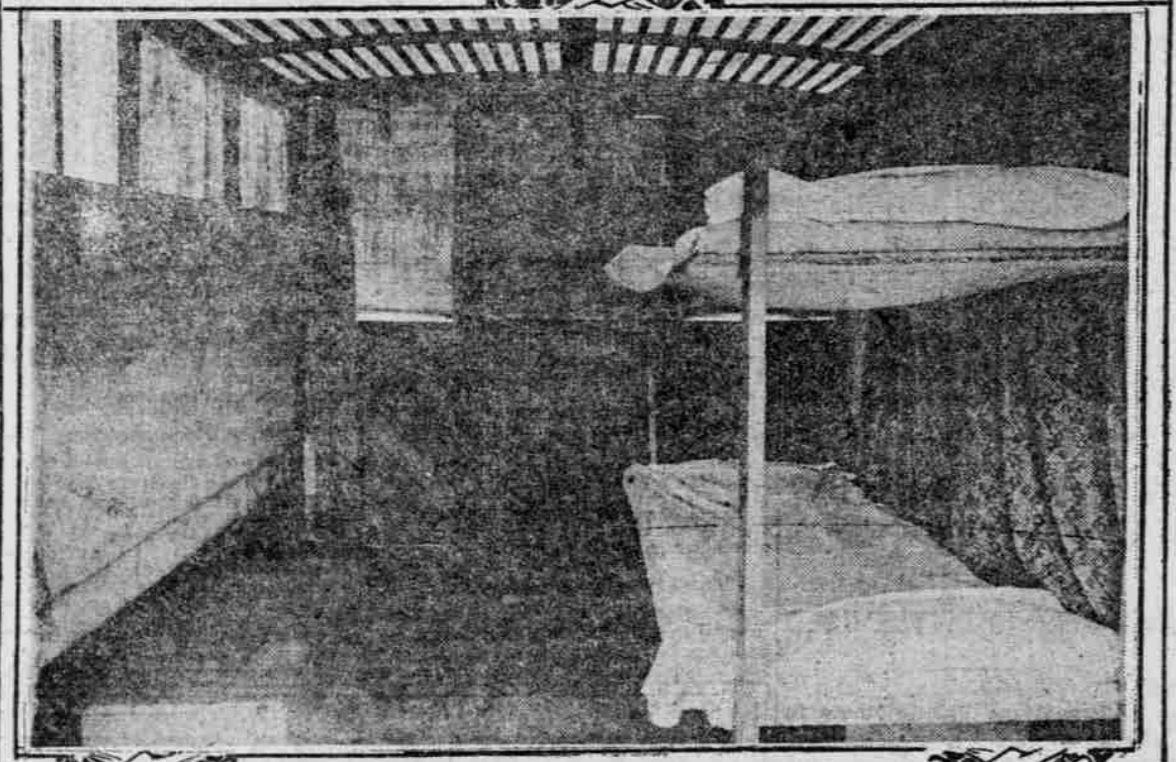
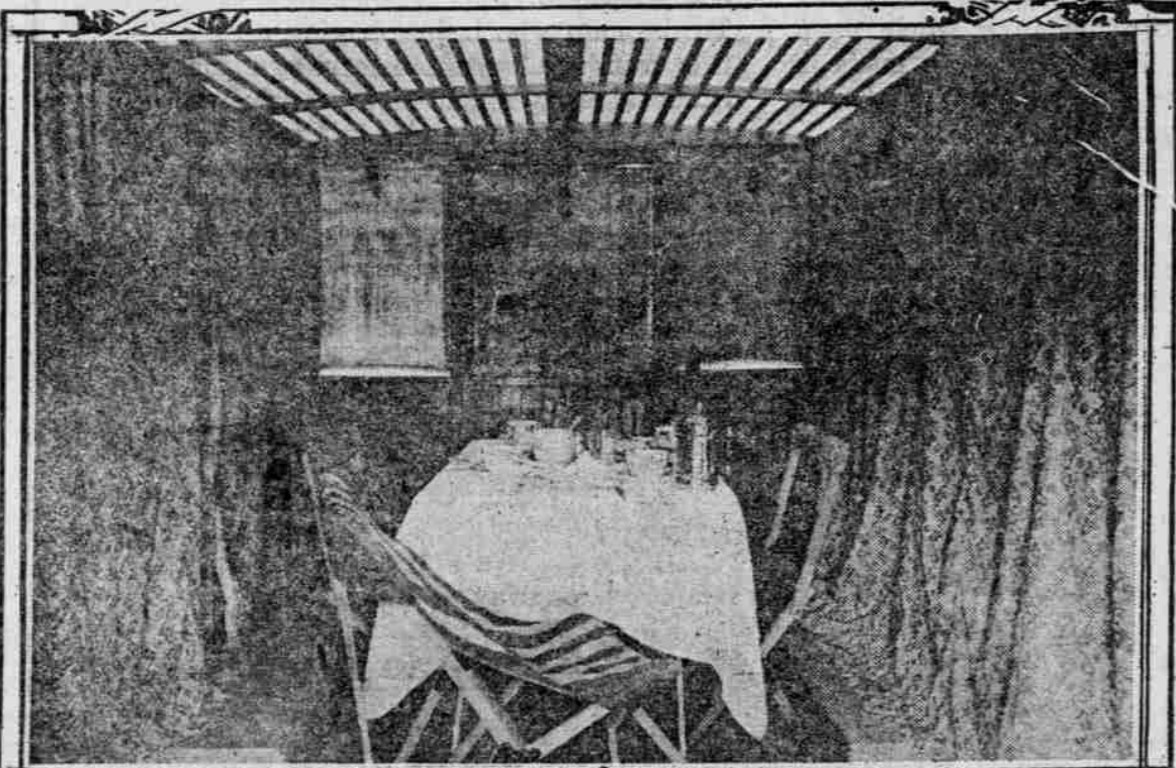
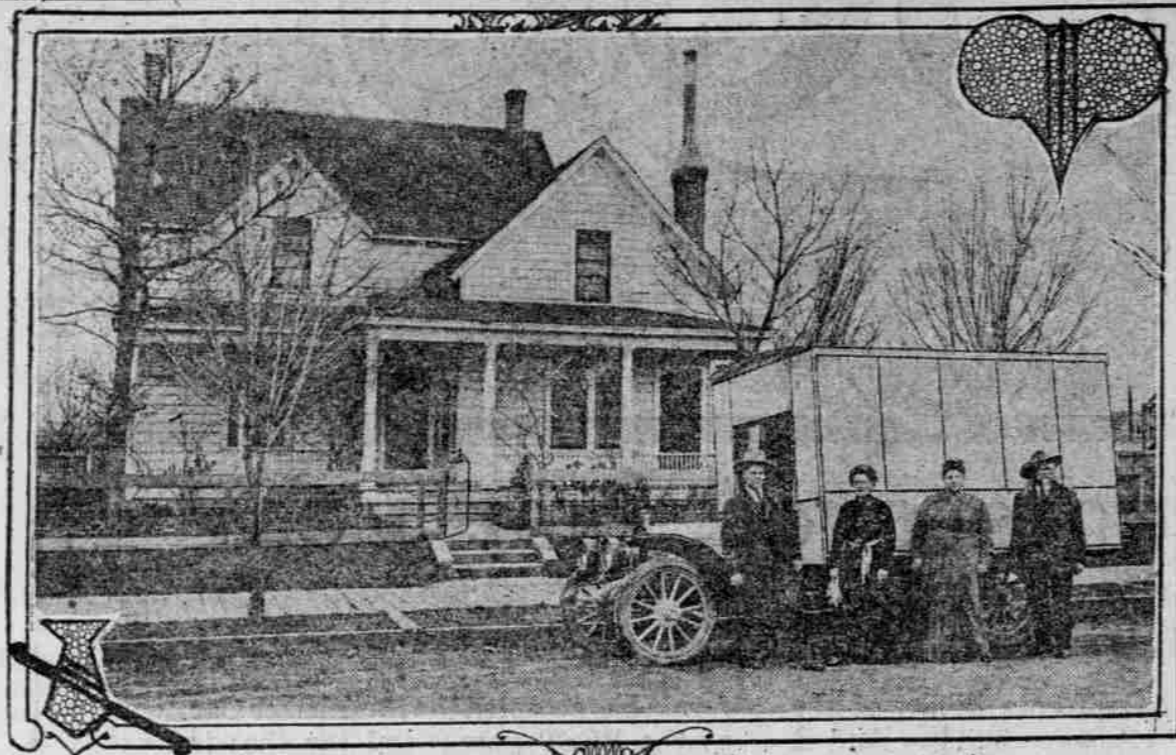


60-HORSEPOWER HOTEL ON WHEELS TO CARRY FAMILY ACROSS CONTINENT

Dr. William De Veny Builds Compact Body on Powerful Car for Six Months' Pleasure Jaunt Advertising Oregon by Illustrated Lectures and Interesting Book on Development of Law and Order.



Top (Left to Right)—Wame Portland De Veny, Driver of Car; Miss Estelle De Veny, Mrs. Martha R. De Veny, Dr. William De Veny, Manager and Lecturer of the Trip. Below—Interior View of Car.

HOW would you like to cross the American continent in a small hotel carried on the running gears of a 60-horsepower automobile? Such are the plans of the De Veny family of this city. The "hotel" and car are both nearly ready for the long trip to New York.

For more than a year Dr. William De Veny, who has spent most of his life on the frontiers of the West, has had under consideration a trip by which he would practically retrace his steps across the continent over the trail he followed when he took the advice of Horace Greeley and came West. At first Dr. De Veny decided to make the trip with horses and a wagon built especially for the trip, but with the perfection of the mechanism of the automobile he abandoned his original plans.

Several months ago he purchased a 60-horsepower Thomas chain-driven automobile, warranted to negotiate any hill that might intervene between the Rocky Mountains and the Atlantic Ocean. It was driven to Dr. De Veny's home on East Eleventh near East Gilsan street, in Montavilla, and the work of transformation was commenced.

Design is Novel.

Dr. De Veny wanted something original and novel and drew the plans of a "family hotel" first on a large scale, and this was reduced to fit the size and capacity of the automobile. According to these plans the "hotel" was constructed on the automobile, and it was brought out this week for the first time. Its plan is entirely original with Dr. De Veny. With the running gears the weight of the outfit will be from 2500 to 4000 pounds and capable of carrying between 1500 and 2000 pounds. It will carry four persons and their baggage—Dr. William De Veny, Mrs. De Veny, Miss Estelle and Wame Portland De Veny.

The new body or "hotel" is seven feet wide, ten feet long and six feet high. At the back end, where the main entrance is placed, there is a drop platform, two by three feet, the steps being 18 inches above the ground. The door is two by six feet. These steps are for several purposes. They will serve for a platform for Dr. De Veny's illustrated lectures which he plans to deliver at the towns he will pass on his way east.

There is a side entrance at the front

two by six feet, which admits the driver to the seat in front. The seat of the driver is detachable, to be moved when the machine is not in motion and the space is wanted for meals or for sleeping purposes, the inventor having made use of every inch of space inside to best advantage.

There is the cupboard with four drawers, compact and with no waste space, and yet ample for the purpose, 12 by 18 inches when folded out of the way. The stove is a gasoline burner, near the wind shield, taking up little space. In arranging the beds the same economy of space was followed. There are four beds in this "hotel," two on each side, one above the other and when not in use are folded along the sides and covered with portieres. When in use the portieres swing down in the middle, separating the four beds and making two complete bedrooms.

The beds are provided with one-inch felt mattresses, each 2½ by six feet and covered from dust. The table is 2½ by three feet, and when not in use is folded up, taking a space five by eight inches by three feet long. When in use it accommodates four persons. Chairs are to be folded away.

Ventilation is Excellent.

Amply ventilation is provided by means of wire screens which admit pure air and keep out troublesome insects. A fly tent, 15 by 12 feet, will be carried, which will be spread from the rear end of the car when Dr. De Veny is lecturing. He will carry a stereopticon lantern, and several hundred slides of Oregon scenery. These will include views of Mount Hood, fishing scenes, Rose Festival scenes including the children's parades, the Columbia Highway, altogether about 250 choice Oregon and Western slides. Arrangements for manning the lantern when Dr. De Veny is lecturing are unique. The lantern will be operated from inside the car house by electric lights and the screen will be canvas placed some distance away from the rear end of the car, as a rule, but not always, as in some places a hall will be obtained for that purpose.

Dr. De Veny will take with him an illustrated book of about 100 pages, which will be entitled "Western Life, or Development of Law and Order," which he is now preparing, and which will be published in Portland. Most of it will be devoted to showing the prog-

ress of law and order in Kansas and Nebraska and other states visited before he came to Oregon, 32 years ago. This book is filled with incidents and thrilling experiences that have never before been printed, culled from Dr. De Veny's experiences in these states. The book will show the transformation of these states into law and order districts.

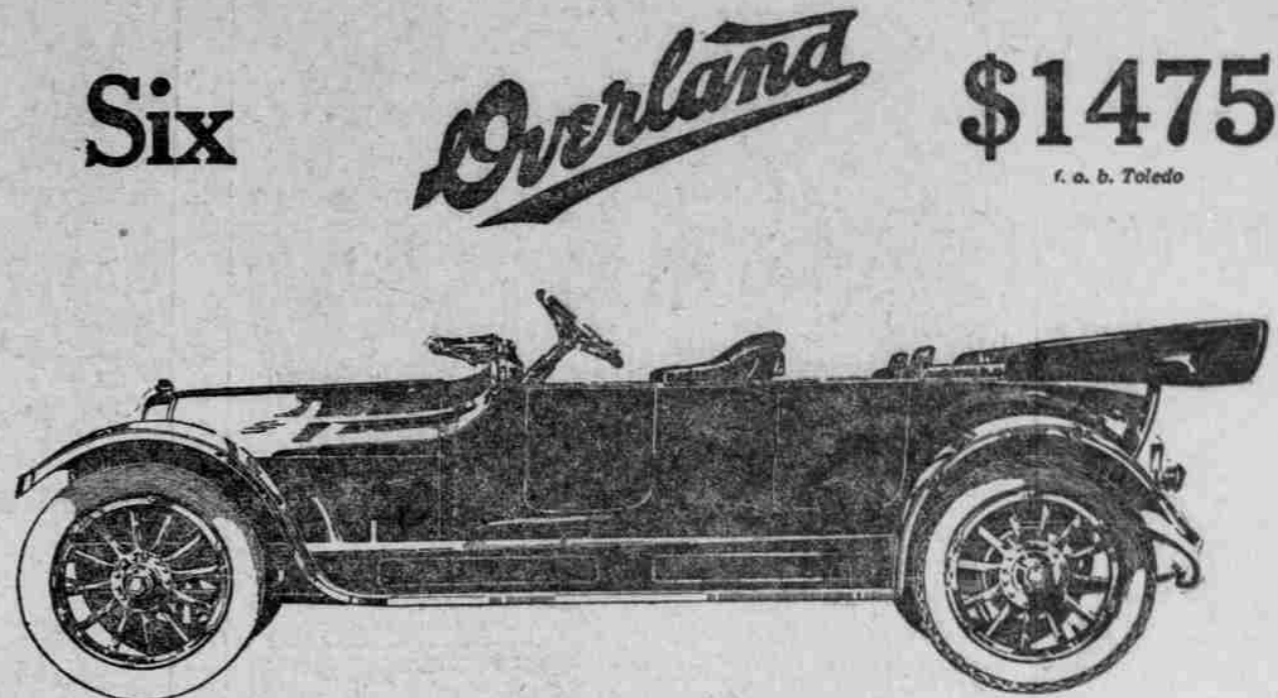
The last chapter will be devoted entirely to Oregon. This chapter will be profusely illustrated with Oregon views, showing its industries and scenery. Dr. De Veny expects to defray part of the expense of the trip through the sale of this book in the towns visited.

In preparing for this trip, Dr. De Veny will have expended between \$2000 and \$2500 in purchasing and outfitting the automobile, in the publishing of the book and preparing stereopticon slides, but the trip is intended as a pleasure expedition. Dr. De Veny still feels the Western frontier spirit and desires to live over the stirring scenes through which he passed in the pioneering days of the West.

He is a peculiar personality. He is a sort of prototype of Buffalo Bill and is often taken for the noted plainsman. They are close friends, and when Buffalo Bill was in Portland last year they were photographed together. Dr. De Veny has been in Portland for the past 22 years. He helped bring Montavilla into Portland several years ago.

The exact route of his trip has not yet been marked out, as that will be governed by circumstances. He will ship his car across the Rocky Mountains and start from either Denver or Cheyenne. He will visit all the towns and cities enroute to Chicago and New York. He estimates that it will require six months to reach New York, which is his Eastern destination, although he expects to visit Washington and drive his car to the White House and entertain the President.

The return trip will be by another route from the one followed East, and will be further south, taking in the lower tier of states. It is not expected to stop at hotels except in rare cases, and never when it can be avoided. From one to two days is the time the stays will be made in towns on the route. The lectures, which will be delivered there, will be mainly on Oregon and the West, and the stereopticon views are now being made to illustrate them.



Six

Overland

\$1475
c. o. b. Toledo

Indisputable Excess Value

- The wheel base of the Overland Six is 125 inches.
- The wheel base of other Sixes, at a similar price, is shorter.
- The six cylinder motor is of the latest en-bloc design. It is conservatively rated at 45 horsepower.
- The motor of other Sixes, at a similar price, is not as powerful, nor as flexible, nor as up-to-date.
- The Overland has high tension magneto ignition.
- Most other Sixes have not.
- The tires are 35" x 4½" all around with non-skids in the rear.
- The tires of other Sixes, at a similar price, are smaller.
- Most other Sixes do not have non-skids on the rear.
- Such is the economical result of Overland quantity production.
- We give more car for less money simply because we produce more cars than any other manufacturer of Sixes in the world.
- Buy an Overland Six and save money.
- Deliveries can be made immediately.
- Order yours now.



J. W. Leavitt & Co., Distributors

529 Washington St., Portland, Oregon Phones: Marshall 3535, A 2444

"Made in U. S. A."

The Willys-Overland Company, Toledo, Ohio

HILLS TO BE CLIMBED

MOTORCYCLISTS TO SPEED TODAY ON CANYON ROAD GRADE.

Portland Club Practically Decides on First Week of July for Run to San Francisco—Big Entry Expected.

A hill-climbing motorcycle run that is to test the power as well as the speed of local machines will be held under the auspices of the Portland Motorcycle Club at 10 o'clock this morning from the foot of the hill on Canyon

road for three miles up a grade varying from 10 to 15 per cent. The run will be conducted under the official rules of the Federation of American Motorcyclists and it is expected that about 30 local stars will compete, among the favorites being Archie Rife, on a three-speed Harley-Davidson.

The Portland club has practically decided on the first week of July as the date for the run to the Panama-Pacific Exposition grounds at San Francisco. Already nearly 200 cyclists from Portland, Seattle, Spokane, Tacoma and Salem have signified their intention of making the trip and A. L. Welch, of the local club, estimates that at least half that number will leave on the junket.

He believes about 40 will leave from Portland.

The trip south will be taken by easy stages and runs and races will be staged enroute to help defray the expenses of the trip. The riders will follow the course of the Pacific Highway. A \$5 prize has been posted by the Portland club for the best name suggested for the run. This contest will close April 1.

The Portland club has arranged to hold a series of races on the Rose City speedway May 30, Decoration day. Harry Brandt, of Portland, the Northwest motorcycle champion, left Wednesday for Venice, Cal., to participate in the 300-mile run March 28. His mechanic, Edward Beistak, accompanied him on the Great Northern. He will pilot the only Thor in that big event.

The building of the New York barge canal required the construction of 40 dams.

WARNING ON RUBBER OUT

MANUFACTURERS URGE DEALERS TO REMEMBER EMBARGO TERMS.

Export of Product to Other Than Allies Is Curtailed in Agreement With Great Britain.

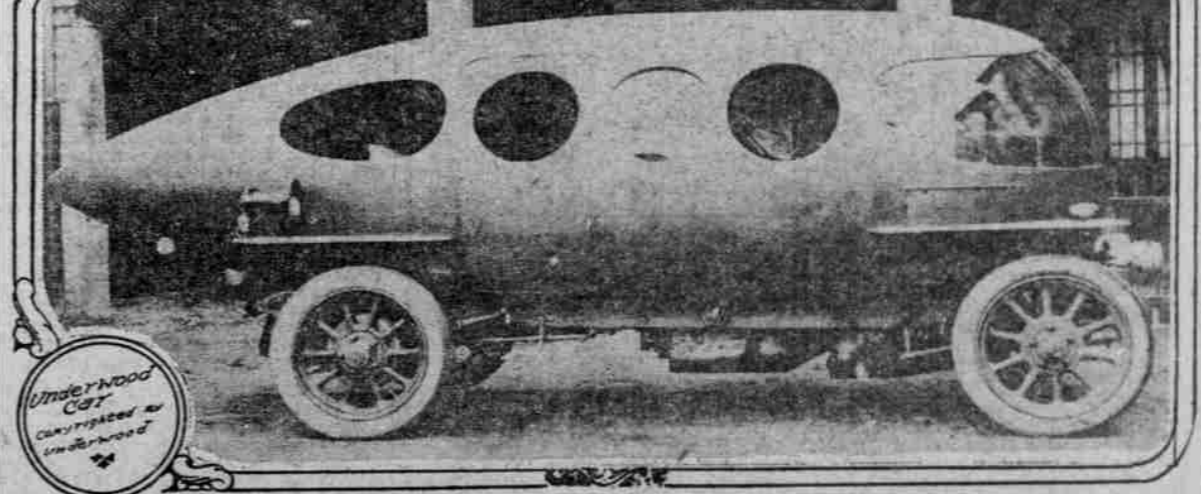
In keeping with the terms of the agreement by which the British embargo on rubber was raised, American rubber companies are sending "neutrality warnings" to their dealers. The rubber companies agreed when Great Britain raised the embargo, not to sell any manufactured or partly manufactured rubber goods to any person in the United States without satisfying ourselves that there is no intention on his part to export or resell the same for exportation to any countries in Europe other than Great Britain, France or Russia, or otherwise than by shipping to the United Kingdom and reshipping from there, under license to be obtained for export therefrom.

"If we export any manufactured or partly manufactured rubber goods to a destination outside Europe, not being in a British possession, we will, prior to or simultaneously with the shipment, give you particulars of the goods so shipped and their destination, and you will, in a British possession, we are obliged to rely upon the good faith of our customers, and their assurances that they will not export any Ajax tires, excepting to Great Britain, France or Russia, and only to a European neutral country by way of the United Kingdom, and should any Ajax tires be exported to a non-European country, you will give the British Consul in your district the details of such shipments."

"The continuation of rubber shipments from Great Britain depends entirely upon the good faith of the American rubber trade, and we ask your co-operation in this matter."

It has just gotten so in this country that if a man compliments a woman on her complexion she thinks he's kidding her or suspects he's a mutt.

NEW MODEL CAR PROMISES TO BRING ABOUT CHANGES IN BODY DESIGN.



COUNT MARCO RICOTTI'S SPEED DEMON.

An auto enthusiast of the aristocracy of Italy, Count Marco Ricotti, has produced a car with a unique body, and wonders in the way of overcoming air resistance are predicted for his type.

With a comparatively medium-powered motor—60 horsepower, four cylinders—this model has easily raced at a speed of 80 miles an hour. The body is built according to the latest laws of aerodynamics and is the result of a great deal of experimentation. The results of the tests have furnished much interesting food for thought to auto experts and scientists in general.

The chassis of the car by itself could produce a maximum speed of 65 miles an hour. When the curiously-shaped body was attached the model sped over the course on the same amount of power with an increase in speed of more than 15 miles.