## **AUTOIST IS PAINTER**

P. E. Sands Compelled to Erase Sign Put Up in Forest.

FORESTER OVERSEES JOB

Achievement of Flanders 20 in 1912 Told in Work of Art on Canyon Wall Distasteful to Government and Ordered Off.

It is very seldom that the govern

It is very seldom that the government interferes with automobile dealers but it did so in the case of P. E. Sands. President of the Waterhouse-Sands Motors Company, Seattle, Wash., a few days ago when it forced him temporarily to drop his business and become a painter—just a common, ordinary painter at that.

One day while, Waiter G. Helian, Forest Ranger in the employ of the Department of Agriculture, was penetrating the depths of the Wenatchee National Forest in the heart of the Cascade Mountains, in the State of Washington, he discovered that someone had broken the rules of the Secretary of Agriculture by painting a mamtary of Agriculture by painting a mammoth sign on a tremendous rock over-looking Lake Keechelus, in the Cascade Mountains, which read "Flanders 20 First to Hazelton Pacific Highway Pathfinder.

Infringement Is Noted

when the matter was traced down the original culprit was found to be P. E. Sands, formerly branch manager of the Studebaker Corporation, at Seattle, who, in the Summer of 1912, won the trophy offered by the Pacific Highway Association by driving the first car through from Seattle to Hazelton, E. C.

B. C.

At the time this exploit was achieved the Snoqualmie Pass, which is the only highway crossing the Cascade Mountains in the State of Washington, was the terror of motorists throughout that state and its almost unsurmountable difficulties for motor cars had been heralded from one end of the continent to the other.

Snoqualmie was the first huge ob-stacle in the way of Sands' exploit, but as soon as he had overcome it he fig-ured one of his great difficulties was over and blazoned his success on the mountain side, overlooking beautiful Lake Keechelus, by an inscription in-dicating the success of his undertak-ing.

Painting Party Organized.

Even though the terrors of Sno-qualmie Pass have been materially lessened by the construction of a prac-ticable road, which in the Summer time will permit motorists to cross the Cas-cade Range into the western slope of Washington on a through tour to Sewashington, on a through tour to Se-attle, and then go northward or south-ward as they wish, without difficulty yet at the time the order was issued by the Department of Agriculture for the removal of the sign the Pass was not feasible for automobiles. How-ever, the Reynolds Motor Company of ever, the Reynolds Motor Company of Ellensburg, the first city across the mountain range, on the east of the slope, entered into the spirit of the undertaking willingly and not only sent a powerful Studebaker "Six" with the painting-out party to the scene of the undertaking, but sent with it as an exemplification of the earlier trip to Hazelton a Studebaker Flanders "20."

Both cars rode merrily over the road to Lake Keechelia, over what is now known as the Sunset Highway, passing through valleys and peaks, cold and show-caped, until they reached the distance of 20 miles in about two fasted sign. The Forest Ranger, Watter Hollan, assumed the duttes of Master of Ceremonies; Mr. Sands mixed up his little can of paint, pulled out his new brush and proceeded to paint out the sign. The job was almost as arduous as atcepic painting, for the sign. The job was almost as arduous as atcepic painting, for the sign was accomplished only with slight chances for a foot hold and the work was a accomplished only with gright thances for a foot hold and the work was a accomplished only with great and fattest that I centralia business men spent the day on the redurn, leaves that I have been travellenged and lawer the countries that I have been travellenged and leaver the country indomination of the country indomination of the country indomination in the round it in seven years that I have been travellenged and leaver the country indomination of the country indomina

WESTERN TRIP IS DESCRIBED 667 HEARD of a new kind of Bible at

Motorists Plan Tour to Fairs by Way of Oregon and Portland.

(From the Lincoln Highway Bulletin.) and every once in a while I heard a Beginning this year the people of foreman say. What does the Bible say the Eastern United States will be able about that?" to plan and execute automobile trips across the Continent to any part of the Pacific Coast, and, once arrived here, they may safely and expeditiously travel throughout all parts of this country, from Sumas to San Diego and from Crater Lake to Carson City, over the solendid road extern already to the splendid road system already de-veloped and perfected. The Automobile Club of Seattle has

started a campaign for the rapid im-provement of the Northwest Trail, join-ing the Lincoln Highway at Cheyenne, Wyo, cutting diagonally across Wyoming, through the Yellowstone, and continuing across Montana, with a side trip to Glacier National Park, made possible by the road constructed by Flathead Motor Club of Kallspell; then through Washington by way of the Snoqualmia Pass into Seattle.

Journeying southward over the Pa-eiric Highway, there will be oppor-tunities to drive in Rainier National Park and in Oregon to visit Crater Lake National Park, besides taking a look at the famous Columbia River Highway, which begins at Portland. The Yosemite Valley Park is now available to motor tourists and is within easy distance of San Francisco.

MAN, 70, BUYS HIS FIRST AUTO

Wife, 68, Also Plans to Become Adept in Handling Car.

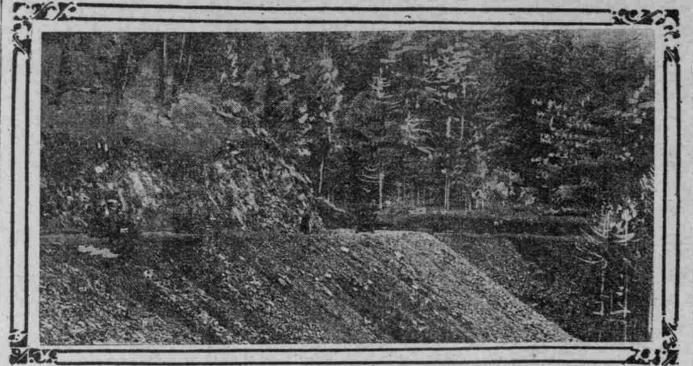
Having reached the three-score-andten years alloted as the life span of the average morial, Henry F. Busking, 1723 Park avenue, Indianapolis, recently decided that he had denied himself the pleasures of motoring long enough. In company with his wife, who had just turned her 68th year, he visited the salesroom of the Steinhart-Eckler Company, dealers for Dodge Brothers, and purchased a new five-passenger continuous.

touring car,
Mr. Busking, who is a master me-chanic in the employ of a big Hoosier concern, told the Dodge dealer that he had put off buying a motor car because he did not believe they had reached the desired state of perfection. One by one he had watched his neighbors go

one he had watched his neighbors go over to the new fad, but he remained firm until he read Dodge Brothers' announcement some months back, "Wife and I read over the specifications and decided that this was just the car we had been waiting for," said Mr. Busking. "We always have wanted a car that both of us could drive, and with the electric starter, lights and other equipment on our new machine. other equipment on our new machine, there is no reason why my wife can-not drive as well as I. We intend to become experts at this motoring busi-ness within a short time."

Lebanon-Foster Auto Line Starts.

LEBANON, Or., May 22 .- (Special.)-Lebanon and Foster have a daily auto truck passenger and freight service. The truck leaves Foster at 8 o'clock each morning and arrives at Lebanon SCENES ON ROAD FROM ASHLAND TO CALIFORNIA LINE





Part of The Grade Is Already In Shape For Pavement

Maxwell Automobile Giving The Road Crew A Lift With The Giant Boulders

PORTIONS OF BAD 20-MILE ROUTE THAT IS BEING PAVED. While browsing around in Southern Oregon recently, lining up tire sales, Fred W. Thatcher, manager of the Portland branch of the Firestone Tire & Rubber Company, got hold of the first pictures illustrating the comprehensive road work that is now being carried on in the Siskiyou Mountains on the Oregon side. The pictures were taken by representatives of the Powell Auto Company, the Maxwell, Buick and Firestone agent at Ashland. To lessen the annoying grade over the Siskiyous, a new grade that will reduce the abruptness of the climb materially has been surveyed. When all of the preliminary grading has been accomplished the entire 20-mile stretch of road from Ashland to the California state line will be paved with the same character of hard-surface that has made the 20 miles extending from Ashland north throught Medford to Central Point famous far beyond the borders of Oregon.

borders of Oregon.

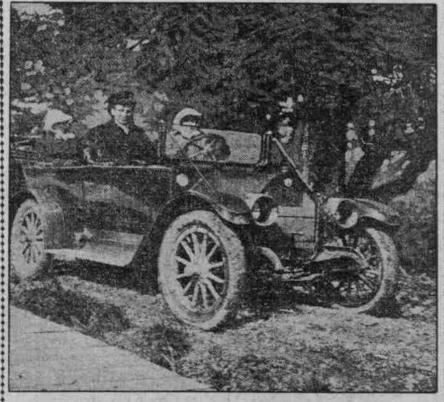
At present the work is being carried on at a point about half way between Ashland and the state line. When the money appropriated has been spent to pave this road the worst stretch of the Pacific Highway in Oregon will have been erased and the Southern Oregon counties will set an example of 40 miles of paved road leading right up to the threshold of California.

the Chalmers factory recently." said H. L. Keats, the local Chalmers and Saxon distributor vesterday. "I was going through the big factory

inspection as a once-in-a-while necesinspection as a once-in-a-while neces-sity, but in this plant were enough in-spectors to man an ordinary factory. And they were right on the job with microscopes and delicate measuring in-struments to make sure that every piece was just like its mate."

Claquato Road Traversed.

CENTRALIA, Wash., May 22,-(Spe



A. MULFORD AND PARTY IN THEIR CAR.

SEASIDE, Or., May 15.—(Special.)—Mr. and Mrs. A. Mulford, of Portland, accompanied by Mrs. F. Prayton, formed the first automobile party to arrive at Seaside this season. Mr. Mulford and his party left Portland last Saturday, morning at 4 o'clock and did not arrive in Seaside until 7:30 that night.

In spite of the fact that the trip was a trying one, a trip beset with much deep mud and rough roads, Mr. and Mrs. Mulford and their guest, Mrs. Prayton, after passing a couple of weeks in Seaside, will make the return trip to Portland by auto.

On leaving Portland Saturday morning, Mr. Mulford selected to drive his car over the old road. The first part of the trip was made over the road that leads to Hillsboro, but the party turned off before reaching there and passed through Buxton. From this point, almost all the way, it was a case of bucking mud and traveling over roads that were in wretched shape. At several points between Buxton, Banks, Mist and Jewel, the big car had to be dug out of the mud, yet in spite of this. Mr. Mulford, after having his car overhauled, discovered the machine had stood up under the heavy going and, beyond a more than general coating of mud, had not suffered much.

Not Pay Him What He's Worth.

him by American motor car manufacturers, none of whom, he says, appreciates his true worth and ability.

"Why am I driving a foreign car in the Indianapolis races this year?" asks Barney. "For the simple reason that no one in the United States will pay me

RIDGEFIELD ROAD SURVEY ON

Estimates Awaited on Work on Route to Be Built to Pioneer.

RIDGEFIELD, Wash., May 22 .- (Spe cial.)—County Engineer Scwartz has been surveying the two miles of road to be constructed between Ridgefield and Pioneer during the past week and the estimates on the work are about ready. As soon as the estimates can be completed bids will be asked, as the work is to be lot by contract. Considerable road grading is being done on the Pioneer road east of Ridgefield, where it is intended to place a crushed-rock surface later in the season. The road between Sara and Ridgefield is being entirely rebuilt and surfaced with crushed rock. An accident to the locomotive on the Sara logging railroad has held operations up for a few days, as the crushed rock is hauled to Sara from over the logging road from Knapp's Station, on main line of the Northern Pacific Railroad.

HIGHWAY SIGNS BEING PUT UP

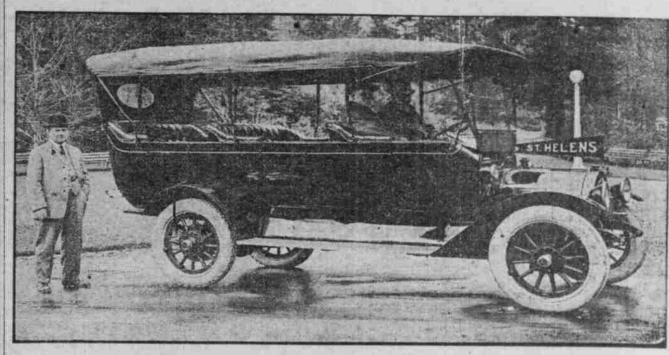
RIDGEFIELD, Wash., May 22.—(Special.)—Work on the six miles of new work on the Pacific Highway, just beyond Salmon Creek will be started the latter place," said Mr. Mann year within 30 days. The Commissioners have obtained all the right of way necessary and bids were asked for on the work by the State Highway Commission Wednesday. RIDGEFIELD, Wash., May 22.—(Spe-



## **BUICK TRUCK**

Capacity 3/4 Ton-





For the Jitney and Stage Man

## A VALVE-IN-HEAD BUSINESS CAR

A Buick built for business purposes. Inexpensive to operate. Equipped with the Buick Valve-In-Head Motor, which insures fuel economy, more power and greater flexibility. This Buick truck is electrically lighted and correct in principle, embodying all the time-tried and proven Buick engineering successes.

Buick Trucks are exactly suited for merchants and manufacturers, also for municipal state and public uses. Solve your transportation problems with a Buick Truck-it costs less to maintain than a team and will do four times as much work.

Howard Automobile Co.

Fourteenth and Davis.

Main 4555, A 2550.

RECREATION INCREASES WORK POWER, SAYS MAKER.

John N. Willys Thinks Isolation of Rural Life Overcome by Speed and Pleasure of Car.

The motor car has furnished a welcome relief from the monotony of life which was long the lot of the average farmer. Although usually well-to-do the farmer found that his necessary isolation kept him from enjoying the full benefits of frequent association with his neighbors and friends. Easy means of communication were lacking. It is only within recent years that any progress has been made in this direction.

Worth to step into me includes on the centire trip where I had to fail back on the low sear and all of those places were along the Rex-Tigardville stretch," said Mr. Wilson after he had concluded elaborating on the number and size of the fish he caught. "We went by way of Amity instead of Mc-Minnville and the road was in the best condition I have found it in seven years that I have been traveling over that way."

dom from isolation, freedom from lone-liness, freedom from the limitations of time and distance.

INDIANAPOLIS, May 22.—Barney Oldfield has his dander up. He is peeved over the treatment accorded welcome relief. It makes him a bet-

centralla. Wash. May 22.—(Spe"Of course my curiosity became
aroused after a while and I asked the
traversed the full length of the old
official who was with me what all this
talk about the Bible' was. He smiled
and took me over to a great big book, ago by L. E. Titus. The day before

PORTLAND MOTORISTS CLAIM RECORD OF BEING FIRST TO

REACH SEASIDE THIS YEAR.

CENTRALIA, Wash., May 22.—(Spetraversed the Indianapolis races this year?" asks
Barney. "For the simple reason that
none in the United States will pay me
what I am worth. All those Americans
the fields and the cool breeze blowing away
the fever heat of the day's work in
the fields. He finds himself looking forward
to Summer evening rides with his famthe soon finds himself looking forward
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brute. If a man has any sympathy and feeling for animals, he knows that they must have rest over night and on Sundays. A horse is too slow and the distance he can cover is too small for anyone really to get any great amount of recreation from an evening's drive. At the same time, an automobile costs money only when in actual use, unlike money only when in actual use, unlike word taking a grade. at the same time, an actual use, unlike the horse, which is a constant expense. "In Winter instead of hugging the fire, trying to keep warm, and dreading the next trip he will have to make to town, the farmer can go and come with comfort and just as often as he pleases."

Touring Information

66 F IT don't rain the roads in East-O. K., but if it does rain at all hard you might as well make up your mind to stay in until the weather settles down again." This is the advice given by Henry L.

Mann, the Haynes agent for this territory, who has just returned from an automobile trip from The Dalles to Pendleton and Walla Walla.

Mr. Mann shipped the Haynes to The

Scenic Route Between North Yakima and Walla Walla Marked.

WALLA WALLA, Wash., May 22—(Special.)—Colonel W. W. Robertson and E. S. Hotchkiss, of North Yakima left Thursday for Lewiston, putting up heavy iron signs 24 by 30 inches, marking the scenic route. Ten were erected between North Yakima and Walla Walla, Each sign shows the distance from the point it is located to Spokane, Lewiston, Walla Walla, North Yakima and Ellensburg.

Road to Be Built Near Salmon Creek.

RIDGEFIELD, Wash., May 22—(Speriment of the Harney County National Bank, of Burns.

Walla Walla, Walla Walla, North Yakima and Ellensburg.

the crops in Eastern Oregon and Eastern Washington."

Then he branched off on a lamentation of the fact that he was again entirely out of cars.

FORD BACKED FOR PRESIDENT

Roy Wilson, the veteran automobile explorer, says the roads of the Willa-mina and Yamhill River districts were before in the history of man.

Mr. Wilson, who sells Nationals,
Chalmers and Hupmobiles for the Dulmage-Manley Auto Company, inveigled
C. J. Cook, R. W. Price and C. G. Haworth to step into his Hupmobile for the trip.

ally record as 140.2 miles. The time made by Mr. Wagner with his big Packard is said to be the record for the trip. The previous record, also made by Mr. Wagner four years ago with his Packard roadster, was four hours

and a half. W. S. Parks and wife, G. J. McHenry and Miss J. Heimick, of Vancouver, B. C., have just reached San Francisco

Barney, incidentally, says he is far from being all in, as many of his friends and he himself, by the way, once feared. He is confirmed in this belief by the fact that Lautenschlager, winner of the last French Grand Prix, is 45 years old. Barney, being some Summers younger than that, thinks he will last a long time to come.

Iman has reported that he doesn't feel the hard work of harvest time as much as he did before his car gave him the traveling over a boulevard. From Seattle, the same rest and to Chehalis, but from the latter place to Portiand we found rough going, place, there is no relief for a farmer in driving a horse. In the second place, the chances are he is sorry for the this section of the road is to be imported that he doesn't feel the hard work of harvest time as much as run of 169 miles, 50 of which was traveling over a boulevard. From Seattle, a run of 169 miles, 50 of which was traveling over a boulevard. From Seattle, the hard work of harvest time as much the hard work of harvest time as much as run of 169 miles, 50 of which was traveling over a boulevard. From Seattle, the hard work of harvest time as much that traveling over a boulevard. From Seattle, the hard work of harvest time as much as run of 169 miles, 50 of which was traveling over a boulevard. From Seattle, the hard work of harvest time as much as run of 169 miles, 50 of which was traveling over a boulevard. From Seattle, the hard work of harvest time as much traveling over a boulevard. From Seattle, the hard work of which was traveling over a boulevard. From Seattle, the hard work of which was run of 169 miles, 50 of which was run

"From Portland to The Dalles we had to ship. They are working on the road and it will not be open until July. From The Dalles we went to Lakeview over a good and to the transfer of the trans were taking a grade.
"From Lakeview we dropped down

FORD BACKED FOR PRESIDENT

Car Maker Suggested as Man to Put in Business Methods:

BOSTON, Mass., May 22 - Henry Ford ts being boomed for President of the United States. His backer is James Parker, president of the Paige Motor

Parker, president of the Paige Motor Company, of Boston, who inserted the following advertisement in a recent insue of a local newspaper:

"I sincerely believe that Henry Ford should be elected President of the United States. I will pay \$5 for the best letter telling why he should receive the nomination."

According to Mr. Parker, he has received a large number of letters from business men from all over the coun-

model were shipped in October, the production necessarily beginning at the rate of only a few a day. At present, 100 to 125 cars of the eight-cylinder type are built daily at the Cadillac ant. April was the largest month the 12 years history of the Cadil-c Company. Productions and ship-

You All Know the Portland Rose

Notice to Private Car Owners, Garages, Vulcanizers, Automobile Companies, Supply Houses and Rubber Companies. We can pay you the following prices for scrap rubber: No. 1 auto fires, all standard guaranteed makes, free from belied-on type, steel sind leather or unguaranteed auto tires, it cants per pound.

No. 2 and hoited-on type auto tires, all standard guaranteed makes, free from steel stud leather or unguaranteed auto tires, 2% cents per pound.

We don't buy hard, exidized or unguaranteed sito tires.

Pure gum live inner tubes free from cloth and brass, 18 cents per pound.

Compound live inner tubes, free from cloth and brass, 11 cents per pound.

We don't buy from junk poddlers or junk dealers. Notice to Private Car Owners, Garages,

Wholesale Deniers in All Grades of Scrap Rubber, Metals and Cast Iron. Office and metal place, 186 Columbia St. Phone Main DISS.



816-817 Lewis Building