AGENCIES FOR TWO NEW CARS OBTAINED

F. C. Braly to Handle Scripps-Booth Line and Oregon Oakland Company Gets Vims.

BOTH MOTORS RATE HIGH

Companies Will Cover Oregon and Part of Washington in Sales, Portland Being Distributing Center for Territory.

Two new automobile agency connections were announced in Portland last week, when J. C. Braly, the veteran Franklin dealer, made known the fact that he had added the popular Scripps-Booth line, and the officials of the Oregon Oakland Motor Car Company announced that they had taken the agency for the Vim truck.

Although never actively represented in this field, the Scripps-Booth car has been driven by several Portland owners and the appearance of the little car has never failed to make a distinct impression. The Braly Auto Company will exercise selling jurisdiction over all of Oregon and the southern counties of Washington. As yet none of the new cars has arrived in Portland, but a carload of six roadsters is now en route.

Light Car Is Luxurious.

"The Scripps-Booth Company is the originator of the luxurious light car type," says Mr. Braly.

"This idea aims to furnish to the big car owner a small car for individual journeys, built from a p rimary standpoint of comfort and quality to make it a fit social floormate with the world's best big cars.

"This car has had builded about it by a series of advertising ideas an atmosphere of social and pride value equaled only by a few of the largest and most expensive foreign cars.

"The quality of the car and its luxurious performance, taken with the tremendous social appeal of its idea, make it a car worth more than your mere consideration.

Silent Operation Is Feature.

"In announcing the new models, a four-cylinder three-passenger roadster of new luxury and quietness, and an eight-cylinder four-passenger vehicle with a performance unequaled by any other car ever constructed, the Scripps-Booth firm takes an even bigger place than it has occupied in the minds of a certain distinctive class during the past year.

"The four-cylinder has a new type motor with mechanism entirely enclosed and wonderfully quiet. The eight is a high-speed V motor of the same general construction and fitted to a close-coupled ultra-sociable body, allowing an unusual amount of room, yet keeping the passengers in close proximity."

Car Stands Severe Test.

"The Vim truck, with but two years of life, has already proved its ability so convincingly that many of the largest firms in the country are rapidly replacing their other delivery vehicles with Vim units," said E. A. Mitchell, of the Oregon Oakland Motor Car Company, yesterday.

"The Bell Telephone Company, whose one watchword, as is well known, is efficient service at low cost, has tried and used delivery equipment of every description. Some time ago a Vim delivery car was purchased by this company and was tested out under the most severe conditions. No part of the year makes greater demands on such work than Winter, and it was during this season and in the worst possible territory, both city and country, that the Vim car was tried.

"Daily operating records were kept and after a certain period of service the engineers tore the car apart to determine the wear on vital parts. The result is that this corporation has now adopted Vim cars as standard equipment for every branch of their service throughout the country.

Government Is User.

"The United States Government in several of its departments, including parcel post delivery, collection of mails, Indian reservation, radio service, commissary and Interior Department, is one of the largest users of delivery equipment.

"Hundreds of advisers, dozens of judges, volumes of specifications prepared in the knowledge of engineering and from wide experience enter into the selection of every car purchased. Besides which a bond insuring quality and performance is demanded.

"Ordinarily also competitive bids must be made to give the Government opportunity to obtain cars at the lowest cost. Regardless of this last phase, however, the United States Government has installed Vim cars in every one of the departments mentioned. This selection was made absolutely regardless of cost, purely on the merit of Vim performance."

Two-Bagger Wins Auto.

Fred Merkle, who gained fame years ago as the man who failed to touch second, again made the keystone sack play a big part in a recent feat at the Polo Grounds. Several days ago Merkle hit a two-bagger which struck the C. T. Silver sign at the Polo Grounds. This sign contains a message that a new car will be given to the player who hits the sign. As a result Merkle was called into C. T. Silver's office the other day and presented with a $1145 six-cylinder Overland, with a specially designed body, including extra headlights, wire wheels, seat covers, etc.

CADILLAC "8" BREAKS TRANSCONTINENTAL RECORD BY MORE THAN THREE DAYS.

Howard M. Covey, Cadillac "8" distributor in this field, received word last week that E. B. Baker, the famous cross-country driver, and W. F. Strum, both of Indianapolis, had broken all records by driving a Cadillac "8" stock roadster from Los Angeles to New York in the surprisingly short time of seven days, 11 hours and 52 minutes, which is nearly four days faster than any previous performance.

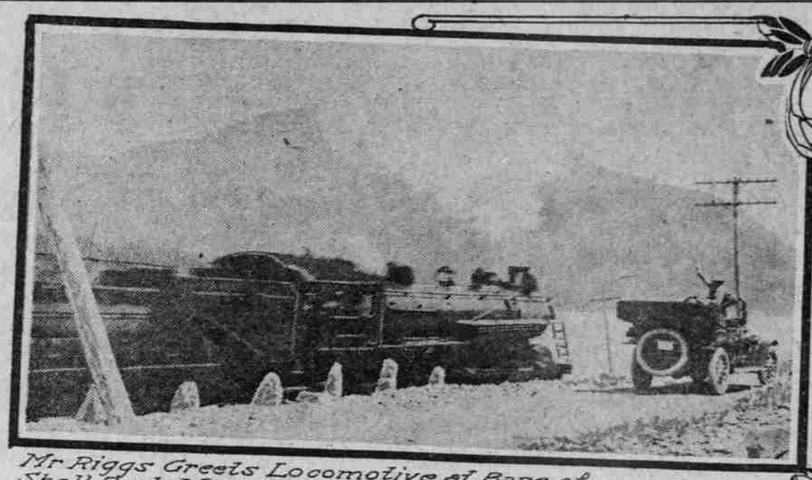
To perform the feat Mr. Baker, who is said to have driven all the distance of 3471 miles, had to average a speed of 48 miles per hour running time and a speed of 36 1-6 miles per hour without deducting time for sleeping, eating and taking on supplies.

The trip was checked at both ends by reliable newspapermen.

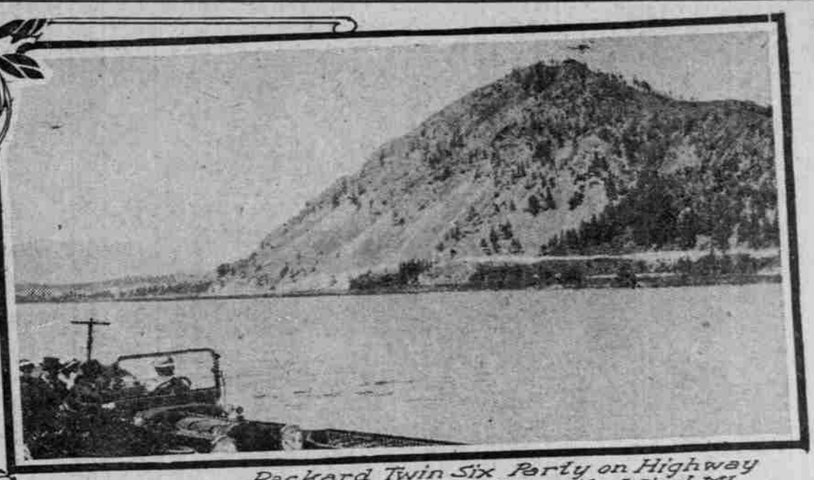
It is said Mr. Baker only receives $5000 for breaking the record, but an additional $9100 on the understanding that he would receive a bonus of $100 for every hour clipped from the former mark.

HOOD RIVER MOTOR TRIP IS RARE TREAT IN STORE FOR AUTOMOBILISTS OF PORTLAND AND OREGON

Packard-Oregonian Touring Expedition Finds Conditions Ideal While Out on Run to Compile Official Log of Columbia River Highway—Fair Weather Puts Road in Splendid Condition—Scenery Is at Its Best—Big Twin Six Is Luxurious Car to Ride in.



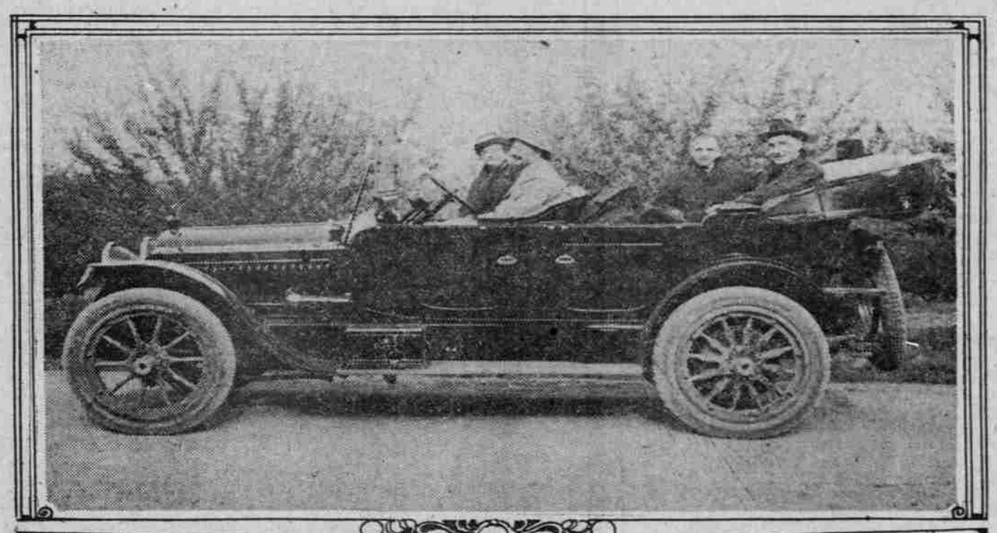
Mr Riggs Greets Locomotive at Base of Shell Rock Mountain.



Packard Twin Six Party on Highway Opposite Wind Mt.

Hood River House Where "Bridge of Gods" Was Written.

Coming Through Famous Tunnel at Mitchell's Point.



Packard, — Oregonian Touring Party on one of Good Roads That Penetrate Hood River Apple Orchards.

BY CHESTER A. MOORES.

THE motorists of Portland and Oregon have a rare treat in store for them this Spring, providing they are willing to act on the recommendation that they make the trip from Portland to Hood River and through the beautiful valley of orchards bearing the latter proper name.

That such a trip is well worth two days of anybody's time, especially now when the wild flowers, verdure and orchards look their best, was thoroughly demonstrated a week ago, when Frank C. Riggs, the Packard distributor in this territory, was the host on a Packard-Oregonian touring expedition commissioned by the touring committee of the Portland Automobile Club to compile the official log of the Columbia River Highway and its continuation.

Perhaps the writer will be too optimistic in discussing this particular trip, for it was taken under the most favorable circumstances. The day was ideal, the roads were in surprisingly good condition all the way, the crowd was congenial, Mr. Riggs drove at just the right pace, the big Packard Twin-Six behaved like a paragon at every juncture, and all outdoors appeared to be on dress parade.

Packard Twelve Luxurious.

If you chance to set forth on this same trip during rainy weather when the roads are muddier than they were a week ago, when things don't go right aboard and when the clouded landscape makes faces at you every time you look aloft, don't blame the writer for painting a false picture. Nothing could be nicer, you know, than straddling bumps in a luxurious Packard Twelve. The same bumps and road depressions are considerably different when you are perched up on less pretentious automobiles.

But, speaking for the conditions as they presented themselves a week ago, there was nothing on the road between here and Hood River that should bother any automobile with a few ounces of breath. And the drive up one side of the famous Hood River Valley as far as the Devil's Punch Bowl and also along the other side was superb.

Log Completion Delayed.

Because of the fact the Sandy boulevard route was not open to travel, the detailed log was not taken last week for the full length of the trip, and it will not be published until the completed log is made. Another temporary condition which discouraged the preparation of a complete log was the fact that the figure-eight loop beyond Crown Point was closed for paving operations. But a close record was kept of all turnouts and points of interest from Latourell on, and an accurate record of the road at this end can be added to the official record later on.

It seemed that ever the waterfalls were doing their best to please the other day, for the water was pouring over the tall cliffs in greater quantities than any of the party had ever before witnessed. This circumstance was gratefully appreciated because J. N. Gaither, of the technical service department of the Packard Motor Car Company, of Detroit, and A. K. Fischer, who recently left the California field to join the Frank C. Riggs organization, were on the highway for the first time to get an "eyeful" of scenery, as Mr. Fischer expressed it.

Road Easily Followed.

In making the trip to Hood River the motorist hardly needs a tourbook since for almost the full distance there is only one road to follow and little chance of getting off the pathway even if one tried. The Columbia River Highway is paved to a point beyond Stone, which is slightly beyond Warrendale, and about 41 miles east of Portland.

It is just beyond this point that the only four or five miles of rough road spread across both sides of the boundary line which divides Multnomah from Hood River County. This territory is within the National forest, and its wooded sections have kept a few portions of the road rather damp, although there was mighty little mud a week ago.

Road crews were busy near the end of the line in both counties, and all of the furrows and bumps caused by travel during wet weather may by this time be ironed out. Certainly any automobile at all sturdy, and with a reasonable amount of clearness, could have slid over the parallel ruts. Unless these road eruptions have been flattened out, however, these four or five miles of road would present severe difficulties during periods of heavy rain.

Concrete Bridges Marvelous.

There are two marvelous concrete bridges in this section that have been studied by few Portlanders, the unique Tanner Creek bridge and the Eagle Creek bridge, the latter being a wonderful span of concrete covered with rock. There was less than a half mile of crushed rock on the road a week ago to cut tires, but this handicap may be worse as paving activities are pushed forward.

Beyond the several mile stretch above referred to, there is nothing between here and Hood River, a total distance of 70 miles, that will bother motorists during the balance of the present season. Much of the road in Hood River County is rather narrow, making fast travel dangerous in many places, but the surface of the road is for the most part satisfactory and everywhere there are evidences of the activity of the County Commissioners. The last few miles of the road just this side of Hood River are of the character which most motorists prefer to pavement.

The great scenic wonder at Mitchells Point, and the five-windowed tunnel through the rocky point, is difficult to comprehend, and even more difficult to describe, as is much of the wild scenery at the upper end of the highway. Most Portland motorists already are familiar with the wonderful scenery of the Columbia Highway in this county, and they must also see the Hood River chapter of the highway in order to appreciate its wonders.

It is of different character than the lower part of the highway, and hardly as alluring, but those who love to gaze skyward at tall crags that are "upstairs some," to steal Mr. Gaither's phrase, are certain to be fascinated.

From the heart of Portland to the Hotel Oregon at Hood River, most speedometers record approximately 70 miles. Under present conditions this distance can be covered in three hours, but to enjoy the trip to the full, stop at the various waterfalls, take pictures and pick flowers, etc., at least an additional hour should be given.

As a matter of fact no motorists should make the round trip to Hood River within the course of one day. The bare round trip easily can be made in that time, but there are so many delightful trips radiating from Hood River that at least a day and a half, or two days, should be allotted for the trip. By leaving Portland Saturday noon and putting up at Hood River that night, a full appreciation can be gained of the Valley the next day, and the return trip made to Portland that night.

The Dalles Road Good.

There is a good road leading from Hood River on to The Dalles, and it is from a point not far distant from Hood River on this road that the motorist is afforded the best panoramic view of the Hood River Valley. By ferrying across the river to White Salmon, Wash., the motorist can enjoy a delightful drive to Trout Lake, at the base of Mount Adams, some 27 miles distant from White Salmon, or can continue east to Underwood and the Maryhill country.

It is hardly yet advisable to attempt the drive south from Hood River to Cloud Cap Inn, but the road has for some time been open as far as Mount Hood Lodge, where Homer Rogers holds forth all year long. This Mount Hood road, which goes up the west side of the river, is the one followed last week in going to the Devil's Punch Bowl.

For all of the distance to Tucker's bridge, this highway is in splendid condition. Soon after passing the bridge, however, the road for the Devil's Punch Bowl forks to the right, and then for a few miles the road is good and fair only.

The Punch Bowl is a wonderful bit of scenery that few Oregonians appear to appreciate. In fact we didn't intend going there until we were within a few miles of it, and therefore did not keep an accurate log of the road. But ask anyone in the Hood River Valley how to get to the Devil's Punch Bowl and you will never regret having made the trip. We found it a most delightful place to eat picnic lunch.

Barrett Road Suggested.

After gazing a good long time at the Punch Bowl, or visiting at Mount Hood Lodge, it might be well to journey back over the Barrett road past the quaint farmhouse now occupied by Mr. and Mrs. E. W. Birge. It was in this old house that the famous book, "The Bridge of the Gods," was written.

Before returning homeward, be sure you have seen the picturesque orchard country on both the east and west sides of the river. Perhaps the east side is the more beautiful.

Almost all of the roads which penetrate the Hood River Valley are of first-class character, and the country everywhere resembles a paradise, at this time of year at least.

Before starting our return trip to Portland, we enjoyed a wholesome dinner at the Hotel Oregon in Hood River, which is now managed by Henry Serr and his son, Ted Serr, who formerly operated the Hotel Gail, at Dallas. The lobby rooms of this modern hotel are covered with large pictures of the Hood River country, which are enough in themselves to give the motorist an appetite for touring that almost measures up to six appetites that were satisfied at Mr. Serr's dining board a week ago.

We learned, however, that it always pays well to take care of your inner selves before setting forth on 70-mile trips in an automobile that takes to the road like a bunny to green clover.

SILVER TROPHY IS POSTED FOR FIRST AUTOMOBILE TO REACH GOVERNMENT CAMP.

Over the long-distance telephone yesterday L. E. Pridemore, proprietor of Hotel de Government Camp, the famous rendezvous at the southern base of Mount Hood, advised The Oregonian that he will award a silver cup to the first motorist who drives a car to Government Camp. It is understood that a party of Portland motorists are planning to make the trip this week, but they are apt to have a difficult time, because Mr. Pridemore reports that snow still stands five feet deep at the camp. Any trip now will depend a great deal on the shoveling ability of the passengers.

No car has been to Government Camp since the Jeffery-Oregonian party made a record-breaking ascent last November. The same party was also the first to reach Government Camp in 1915, arriving without particular difficulty on April 17.

With Hans Fuhrer, a Swiss guide, Mr. Pridemore succeeded in climbing Mount Hood the other day on skis, a remarkable feat, considering the conditions. After making the ascent the early season explorers came down in "less than nothing."

A new fad of fishing for trout from skis also has been introduced at Government Camp. Some of the fishermen stood on snow banks five feet high recently, but they got a nice string of fish, just the same.

W. L. GIFFARD IS CAPTAIN

FORMER AUTO EDITOR OF THE OREGONIAN PROMOTED.

Regards Sent to All "Motor Row Boys" and Hope for Early Return to States Impressed.

In a letter received last week by the automobile reporter of The Oregonian, Walter Giffard, who made hundreds of staunch friends while covering the automobile beat for The Oregonian and who has been in the British army since soon after the outbreak of the European war, sends his kindest regards to "all the boys along the row."

"How are all my motor friends?" he asks. "As you toddle along the row remember me to all of 'em—Mel Johnson, Jimmy Clark and Frank Riggs and all that bunch, Harry Keats, etc., etc., all too numerous to mention, but not forgotten nevertheless.

"We've a devil of a lot of American cars and trucks over here now, Studebakers for field ambulances, Packards, Peerless, Saurer and other trucks. We seem out here to have mostly Peerless, but they are all doing well. Whenever I ride on 'em I take great pains to ask the drivers and they all speak well of 'em.

"We are all here fit as fleas ready for the Bosch or the Bulgar, the ruddy old Turk or anything else that shows up. Unfortunately they don't show much predilection for cofing on just at present, so I guess we'll have to go after 'em. Otherwise I regret I cannot give you any news.

"The weather has changed to very fine, hot sun in the days and cool nights. The men are all as red or sunburned as berries and never looked better. In fact it's nice and healthy except for insects of all sorts and sizes and air raids, which, however, do no damage.

"They've made me a full-blown captain, in fact, I've been one ever since last September, but didn't know it officially till a short while ago. I've also been adjutant of this lot for 18 months so have had my hands pretty full all the time.

"At present it's not quite as exciting as Portland, but one could easily imagine that when the fun starts on this frontier it won't exactly be mild work.

"Now I must clear. We're off on a trek so cherry ho! Hope to be with you soon. My address is 8th Oxford & Bucks Light Infantry Pioneers, Salonica force, Egyptian Expeditionary Force, British Army in the Field."

Use Distillate!

We equip any car to burn distillate. Now is the time to have your car given attention before the Rose Festival and touring season begins.

Bolton's Service Station
404 DAVIS
Phone Broadway 10.

ABLEST CAR DRIVER TO BE DETERMINED

Championship to Be Awarded by American Auto Association on Point System.

CONSISTENCY BIG FACTOR

Empty Honor of Former Days to Be Supplanted by Real Title to Be Decided by Study of All Principal Races.

Arrangements have been completed by officials of the American Automobile Association for the annual award of a championship trophy to the automobile race driver who shows the most ability and consistency in the 1916 season.

The winner of the trophy is to be designated by the contest board of the American Automobile Association, according to a point system, which has been worked out by Chairman Richard Kennerdell. The system as worked out calls for a variable table of points to be awarded in events which, according to the contest board, are of sufficient importance to be classed as championship events. The number of points to be awarded in each of these races is variable, depending upon the length of the races, the field entries and other influences on the character of the competition.

Consistency to Be Chief Factor.

Owing to the method of the point system, it is pointed out that consistency will have more to do with determining the season's victor than any brilliance. The point system will likely result in a victory for the driver who finishes in good position in a number of races rather than for the man who makes a few brilliant races in the entire year.

Heretofore the championship title has been an empty honor, the award being made by individual critics, whose selections were based largely upon sensational performances and whose verdict carried no backing from the American Automobile Association.

It is the belief of racing officials that the trophy will develop some of the best races ever held in this country, because, irrespective of the prize put up by the promoters of the individual contests, there is a big trophy, the coveted title it carries, and a good sum of money to be won at the end of the year. The winner of the trophy will have to keep moving through the year and certainly will deserve the title of the American championship when the season ends.

Trophy Worth More Than $1000.

The trophy is to be of solid silver and have a value of more than $1000. It will be presented to the winning driver with a cash prize of $2000, probably in Chicago during the week of the 1917 automobile show.

Here is the complete list of automobile races for the 1916 season:

May 30—Indianapolis.
May 30—Tacoma.
May 30—Minneapolis.
May 30—Elmira, N. Y.
June 4—Sheepshead Bay.
June 10—Chicago.
June 20—Galesburg, Ill.
June 23-24—Chicago.
June 29—Des Moines.
July 4—Minneapolis.
July 4—Sioux City.
July 4—Coeur d'Alene, Idaho.
July 4—Visalia, Cal.
July 4—Elmira, N. Y.
July 15—Omaha.
July 15—North Yakima, Wash.
July 15—Burlington, Ia.
August 5—Tacoma.
August 11-12—Hillclimb, Pike's Peak, Colo.
August 12—Portland, Or.
August 18-19—Elgin Road Race.
August 26—Kalamazoo, Mich.
September 4—Elmira, N. Y.
September 4—Indianapolis.
September 4—Des Moines.
September 4-5—Spokane.
September 16—Providence, R. I.
September 29—Trenton.
September 30—New York.
October 7—Philadelphia.
October 7—Omaha.
October 14—Chicago.
October 19—Indianapolis.
October 21—Kalamazoo, Mich.

AUTO DIRECTORY

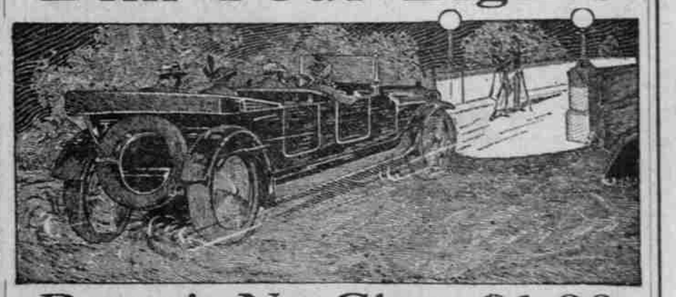
"Velvet Rubber" Diamonds

were run 80,000 miles per month, on ten factory test cars. In a year they traveled 900,000 miles, almost two round trips to the moon. Did anybody say they had not been tried out?

FOR SALE BY US AT FAIR LIST PRICES ALWAYS.

ARCHER & WIGGINS
SIXTH STREET AT OAK.

Dim Your Lights



Perrin's No Glare $1.00
Approved by Police Department
Ballou & Wright BROADWAY AT OAK ST.

BOWSER GASOLINE and OIL TANKS
STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES. S. D. Stoddard, District Supt. Sales, 415 Corbett Bldg. Main 1476.

DIAMOND TIRES
Vulcanizing and Retreading R. E. BLODGETT, 29-31 North 14th, Near Couch. Phone Main 7003.