

YOUTHS MAKE TRIP 1900 MILES IN CAR

Ford Driven to San Francisco
and Back by D. J. Malarkey
and A. G. Graham.

MEALS COOKED IN CAMP

Auto Averages 18 Miles to Gallon of
Gasoline—Long Stretches Are
Covered by Taking Turns at
Wheel of Machine.

BY CHESTER A. MOORES.
As brown as Indians and healthier, almost, than the law allows, two Portland Academy students, Daniel J. Malarkey, Jr., aged 18, and A. G. Graham, aged 18, have returned to Portland from a 1900-mile automobile trip to San Francisco and back in a Ford car lent by D. J. Malarkey, Sr.

The two boys financed the trip out of their own private bank accounts, which they had accumulated by working their own cooking for the first time in their lives. Each took along \$50, and they guarded their nickels closely enough to bring back approximately \$40 apiece, after motoring constantly for two weeks and passing a week at the Exposition. The bulk of their expenditures went to pay for more than 100 gallons of gasoline and for food. They used all outdoors for their hotel and garage combined.

In the big city of San Francisco it was of course necessary to store their machine overnight, and right here came their first masterly stroke at high finance. The regular garage rate for plain storage is 50 cents a night in San Francisco, but they managed to locate a place directly opposite the Exposition grounds where cars were kept for 15 cents a night, and the two Oregonians, through art of persuasion, got off for 10 cents. Luckily, too, Mr. Graham's parents had taken a flat in Oakland for a month, and the boys always found it convenient to arrive there when their legs grew tired of chasing over the Exposition grounds.

Malarkey Takes on Weight.
Neither of us had ever cooked before, and we hesitated somewhat when we fitted up our kitchen on the car, but we finally concluded that we probably would get so hungry once in a while that we would eat any old kind of cooking," related "Junior" Malarkey yesterday.

"We started out with a side of bacon, plenty of raw beans, potatoes and onions and some canned goods. It was easy enough to buy milk, eggs and bread along the way, and as we always aimed to stop at a swimming hole every day we had time to catch some fish.

"We really got along a lot better than we expected. When I got home I was five pounds heavier. The other fellow didn't gain as much as I did, and that was hard luck, as he was banking on putting on weight for football.

"For the first 1700 miles of our trip we didn't have a bit of tire trouble, but at Crescent City we had four tire mishaps all in a bunch, and it looked for a while as if we were going bankrupt. The engine didn't bother us at all, and we got along all right in every other way, except for burning out our brakes in Northern California.

Head Too Nervous for Cars to Pass.
It was pretty much scared then, for he had to go for 45 miles on those steep grades on the coast route through Crescent City without any brakes. The road ran right along the edge of high cliffs, with the ocean below, and some places, and the road was so narrow that it would have been impossible to pass machines coming from the other direction. I was driving, and I used my low gear for a while, and we came out all right, though it cost us \$1.50 to get our brakes relined when we got back to civilization. At another place we forgot to watch our oil supply and nearly burned out our bearings by going between 50 and 100 miles without a speck of oil.

"I took the boys about a week and a half to drive to San Francisco, where they remained a week. Returning they hit up enough speed to reach Portland at the end of the fifth day. While touring through the Tygh Valley country in Central Oregon they were rather frightened once by the sight of a rattlesnake, and down near Klamath Falls they ran across a pack of timber wolves, but without fatality on either side. When coming home through the great redwood forests near Crescent City they saw three deer within 25 feet of their camp, and might have used their rifles had they known that the California law permitted shooting them.

Deer Chased Into Bushes.
As it was, young Malarkey remembered what his father had told him about shooting deer. Oregon and all they did was to chase the deer back into the bushes. The two boys had another novel experience when they got off the road in Northern California and found a big piece stuck in a river. After considerable maneuvering the two cars were hooked together and the Ford, with the aid of the Pierce motor, managed to yank the big car out of the embarrassment.

In launching forth on their long trip young Malarkey and Graham shipped the Ford to The Dalles and proceeded over what they thought wonderful roads through Bend and Klamath Falls to the California line. They got to the Shastou Mountains in good shape, but found some rough sledding between Dunsmuir and Redding, on the Pacific Highway, where considerable road work was then in progress. From Redding through the Sacramento Valley to San Francisco they found good roads.

Coast Route Followed North.
When they thought they had seen enough of the exposition the juvenile tourists started north over the coast route through Santa Rosa, Eureka and Crescent City to Grants Pass, where they intercepted with the regular Pacific Highway and came north to Portland without any difficulty. For about 200 miles through the great redwood forests in the coast country they were directly above the ocean and were completely fascinated by the scenery.

The boys took turns at driving, which helped them to make the record runs. On one day in South Central Oregon they covered 220 miles of good road between 4 A. M. and 10:30 P. M., and they made the 215 miles from Roseburg to Portland between 6 o'clock in the morning and 10:30 at night. The trip each way totaled about 950 miles in distance, and they used slightly more than 100 gallons of gasoline, which gives an average of about 18 miles to the gallon for the entire 1900 miles. Gasoline sold along the route all the way from 15 to 25 cents and averaged about 25 cents a gallon, the boys say.

In California the boys ran across two Portland Academy girls who live in that state.

"Those two girls are friends of Graham's and don't say anything about that, as the other kid would get sore," said young Malarkey in explaining who the pretty girls were in one of

PORTLAND BOYS, YET IN TEENS, MAKE ECONOMICAL AUTO TRIP TO SAN FRANCISCO AND BACK.



D. J. Malarkey, Jr., At Left and A. G. Graham, as They Looked on Tour.



The Malarkey Ford Showing Mudguards Removed for Touring.



A Home Made Shampoo Near Bend

Friends Found in Foreign Land.

BOOKLET IS LAUDED

Congratulations Being Poured
In On Auto Club.

ROAD WONDERS ARE SHOWN

"Oregon's Scenic Highways," Being
Distributed at Expositions, Wins
Praisings From All Over Coun-
try—Beauties Pictured.

RECORDS BROKEN IN HILL TEST

Packard Driven by Johnson Sweeps
Up Climb in Fast Time.

Many who have thought that, with the growth of automobile racing on special speedways, hill climbing has lost its old-time fascination for the crowds, will be surprised to learn that the recent Uniontown hill climb attracted more than usual attention. Automobile manufacturers everywhere at one time were interested in hill climbs, and the public thronged to see some speed king drive his flying car up the steep course. While hill climbs may be fewer now, it is certain that wherever they are held they are still popular.

At Uniontown, Pa., the other day the famous Uniontown hill climb saw its old records broken by a wide margin. This annual event, which is the hill-climbing classic of American automobile racing, has been run for several years and covers a steep three-mile course from the starting point to the finish at the summit.

In the smaller class, 230 cubic inches and under, a Chalmers car won in the extraordinary time of 2 minutes and 50 seconds. The winner of second place in this event was a Saxon Six.

In the nonstock free-for-all the record was smashed with a vengeance in a field of fast cars handled by some of the best drivers in the country. A Packard, owned and driven by Charlie Johnson, swept up the three-mile climb in 2 minutes and 24 seconds. All three of these cars were equipped with Rayfield carburetors, so that the result was a Rayfield triumph. Ralph De Palma drove in this event his Mercedes Special, which did not seem to have sufficient speed. His car was far behind the flying Packard in the race.

NEW WINTON IS ANNOUNCED

Company to Place New Design on
Market Before Show.

Having decided still to confine its energies to the production of sixes, the Winton Company, Cleveland, has made a preliminary announcement of its 1916 line. This will be marked by the con-

HOW TO APPROACH COLUMBIA RIVER HIGHWAY.
Numerous Portland automobilists have been confused recently because of the paving activities on the Sandy, Base Line and Powell Valley roads and until the status of the leading trunk roads change it would be well for all motorists to confine their travel to the Section Line road, which is in good condition and which will not be paved this year.

The Section Line road may be approached by way of Division street or by Hawthorne avenue via Fifty-second street. It should be followed for about one mile the other side of Gresham, where signs will guide the tourists to the Columbia Highway. The Section Line has been graveled and oiled recently.

insurance, without change, of the 23-horsepower new-size Winton at \$2285, that made its first appearance this Spring, and which has been so successful.

Shortly before the New York show a new Winton will appear, a new model of the 48-horsepower car, which now sells at \$2350, and which the company announces will not be reduced in price.

Continent Crossed in 26 Days.
WENATCHEE, Wash., July 31.—(Special.)—On their way to San Francisco from New York by auto, J. C. Penny and party arrived in Wenatchee yesterday after having been on the road since June 1, with 26 actual running days. They left in the afternoon for Seattle via Blawett Pass.

Mr. Penny controls the syndicate of 53 stores, each known as the Golden Rule. The Golden Rule in Wenatchee is under its supervision.

The idea to get out a descriptive book on Oregon's scenery along the highways was conceived last December by W. J. Clemens, who was then and is still president of the club. The committee appointed consisted of James D. Abbott, chairman; Phil Metschan, Jr., Charles F. Wright and Clement W. Ausman, secretary. Owing to illness Mr. Wright found it necessary to resign. George E. Johnson was named in his place.

This committee took nearly two months to gather the photographs for illustrating the booklet, with selections from more than 1000 views of Oregon scenery. Only the best would do for the book, and results seem to bear witness to the fact. There is either a cut or layout on nearly every one of the 64 pages.

HIGHWAY WORK PROGRESSING

Grading Near Salmon Creek Is Being Done Rapidly.

RIDGEFIELD, Wash., July 31.—(Special.)—Rapid progress is being made by the General Construction Company on its contract for grading seven and one-half miles of the Pacific Highway extending north from Salmon Creek, southeast of this place. Work was started less than a month ago, but already a large portion of the grading has been done. It is expected that the camp will be removed four miles farther north next week, close to Pioneer, in order that the men and teams may be closer to the scene of operations.

Heavy fills and cuts have been made on the grade up the hill from Salmon Creek, which follows an entire new route. The largest fill is 27 feet and the deepest cut about 10 feet. One hundred men and about 40 teams are being employed. This same company started work July 19, on the one-mile piece of road north of La Center, which is being done by the state under force contract.

KLAMATH FALLS SEEKS TRAVEL

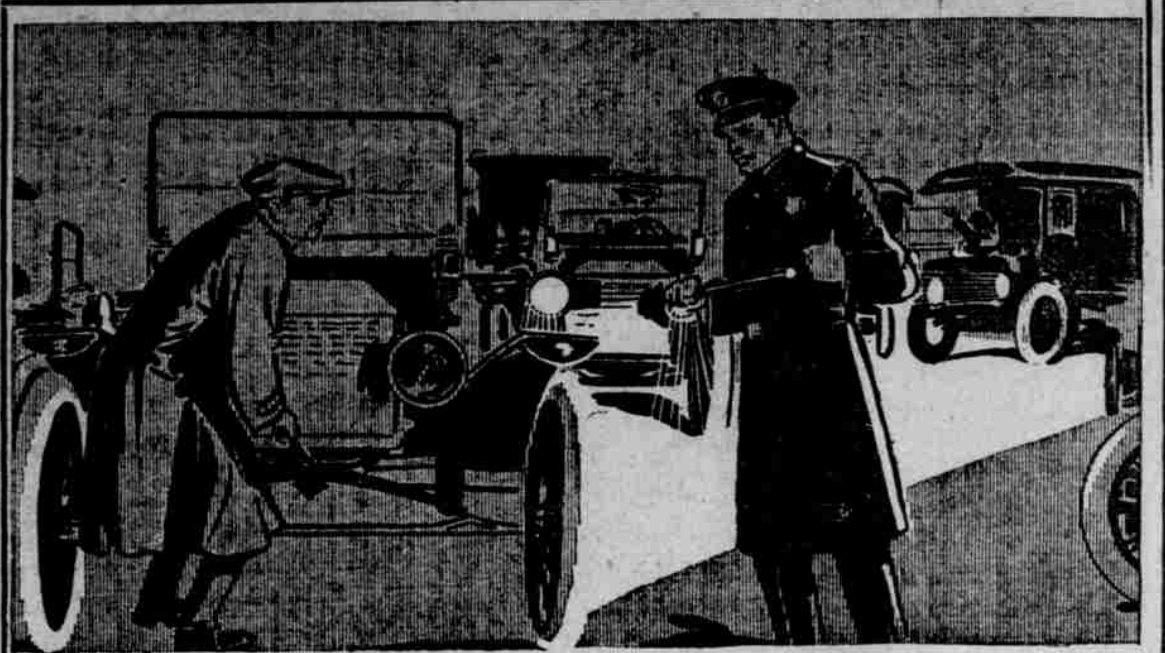
Sign Attracts Tourists to Highway
for Crater Lake.

KLAMATH FALLS, Or., July 31.—(Special.)—A big sign, 10x20 feet in size, has been placed at Ager, Cal., at the forks of the road on the Pacific Highway, directing tourists to take the inland route to Crater Lake via Klamath Falls, thence through Eastern Ore-

gon and to Portland via the new scenic Columbia Highway.

This road is reported to be in splendid condition. The sign is expected to divert a large portion of the tourist traffic this way. The sign was placed by A. J. Gordon, of the White Pelican garage, and E. B. Hall, of the White Pelican Hotel, both of this city.

There are 178 packs of foxhounds in England and Wales.



Stalling In Traffic

with its annoyance and humiliation, loses its terrors for all Ford owners who will take advantage of the opportunity and buy a

\$65

SPLITDORF-APELCO

Electric Starting & Lighting System

\$73 F. O. B.
Pacific Coast Branches

A little foot pressure from your seat at the steering wheel and your motor starts up from the "punch" delivered by the SPLITDORF-APELCO system.

The SPLITDORF-APELCO system does away with all hand-cranking—you can start and stall as often as occasion may arise—the reliable and powerful SPLITDORF-APELCO system will always save you from holding up traffic or leaving the driving seat to start up the motor.

And your electric lighting is safe all the time with the never-failing SPLITDORF-APELCO equipment—it is *always* there for service whether the motor is running or just standing.

It is simple and easy to install the SPLITDORF-APELCO system—and Ford motor repairs can be made without disturbing the installation. You can make the installation yourself or any garage or supply man will do it for you. SPLITDORF SERVICE, too, is at your command at our branch house and the work of installation can be promptly attended to by our own experts. Orders placed AT ONCE will be filled without delay.



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PACIFIC COAST BRANCHES
Los Angeles, 1215 S. Hope St. San Francisco, 1028 Geary St.
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Ford Special High Tension Magnets, Dual Ignition Systems,
Coils, Plugs, Cable
Archer & Wiggins, Oregon Distributors, Sixth and Oak Sts.

WINTON SIX



A Car That Is Free From Vexations

One of the surest facts in the world is that better goods are never produced by cutting prices.

Another sure fact is that improved quality is only produced by constant effort applied to the same object. The maker who flits from one product to another seldom improves anything.

Eight consecutive years of effort concentrated upon one motor has made the Winton Six motor the most dependable that the industry has yet produced. Every new motor means new problems to solve, and they can only be solved in course of time. The Winton motor is eight years ahead of every new motor produced in 1915.

Winton Sixes are expressly made for that select class of people to whom \$100 more or less is not vital; for men and women who cannot be satisfied by anything less than the highest scale of excellence; for men and women able to distinguish between the real and the seeming. And especially is the Winton Six made to satisfy that taste which demands personal individuality. The Winton Six owner has a car that is a distinctly personal possession.

Two Models, Both Sixes, 33 H. P., \$2285. 48 H. P., \$3250.

The Winton Company

23D AND WASHINGTON STREETS

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Free Quick Tire Service

An end forever to the bugaboo of breakdowns, tire trouble anywhere in a radius of 10 miles, no matter at what hour, day or night.

GET US ON THE PHONE POSITIVELY NO DELAY

And one of our cars, manned by an expert tire man, will be on its way immediately. When he arrives he will do anything necessary—change your tire, change your tube, pump up your changed tire. Meanwhile you look on—you don't spoil any tempers, clothes or the pleasure of the day.

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All you pay is regular retail price of material used; no service charge. Cut this out and paste it in your hat. It is a success elsewhere; we will make it a success here.

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Will remove carbon in the natural way. Keeps the cylinders thoroughly lubricated at all times—not allowing carbon to harden.

—15% to 30% increased mileage.
[This increased mileage seldom falls below 20% and in certain definite tests which we have conducted it was as much as 85%.]

—quick pick-up.
—smoother operation.
—fewer repair bills.
—no picric acid, ether or other injurious substances. Simply a scientific principle. If your dealer don't handle it, it is because he does not understand it. Call and see us. No charge for demonstration.

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