

PLEASURE OF TOUR OBTAINED CHEAPLY

Family Motors to Fair and Camps Each Night in Open, Taking Trip Leisurely.

TOTAL EXPENSE IS \$110

Full Equipment Carried on Light Car and Tent Pitched by Some Chosen Stream or Spring, Frequently Near Other Parties.

BY DENNIS H. STOVALL. PHILOMATH, Or., Sept. 4.—(Special.)—That traveling by motor car under average conditions, is the cheapest way one can get over the country, in addition to its advantages of personal comfort and the ability to enjoy and

off-the-ground bed for the two children, using the car seat cushions for a mattress. Warm blankets and bedding were carried for all, these being wrapped in dust-proof carpet, and the carpet as floor of the tent when camp was made. We carried an oil stove, which proved handy when camp was made in town; but a sheet iron cover, laid on stones, came more frequently into service for camp purposes. Oh, how good is coffee and bacon on an early morning when cooked over a camp fire.

Our grubbox, fastened securely to the running-board, carried at all times enough food to provide at least two meals. Bacon, coffee, sugar, salt, canned fish or meat, dried fruit, chocolate, condensed milk and a loaf or two of bread were always kept in stock, so that camp could be made anywhere water was available.

Gasoline Always Available. Our route often led us into isolated regions, particularly along the Nevada border and in Eastern Oregon, yet gasoline and provisions could be found at almost every crossroads store. Always, when passing through arid districts, we kept our canteens and water bags filled with water, just to be safe, and this proved wise on more than one occasion.

As a usual thing people are kind to those who travel by auto. Whenever we stopped for a drink there were always some to show special favors—to give us fruit or vegetables, or, if these were bought, the prices were, in practically every instance, most attractively low. It is a mistaken idea, that folks, either in city or country, want to "skin the tourist." Kindness is much more general than some people believe.

As to the comfort and convenience

DOLPH ROAD TRIED

A. H. Brown Describes Trip to Tillamook in Studebaker.

SCENERY DECLARED GRAND

Heavy Grades and Sharp Curves, However, Make It Difficult to Negotiate and Warning Is Given for Inexperienced.

Great improvement has been made this season on the Tillamook road, via Dolp, according to reports from A. H. Brown, who drove over it recently in a Studebaker "Six." The stretch from Grand Ronde to Dolph is now comparatively smooth, and in places the road has been considerably widened. A great many rough spots have also been taken out of the stretch west of Dolph.

Between Beaver and Tillamook the stretches of crushed rock which were loose early in the season are now



R. D. NMAN AT THE WHEEL OF HIS NEW CAR IN FRONT OF HIS PALATIAL IRVINGTON RESIDENCE.

appreciate the scenery, was amply proved by the cost here the results of our trip of 2300 miles to Southern California and return. This trip cost the five of us—three adults and two children—\$110.

That cost included everything, which meant not merely gasoline and oil, but our food, the good things we bought along the way—meats, peaches, apricots, fish, meat and game. It covered our expense while seeing the Exposition, it bought the extra tire required, it paid the park license, it paid the little repair bill at the wayside blacksmith shop, it paid the cost of shipping the car and of buying steamer tickets from The Dalles to Portland.

Expense of Travel Small. It seems incredible that five persons could have lived for almost four weeks so cheaply, much less be traveling by motor car most of that time; yet we did it, and we were making no especial effort to economize, for we saw everything we wanted to see, and we had the best of the land afforded in the way of things to eat.

It proves that travel by motor car, when one has a complete camping outfit, is far from being expensive. We had no idea, when we started out, that it could be done so cheaply. For one thing we had a light car—a little Studebaker twenty. It uses small tires, and it will average 18 or 20 miles to the gallon of gasoline. We got as high as 25 miles to the gallon, even in mountain country. Yet this little car carried us and all our camp stuff easily.

We had a light, but commodious, waterproof tent, with folding poles that fit the running board. The tent could be set up or taken down quickly. Cuddlers Became Mattresses.

Twice it rained on us, but the rain during the night only added to the pleasure of our dreams. We carried three folding cots, and by a cross-stitch arrangement made an additional

of an automobile camp, that depends, of course, on the manner in which it is prepared. Numbers of times we camped near other touring parties. And when all the tents were up and all the campfires blazing, it was the rule to "go calling" to pass from one car to another, say "hello," exchange a few words of greeting and go "back home." It was interesting, not only to meet these travelers from all corners of the country, but to see how comfortable they were, all of them, in their quickly-set-up quarters. Folding tables, chairs, cots, dressers, traveling trunks and kitchenettes were the rule. Many of the camps were electric. High-tension cars, usually the bigger ones, carried baggage trailers, but these were few, as the hairpin turns in the mountain roads make them difficult to manage.

Laundry Problem Solved. Getting laundry done on a trip that occupies three or more weeks is one of the problems to solve. The women folks of our party, by using an extra half day on a delightful stream in the mountains, "did a light washing." But the main laundry work was done in a regular laundry and we waited for the clothes or had them shipped on to us.

The selection of a suitable camping place was a matter to which all of us gave attention an hour or so before stopping time each day. Being total strangers to the country through which we passed, we found it advisable to pause and inquire for such a place and quite often we were directed to a stream, a spring or a good well 10 or 20 miles farther on. Within less than an hour from the time the car was run out of the road and brought to a halt the tent would be up, the cots unfolded and blankets spread, the fire built and supper cooking.

Miss Kate Bank, of Limestoneville, Pa., has a haversack which her grandfather, John Beckwith, carried in the War of 1812. It is made of heavy linen and is the size of the present-day mail pouch.

fairly well hardened and offer an excellent surface.

Mr. Brown and his party, comprising W. Y. Masters and his two sons, W. H. and Alfred Masters, drove to Tillamook over the Wilson River road, via Hillsboro, Forest Grove and Wilson River Postoffice, a road seldom used by automobiles on account of its steep grades, sharp turns and rough going. This road, however, is the shortest and most direct road to Tillamook, the actual distance registered being 81 miles.

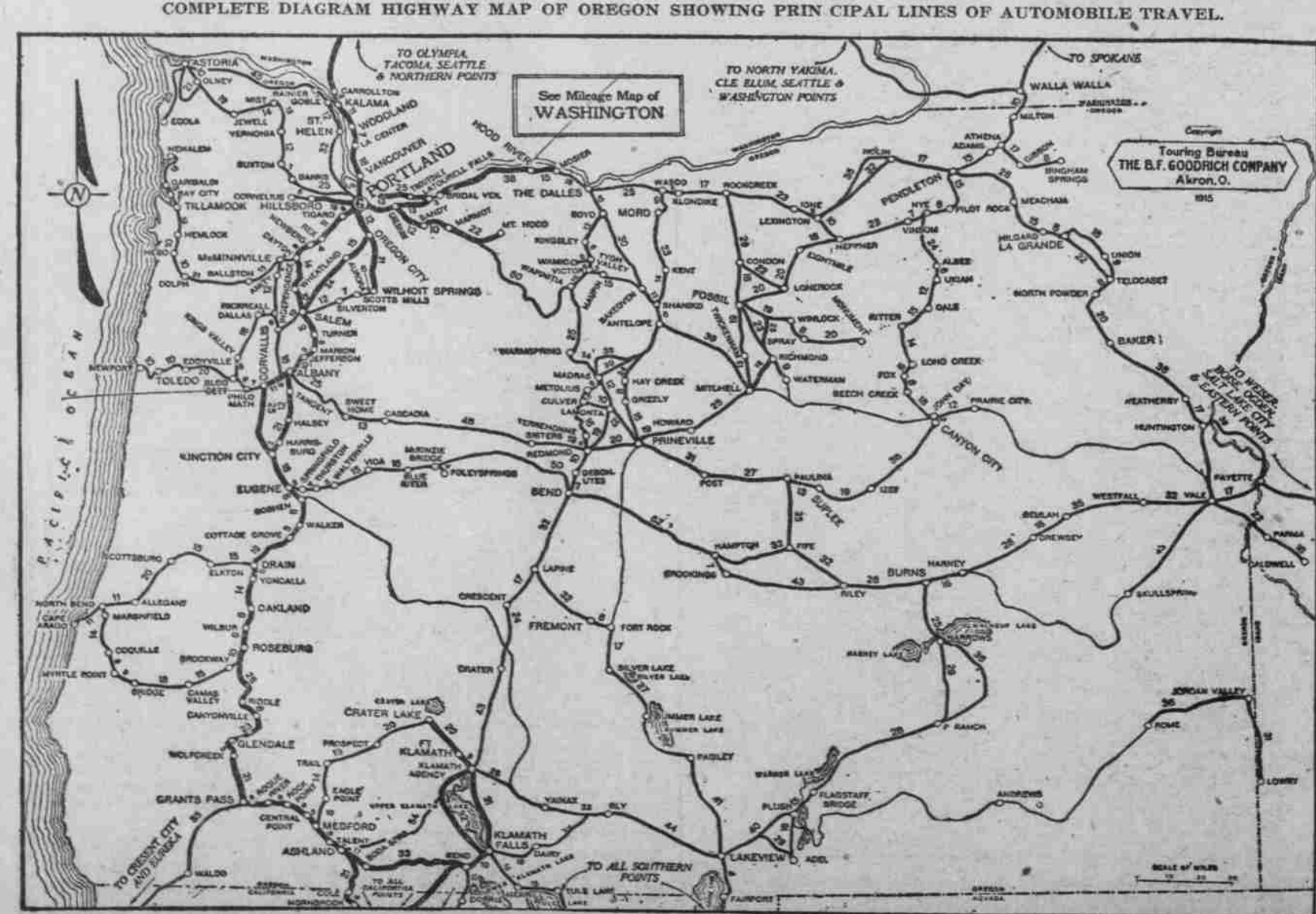
"Eighteen miles of this road is practical road for automobile travel and should only be attempted by experienced drivers and even then with caution. "Eighteen miles of this road is mountainous, with sharp turns, accompanied by steep pitches, and it is frequently necessary to back down to make the turns," said Mr. Brown yesterday.

"The road is too narrow for the majority of the distance for one vehicle to pass another. In fact, for miles the bushes and saplings have grown up so close to the roadway that passengers constantly have to dodge overhanging branches and bushes."

"The descent known as Zigzag Hill, the top of which is about 48 miles from Portland, is a grade estimated at from 25 per cent to 35 per cent for distance of a mile and a half, with sharp turns that are difficult to negotiate. The car, in descending these grades, in low gear, on compression, often obtained speed of from 15 to 20 miles an hour.

"Despite the present long spell of dry weather, we found numerous mud holes, a few of them in bad shape, although all of them were passable. "Arduousness of the trip, nevertheless, was compensated for by wonderful scenery in the mountains, the trees being of immense size and the forest thick comparatively free from the dense undergrowth which characterizes forests in the Cascade Range."

"There are excellent camping places, with fine spring water, particularly



The Goodrich National Touring Bureau has just issued for motor travel a highway map of Oregon, showing all the recommended lines of automobile travel, with the mileage indicated between towns. The map is now being distributed by local clubs and the firm's representatives on the Pacific Coast. This map work is to be supplemented later by a complete road log book of the state.



Chalmers Six 40 For Seven Passengers

Big, Roomy, Luxurious 7-Passenger Touring Car at Lowest Price at Which Chalmers Quality Has Ever Been Sold

THIS is the new motor car at a lower price, with the wonderful new type of motor which is making it necessary for the Chalmers Company to quadruple its production plans for 1916.

The first car of this model was delivered to the Sales Department by the factory on July 28th.

When this advertisement was written (August 11th) we were unable to ship more than one car in every four ordered.

This was in spite of the fact that we were making four times as many cars as in the corresponding period a year ago.

The Season's Motor Sensation

Other manufacturers are announcing multiple cylinder and other new motor types to be available some time in the future. But the Chalmers Motor Company is selling daily NOW more than 100 cars equipped with the greatest proved type of motor in the world.

This motor has been built into a bigger, roomier, more luxurious seven-passenger touring car which is sold at the lowest price ever placed on any Chalmers car.

The motor is a valve-in-head with overhead camshaft—identically the same type as the motor which won all places and all records at the Indianapolis and Chicago Speedway races traveling at the remarkable speed of 90 to 100 miles per hour for 500 miles.

We Proved It in Europe

It is the most wonderful motor ever built. Practically all races have been using it for two years. It is the type toward which all European stock designs was tending when the war stopped production.

Our engineers decided two years ago on this type of motor in collaboration with European engineers. Hence we found ourselves the first great motor car manufacturer in the world building this type of motor for the use of the public.

That's why we have some big European orders to fill when we catch up with the American demand.

Glides Like Express Elevator

The valve-in-head motor has been proved by several American cars but none of them—until this car—has ever made the most of its opportunities by adding the overhead camshaft.

The car gets away like a racer or it can creep along at a snail's pace. In either case you are conscious only of a motion that is velvety smooth like that of the high speed electric elevators in the Woolworth Tower.

Comfortable as a Rocking Chair

It is as comfortable as a rocker or a big leather library chair.

And for the same reasons: the leather upholstered seats are deep and luxurious; the sides of the tonneau are built on the "arm chair" principle.

The leg room was calculated for an Abraham Lincoln; the springs—wider, longer than any other car in its class.

The wheel base is unstinted (124 inches) the wide UJ doors swing completely out of the way, the clutch, clutches the transmission instead of the passengers.

Beautiful "Coach" Finish

In appearance it is an ajacocrat—as it must be, for Chalmers owners make up the Blue Book of Motordom.

Its lines are those of the masterpiece among Chalmers great triumphs in design.

Our \$90,000 machines for making Chalmers oval fenders still protect the exclusiveness of these fenders for Chalmers owners.

The master touch of its beauty is in the wonderful "coach" finish which all owners of vehicles are taught to know as the best work in paint.

We carefully prepare the body for finish by sand blasting. The colors are then laid on by skilled painters—artists who love their work.

Chalmers bodies are neither sprayed, dipped nor baked.

Exclusive methods inside the factory make exclusive appearance on the road—watch for those dark blue bodies with smart red wheels.

Made in Our Own Shops

Our cars are made in our own shops under the most exacting standards. A motor is not picked up here, a transmission there and another part somewhere else.

As one dealer said who recently discontinued another line and took on the Chalmers: "The only car that can possibly dominate the medium priced motor car field must be a manufactured product with quality as its backbone."

"Quality First" is not only an advertising slogan; it is a Chalmers business principle.

After some misgivings in the past about the practical money value of stiding to quality, the greatest business in our history is renewing our faith in this principle.

New Service to Owners

Every Chalmers dealer gives to every buyer of a Chalmers car a Service Coupon Book, each coupon good for a definite amount of service at any Chalmers dealer's anywhere.

Each Chalmers owner is entitled to a membership card in the Chalmers Club commending him to the courtesy of Chalmers representatives everywhere, and to receive, regularly without charge the Chalmers Clubman, a magazine devoted to the interests of Chalmers owners.

Demonstrators of the 7-passenger Six-40 at \$1390 are now in the hands of Chalmers dealers.

Do you not owe it to yourself to at least examine a car about which a reputable manufacturer has made such remarkable claims as we have for this one?

Price V. O. B. Factory

H. L. Keats Auto Co.

Broadway at Burnside, Portland

"Let your next car be this New Chalmers"

TOWNS UNITE FOR ROAD

SHORTENING OF HOOD RIVER-YAKIMA ROUTE PROPOSED.

Way Along Kilkikint Already Open Except for Stretch Near Indian Reservation.

HOOD RIVER, Or., Sept. 4.—(Special.)—Hood River and White Salmon people alike are interested in hastening the construction of a proposed road to lead northeast in a straight line from the latter town on the Washington bank to North Yakima.

A road along the Kilkikint River route is already open except for a stretch lying between the terminus of a road leading out from Glenwood and the end of a road passing down through the Yakima Indian reservation from North Yakima to old homesteads of this remote district. The reservation road ends at what is known as the Parrott place, a few miles north of the Kilkikint River.

By the completion of this stretch of proposed road, one of the most scenic feeders of the Columbia River Highway will be opened. The distance for a motorist from Hood River to North Yakima will be shortened by more than 50 miles, and instead of making it necessary for the tourist, driving in this direction, to pass over the arid, sandy stretches encountered between Goldendale and Mabton, he will be afforded a way through dense pine and fir forests for the most part.

The region around the scenic headwaters of the Kilkikint will be penetrated. From White Salmon to Glenwood, the

motorist at the present time is offered the choice of three excellent routes. He may go by way of Snowden and Felda, by Husum and Gimber, or by Husum and Trout Lake, the latter highway leading up the west bank of the White Salmon River on an easy grade. From Trout Lake to Glenwood is one of the most delightful drives in the mountains of the Northwest. One passes along the level roads of the fertile, level valley, through fields of excellent grain or meadow land, where herds of dairy and beef cattle may be seen grazing. The road then passes over a grade that penetrates the National Forest Reserve at the top of the plateau.

CADILLACS USED IN TRAINING

Machine Fully Equipped for Military Purposes.

One of the most interesting features of business men's military instruction camp at Plattsburg, N. Y., in command of Major-General Leonard Wood, was the train of motor cars, among which were two Cadillacs fully equipped for military purposes. One of these was one of the fully armored and armed eight-cylinder machines which recently made the notable trip across the continent in the squadron under command of Colonel R. P. Davidson, of the North-western Military and Naval Academy.

The other was a field hospital, also on the eight-cylinder chassis, which attracted much attention.

In addition to the two Cadillacs in the motor corps, another was used by General Wood as the official headquarters car. General Wood laid particular stress on the usefulness of the motor car in time of war and pointed out the fact that if the owners of pleasure and commercial cars all over

the United States were organized into a united body, they would be a powerful division of the Army.

The camp at Plattsburg was composed of about 1000 businessmen of New York, including many of national prominence, who spent two weeks learning military life as enlisted privates, under instruction of officers of the Regular Army.

Employees Train for Army

All employees of the Goodyear Tire & Rubber Company, of Akron, O., who are members of the National Guard recently attended the Summer camp at Yellow Springs, spending the time in drill, receiving tactical instruction and "wham-battling." Goodyear encourages its employees to become members of the National Guard by offering full pay for time spent in camp or on military duty.

The Salvation Army has 6415 corps and outposts and 15,000 officers and cadets, whilst connected with it are 1142 social institutions.

Sales Manager Wanted

Men wanted to organize and manage sales territories on Perlek Steering Device for Ford cars. Thousands of Perlek Devices now in use. Only high-class salesmen considered. No investment required. Send full particulars in first letter.

PERKINS DEVICE CO.

2207 East 16th Kansas City, Mo.

To-day There Isn't a New Reo Automobile—of Any Model—For Sale in the World!

SO FAR AS WE CAN ascertain that is the condition; and second hand Reos, two years old, command prices higher than new cars of other makes that formerly tried to compete with the Reos at similar prices.

YES! READ THAT AGAIN! You'll get it all the second time!

THOUSANDS of tardy buyers—who either discounted or failed

AND HEREAFTER—Remember Always: "When you see it in a Reo Ad it's true"

Reo Motor Car Company, Lansing, Michigan

to heed our warnings have had to be disappointed. It's futile now to say "We Told You So."

WE ARE SORRY—but we did the best we could to make enough Reos to go around. Impossible!

ONLY THING YOU CAN DO now is wait for the new Reos. Announcement of the new models and sensational new prices, next Sunday, Sept. 12—everywhere.