

FIRST CRATER LAKE TRIP OF YEAR MADE

Party Driving Overland 30 Machine Apparently Uses Klamath Falls Route.

PACKARD TWELVE COMING

Twin Six to Arrive in Portland by Express July 4—W. J. Pedler and A. D. Plughoff in Alaska on Hunting Trip.

To an Overland 30 and Mr. and Mrs. Luke Brown and Mr. and Mrs. L. H. Shorey, of Gearhart, belongs the credit of the first motor trip into Crater Lake this year, according to advices received last week in the form of a postal card from Mr. Brown.

R. C. Parker, member of the firm of Miller & Parker, of Oregon City, and his family, are on their way to Crater Lake in an Overland 30, one of the 1915 cars. Later they will proceed to California.

Who said there wouldn't be any fireworks in Portland on July 4? According to the information had by the Frank C. Riggs Company, Packard's Twin Six, the first 12-cylinder car to start for Portland, will arrive in this city on July 4 by express—by express, mind you.

The first Packard 12 to reach the Pacific Coast is now in San Francisco, after being driven across the continent by H. B. Joy, president of the Packard factory and president of the Lincoln Highway Association.

From noon on the day of departure, it rained for 12 consecutive days and the highway president, who has been making transcontinental trips for years, declares that never before did he encounter such heavy going. During 12 days the wheels resembled pneumatic rimmed mud pies.

"The Twin Six literally nosed its way through the mud of four states, until we reached the dry desert of Utah," telegraphed Mr. Joy. "By actual measurement, the car wheels were revolving for hour after hour in gumbo from 12 to 20 inches deep. In the streets of North Platte, Nebraska, they were using small boats when we passed through. Outside of this city we had to take down the fence and drive through the fields in order to escape the miniature lakes which the terrific rains had formed in the roads."

Is any "home-knocked" hold enough to state that like road conditions exist in Oregon?

W. J. Pedler, Northwest manager of the J. W. Leavitt & Co., who maintains his office in Portland, and A. D. Plughoff, Mr. Leavitt's righthand man, are in Alaska on a fishing and hunting trip. H. H. Eling, who is boss up at the Overland store while Mr. Pedler is away, doesn't know exactly where his superior officers are, but he has reason to believe they are somewhere between Seattle and Juneau. Meanwhile he is priming his ears to hear a string of reports on Mr. Pedler's return. W. M. Taylor, efficiency engineer of the Overland factory, left last week after telling the members of the local Overland organization all about efficiency from A to Z. He is on his way back to the factory at Toledo, Ohio, where the three months' school course is about to begin.

The Gerlinger Motor Car Company, of this city, has given up the agency for the Oldsmobile and at the same time filed two suits against the factory, alleging misdeeds and unmet claims. Mr. Gerlinger has held the agency for the Oldsmobile for two years and is understood to have done a good business with the line. However, the sale of King Eights and Federal trucks.

According to figures compiled last week by M. O. Wilkins, a total of 20,452 automobile registrations have been made in Oregon this year and 1377 original registrations were filed during the month ended June 15. Almost all the late registrations represent new car sales and indicate that between \$600,000 and \$800,000 was spent by Oregonians for motor cars between May 15 and June 15.

E. L. Hollingsworth, who has been serving as special agent of the Union Oil Company in this territory, has been transferred to the San Francisco office of the company and A. R. Atwood, of San Francisco, has assumed Portland to look after the interests of the company in this district.

Roy Wilson, of the Dulmage-Manley Auto Company, returned from Seaside last Sunday, driving down in the midst of a heavy rain storm. He says he felt lucky in being able to find the roads.

Evidently a band of the "boys" played hockey one afternoon last week. By some mysterious circumstance, George E. Johnson, manager of the Chanslor & Lyon branch; F. E. Norman, of the local Ford branch; and Fred Koutledge, factory representative for the National, each with a full delegation of golf clubs thrown over his shoulders, met up Washington street way and later were soon winking away in Mr. Norman's car.

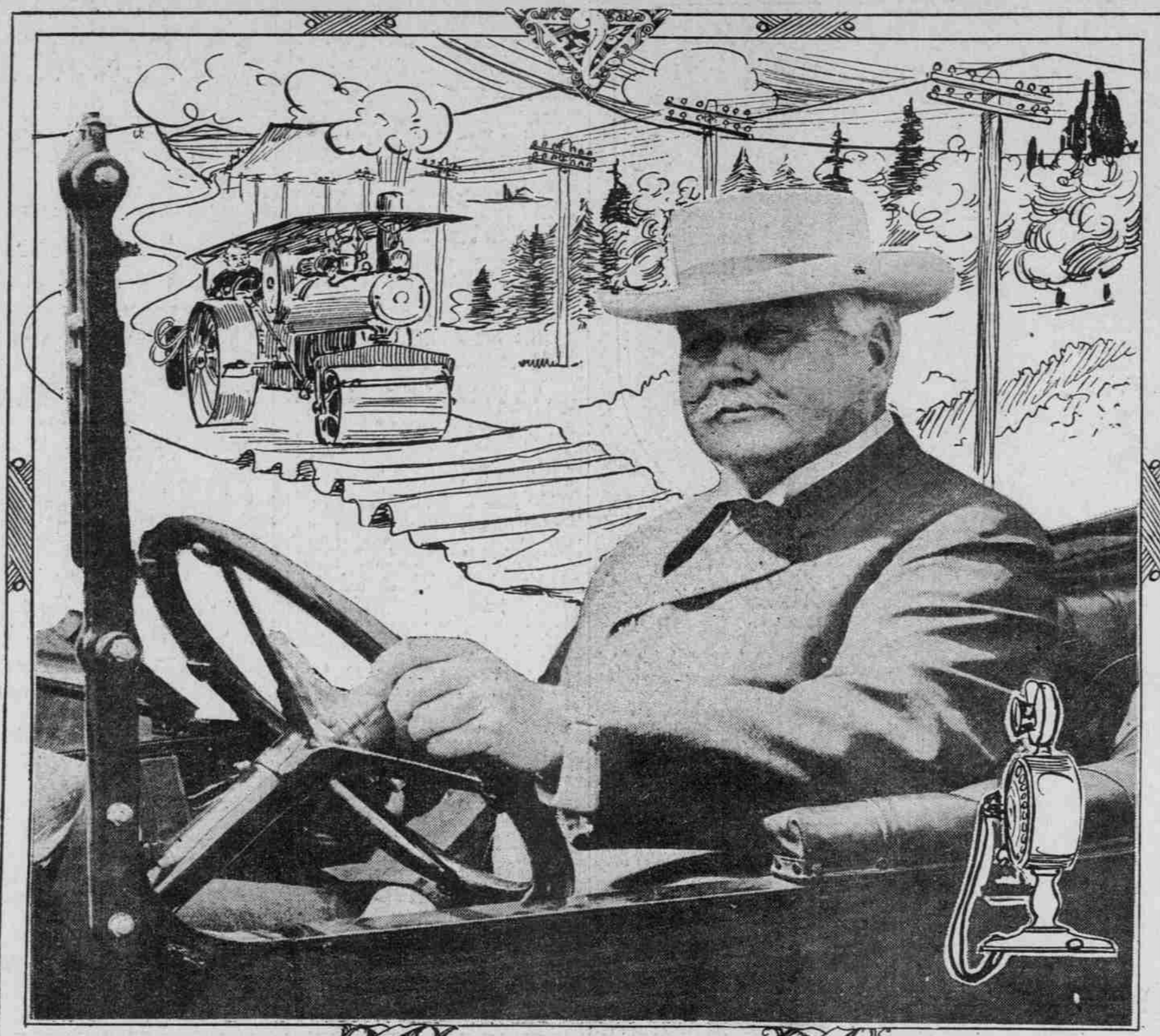
Norman DeVoe, formerly a well-known figure in the local automobile field, who is now Pacific Coast representative for the Chevrolet, rubbed elbows with his old associate, George E. Johnson, manager of the Chanslor & Lyon branch; F. E. Norman, of the local Ford branch; and Fred Koutledge, factory representative for the National, each with a full delegation of golf clubs thrown over his shoulders, met up Washington street way and later were soon winking away in Mr. Norman's car.

"A sample car of the 1916 Chevrolet \$500 model will reach Portland about July 1," Mr. DeVoe assured Mr. Vogler last week. "I did not come to Portland to see that you sold the cars, but to help you lay plans for getting them. The Chevrolet company will be one of the biggest producers in the country next year, with a scheduled output of 60,000 cars. I hope we can get at least 4500 delivered to the Coast."

The following notification was received last week from Ben W. Olcott, Secretary of State: "From many sections of the state the attention of this office is repeatedly directed to alleged violations of the motor vehicle laws. The impression prevailing that the Secretary of State is vested with the enforcement of the same."

"Such is not the case. This office is not vested with police powers. Its duties are only to register motor vehicles and chauffeurs as proper applications are filed. "Under this law (sections 26 and 27) it made the specific duty of all police officers, Sheriffs and Constables, within

Prominent Portlanders Who Motor



Samuel Hill

THE close of Samuel Hill's 40th year of service and philanthropy in good roads work will be marked when the sun ascends the horizon next Thursday morning, and then, Mr. Hill announced informally last week, his purse closes forever. "I have been a soldier for good roads since July 1, 1875, and now, after 40 years of toil and tribulation, I am determined to step aside and allow someone younger, stronger and richer than myself to carry the good work on," said Mr. Hill yesterday.

Even to Mr. Hill himself it is a mystery how many hours and how many thousands of dollars he has spent on good roads, directly and indirectly, but it is safe to say he has done more than any other man in America. Perhaps he is best known in this connection because of the National fame attained by the 19 miles of model road he constructed near his country home at Maryhill, Wash., where many skilled road engineers have gone for new ideas in road work.

It would require a special editor to outline Mr. Hill's complete biography, but here are a few high points in his career. He is president of the Pacific Highway Association, ex-president of the American Road Builders' Association, a National good roads leader,

ex-president of the Portland Home Telephone & Telegraph Company, a leader in the National independent telephone fight, ex-president of several Eastern railway and steamship lines and many other corporations, and president of the Maryhill Land Company.

Mr. Hill has delivered his famous illustrated good roads lecture to hundreds of large audiences and before more world records than any other 20,000 Portland school children, taking them in classes of 20 at a time. As president of the Pacific Highway Association he has been the moving spirit in making the arrangement for the big peace celebration that will take place next Sunday along the highway at

Blaine, Wash., near the Canadian line, to commemorate 100 years of peace between the adjoining countries.

Mr. Hill's first car, a Locomobile, bought at the dawn of the automobile industry, carried him 255,000 miles as he pioneered the roads of the entire Northwest. Since that time he has purchased two more Locos, but his latest buy was a 1915 Hupmobile, and he thinks the latter car the finest article built for touring. Mr. Hill is said to have been the first to motor over the Snoqualmie Pass road between Seattle and Spokane and the first to go over the full length of the course that is soon to be the Columbia River Highway.

and the Inter-City Century and Golden Pothlach trophy, for cash awards of \$5000, will be run on Monday, July 5.

Earl Cooper entered again. Earl Cooper, who has twice won the Montamarahton classic, will drive the new Stutz car which was constructed for the Indianapolis race.

Bob Burman, who holds probably more world records than any other one driver, will drive a Peugeot car. This will be the first time that a Peugeot, specially built racing car, has ever appeared in the Pacific Northwest.

Barney Oldfield, the master driver of the world, will make his first appearance in Tacoma in competition. He will drive the big Peugeot car which won the Indianapolis race last week and the Grand Prix and Vanderbilt Cup races at the Panama-Pacific Exposition grounds in February this year. Oldfield is driving in great form and recently has won a number of prizes for making nonstop records.

Eddie Pullen, the holder of the world's record for a road race, with an average of 87.5 miles an hour, will drive a new specially constructed Mercer racer.

Guy E. Ruckstell, teammate of Pullen, is also appearing in a big Mercer.

Billy Carlson on List. Billy Carlson, commonly called "Coal Oil Billy," comes direct from the Maxwell factory equipped with the best car in the Maxwell racing stable.

Dave Lewis, teammate of Cooper, will drive the Stutz car with which he made such a wonderful showing at Venice last St. Patrick's day and at Oklahoma City last April.

Among the other well-known drivers who have entered for the Tacoma races are the following who appeared in recent Portland races: James Parsons, with his Parsons Special; Frank Elliott, with his Gordon Special; Ernest Schneider, with his schneider Special; Ray Lentz, with the eight-cylinder Romano; Harry D. Stratton, with his Mercer; and Fred Baraby, with his Vello. Several other cars also are entered.

SALEM BUSINESS MAN CARRIES KITCHENETTE AND WARDROBE WHEN TOURING BY AUTO.



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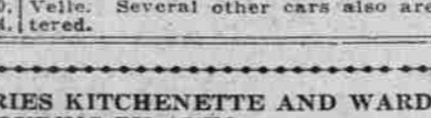
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SALEM MAN INVENTS DEVICE TO ATTACH TO HIS CAR.

Boxes on Running Boards Contain All Necessary Utensils as Well as Supply Place for Extra Clothes.

How far the individual motorist can use his wits in making Summer trips enjoyable is evidenced by a "kitchenette" arrangement devised by Curtis B. Cross, a prominent business man of Salem.

On either running board of his Buick machine, Mr. Cross has built a neatly finished box-trunk, 34 inches long, 11 inches tall and nearly 10 inches wide. These boxes, which are made of spruce material to insure lightness, are bolted to the respective running boards through holes in the bottom.

The box on the left side of the car has been divided into a wardrobe for extra clothing and such other things as might be needed on a long motor trip. The box on the other side is fitted up like a kitchen with drawers for the silverware, dishes and various culinary supplements.

By resting the plates on the "sideboard" of the box a party of four or five can sit underneath and eat from the improvised table as handsily, almost, as if they were at home. Separate drawers are also provided for the keeping of medicines, bandages and so forth that might be needed in an emergency. These drawers, as well as the drawers for the silverware and the dishes, and the outside of the box-trunk, may be locked and unlocked with a special key.

Mr. Cross says his kitchenette and his wardrobe afford him an ultra degree of comfort when he motors for any distance with his family and friends.

SALESMAN'S TRUCK IS SEIZED

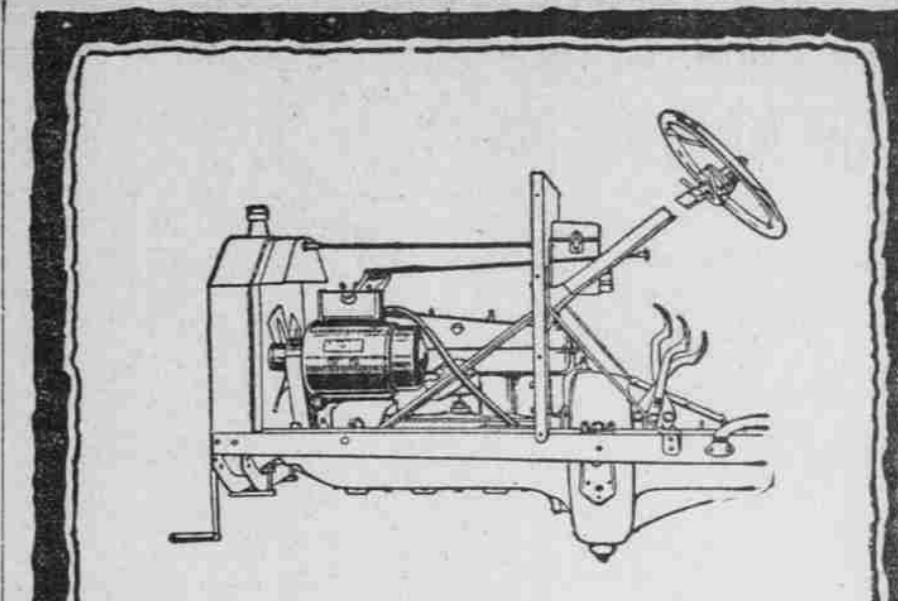
Federal Company Agent Finally Gets Back Car From French.

That a man who goes abroad these days to sell motor trucks and carries a motor truck along as a sample has to be a diplomat, as well as a salesman, is revealed by the letters which Charles P. Cary is sending back to Detroit from London and from Paris.

Mr. Cary was sent to Europe by the Federal Motor Truck Company and asked permission to take one of the trucks along to show the goods on the ground. Little did he realize into what difficulties it would get him. For days he was held back from crossing the English Channel into France because he wanted to take the truck with him and when he finally did get the machine on French soil, it was seized by the government as government property. By dint of several days' explaining, however, he convinced the officials that the truck was his and not the government's and he was allowed to drive on to Paris.

Pasco Plans Celebration.

PASCO, Wash., June 26.—(Special.)—The City of Pasco will celebrate the



WHY Twist a Wrist

When a touch of a button starts your Ford with a Genemotor.

The Genemotor spins your engine 150 revolutions per minute, which insures sure starting. And it generates a steady, powerful light as well.

Made by the General Electric Company and sold by us. It costs but \$82.50.

As simple to operate as it is easy to put on.

Let us put one on for you now—while we have a supply.

Chanslor & Lyon Co. DISTRIBUTORS

627 Washington Street

Fourth of July, if the plans laid by the Chamber of Commerce are carried out. Some quiet amusements and sports are to be arranged and a speaker will be engaged to deliver an address. Many people probably will come to the city to enjoy the day on account of the bathing possibilities in the river and to see the water sports, which will be arranged on the river if possible.

BOOKLET ADVISES CAR BUYERS Importance of Ability of Firm to Stay in Business Emphasized.

"Nothing to do with machinery," is the subject of a "roll-top desk" booklet that has just been issued by the National Motor Vehicle Company for business men interested in buying motor cars. The purpose of this book is such as to benefit other reputable automobile companies as well as the National. It appeals to the mercenary in every business man. Following is a brief extract of this bit of printed matter which is typical of the sound logic and convincing reasoning of George M. Dickson, general manager of the National Company: "If a man were to buy an automobile today, and the automobile company

were to go up and disappear tomorrow, there would be an immediate depreciation of, say, \$500 in the man's car. He bets \$500. The cold way to put it in: He bets \$500 on the ability of his manufacturer to stay in business. Or, another way to put it, he extends a certain amount of credit to the manufacturer of the car that he buys.

"A car is more than merchandise. A car is a promise. A car is a promise that its manufacturer will stand solidly for years to come. Nobody when he buys an automobile wants to buy an orphan. The minute the car becomes an orphan—blow-out! It is a calamity for the owner of the car. You don't want an orphan automobile."

The Goodyear Tire & Rubber Company has inaugurated a free legal advice service for the benefit of employees who may need legal first aid. Realizing that employees often become involved in legal difficulties from which it is difficult to extricate themselves, largely from the want of proper advice in the beginning, the company has retained a prominent attorney to act as legal adviser to any who may wish to avail themselves of his services. Any Goodyear employee may obtain this service without charge.

AUTO LAMPS of every description—Rex Anti-Slip Brake, Waters—Delia Pads—Ladies' and Men's Auto Caps, Gloves and Goggles, Flower Holders, Bumpers, Ribs and Foot Rests, Water Bags, Master Car-buretors, Diamond Tires, etc. TOUR BOOKS The Entire Pacific Coast, \$2.50. ARCHER AND WIGGINS Oak Street, Corner Sixth. Everything for Automobiles.

TOUR BOOKS Oregon, Washington and California in one volume. \$2.50 Oregon separate \$1.00 Washington separate \$1.00

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BOWSER GASOLINE and OIL TANKS STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES, S. D. Stoddard, District Supt. Sales, 415 Corbett Bldg. Main 1474.

DIAMOND TIRES Vicanizing and Retreading R. E. BLODGETT, 20-31 North 14th, Near Couch, Phone Main 7005

John A. Walters Co., Inc. 335 Ankeny, Corner Broadway. Auto Supplies Rob Roy Shock Absorbers for Ford Cars, \$10. Marshall 2490.