RARE LAND CRAFT

Genial Commodore Magner En Route to Seattle in His "Autocruiser."

BOSTON STARTING POINT

Denby Truck, Transformed Into Modern Prairie Schooner, Braves Mud Seas Crossing Continent, With All Home Comforts.

BY LAIR H. GREGORY.

How those Oregon pioneer fathers and mothers would have enjoyed the luxury of a trip across the plains in a prairie schooner such as that in which yachtsman, has just crossed not the plains only, but the continent, from Boston and New York to Los Angeles, San Francisco and Portland.

The Commodore rolled into Portland last week in a prairie schooner of a type that the planeers never dreamed of. The motor-driven home on wheels plenty of some says so. It had

of. The motor-driven home on wheels of the motor-driven home on wheels with all the modern comforts that he piloted was a far, far remove from the followed, not all being velvety boule-

about six months. Commodore magner and his party, consisting of his mother, Mrs. Rose E. Magner; his sister, Mrs. Maude Fennelly, and his nephew, W. P. Leininger, reached Portland from the Atlantic Coast last Tuesday night in his "Autocruiser," as he calls his latterday schooner of the pigins in just one

The greatest hardship they had to endure on the trip consisted of plain mud. No Indian ambushes, no going for days on half rations, no drinking out of soggy water holes, no miserable wanderings on the desert 2000 miles from the nearest signpost, nor shivering in the cold mist without a fire.

The world has moved along a lot since those brave days of the early '50s.

Mayor of Boston to the Mayor of Los Angeles.

From Boston the Commodore drove first to New York, thence to Philadelphia, Pittsburg and Chicago. As he drove away from Times Square in New York City it was taining. It rained once more as he was in the Dakotas, and not another drop of moisture fell on the Autocruiser until it reached Salem last Tuesday.

From Chicago the Commodore drove to Omaha, thence to Kansas City and The greatest hardship they had to endure on the trip consisted of plain mud. No Indian ambushes, no going for days on half rations, no drinking out of some ways on the control of the con

They had, furthermore, a Prest-o-Lite gas light for the dark nights, and they warmed themselves over a Prest-o-Lite gas heater when they were cold. They had even a six-foot folding bathtub, a chiffoniere with changes of clothing for all, and they carried their own fresh water in a 15-gallon tank under the car. This water was piped to a faucet in the car, to have cold running water, all that was necessary was to work a hand pump.

with snow on the road, Another Denby truck pioneered the way over the pass wheel who knew every turn and trick of the road.

Pass Creek Canyon! Boy!

From Denver the Commodore drove to Los Angeles and from there, after a brief stay, to San Francisco. He left San Francisco on November 30 and reached Portland Tuesday, December 11 just 12 days on the way.

that a man would have in his own bun-galow was enjoyed by Commodore Commodore Magner had been warne galow was enjoyed by Commodore Magner and his party on this modern pathfinding trip across the continent.
For it was a pathfinding trip, despite the conveniences that went with it. Commodore Magner isn't a man who hesitates at hardship, but he is a philosopher. The gist of his philosophy is that when a man travels he might as well travel in comfort Hence, the

"For a good many years I have had in the back of my head the idea that some day I would drive by automobile from one side of this American conti-nent to the other," said the Commo-

p...... PRESIDENT WILSON ON GOOD ROADS.

My interest in good roads is not merely an interest in the pleasure of riding in automobiles, it is not merely an interest in the very much more important matter of affording the farmers of this country and the residents in villages the means of ready ac-cess to such neighboring markets as they need for economic benefit, but it is also the interest in weaving as complicated and elaborate a net of neighborhood and state and National opinions to-gether as it is possible to weave, I believe that the development of great systems of roads is, psy-

chologically speaking as well as physically speaking, a task of statesmanship. I believe that it is the proper study of the statesman to bind communities togeththat it will flow with absolute freedom and facility. WOODROW WILSON.

dore, explaining the other day how his Autocruiser came into being.

"While I was East this Summer I decided that this was just as good a time as any to make that trip. And I decided that while I was making it I might just as well be comfortable.

"By 'comfortable' I mean real comfort. One can't drive 3000 or 4000 or 5000 miles in a touring car, be on the way three months or more and be comway three months or more and be com-fortable. There isn't room.

Old Salt's Training Bobs Up. "Naturally, the answer was to make the trip in an auto truck. I looked around for a truck that suited me and

bought a one-ton Denby chassis. Then I embodied some little ideas of my own In the body and 'fixings' of what was to be our home for at least three I have done a good deal of yacht-

In have done a good deal of yachting in my life and have picked up something of a sailor's knack for making handy things. Any person who inspects the interior of the 'Autocruiser' will note how everything in it is built for utility, just as in the cabin of a yacht. There isn't a square inch of wasted space in the car."

The Commodore is dead right about

The Commodore is dead right about.
There isn't. Even the stairway p to the back entrance is on hinges. and the whole rig-a-ma-jig, stairway and all, folds up and closes the rear opening to the car when it is on the There isn't so much as a spare o which a ride-stealing tramp could cling.
So evolved the "Autocruiser," a rea

Well, it steered a true course on the whole of its long trip and Commodore Magner was more pleased with it when

TWO VIEWS OF COMMODORE ROBERT E. MAGNER, SEATTLE YACHTSMAN, AND MODERN PRAIRIE SCHOONER IN WHICH HE HAS JUST CROSSED THE CONTINENT.



springless wagon drawn by oxen in which the pioneers journeyed so bravely into an unknown land. If the pioneers were lucky they traveled from the Mississippi River west in about six months. Commodore Magner and his party, consisting of his mother,

Mrs. Rose E. Magner; his sister, Mrs.
Maude Fennelly, and his nephew, W. P.
Leininger, reached Portland from the
Atlantic Coast last Tuesday night in
his "Autocruiser," as he calls his latterday schooner of the plains, in just one
week over three months.

Mud Greatest Hardship.

The Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
the Commodore and his party felt
Boston on September 4. In his pocket
Boston on September 4.

In contrast with hardships of that to Omaha, thence to Kansas City and ort, the Commodore and his party had ort meals at any time of the day or 17. From there he headed his Denby In contrast with hardships of that mort, the Commodore and his party had hot meals at any time of the day or night they wanted them, cooked right in the car on a three-burner Prestolite with show on the road, Another Denby with show on the road, Another Denby with show or the road, Another Denby with show or the road.

ning water, all that was necessary was
to work a hund pump.

Nor was this all by any means. The
Commodere's truly wonderful "autocruiser" was—and is—equipped with a
thoroughly up-to-date kitchen sink,
over which any housewife would enjoy
peeling the potatoes for dinner. Just
behind the broad, cushioned driver's
seat were arranged four cosy bunks on
tiers, enough more comfortable than
Pullman berths.

Ice Chest Raided.

And, further wonder, an ice chest!

And, further wonder, an ice chest! And, further wonder, an ice chest!

Be it remarked in the Commodore's hearing while on the subject of this ice chest that it was not stocked with the contraband usually associated with the contraband usually associated with ice chests—at least not when he arrived in Portland. We looked to see.

In fact, every modern convenience that a man would have in his own burn.

In fact, would have in his own burn, and he induced the driver to keep to his work.

In fact, would have in his own burn, and he induced the driver to keep to his work.

that he couldn't get through Pass Creek Canyon, but he has something of the spirit of the pioneer himself and determined that he would get through. He cheerfully hands the palm to Pass

United States.

But outside of that, he just as cheerfully adds, Oregon has some fine roads.

He says the Pacific Highway from
Cottage Grove north to Portland is far

there to Portland.
Commodore Magner and his party lourney to Seattle, the end of their long trip, and home, this week.

Lemkuhl With Air-O-Flex.

With the addition of Charles Lmkuhl, former credit man of the old E. R. Thomas-Detroit Company and its successor, the Chaimers Motor Company, the Air-O-Flex Automobile Corporation "Th



ove-The Commodore and His Denby Truck, Fitted Out With All the Luxurles of Home, on a Picturesque Mountain Road in Colorado. From Left to Right, Commodore Magner, His Mother, Mrs. Rose E. Magner; His Sister, Mrs. Maude Fennelly, and His Nephew, Mrs. Rose E. Maguer, His Sister, Mrs. Maude Fennelly, and His Nephew, W. P. Leininger. Below—Close-Up of the Commodore and the "Autocruiser," as He Calls This Modern Prairie Schooner, Snapped in Front of the Oregon Motor Car Company at Park and Davis Streets, Portland, Last Week.

Nickel and Enamel Process Prevents Tarnishing.

TRADE VETERAN EXPLAINS

Construction of Car.

To overcome the lack-luster appear-Creek Canyon, both for its mudhole near Comstock and for another one 4½ miles outside of Drain, where the Autocruiser was stuck for one night, tilted at an angle of 30 degrees, for having the worst roads in the whole United States.

But outside of that he just as cheer. which are said to have proved most satisfactory. Every car owner enjoys the sensation

of lifting the hood of his car and finding a motor that "looks clean." Realizcottage Grove north to Portland is far better than the average road encountered on the trip.

While in Portland the Commodore called on the Oregon Motor Car Company, distributors here for the Denby truck, and on Manager Cadwell, of the Goodrich tire branch here. The Autocruiser is equipped with Goodrich tires and one of the tires on which he left Boston still had the original air in it cruiser is equipped with Goodrich tires and one of the tires on which he left Boston still had the original air in it when he reached Portland.

When the Autocruiser reached Pass Creek Canyon the speedometer registered 6200 miles. The mud stopped the speedometer and it didn't register from there to Portland.

The Autocruiser in the treatment given the exhaust manifolds, and James McNaughton, president of the company, is to take a six weeks' course in automobile mechanics. Mr. Hemphill has a brother, S. R. Hemphill, who conducts an automobile school on Hawthorne avenue, and there the class of the Marne. A few weeks ago tens will be held.

The Autocruiser is equipped with Goodrich tires on which he left selves a nuisance to the engine designation the exterior of the exhaust manifolds, the company, is to take a six weeks' course in automobile mechanics. Mr. Hemphill has a brother, S. R. Hemphill, who conducts an automobile school on Hawthorne avenue, and there the class of the warmy would have been delayed at least six months. We are told in graphic detail how the automobile who conducts an automobile school on Hawthorne avenue, and there the class will be held.

It will be a night-school arrange subscriptions among the farmers for ment, the class meeting even himself and James McNaughton, president of the cantonments for our huge new Army would have been delayed at least six months. We are told in graphic detail how the automobile who conducts an automobile school on Hawthorne avenue, and there the class of the contonments for our huge new Army would have been delayed at least six months. We are told in graphic detail how the automobile served in automobile mechanics. Mr. Hemphill has a brother, S. R. Hemphill, who conducts an automobile school on Hawthorne avenue, and there the class is a subscription of the cantonment of the cantonment of the company, is to take a six weeks and subscription the subscription and James McNaughton, president of the cantonment of the cantonment of the company is to take a six weeks rode nor tarnish. They are coated with porcelain enamel, which is applied at a temperature of about 2500 degrees

Fahrenheit. Inasmuch as manifolds in service seldom equire a temperature of more than 800 to 1000 degrees, the coating on their exterior is said to be absolutely impervious to the effects of heat. The porcelain enameling is es-sentially a Cole process, having been developed through years of careful

during the coming year as it has during the last 12 months—if we continue to meet the same or increasing obstacles in our efforts to move the raw stock to our plants—these costs will have mounted to such proportions by the time we are in the market for the same stall that but the time it ranches

Go to School.

Everyone, From President McNaugh-ton to Stenographers, to Attend Hemphill Class for Hour Twice a

ROY HEMPHILL, manager of the Western Motor Sales Company, distributors in Oregon and Southwestdistributors in Oregon and Southwestern Washington for the Chalmers and tion should know something about the mechanical make-up of an automobile. This applies even to the stenog-raphers and bookkeepers. If a stenog-

the Air-O-Flex Automobile Corporation has secured an able man as secretary to succeed G. L. Nadel, who retired owing to pressure of other business. Mr. Lemkuhl is a man of world-wide experience as Secretary of State of the Louders of the Cole builders go in order to attain the highest degree of refinement in the light of Company, of Tacoma, Wash. Island of Guam during seven years appearance of their product. An equal-when the United States was consolidy great amount of effort has been except that possession, and as manager pended so that the mechanical operation of the electric light and power company at Jackson, Tenn., during the record of the car may represent the high-mountains, and of piloting the second motor car across the American desert. st degree of prefection.

"Further than that, if the cost of He announces that he is out of the aulabor and machinery continues to soar tomobile racing game for life.

"I consider this car to be one of the most economical cars of its size ever built in the United States." cheaper steel that by the time it reaches us it will be offset by the other increased costs."

Western Car Sales Force to

ern Washington for the Chalmers and the Hal Twelve, believes that every man, woman and child in his organization should know something about the mechanical make-up of an automobile.

This applies even to the stenogtracks themselves? "Did you ever stop to think what happens to men and material after the railroad delivers them to the station? raphers and bookkeepers. It a steiney rapher knows the difference between a spark-plug and a piston-ring, says Mr. Hemphill, she will be just that much more efficient a stenographer in an automobile firm, where words of that kind are hurled at her in dictation every day she lives.

"Did you ever stop to think what happens to men and material after the railroad delivers them to the station? Do you realize what tremendous gain in speed we have achieved in moving men and materials by means of the automobile? Limited only by roads, the tomobile? Limited only by roads, the

And as for the bookkeeper, he will be that much more valuable a bookkeeper if he knows what he is listing when he foots up an item for jackshaft bushings, continues Mr. Hemphili, and he really has all the best of the argument, at that.

tomobile? Limited only by roads, the motor car goes anywhere, relieving congestion, moving hundreds of thousands of people and millions of tons of materials rapidly to where they are needed in a hurry.

"No community is too small or too distant to feel its quickening influence."

he really has all the best of the argument, at that.

Consequently, Mr. Hemphill has declared that every last person in the organization, including even himself

will be held.

It will be a night-school arrangement, the class meeting every Tuesday and Friday night for one hour's instruction. Mr. Hemphill's brother will give the instruction himself. The first lesson of the course will be held next Tuesday night at 8 o'clock, and the first instruction will be given on the "innards" of a Chaimers car.

Racer Sells Elgins.

W. Grossgloss, who was a racing through the country enlisting subscriptions among the farmers for the second liberty loan. A few weeks before that more thousands of automobiles were enlisted in the campaign to raise \$100,000,000 for the Red Cross. The automobile again was called into service to help raise \$40,000,000 for the Y. M. C. As camp recreation fund. "No less important in the work of winning the war is the automobile in its everyday use among farmers. Of the 1,000,000 automobiles probably one-half are driven by farmers. With his

W. Grossgloss, who was a racing

HUDSON RUNS 7,061 AUTO DIRECTORY MILES FOR \$99.46

4-pass. Rdstr., \$1745.00-7-pass. Touring All Chandlers are equipped with Bosch magnetos TWIN STATES AUTOMOBILE CO. 64-66 Broadway. Phone Broadway 512.

Franklin

F. A. Tauscher's Super-Six

. Averages 17.5 Miles to

Gallon of Gas.

TOTAL REPAIR BILL \$1.95

Manager of Shipping Department at

Doernbecher Manufacturing Co.

Writes That Car Is One of

Most Economical Made.

Something less than one year ago

F. A. Tauscher, shipping manager for

the Doernbecher Manufacturing Company, bought a Hudson Super-Six

chassis from the C. L. Boss Automobile

Company, on which he built his own special roadster body. He has been using the car continuously since, and with such remarkable results as to service and economy that he wrote a

fetter to Mr. Boss the other day tell-ing him about it.

During the whole time he has had the car Mr. Tauscher has driven 7000 miles, but has paid out only \$1.95 for

repairs. And that was not for repairs,

strictly speaking, but for an extra.

His total expenses for operating and maintaining his car up to December 8 were only \$99.46, which is about as cheaply as he could have walked or taken the streetear.

But let Mr. Tauscher give the facts himself. Here is his letter.

"I have been keeping an accurate account of my Hudson Special Super-Six to see the mileage I was getting on gasoline. On a Columbia Highway

test I got 24 miles to one gallon of gasoline, on over a 100-mile run. On a trip up North to various parts of Washington of over a 450-mile run my average was 19.2 miles to the gal-

lon.

"My mileage for the first 3000 miles was 17.3 miles to the gallon of gasoline. Up to this time I have run my Super 7051 miles on just 401 gallons of gasoline, which gives me just a little better than 17.5 miles to the gallon.

"You delivered the car to me after the Automobile Show last February and I have been using it steadily since. I have had no repairs on my car except that I bought an extra large grease cup for the clutch collar, which only

cup for the clutch collar, which only

"My total expenses for the whole season were \$84.21 for gasoline, \$12.20 for lubricating oil, \$1.20 for grease, \$1.20 for waste and 65 cents for soap, which makes a total of \$99.46.

MOTORCAR PERFORMS TRANSPOR-

TATION ACHIEVEMENTS.

John N. Willys, of Willys-Overland

Says Auto Has Become Necessity

for Winning the War,

half are driven by farmers. With his speedy, convenient car, the farmer runs his errands to town, takes in produce, brings back supplies day after day.

adding hours to the working part of every day.

"Of equal value is the intricate use of the automobile made by the Amer-ican business man. If you walk down

the streets of any town or city you'll find the curb lined with automobiles. Every car there represents someone on

an errand and every car there means an hour or two added to its owner's

"Probably no factor in all our busi-

"Probably no factor in all our business machinery is more vital to our
success than the automobile. The 4,000,000 automobiles in this country are
traveling millions of miles every day
and every mile they travel is saving
time and energy and money.

"In this war, as never before, we are
brought to a realization of the overwheiming importance of this newer
arm of our transportation system."

ROUSSEAU IN ORDNANCE CLASS

Patriotic Overland Manager at Al-

bany Sells Out to Join Army. A. J. Rousseau, Overland dealer at Albany, Or., sold his interests there last week to Earl Day in order that he

might attend the ordnance school conducted by officers of the ordnance corps of the Army at the University of Oregon. He expects later to be sent to one of the Government arsenals in

land dealers and salesmen in the state who have responded to the call for service with the colors for the period of the war.

Many Cars in Arizona. In Arizona 19,391 motor cars have bee icensed this year, together with \$65 notorcycles and 242 dealers. Fees to late amount to \$118,500 and will total

the South for further training. Mr. Rousseau is one of several Over

ost me \$1.95.

offers more of "what you actually need and want in BRALY AUTO CO.

19th and Washington Sts. 17 The car which sells best in direct comparison with others. MITCHEL & WALLINGFORD, 522 ALDER

Capacities, 1, 114, 2, 314, 5, 514, 614, 714 Tons. Complete Stock Repair Parts. F. C. ATWELL, Sales Agent. Washington at 21st. Tel. Mar. 440. New Light Six, \$1250, Factory

Mitchell, Seven-Passenger, \$1525, Factory MITCHELL, LEWIS & STAVER CO.

First and East Morrison

Oldsmobile

Distinctive High Grade. Light Weight. OLDSMOBILE CO. OF OREGON. Broadway and Couch. Phone Broadway 1640.

is ready to serve your requirements with suc-Touring \$2340. Roadster \$2340. D. C. Warren Motor Car Co.

The car with an aluminum motor. High-grade construction throughout. A car for particular people MITCHELL & WALLINGFORD, 522 ALDER ST.

CAPACITY IN TONS
1 1½ 2
\$1325 \$1600 \$2035
Prices Delivered at Portland. ROBERTS MOTOR CAR CO., Park and Flanders Sts.

BALLOU & WRIGHT
Broadway at Oak.
Distributors for Oregon,
Some unoccupied territor,
open. Write for proposition Moreland Distillate 3/4 ton to 5 ton. Vim delivery, 1/2ton, and Commerce 1-ton Capacity.

McCRAKEN MOTOR CO., The "Biltwelf" Series Represents the Latest and Best in Motor Cars. New Value at Medium Prices. D. C. WARREN MOTOR CAR CO.

Oakland Motor Co. of Oregon 344-50 Burnside, off Broadway. Phone Broadway 80.

AUTO ACCESSORIES

GASOLINE and OIL TANKS STORAGE SYSTEMS FOR PUBLIC AND PRI-VATE GARAGES, S. D. Stoddard, District Supl. Sales, 719-20 Corbett Bldg. Main 1476.

SATISFACTORY MOTOR CAR REPAIRING

COOK & GILL CO. Phone Broadway 26. 409 Davis Street.

SPECIALIST

in the treatment with Gibson Electric of 'crossed wires', Garage & Storage "sparkless" b a t- Battery Co., Alder at teries, etc. Offices 12th. Marshall 1752.

We Stock Them, We Repair Them, We Charge Them. Free Advice and Inspection. AUTO ELECTRIC EQUIPMENT CO. Sixth and Euraside Streets.

are in Phoenix and Maricopa County.

Amazon Trees Wasted, Now Tire

Companies Turn to West Indies. For years the forests of Brazil fur-nished the major part of the world's crude rubber. But the excessive waste and destructive tapping of the wild zon River, coupled with the lack of adequate labor to handle the rubber output, caused rubber users to look to other fields for their wants.

East Indies soon demonstrated that the Hevea, which is the most important of the rubber-bearing trees, could be grown successfully there. The world's a return contest, naming November production of plantation-grown rubber and December for the dates, a time production of plantation-grown rubber is now seven times as great as that of wild rubber. The world's total out-put of crude rubber for this year will reach about 250,000 tons. The Good-year Tire & Rubber Company has a plantation in Sumatra covering 20,000

Goodyear Team Winner.

Goodyear Team Winner.

The 1917 football season proved the most successful in the history of the sport at the Goodyear Tire & Rubber Company, Akron, O. Goodyear employes are strong for athletics and from Louis goat.

\$120,000 for the year, as compared with total receipts of \$67,214.50 for 1916. The registration of motor cars last year was 12,125. Of the total of more than 19,000 cars registered this year, more in winning the championship of the In all eight games were played, without the loss of a game.

RUBBER FORESTS DEPLETED OVERLAND DEALERS IN RACE

Detroit and St. Louis Distributors Bet on Sales This Month and Last. A novel sales contest at an off-time of the year in sales of automobiles is now in progress between the Simmons Sales Company, of Detroit, distributors of Willys-Overland and Willys-Knight

other fields for their wants.

Extensive experimentation in the East Indies soon demonstrated that the when sales are always low in Detroit. The dates favored St. Louis, but reports from that city stated that there was a slump in the motorcar business for the first two weeks of November, while T. H. Walker, manager of the Detroit branch of the Simmons Sales Company, reported that November would run 100 per cent in sales ahead of 1916. Mr.

If—you have use for a truck, you pay for it whether you buy it or not.

> Republic Trucks will prove it

> > WRITE

Roberts Motor Car Co., Inc. Park and Flanders Streets, Portland, Oregon,



F. A. TAUSCHER AND HIS HUDSON ROADSTER THAT HAS COST HIM JUST \$90.46 TO OPERATE SINCE LAST