

29 KIDDIES AT BABY HOME GET OUTING

Dulmage-Manley Auto Company Officials Provide Treat for Waifs.

CAMERA MAN BRINGS TEARS

But Little Japanese Lad Is Star Performer of Day When He Takes Licking to E. C. Habel, Grant-Six Salesman.

BY CHESTER A. MOORES.

Twenty-nine little waifs, ranging all the way from 18 months to 8 years of age, who find shelter and food under the roof of the Waverly Baby Home at East Thirty-seventh and Ellis streets, had three spasms of howling last Tuesday afternoon.

But betwixt and between the first and last stream of tears came giggles and smiles and the many other manifestations by which the infant expresses joy and comfort.

It all happened because the officials of the Dulmage-Manley Auto Company decided it would be a nice thing to give the little orphans at the home an afternoon spin in the sunshine. Under the leadership of Roy S. Wilson, sales manager of the company, and Lawrence Therkelsen, who recently demonstrated a little tot left on his doorstep in Irvington, a big National "12" and four Hudson automobiles were driven out to the Waverly Home early Tuesday afternoon and placed at the disposal of the youngsters.

Twenty-Nine Taken for Ride. From the entire home population of 29 children 29 were picked for the trip and a nurse was placed in each car to take care of the babies on their trip and see that they didn't fall overboard. Many of the little children had never before seen an automobile, much less ridden in one, and at first several of them cried right out loud, thinking perhaps that the big black objects were animals of some bad sort.

But as the National and the Hupsps sailed quietly along Portland's boulevards, tears were displaced by smiles and fear by delight.

After, however, when it came time for the infant joyriders to pose for an Oregonian staff photographer on the south side of the Central Library, tears and yelps of 2-year-old youngsters clamoring all over radiators, steering wheels and cavorting in tonneaus as if they were bees swarming in and out of a hive.

Japan Boy Is Star Performer. Before the little lads and lassies were ushered back to their institutional home they were treated to a long, long ride through the principal boulevards of Portland and out over the boulevards on the western hills. Finally they were dumped out again at the curb in front of the home and the howling and howling spasm was precipitated, not because they were tired, but rather because they were frightened.

RALPH MULFORD MAKES NEW LONG-DISTANCE RECORD WITH HUDSON STOCK CAR. By driving a Hudson Super-Six stock chassis a total distance of 1519 miles in 24 hours, 24 minutes, 24 seconds, Ralph Mulford established a new long-distance record on the Sheepshead Bay track in New York last week. The former 24-hour long-distance record was held by S. E. Edge, who covered 1381 miles in England nearly a decade ago.

To accomplish last week's feat Mr. Mulford had to average a speed of over 75 miles an hour for the full time and distance. He made the record without assistance of a relief driver, and used the same car with which he recently made the 162-mile-an-hour speed record on a Florida beach. Both tests were sanctioned by the American Automobile Association, which had judges and timers present.

cause they felt just in the mood for motoring the rest of the evening.

Perhaps the star performer of the afternoon was a little Jap boy who took a particular liking to E. C. Habel, Grant-Six salesman for the Dulmage-Manley Company. But this fellow didn't sleep any longer or any sounder that night than 28 other little chaps after mentioning A. B. Manley, president of the Dulmage-Manley Auto Company, Mr. Wilson, Mr. Therkelsen, Mr. Maxon and Mr. Habel in their prayers.

OLDFIELD PLANS BIG COUP Pioneer Racer Expects to Win at Indianapolis and Quit.

INDIANAPOLIS, May 6.—Back in 1903 two men started to fame; Henry Ford and Barney Oldfield. Ford was trying to build a racing car. Barney was with him trying to build a career as a race driver. The answer is obvious.

Is Barney Oldfield going to drive at the Sixth Annual International Sweepstakes race, May 30? E. C. Habel, manager, shook his head and answered "No."

Those who know Barney are bewildered at such tactics. There is a good deal of "barney" about Barney, and for him to get his car on the grounds early without much advance press agency, is not orthodox. It lends credence to the suspicion that Barney is tired of being kidded about "also running" and is out at last to show the crowd of younger drivers who have usurped his place on the front page that the original automobile driver of the United States has sufficient punch left to win the Indianapolis International classic.

Dasbach says that this is Oldfield's last race, his last public appearance, and that Oldfield proposes unequivocally to win and crown his racing career with what is considered the highest achievement in automobile racing.

TWENTY-NINE ORPHANS FROM BABY HOME ARE TREATED TO AUTOMOBILE RIDE BY DULMAGE-MANLEY AUTO COMPANY.



Orphan Babies Out for First Auto Ride; E. C. Habel in Front Seat Holding Up Son of Japan!



Curly Rides A Hudson Radiator

Baby Home Boy At Wheel of National 12

HIGHWAY OPENED UP

Columbia Route Traversed to Hood River.

FIRST 41 MILES PAVED

Strip Near County Line Not in Condition for Travel After Continued Rain—Party of 11 Portlanders Makes Trip.

For the first time since last Fall the Columbia River Highway was opened up last week for the full distance between Portland and Hood River, and as a result a large number of motorists took advantage of an opportunity which they have been waiting for a long time. The first cars christened the trip on Wednesday, and their drivers reported that the entire road was in good condition except for a few soft places at the upper end.

The first 41 miles out of Portland are paved, and then comes the temporary strip of several miles leading to the Hood River County line, which has been closed since last Fall. The residents of Hood River did a good deal of work on that county's portion of the highway last week. There is no pavement on the highway in Hood River County, and in the event of continued rain the newest portions are certain to be soft, perhaps even impassable temporarily.

Hood River is 70 miles from Portland via the highway, and The Dalles 93.4 miles. There is a good road connecting these two cities and radiating from both places.

A party of 11 Portlanders who returned last week from a round trip to Seattle in two Buick cars, owned by Jack Heiser and W. A. Biggers, and a Chalmers, owned by Al Clark, reported that the road was in splendid condition except for a few miles of rough sledding near Martin's Bluff. Among the guests on the trip were W. E. Prier, president of the Oregon Brass Works, Thomas McCusker, A. G. Labba, Jack Card, W. H. Harris and Charles Mack, all of whom went to Seattle to attend the convention of the United Metal Trades.

It took the party 13 hours to make

LAND CRUISE IS TAKEN

CAPTAIN L. P. HOSFORD EQUALLY AT HOME IN PILOTHOUSE.

Chalmers Car Is Driven to Independence—West Side Route Is Declared Best Now.

Captain L. P. Hosford manager of the Harkins Transportation Company, who is equally at home in the pilothouse of a river steambust or at the wheel of his Chalmers car, took his party for a dry-land cruise up to Independence and return one day last week. Captain Hosford reports good roads between Portland and the Valley cities.

STOCKMAN PICKS CHALMERS Improved Car Wins Over Rancher as Soon as He Inspects It.

Eastern Oregon stockmen and ranchers are reputed to be quick on the trigger when need arises and quick to make up their minds as to what they want.

E. Lister, of Prineville, Crook County, who has driven a Chalmers for five years, came down to Portland last week to see if anybody had "come across" with a better car. He made the rounds of "automobile row," gave 'em all the once over, rode in 'em, listened to automobile lore translated into all languages, including the Scandinavian, but when D. S. Rabb, one of H. L. Keats' salesmen, showed him what Hugh Chalmers and his engineers have been doing, he threw up his hands and said: "You win." In less time than it takes to tell it he had a new Six-30 cut out from the herd in the Keats corral and safely branded with the Lister moniker.

Mr. Lister shipped to The Dalles by boat. From there he will drive his new "mount" to his home in Prineville. He goes back lighter in pocket, but his heart is as full for the soft purr of that 3400 r. p. m. in sweet music to his soul.

In the last 100 years Great Britain has had a dozen types of rifle.

LAND CRUISE IS TAKEN

CAPTAIN L. P. HOSFORD EQUALLY AT HOME IN PILOTHOUSE.

Chalmers Car Is Driven to Independence—West Side Route Is Declared Best Now.

Captain L. P. Hosford manager of the Harkins Transportation Company, who is equally at home in the pilothouse of a river steambust or at the wheel of his Chalmers car, took his party for a dry-land cruise up to Independence and return one day last week. Captain Hosford reports good roads between Portland and the Valley cities.

STOCKMAN PICKS CHALMERS Improved Car Wins Over Rancher as Soon as He Inspects It.

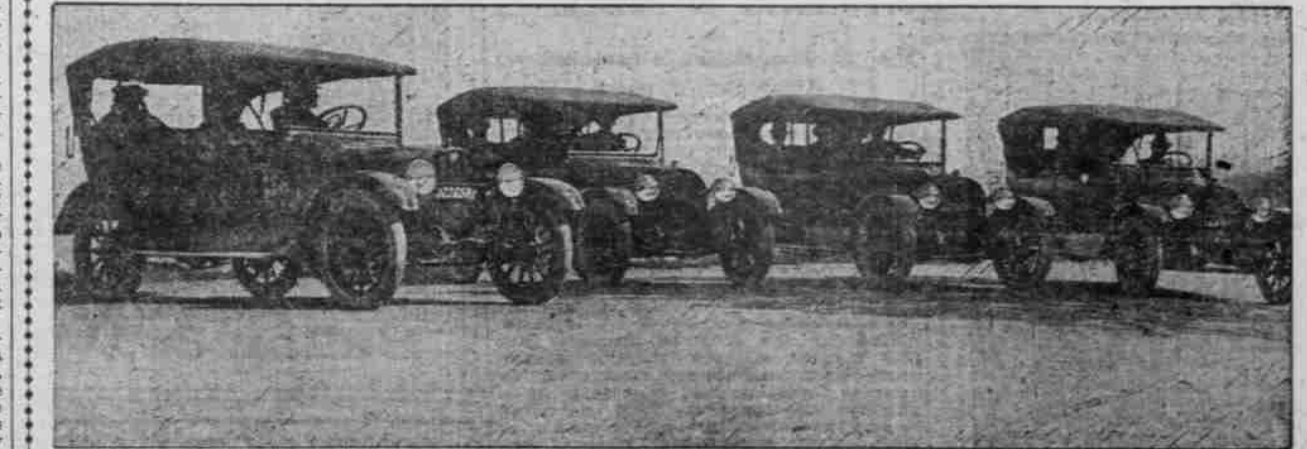
Eastern Oregon stockmen and ranchers are reputed to be quick on the trigger when need arises and quick to make up their minds as to what they want.

E. Lister, of Prineville, Crook County, who has driven a Chalmers for five years, came down to Portland last week to see if anybody had "come across" with a better car. He made the rounds of "automobile row," gave 'em all the once over, rode in 'em, listened to automobile lore translated into all languages, including the Scandinavian, but when D. S. Rabb, one of H. L. Keats' salesmen, showed him what Hugh Chalmers and his engineers have been doing, he threw up his hands and said: "You win." In less time than it takes to tell it he had a new Six-30 cut out from the herd in the Keats corral and safely branded with the Lister moniker.

Mr. Lister shipped to The Dalles by boat. From there he will drive his new "mount" to his home in Prineville. He goes back lighter in pocket, but his heart is as full for the soft purr of that 3400 r. p. m. in sweet music to his soul.

In the last 100 years Great Britain has had a dozen types of rifle.

OLD FOLKS FROM MANN HOME ARE MOTORED ABOUT PORTLAND AS GUESTS OF NORTHWEST AUTO COMPANY.



FOUR REO CARS ON TERWILLIGER BOULEVARD, WHERE ELDERLY GUESTS ENJOYED PANORAMA OF PORTLAND. C. M. Menzies, salesmanager of the Northwest Auto Company, distributors of Reo, Cole and Marmion cars, stopped long enough the other day to realize that everyone was not enjoying the glorious Spring days that have arrived. He mentioned it to the boys and every man volunteered to put his car at the disposal of the Mann Home. Tuesday afternoon the boys dropped around to the home, bundled the old folks aboard and whisked them out on the Terwilliger boulevard and thence to Kings Heights. It was a happy party that returned that day after having viewed the beautiful scenery and enjoyed the ride in the fresh Spring air. Mrs. Carrie E. Shreve acted as hostess to the following guests: Mrs. M. B. Lett, Miss H. M. Lewis, Mrs. M. J. Atwood, Mrs. A. T. Thayer, Mrs. A. M. McBratnie, Mrs. S. P. Kingdon, Mrs. A. Gottsche, Miss Bretson, Mrs. E. E. Chaney, W. D. Meade, C. N. Proud and C. Hansen.



Hudson Vision Becomes Reality

THE Hudson has reached a long-sought goal in the Super-Six. Its discovery is the culmination of years of study and of effort. It is surpassing even the wildest dream of its inventors. Under the severest tests ever given a motor-car it is daily proving its supremacy. Not a fault has developed in design or in construction. Not one defect can be found. Not one of the doubts of skeptics has the slightest excuse for existence. The Super-Six, in every detail, is all and more than we have claimed.

J. D. Chapin President Hudson Motor Car Company.

This Extra Power

This 76 Horsepower—What It Means to You in

HUDSON SUPER-SIX \$1375 at Detroit

Hudson Super-Six The Smoothest-Running Motor in the World

THE question asked us oftener is this: "Why do I want the 76 horsepower which the Super-Six delivers?" Other motors seem powerful enough. You don't care for reckless speed.

Then this extra power—this 80%—comes through utter smoothness. Motor wear is almost nil. No other stock car ever showed such endurance. The Super-Six invention, probably, doubles the motor's life.

BUT CONSIDER THIS The Super-Six is small and light—same size as most Light Sixes. We add no cylinders, no size to get this 80% more power.

A HUDSON PATENT Rivals, of course, will seek to minimize the Super-Six importance. This is a Hudson invention, controlled by Hudson patents. Others cannot get it.

We have simply ended the vibration which caused friction. The power we save in this way becomes reserve power. As a result, the Super-Six out-performs any other stock car. The steepest hills are mounted on high gear. The car can creep, and instantly dash to speed.

Other cars—the best of them—will seem crude after that. Six new-style bodies, each a masterpiece, have been built for this Super-Six. Their luxuries will delight you.

Every situation is met without effort. No other car you meet can match the Super-Six performance.

Orders placed now can be delivered in time for the motoring season. 7-Passenger Phaeton, \$1,375 at Detroit.

IT IS NEVER TAXED Then the Super-Six is never taxed. It is rarely run at even half-load. An engine run in that way far outlasts an engine that is strained.

Five Other Body Styles HUDSON MOTOR CAR COMPANY DETROIT, MICHIGAN

C. L. BOSS & CO.

615-617 Washington Street Portland

MANY NOW DRIVE CARS

C. L. BOSS DECLARES WOMEN ARE BECOMING AUTO APOTHEOSIS.

Difficult Training No Longer Needed to Qualify in Handling Car, That Has Been Simplified.

"Of course, you drive a car?" "How often one hears this accomplishment taken for granted," says C. L. Boss.

"And it is indeed the exception when the reply is in the negative. Even people who do not own their own cars and are merely looking forward to the time when they can become motorists to their own right drive and drive well. Nor is this general driving ability one of solely masculine achievement; proportionately, the number of women drivers is increasing faster than men.

"There was a time in motoring history when the ability to drive was deemed ample to equip him to go anywhere in his car. The first lesson is usually approached by the buyer with a good deal of trepidation. He gains confidence in the first 15 minutes, and before the first lesson is over he usually develops into a speed bug who raves at traffic delays and needs to be restrained rather than encouraged.

"The second lesson—if one is necessary—usually curbs the desire to the wild flight, and the result is a finished driver who resents further presence of the teacher. Occasionally we find a cautious driver who needs more than

two lessons; we always give them as many as they want. Once squared away, expert driving is only a matter of practice. The novice of one season is also the expert of the next—the proud possessor of ability to take not only his own but any other car anywhere that his ability entitles it to go."

Velie

Immediate Deliveries

We are now accepting orders for immediate delivery of Velie Model 22. You are invited to inspect this beautiful car at our showroom. All models shown.

Traditional Velie Quality is maintained throughout—a remarkable price. Such things, for instance, as the Velie-Continental 40-h. p. motor. Multiple dry disc clutch. Automatic ignition. Spiral gears in rear axle. Roomy Streamline body. Genuine leather upholstery, filled with curled hair. Finish, 20 operations deep. Why wait for advanced prices or later failure to make deliveries? Roadster \$1045—4-Passenger Coupe \$1750—7-Passenger larger Six \$1450. Let us demonstrate and prove our claims.

D. C. WARREN MOTOR CAR CO. 58-60 N. Twenty-third St. Phone Main 6214

DELCO TROUBLES All kinds of Delco, Generator and Ignition troubles solved quickly. Expert Service. BOLTON'S SERVICE STATION 404 Davis St. Phone Broadway 10.

\$1065 F. O. B. MOLINE