

tioned E. L. Youmans, of Stevenson. torist, Washington, D. C., says that a Wash.; Dr. Boles, of Kelso, Wash.; Dale Slusher, of Pendleton, and C. M. Ing for information on the Yellowstone Siler, of Boise, Idaho, asked for tour-ing information. Mr. Youmans, ac-companied by Dr. R. Y. Hunt and Sam Jacobs, brought his 1915 Hupmobile all other Portland automobile distributers in particular to the total automobile distributers in and snow storm, but even the sum to Portland to fit if for the Dr. Boles, of Kelso, dracobs, brought his 1915 Hupmobile all the way to Portland to fit it for the trip and get road information. He learn how many Easterners knew about the Yellowstone trail and the ser. Pasco, Kennewick and Ritzville. He will then follow the Yellowstone trail route to St. Paul, proceed to Columbus, G., and return to Portland via the Lin-coin Highway and the Pacific Highway.
that temporary handleap did not make the highway bad. "Reports that the road between Red-ding and Dunsmuir, recently washed out in places, would not be mended in places, removing scattered boulders and widening the road. Cottage Grove Plans Grange Fair. Cottage Grove, Or. June 19.— Cottage Grove Plans Grange Fair. Cottage Grove Plans Grange Fair.

route to St. Paul, proceed to Columbus, O., and return to Portland via the Lin-coln Highway and the Pacific Highway.

into Oregon, near Cole, we ran into a big rain and snow storm, but even that temporary handicap did not make

ELECTRIC VEHICLE TOPS STEEP STEPS ON ARLINGTON HEIGHTS.

Mr. Siler is about to leave for Port-land on his way south and Dr. Boles is already well on his way to California. Mr. Slusher left yesterday for his home is ascattle, Spokane and Walla Walla. He drove his Buick as far as The Dalles on his way to the Rose Festival met no difficulty on the full length of the Pacific Highway to Portland.

National Park Road Crew Reaches RECENT TRIP Morton for Clearing.

ably the most novel road camp of any in the state. It has its own electric

light and power plant, operated by

light and power. water power. The stump blasting at Camp 4 this week played havoc with some of the buildings. The refrigerator was de-buildings. molished by a big chunk, the corner of the office building was torn away and more or less other damage done, but no one was injured.

CAR DRIVEN AT NIGHT FROM LOS ANGELES TO SAN FRANCISCO.

eed of More Than 40 Miles an Hou

Maintained Over Dangerous

Roards and Train Beaten

Again the Cadillac-this time the

eight-cylinder type-has set a new

minutes. The car left Los Angeles at 8 P. M., June 3, simultaneously with "The Lark," the fastest train on the South-ern Pacific railroad, which makes its run between the California metropoli in

13 hours and 45 minutes. The train's time was beaten by 1 hour and 35

minutes, the motorcar arriving in San Francisco at 8:10 A. M., June 4. In order to set this new record, it was necessary that the Cadillac main-

tain speed great enough to average almost 40½ miles an hour. The perils of such speed are obvious when it is known that practically the entire dis-tance was made during the darkness of

night, over roads that rise and fall in the mountains, skirt precipitous cliffs

and abound with sharp and dangerous turns. The car was driven by Baudette and Bramlette, who alternated at the wheel, and carried two other men as

Almost every year Mr. Lee sets a new record for motorcar travel between California's chief cities, and this record

usually stands until a Cadillac breaks it the following year. The car which has just made this run is the first Cadillac-Eight demonstrator sent to the Coast, and had been driven 17,000 miles prior to this drive. It carried all stock

passengers.

equipment.

CADILLAC HAS

"It is absolutely safe to advise m torists to travel over the Pacific High-

don't think the road has ever be better condition and believe it will be

Angeles, before he had snaken the dust from his clothes after arriving in Port-land Wednesday in one of two Locomo-biles that also carried his father and mother, Mr. and Mrs. W. A. Morehouse, Mrs. Lou Palmer and Herbert Hough-ton, all of Los Angeles. The party re-mained in Portland several days.

Mr. Morehouse's guarantee that the Pacific Highway is in good shape is de-pendable. The present trip is the sixth that the Morehouses have made from

Winnipeg, Minneapolis, relay back over SIXTH the Yellowstone Trail to Butte, Mont. and cut across to Salt Lake before reaching home sometime in September. In 1912 and 1913, when the Morehouses skipped their annual trip to Portland

Tourists Pass Gateway.

GATEWAY, Or., June 17.—(Special.) —An automobile party of prominent Walla Walls people passed through this place at 10 o'clock Wednesday en route to the San Francisco Fair and Santham Collifornic moints including Southern California points, including Southern California points, including San Diego. The party consists of Mr. and Mrs. G. W. Whitehouse and son. Stuart; Dr. and Mrs. E. E. Shaw and nephew, Clarence Kimball; Mrs. Har-riet Greet, Dr. and Mrs. Bert Thomas and Miss May Thomas. They were fully equipped to meet any outing emergency. This is only one of many work parties from Factors Oregon and Washington, who are taking advantage of the exceptionally goods roads to make this trip.

Big Coast Road Meeting Scheduled.

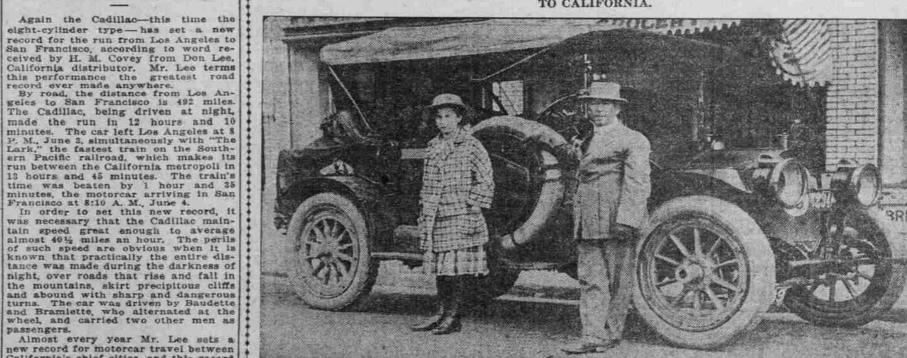
More Than 600 Licenses Are Ex-

The most important good roads con-vention ever held in the West will be Soptember 13 to 17 in San Francisco and Oakland. The Tri-State Good Roads Association, the American Highways Association, the American Road Build-

VANCOUVER, Wash., June 15.—(Spe-cial.)—That automobiles are more nu-merous in Clarke County than was generally supposed is shown by the fact that approximately 400 automo-bile applications have been received at the office of the County Auditor since

EXPERIENCED AUTO TOURIST FROM BELLINGHAM PASSES THROUGH PORTLAND EN ROUTE TO CALIFORNIA.

pected to Be Issued.



S. J. CRAFT AND HIS DAUGHTER IN FRONT OF THEIR PACKARD TOURING CAR.

Bound for Southern California in his 1969 Packard touring car. S. J. Craft, a retired merchant of Bel-Bound for Southern California in his 1968 Packard touring car, S. J. Craft, a retired merchant of Bel-lingham, Wash, passed through Portland last week, accompanied by his wife and daughter. The Craft car had traversed over 110,000 miles when it reached Portland. Two years ago Mr. Craft drova it to New York City and shipped it to England, later touring the British Isles and the continent. Mr. Craft asys he covered 22,500 miles on that trip alone. "The 154 miles of road from Bellingham to Tacoma were in fine shape for us," said Mr. Craft, speaking of last week's trip. "From Tacoma to Chehalls and thence to Toledo the roads were fair, but the 50 miles from Toledo to Kalama were in had condition, on account of the continual recent rains. We shipped from Kalama to St. Helens and found the roads from there into Portland good." The Crafts left Portland over the Pacific Highway for California, and promised to advise The Ore-gonian as to the state of the roads in case they succeeded in completing their trip.

LEWIS H. REESE PLAYING TRICKS WITH DETROIT CABRIOLET.

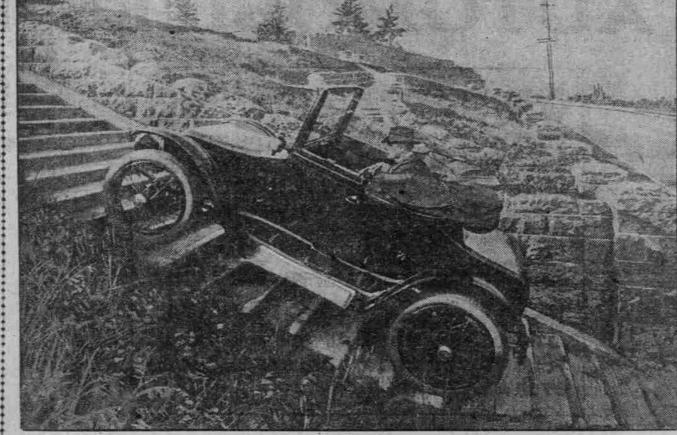
In the hope of educating the public up to a realization of what an electric vehicle will do, Lewis H. Reese, head of the electric sales department of the Frank C. Riggs Company, whisked a Detroit cabriolet electric out of the Riggs store on Twenty-third street last week and aimed it at one of the steep cement steps that form the entrance to beautiful residences that skirt the hillsides in Arlington Heights. Mr. Reese has always been a strong booster for electrics, but he was almost surprised with the way the little car climbed the steps at a grade of 57.2 per cent. It reached the top of the hill all right, but there the clearance was not sufficient to prevent the motor dragging on the crest and the descent

was begun.

Announcement of the fact that electric charging stations would be installed at Multnomah Falls and anticler as soon as the Columbia Highway will be paved has lent considerable impetus to the electric ticle business. When these stations are installed electrics will have no difficulty starting out on long vehicle business.

Trips over the highway. A. Jackson Marshall, secretary of the Electric Vehicle Association of America, was in Portland last week to organize the Portland section of the National organization. The permanent officers of the new section will be chosen at a luncheon meeting of the Portland electric club at the Imperial Hotel tomorrow. "Will" Spalding, the Milburn & Walker agent, is chairman of the temporary organization in Portland. Al-ready 17 Portland firms have joined, only 15 names being required before membership is given in the Na-tional organization. tional organization.

Holders of Franklin Automobile Com-pany's preferred stock have been noti-fied that the company will take ad-vantage of its option and retire all the stock on July 1, paying therefor \$110 per share and accrued dividende. The stock was sold in 1913 at par.



that the Morehouses have made from the office of the County Auditor since will be used Los Angeles to Portland by automobile. the new automobile code went into the convention.

they motored to New York and in the former year went as far as Nova Scotla also

The party followed the Pacific High-way all the way to Portland except for the trip from San Francisco to Grants Pass. They took the coast route, which passes through Fort Bragg. Eureka and Crescent City. This leg of the trip

they report as being rough and rocky and they advise others to follow the regular Pacific Highway route. The Morehouses carried a complete house-keeping outfit and camped out at all stops except in the large citles.

way between Portland and Los Angeles AUTOS NUMEROUS IN CLARKE

IS

In better shape this year." So spoke William Morehouse, of Los Angeles, before he had shaken the dust