

SUTTLE'S LAKE HAS BID FOR MOTORIST

Swimming and Fishing With Big Grounds for Camp Prove Too Much to Resist.

DESCHUTES FLOWS IN VIEW

Panorama of Bend Shows Thriving Town Where Sagebrush Grew but Few Years Ago, and La Pine Is Astrir With Activity.

BY WALTER GIFFARD.

From Sisters there is a delightful side trip to the Metolius River and to Suttle's Lake. The distance for the two trips combined is only 33 miles, Suttle's Lake being partly on the way, but to the west of the river.

Leaving Sisters the road runs south for a short distance, and at the first fork bears to the right, but thence on toward the left hand fork should be taken until the ranches of Henry L. Corbett and Ben Tone are reached, the first on the right hand side, the latter on the left hand side of the road.

About three miles beyond Mr. Tone's place is another ranch and just one mile from this a fork leads to the left leading to the Lake, the right to Allen's and the Metolius.

Suttle's Lake road, in some places overgrown with brush in the center, has one or two well concealed stumps, liable to wreck any car unless the driver proceeds with caution. One of these stumps was unkind enough to select the Loco for its second dose of crank case treatment, but this time we really were indebted to the stump for we made a truly remarkable job of patching up the wounded port.

Twice the job would not meet with the approval of the superintendent. He demanded perfection and his demands being forcible, perfection had to be attained, with the result that in the end not a drop of oil leaked out.

Suttle's Lake abounds with huge Dolly Vardens. It is also an excellent swimming lake, being only the height of a man from the shore, and is very much of a level. Here we bathed and generally enjoyed the cool breeze for the day was warm one.

Camp Site Is Beaches Again. Then in the afternoon we set off again for Allen's ranch, a most delectable spot to camp for a day or a week or a month. With this house as headquarters we had the Metolius, with only a few feet of water, though the size of some of the fish we caught proves that the big ones are there, both residents and Dolly Varden.

The stream is exceptionally cold, the water never reaching more than 38 degrees even in the hottest summer. It rises very unusual. About 11 miles from Allen's is its source, the water issuing out from the base of Black Butte. The stream is almost as large at its source as it is 15 miles further down, the flow being rapid and the stream quite shallow, making it almost impossible to wade. Its name is Indian, meaning "The beautiful river flowing through a canyon."

In reaching Allen's there is one place where the motorist would be likely to go wrong. The road has signs posted directing the way until one reaches the Kendall's Rangers' station. Here one has to go through the station grounds and to tell the truth, but there is no sign to tell the traveler that there is one and one is naturally of the impression that the station house is the end of the road there.

Sisters Works for Roads. After staying a day there we pushed on once more, Bend being the objective. To reach this we had to retrace our route to Sisters and make an inkling of the desire for good roads. The proprietor of the Sisters newspaper has been working incessantly to reduce the grade on the Sisters road, and the Kenzie Pass. Without an excessive amount of work on some six miles of this grade it is possible to reduce it at least to a maximum of 2 per cent in one place and generally to a maximum of 5 per cent. For this year the money had given out, and it is probable that, realizing the large travel which can be diverted this way with the assurance of good grades, the work will be done.

From Sisters the best road to Bend is the longest way round, being 20 miles as compared with the direct route of 12 miles. Most of it, from where the road branches, there being some effective granite and alkali road construction leaving behind a sticky surface. This road is clearly marked "Auto Road" by large if somewhat primitive signs.

Within six miles of Bend the Deschutes River comes into view for the first time, making a magnificent view stretching away down below the road. Information Is Given Needed. At Bend Frutzel did a great piece of soldering and the crankcase was pronounced medically perfect and immune from any further attacks, at least, for the present.

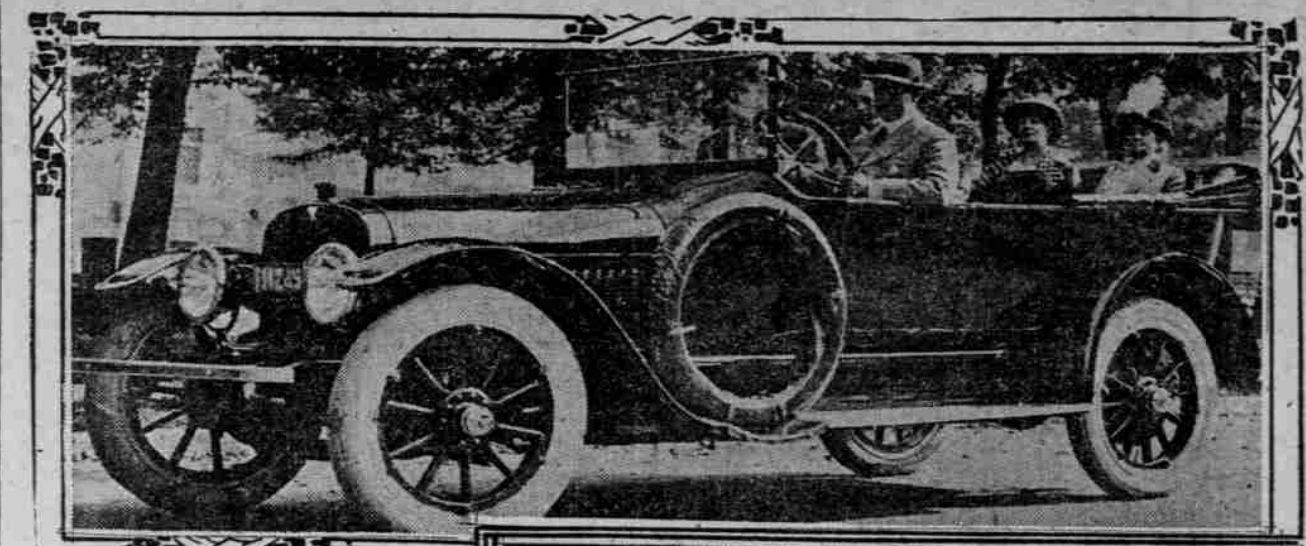
Leaving Bend for La Pine and Crescent, motorists would do well to get through information as to the condition of the roads. There are two tourbooks advising the road on the east of the river. This apparently is never the best road in a larger loop, though it does not approach within view of the River Deschutes for some distance. Just after passing Spring Branch with the source on the left of the road, there is a fork. The left is to be taken, leading to a bridge across the Deschutes and onto the main east side road, known as the Silver Lake road. The road is a winding one but is direct to La Pine and cannot be mistaken.

To revert for a moment to Bend, we had an interesting idea of the growth of the great country, in the reminiscences of Dr. U. C. C.

View of Country in Panoramas. He had asked Dr. Mackenzie into his offices in the First National Bank building there and from his window pointed out the houses that had grown up, the farming that had changed dry sage land into profitable fields.

"When I came here, there was an old grizzly that used to make his regular trek across from the Blue Mountains to the Cascades. I camped on his trail for weeks but could not get him. He eventually was killed by Bill Brock and his skin is now, I believe, in Harry Corbett's ranch near Sisters."

THE FIRST "BIG SIX" HUDSON TO COME TO PORTLAND, AND THE PURCHASER.



Top—The Big Six, with Murray Manville, of the C. L. Boss Co., at the wheel. Bottom—Captain S. S. Bailey, owner of the car, in the front seat; Mrs. Bailey and Miss Ella Bailey in the tonneau, and Charles Strunkel, Mr. Bailey's nephew, at the side of the car.

COLE GETS NEW SALESMEN

C. P. and R. P. Henderson Alto Take Charge of Advertising.

INDIANAPOLIS, Ind., Oct. 3.—On October 1, C. P. Henderson became associated with the Cole Motorcar Company as general manager of sales and advertising. R. P. Henderson, his brother, also joined as assistant to C. P. Henderson. The advertising remains under the direction of Homer McKee, who will handle it as a representative of a Chicago advertising agency. McKee remains in Indianapolis and there will be no break in the continued expansion of the state-wide Cole Motorcar Company.

Charles P. Henderson for four years was in charge of the distribution of Cole motorcars. His brother was also formerly associated with him in the promotion of sales. Lately C. P. Henderson has achieved success as vice-president in charge of sales and advertising for the Regal Motorcar Company, of Detroit, while his brother has been in charge of the Regal business in Canada as vice-president with supervision over sales and advertising for the Canadian Regal Motors.

Charles P. Henderson has gained for himself an enviable reputation as a sales manager in the motorcar industry. The advance strides made by the Cole Company call for the biggest men in the industry. Building quality cars in the \$1500 and above class, the Cole has steadily gained ground. It has one of the most modern factory plants in the country to produce its product and the increase of its selling agencies throughout the United States, Canada and foreign points calls for a larger organization of experienced and successful men. Within the past week in their reports to the automobile trade papers it was noted the Cole Motorcar Company announced the appointment of 25 new selling agencies.

Savannah Plans 300-Mile Meet.

Savannah's second annual 300-mile grand prize motorcycle race is assured. At a recent enthusiastic meeting of about 75 Savannah riders, it was decided to hold the event on Thanksgiving day over the famous Vanderbilt course. A list of awards has been arranged and already a number of entrants is assured. The promoters anticipate even a larger field than last year when 45 starters left the tape.

Two Start for Exposition.

Among the early starters for the Panama Exposition are W. H. Morreall and A. C. Collins, of Ilion, N. Y., who left on the 14th for a motorcycle trip to the Golden Gate. These riders expect to make expenses while in San Francisco by piloting sightseers over the exposition grounds in their motorcycle sidecar.

High Officials Join Studebaker Army.

Gabe E. Parker, Registrar of the United States, and Secretary Morzira, of the Brazilian embassy, are recent purchasers of Studebaker cars in Washington.

TOURIST USES CAR FOR TRAVEL IN PREFERENCE OF TRAINS.



PHIL METSCHAN, SR., AT WHEEL OF STEARNS-KNIGHT BIG SIX.

Phil Metschan is just one of the host of big business men to whom the automobile is as important a part of the business as the books and the cash register.

"The road is being built through the most difficult kind of territory—a dense forest. There are many deep cuts and fills, a great deal of rock to handle and bridges to be constructed. There are magnificent views along this stretch of the National Park Highway. It runs through unbroken forest from Mineral to Morton and the purpose is to extend it through to Riffe, where it is hoped another bridge over the Cowitts River will soon be built, to connect with the state highway. Its completion will give the people of the Sound country a splendid highway by way of Mineral, Morton and Riffe to Chehalis and Centralia and thence back home.

BIG SIXES SELL FAST

Hudson Company Decides to Push Large Cars to Fore.

PORTLAND PLAYS ITS PART

C. L. Boss Helps to Change Mind of Factory From Offering Only Its Small Machines as Orders Come From Buyers.

So much has been heard of the Little Sixes of today that the larger brothers almost have been lost sight of by the public. Advertising Appropriations have dealt with the smaller car almost to the exclusion of the larger.

For a long time there must have been some reason in the minds of the factory officials who have charge of the advertising end of the concern.

Some of them, asked why this was so, made the reply that with the present somewhat unsettled conditions and with the war in Europe, they felt that they would be needing only the smaller cars and would not be liable to pay attention to the bigger ones.

With one factory this is not the case, and C. L. Boss, the local distributor of Hudson cars, stated recently that, owing to rush orders on the Little Six, factory production of the bigger cars would be 60 days. He sent word back to the factory that he was not getting any of the big sixes and not enough of the smaller ones.

"Have seven of them sold already, as soon as they arrive. Letter following, was Mr. Boss' answer. His letter, which followed, explained to Mr. Winningham that if the rest of the country figured it was likewise hit by the war, Portland and Oregon did not. This is a farming country, and the farmers' prosperity spells the country's prosperity and the country's prosperity. We are selling cars all the time," he said in part.

Company Changes Plans. As part a result of his letter and other dealers' letters, the Hudson company will be inclined to increase its advertising appropriations for the big cars as well as for the smaller ones, as announced a few days ago.

"The extension will be through territory, making the cost correspondingly less. At the same time the extension will be whether you could get the equal of it for the price in any other car."

Citizens' League Acts. The following resolutions have been adopted by the Citizens' League of Eastern Lewis County, which comprises the Commercial Clubs of Morton, Randle and Glenora:

First—That we most heartily commend Governor Lister and his faithful aides, especially D. M. Mills, under whose immediate direction the work is being carried on, for the substantial and thorough work that is being done on the state road between Mineral and Morton, and for the economy and skill being exercised in its construction.

Second—That we recommend to the state authorities and to the members of the next legislature an appropriation for the widening of the road and for its extension to Riffe, so that there may be a continuous highway from the Sound, by way of Mineral and Morton, to the other cities of Southwest Washington and thence back to the Sound.

Third—That we believe, in these days of auto trucks, automobiles and far travel, that a piece of good road is not merely local in its benefits, but that it is a benefit to all; that it is, or should be, part of a great state system, and that such a system would be one of the most important elements in the wealth of our state and in the comfort of our people.

Fourth—That the great bulk of our road-building should be carried on by the state rather than by local effort, for the reason that the state can perform such work more substantially and economically, being able to employ expert engineers and to purchase expensive and effective equipment, and to make road building a business rather than an accident.

Fifth—That the great bulk of our road-building should be carried on by the state rather than by local effort, for the reason that the state can perform such work more substantially and economically, being able to employ expert engineers and to purchase expensive and effective equipment, and to make road building a business rather than an accident.

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SAVE ALL YOU CAN. COMPARE THIS DIAMOND SQUEEGER TREAD TIRE LIST WITH OTHER MAKE'S. THE BEST SQUEEGER TREAD TIRE FOR LESS. ARCHER AND WIGGINS OAK STREET, CORNER SIXTH.

Dann Oil Cushion Spring Insert. Something new to add to your comfort and save spring expense. ASK US. BALLOU & WRIGHT BROADWAY AT OAK.

BOWSER GASOLINE and OIL TANKS. STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES. S. D. Stoddard, District Supt. Sales, 415 Corbett Bldg. Main 1476.

DIAMOND TIRES. Vulcanizing & Retreading. R. E. BLODGETT, 29-31 North 14th, near Couch. Phone Main 7095.

NORTHWEST AUTO CO. Factory Distributors of Cole, Lozier, Reo Cars. BROADWAY AT COUCH STREET. Main 8887. A 4959.

SERVICE BIG FACTOR. H. L. Keats Gives Hints on How to Choose Auto. SIX HELD MOST POPULAR. Cheap Machines Sometimes Most Expensive to Own and Big Price Frequently Paid for Name That Means Nothing.

abused and misused word. No one, in buying a car, should expect something for nothing. That would only result in poor work and eventual failure. Although the salesman's promises in some instances are unlimited, a person does not expect to be 'held up' on the theory that having an automobile he can afford to buy anything.

"On the other hand, there are many instances when a dealer should not charge—in short, a dealer can make a car expensive to operate or he can make it economical, provided it is a good car to begin with.

"A cheap car sometimes is the most expensive to own, while, on the other hand, you can pay a lot for a name that means nothing.

"An automobile is like any manufactured product. The factory with the best and most efficient organization can turn out the best for the money.

"With regard to cylinders, that is, the number of them, manufacturers and dealers have argued a long time. However, the majority has chosen the machine with six. It is smooth in operation, it is economical to maintain, and its overhauling expense, which is an important one, is reduced to a minimum because of less parts.

"The six, I think, strikes the happy medium. There is no limit to the number of cylinders which might be put on a car. In theory, the addition of cylinders would make the car smoother running, but each one means more gasoline, more lubricating oil and more machinery.

"That's why I pick the six as the happy medium."

"The Keats company has a service department in Portland which exceeds several times the space occupied by the sales departments. Each of the cars handled by the Keats company, including the Chalmers, is backed by its service, which Mr. Keats picks as of as much importance as the original build of the car.

Auto Tops, Auto Bodies, Auto Painting. OREGON TOP COMPANY. THE AUTO PAINTING CO., Inc. THE AUTO BODY AND WHEEL WORKS. N. W. Cor. 14th and Couch Sts. Phone Main 1544.

Buick Wins the Wisconsin Reliability Tour. Buick's reputation for economy and reliability has again been upheld by a supreme test. Emil Hokanson, Madison, Wisconsin, driving a Buick, Model C-37, won the first annual Wisconsin reliability economy tour. Averaging 24.8 miles per gallon of fuel, he won the economy test, with a score of 2995 out of a possible 3000 points. He also was awarded the Milwaukee Sentinel \$1000 Sweepstake Cup. The 1914 Wisconsin state tour is the most important run staged in America this year.

BEAUTIES! That's what everyone says about the 1915 Buicks. Model C-55—6-cylinder 5 and 7-pass. Touring Car. \$1800. Model C-24—28 H. P. Roadster. \$1010. Model C-38—35 H. P. Roadster. \$1335. Model C-25—28 H. P. 5-pass. Touring Car. \$1038. Model C-37—35 H. P. 5-pass. Touring Car. \$1385. Howard Automobile Co. Mel G. Johnson, Manager. 14th and Davis Streets.