

RECORDS BROKEN IN TOUR TO SPOKANE

Reo Representatives Think Trip Is Worth While in Spite of Bad Spots.

BADGERS DAMAGE ROADS

Dangerous Stretch Encountered on Deschutes River, Where Space for Passing Is Little—Advice to Go Slow Is Given.

Shattering all existing records between Portland and Spokane, F. W. Vogler, Northwest representative of the Reo line, and H. C. Harris, factory representative, arrived in Spokane Tuesday in a 1916 Reo four-cylinder touring car. The actual running time between Portland and Spokane was 20 hours and 59 minutes for a distance slightly in excess of 475 miles, an average speed of almost 23 miles an hour over all kinds of roads.

Not satisfied with making a Portland-Spokane record, Mr. Harris also set marks between Pendleton and Dayton and Colfax and Spokane. They made the run from Pendleton to Dayton in two hours and 28 minutes, and drove from Colfax to Spokane in two hours and three minutes.

Tour Declared Worth While.

The trip from Portland to Spokane is seldom attempted by automobile, and because it has been made so few times many motorists think that it cannot be made. According to Mr. Vogler, it is a nice three-day tour as there is in the Northwest, the scenery along the route comparing favorably with any in the country.

He writes of the trip as follows: "We left Portland at 10:05 Sunday morning over the Columbia River Highway, a stretch of hard-surfaced highway which is not equalled on the continent for scenic beauty. There are dozens of waterfalls tumbling down from heights of from 200 to 1000 feet and the beauty of it is that the road

PATHFINDER CAR OF SOCIABILITY AUTOMOBILE TOUR STARTS IN RAIN.

ST. PAUL, May 13.—(Special.)—The pathfinder crew that will blaze the route of the sociability automobile tour to Yellowstone left here today in a drizzling rain. The party expected to reach Little Falls by night. They will run through Minnesota's lake region Sunday, stopping at Detroit, Minn., about noon. Path-finder Harrington believes the car will reach Fargo Sunday night. Two cars are traveling over the National Park high-way to Gardiner. They will park at the entrance. Included in the trip are C. C. Hinkley, vice-president of the Chalmers Motor Company; W. H. Brooks, driver; Homer George, newspaper man of Detroit; E. C. Thompson and I. A. Hentchell, the latter automobile editor of the Minneapolis Tribune, and Ray C. Tennant, city editor of the St. Paul Dispatch. A hotel train over the Northern Pacific road will follow the tour, leaving July 20.

Prominent Portlanders Who Motor



Captain Hoben

CAPTAIN ANDREW HOBEN, who has been operating in Portland for over 25 years as a marine surveyor, admits that he swore on one holiday back in 1904. In that year he purchased a Covart—ever hear of that make of automobiles—a vehicle which, he says, had either to be shoved or towed home every time it ventured out of the Hoben car barn. On one particular day the veteran ship-master turned the crank on his balky car for a solid hour, much to the delight of the bystanders, who enjoyed his delectable English. At another time he was showing some distinguished

guest the sights of Portland when the Covart transformed itself into a mechanical impersonation of Mule Maug, and Captain Hoben aspirated walked home with soiled linen and disposition. Captain Hoben's second automobile was a one-hung Cadillac, his third a Stevens-Duryea, and recently he purchased a 1916 Hupmobile, which now carries him on his trips about Portland. He always has driven the car himself and, though he first became addicted to the habit of steering big vessels a long time ago, he says he much prefers doing his navigating in automobiles.

At the present time Captain Hoben is surveyor to the British Corporation of Glasgow, the Underwriters of San Francisco and National Italians and is accordingly kept mighty busy traveling from one port to another, but almost every week he finds time somehow to enjoy a little spin in his car near Portland. He seldom makes any long tours, however. "My first car was the 48th automobile that came to Oregon," relates Captain Hoben at the wheel of his new Hupmobile one day last week. "As compared with the magnificent machines of today autos didn't amount to much

In those days and nobody in Portland understood anything about their make-up. Once a car got out of whack it was next to impossible to mend it in those days surrounded Portland. It was possible to go to Troutdale, Oregon City and Ironton, but there really were no real roads in any direction. In fact, there were only a few streets in Portland at that time that were fit to drive over. Cobble stones and chuck holes were quite the rule wherever you chose to travel."

WINDOW IS PICTURE

Oregon Motor Car Company's Display Attracts.

CAMPING OUTFIT SHOWN

Portland Race Drivers Who Want to Go to Spokane May Obtain Race Application Blanks From H. L. Keats.

W. C. Garbo, secretary-treasurer of the Oregon Motor Car Company, and M. Leeston-Smith, sales manager of the same concern, have devised a window dressing scheme in their handsome new showroom just south of the Custom-House in the north park block district that is certain to give any American an appetite for a long drive in the country.

Neatly tucked away behind real trees of the forest is a big Studebaker Six with a regular three-quarter width bed made up inside the car. All of the seats of the automobile have been removed, the cushions have been placed on the floor and the resting place made Pullman fashion. If you want to ascertain how comfortable the bed is, all you have to do is try it out some night with the permission of the Oregon Motor Car Company officials. Electric connections have been made so you need not worry about being able to see.

By a few twists of the convertible seats in the new Studebaker a collapsible table can be set within the car and several guests seat themselves at each end.

The entire display is true to nature, with trees, moss, mud and the picnic idea is conveyed by eating, fishing and hunting outfits.

That a world-wide service system is about to be established by the Willys-

Overland Company through the co-operation of its various agencies was announced in Portland last Sunday by Joseph H. McDuffee, assistant sales manager of the big Toledo factory. "We say a 399.00 car production is planned for the coming year."

Any Portland race drivers wishing to enter the automobile race meet to be held at Spokane in July may obtain his entry blanks from H. L. Keats, the American Automobile Association representative for Oregon. The races are to be held over the Alan track between Spokane and Coeur d'Alene under the rules and with the sanction of the association. All entries must be in by June 28. There are to be four events in all.

Robert A. Hiller, manager of the racing association, writes that he may conduct a race in Portland on July 15 and hang up \$1000 in purses.

Wallace O. Gates, manager of the Pacific Coast branch of the Smith-Form-a-Truck Company, will be in Portland all this week seeking an agent, conferring with prospective agents of his line in his territory and hobnobbing with his old chum, A. S. Robinson, of the Pacific KlaseiKar company. Mr. Gates and Mr. Robinson were once partners at Oakland.

Many Portlanders will be interested to learn that Frederick Wagner has resigned as automobile editor of the Seattle Times after a service of seven years to accept a position with a Los Angeles newspaper. Mr. Wagner has always listed the annual Portland automobile show, and is well known in the Rose City.

Jack Griffin, Pacific Coast publicity and advertising man for the Maxwell Motor Sales Corporation, was in Portland late last week en route to Spokane, where he will hold down a prominent place in the Maxwell booth at the annual automobile show. Griffin will come to Portland for a considerable stay before long, and promises to pull off a few stunts that are quite apt to shock the "natives."

New Paint Shop Rises.

A new three-story paint shop has been completed at the plant of the Haynes Automobile Company, Kokomo, Ind. This additional space greatly will facilitate the production of "Light Six" cars.

BIG DEAL IS MADE

Maxwell Distribution Agency for Big Territory Placed.

FINANCIERS IN COMPANY

W. J. La Casse Returns to Portland From Salt Lake City in High Spirits After Arranging for Coming Season's Business.

One of the biggest deals ever consummated in Northwestern automobile history was announced in Portland yesterday when W. J. La Casse, head of Maxwell interests in this section of the country, returned from a long stay in Salt Lake City. The Maxwell representative had in his possession contracts with the Utah-Idaho Motor Company, by virtue of which that concern will distribute the Maxwell in the states of Idaho and Utah and portions of Montana and Nevada during the 1917 selling season.

The Utah-Idaho Motor Company is looked on as one of the most ably directed and soundest automobile firms in the entire Western country. Governor William Spry, of Utah, ex-Governor Gooding of Idaho, and N. T. Porter, of Salt Lake City, are the guiding figures, and the company is surrounded with banking connections that permit of its buying and placing motor cars in almost unlimited quantities.

Another Line Dropped.

The deal whereby the Utah-Idaho company was added to the list of Maxwell distributors was particularly pleasing to Manager La Casse and his associates. Only a few weeks ago his concern had announced its connection with a low-priced line of cars that has been considered a close competitor for Spry and N. T. Porter to consider a change, at least to the extent of making a trip East, visiting all the factories in the quantity production field, and ascertaining if the policy of one concern or another did not prove most desirable. The trip was made, and immediately on their return to Salt Lake City the Utah delegation announced its decision in favor of the Maxwell.

"My visit to the Maxwell plant was a revelation to both Mr. Porter and myself," Governor Spry told Mr. La Casse on his return. "It was a wonderful presentation of modern efficiency and the highest type of business organization. The financial management and handling of manufacturing details of even the minutest sort readily convinced us that the Maxwell was the car we wanted to represent, and we were glad to close the deal."

"In contrast to the other plants we visited, we found that the Maxwell manufactured its product completely, and not under the 'assembled' plan in vogue in so many factories. Every feature of construction was shown us, and not a single one of these features proved anything but the highest class. According to Manager La Casse, Max-

Advertisement for Hupmobile featuring a large image of a 1916 Hupmobile and the text: 'The New 1916 Hupmobile Check Every Point' and 'Dulmage-Manley Auto Co. Distributors Oregon and So. Washington. MARSHALL 1090, A 1200, 46-48 TWENTIETH STREET, NEAR WASHINGTON.'



Relief from tire troubles A sense of satisfaction and security The cessation of hostilities with the dealer More mileage for your money

Advertisement for SAVAGE TIRES by JOHN A. WALTERS CO., Inc., Broadway at Ankeny St., Portland.

did two years ago, Portlanders will make an impression on newcomers en route to and from the depots that will be hard to beat," says Mr. Menzies.

Advertisement for PYRENE FIRE EXTINGUISHERS by ARCHER & WIGGINS, DISTRIBUTORS OF HIGH-GRADE MOTORCAR ACCESSORIES, SIXTH STREET AT OAK.

Advertisement for Dim Your Lights featuring an image of a car and the text: 'Perrin's No Glare \$1.00 Approved by Police Department Ballou & Wright BROADWAY AT OAK ST.'

Advertisement for BOWSER GASOLINE and OIL TANKS, featuring storage systems for public and private garages, S. D. Stoddard, District Supt., Sales, 415 Corbett Bldg., Main 1478.

Advertisement for DIAMOND TIRES by The Winton Co., 23d and Washington Sts. Main 4244. Vulcanizing and Retreading R. E. BLODGETT, 29-31 North 14th, Near Couch, Phone Main 7005.

Table titled 'AUTOMOBILE OWNERS URGED TO MAKE ENTRIES AT ONCE FOR FESTIVAL PARADE.' It lists various categories of vehicles and their entry fees, such as 'Automobile vehicle (any class) \$250', 'Fire Department Auto Apparatus', 'Fire Department Horse Apparatus', 'Single Horse-Drawn Vehicle', 'Public and Private Schools', 'Saddle Horse Ridden by Boy or Girl Under 16 Years', 'Pony Carts', and 'Rose decorated car'.