the road. It was perhaps a foolish and unnecessary precaution and we even laughed over it afterwards but it serves to show more plainly, perhaps, than anything else how our minds were set, once the start had been made, on winning the Camp

and the cup over all rivals.

Really, looking back on it, I think that every member of the party was for the time afflicted with a species of monomania, for otherwise I am at a loss to explain how we kept on at full pressure all the time. It seemed to affect them all, too, Coalman and his gang. Franzetti and Mrs. Franzetti, any seemed to affect them all, too coalman and his gang. Franzetti and Mrs. Franzetti, any seemed to affect them all, too coalman and his gang. Franzetti and Mrs. Franzetti, any seemed to affect them all too coalman and his gang. Maraschino all were equally anxious, all imbued with the same spirit.

Work Declared Wonderful. And the way the boys worked was wonderful. Never a grouch never any-thing but the best of good nature, a of jocularity permeating

of a mile from the middle of Laurel Of course, at the outset, there were some bare places and this belned us immensely, but it was not long be-fore we struck it solid all the way, averaging three feet deep and reaching to a height in places of 5 feet 6 inches.

Someone asked me why we did not deflate our tires and ride over the snow. This may be possible with oversized tires and an exceptionally light roadster under certain conditions but, with the snow as it was, such a feat would be impossible for any car. The sun was shining the first two days and except in the early morning before the frost had worn off the snow was soft, wet and heavy. It would not pack to bear the weight of a man, let alone a car. The last two days, when rain and sleet fell incessantly, it was even worse. Shoveling snow is not a delight altogether; it is hard work even for experienced woodsmen. Remember that when to cut a roadway eight feet wide, leaving not more than eight inches of snow at the bottom for the car to buck. We would have left none at all only at that rate we should have been forced to take an extra day.

Tip Given Shovelers.

To the amateur I offer this savice,

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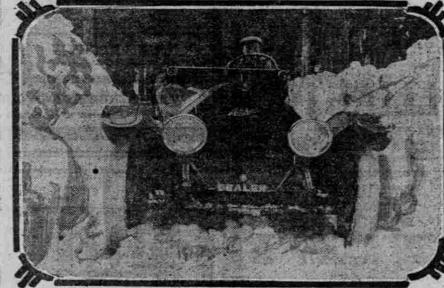
To the amateur I offer this savice,

To progress Grows Slower. sun was shining the first two days and

SNOW AND MUD CHIEF OBSTACLES ON MT. HOOD TRIP.



Solidly Ensconced in Snow.



The Average Depth of Snow.



In the Mud Near Cherruville

would scrape off and carry away large chunks of snow, and the car would have to back up in her tracks and make another run at it. She shivered through and through sometimes, from the jars of the snow walls, and the rear wheels would be turning without getting any traction, despite the fact that there were two sets of chains on the rear wheels and one on front. In the rear wheels and one on front. In places, too, trees had been blown down across the road and covered with snow,

laraschino all were equally anxious, to offer strenuous opposition to the limbued with the same spirit.

As the days were on we got less and car and damage to tires and chains, Never was man's pristine and innate As the days were on we got less and less sleep, for there was an increasing amount to do. Each day we started work a little earlier and ended a triffe later. Each day the camp was closer but each day the fear that some one else would step in at the last moment grew heavier. Fox and Pridmore at the camp told us of a Portland party planning to be out about Wednesday and of course Higley, the stage driver, was a force to be reckened with as he had a force to be reckened with as he had and then for a few minutes set his heart on getting the cup.

Turning Place Necessary.

to the amateur 1 offer this advice, based on hard experience: Do not toss light showelfills of snow far from the Frogress of them.

To the amateur 1 offer this advice, based on hard experience: Do not toss light showelfills of snow far from the You will make no progress and your hands will bilister just the same.

Start out by dividing your snow into sactions of about a robbe for take a cube of, say 14 lines and the first day. What is more, I beneech you, take it very slowly at the start. If you have sever thought the working in in indoined—manner, don't showed in an indoined—manner, don't showed in four lunch and you must continue work again until you have showeled snow for four days. Then criticise if you must but remember that to be able to judge properly you must start in work at 8 scheme of lunch and you must continue working until 9 P. M.

You will find, on the morning of the second day, that your hands will hardly experience to such work as a few working in the for lunch and you must continue working until 9 P. M.

You will find, on the morning of the second day, that your hands will hardly experience to such work, said they would all have left the work until by the third day, though you must be a triffe tired, the work will have been the essence of cheerfulness and the best of sportsment to the backbone automatic. Four days is quite east of the work will appear in the work of all. It is hard to start, but by the third day, though you may be a triffe tired, the work will have been the essence of cheerfulness and the best of sportsment to the backbone when the work may are to the backbone automatic. Four days is quite work and the work will appear in the work will appear in the work will appear in the work will be the work will appear in the work will be the first the work will appear in the work will appear in the work will the work will appear in the work will the conditions the work will appear in the work will the work will appear in the work will the work will appear in the work will be the work will

1000 MACHINES BUILT DAILY

APPROVED ABROAD

Englishman Pleased at Test of **Buick Made on Roads** in Oregon.

EQUIPMENT IS ATTRACTIVE

Self-Starter and Self-Lighter on European Machines Have Not Been Successful in the Past, Says Major Flower.

Major Flower is an ardent motorist. He has owned numerous makes of cars and is informed generally on the mechanism of the average car. Consequently his opinions are considered authoritative.

In order to see some of the local ountry, ride on a couple of the best roads, visit the quarters of the Auto-mobile Club and see for himself what one of the best-known popular-priced American cars will do in an average run, Major Flower rode in a Buick 25 roadster to the Sandy-bridge, going out roadster to the Sandy-bridge, going out via Sandy road and returning through Gresham. Once outside the business section he ran on high gear all the way out and in. The little car made the clubhouse hill easily, even without a run. The same was true of the hill between Fairview and the Twelve-Mile House, considered a deceptive ascent.

American Car Favored. At the conclusion of the run Major Flower made the statement that the next car he would but at home would

next car he would but at home would be an American car, equipped with self-starter and electric lighting.

Stafters in England at present are equipped only on a very few cars, he said. In the majority of cases they are not satisfactory, being undependable, due, he thought, partly to the extreme variations that they get from day to day in climate. Possibly the reason is that in the old country they have not yet caught up with America Starters in England at present are equipped only on a very few cars, he said. In the majority of cases they are not satisfactory, being undependable, due, he thought, partly to the extreme variations that they get from day to day in climate. Possibly the reason is that in the old country they have not yet caught up with America in this branch, where this country certainly has led the world. That is why American cars, which through quantity production can be produced cheaply, have a great future before them in Europe.

When assured that it is only seldom that an electric starter, such as the Delco or Gray & Davis or any one of half a dozen good makes, falls to act,

Motor Car Company. During the first seven months of that company's fiscal year, etarting last September the total sales for motor carriages has been 2614. For the corresponding period of the 1910 season, the Packard Company's previous banner year, 1882 cars were sold.

"By a flood of orders, the Packard Motor Car Company is marconed on a pinnacle of success," declares President Henry B Joy, "At present we are unable to turn out cars in sufficient quantile to turn out cars in sufficient and who owns a 60-horsepower car is being taked about their place rings that can more properly claim to be the result of expert designing and can prove it by efficient leak-proof service.

There is, though, a foolish method in vogue of judging the power and that is centirely by the bore. In other words, for example, a company like the Vulcan, which builds three models, all the same bore, but varying in stroke from 250 codbrod, a member of the state Naval Militia and an expert wireless operator, was notified by Portland officials

Tursing Place Necessary.

From then till 6 o'clock shoveling was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the order of the day; next a spot was the first of the car to turn round their camp and to dinner. After dinner all the dinn

follow England's example, because it is really on the smaller cars, rather than on the large ones, that greater variation of gear ratio is needed. Frequently, as most drivers know, a car which will not quite do a hill comfortably on high will be turning the engine over very fast on second and would have done the hill easily with some gear ratio between the high and the intermediate.

MOTORMETER COMPANY SUES

Action Brought Against Stewart-Warner Corporation.

The Motometer Company, exclusive licensee of United States letters pat-ent No. 1,090,776, issued March 17, 1914, for heat indicating system and apparatus for internal combustion engines, and Harrison H. Boyce, patent owner, have brought suit for threatened infringement by the Stewart-Warner Speedometer Corporation of New York.

The suit was flitd on April 11 in the United States District Court for the Southern District of New York On Southern District of New York. On April 13 Judge Hand signed an order to show cause why an injunction should not be issued against the Stewart-Warner Company.

More Army Motorcycles Ordered.

Some interesting information as to the future of American cars on the other side of the water, the increased cost of motoring generally in England and the unqualified admiration for the power and the general completeness of standard products of this country was given in the course of a run over some of the local roads by Major Flower, or Straiford-Upon-Avon, who was in Portland last week.

Major Flower is an ardent motorist.

ONE-PIECE DESIGN FAILS TO MEET SERVICE TESTS.

Perfect Flt Necessary to Prevent Any Escape of Gases or Ingress of Oil to the Chamber.

The important part that piston rings play in the operation of an automobile engine is clearly defined by a writer in the Scientific American recently. Describing how the engine is built and put together and the relationship of its various parts, he says:

"No matter how perfect the fit of the piston in its cylinder, it is necessary to use piston rings to prevent the

PACKARDS 500 SHORT

PACKARDS 500 SHORT

Delector Gray & Davis or any one of half a dozen good makes, fails to act. Major Flower was much impressed, He saw at one the great advantages to be derived, both from the viewpoint of comfort, celerity and safety, and said that the only thing holding back both manufacturers and buyers alike at home is the present fear of lack of efficiency in the starting systems employed there.

English Taxes Heavy.

The reason why the horsepower of the country to declare a shortage of the country to the horsepower. Cars there are taxe

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Velvet Shock Absorbers

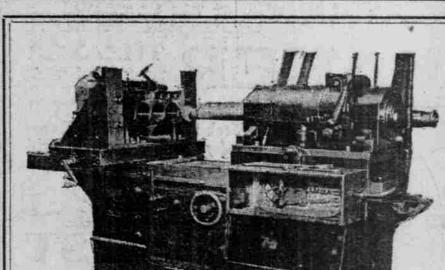
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