

WHAT HO! STEPHENS SALIENT SIX IS HERE

Well-Known Car Taken by New Automobile Firm.

LOW GAS RECORD IS HELD

C. E. Hamilton and John A. Leatherman Form Hamilton-Leatherman Motor Company.

John A. Leatherman, for the past four years manager of the Portland branch of the Goodyear Tire & Rubber company, and C. E. Hamilton, until recently Portland dealer for United States tires, have formed the Hamilton-Leatherman Motor company and have been made distributors in the Oregon territory for the Stephens Salient six.

Though it has not before been represented in Oregon, this is a long-established car made by a long-established house. It is manufactured by the Moline Plow company, which was in the farm implement business a good many years before such things as automobiles even existed in the world.

Since it began the manufacture of the Stephens Salient six seven years ago this old firm has handled the automobile end of its business on the same principle that for so long governs its farm implement business—that each car must be so built that the whole reputation of the house could safely be staked on the reliability of the product.

Many of Them in West. The Stephens Salient six is well known all along the Pacific coast, with the sole exception of Oregon, and here it is well known by reputation. It has been represented for a long time in California and in Washington, and there are many Stephens owners in both these states.

In the recent Yosemite-Camp Curry run in California, an international contest of national fame, the Stephens entry distinguished itself by winning first place as the most economical motor car of gasoline in class. Its maximum priced cars. It averaged 21.4 miles per gallon and beat all water-cooled cars in any class by five or more miles, according to the official rating.

Among the particular features of the Stephens are its powerful motor, made in the Moline factory, and its bodies and painting. The Moline Plow company has been making coaches for 35 years, and all bodies for its motor cars are made in its own shops. These bodies are noted for their distinctive lines and for their conveniences for passengers. The Stephens comes in five models, three of which are open and two closed. The open models, each with its distinctive body, are two-passenger roadster, four-passenger and six-passenger. The closed models include five-passenger sedan and four-passenger coupe.

Present Quarters Temporary. Mr. Hamilton and Mr. Leatherman received their first carload of Stephens cars from the factory a couple of weeks ago, but at that time they hadn't been able to obtain a suitable location to warehouse the cars till they could get a place.

With the removal of the Diamond T Truck sales agency from its quarters at 330 Burnside, between Broadway and Sixth, to a new building in Ninth near Flinders, Mr. Hamilton and Mr. Leatherman obtained the Burnside-street salesroom as a temporary location. So 330 Burnside will be temporary headquarters for the Stephens Salient six until it is permanently located in automobile row.

Among the attractive points about the Stephens is the care taken in small features often neglected by motor-car builders, but which have much to do with motoring comfort. For example, instead of being hid away under a seat, the tools are easily accessible in a compartment in one of the front doors. The other front door has a compartment specially made for toilet articles—too brushes, whisk, hair brushes, and the like.

In the back of the front seat is another compartment with lock for stowing robes.

The Stephens has long, resilient three-quarter elliptic springs, which make it easy riding. The upholstery is of real leather, and the bodies are all specially painted jobs. It has Borg & Beck clutch and other standard units.

HERE'S RUN TO TILLAMOOK

(Continued From First Page.)

ment and state are doing their duty. With the nine-mile stretch through the Grand Ronde, so long marking the run to Tillamook at any time of year, you really have to invoke imagination to realize that the fine boulevard construction can actually be in the Grand Ronde.

If the contractors can get enough men, a labor shortage being one of their chief troubles, they expect to have this road entirely completed through the reservation by October or early November. Then will be removed the last bar to all-year highway into Tillamook.

Corduroy and Rough Dirt. But at present, these strips of new road between the Grand Ronde and the lower end of the reservation are only a small part of it. The remainder of this seven miles is bad, corduroy, with big holes between the puncheons, or very rough dirt. There are several short detours, down ravines or through the woods.

Except for being rough, though, it is entirely passable. The creek already mentioned is near the lower end of the reservation. All along here rapid progress is being made on the new grade and as new sections are rock and rolled that much bad road is eliminated. Several road rollers are at work. On this account, each week from now on should bring improvement in the reservation road as a whole.

The old road is probably rougher even than a year or so ago, if that's possible, due to its use by many heavy trucks hauling rock.

3. Three Rivers project. From the end of the Sour Grass into Hebo, four miles, there is more new construction. Pretty rough, but otherwise no hindrance to travel. No detours as yet.

4. Hemlock-Beaver section. For five miles this road is being prepared for paving with bitulithic. Though somewhat torn up fast time can be made over this section.

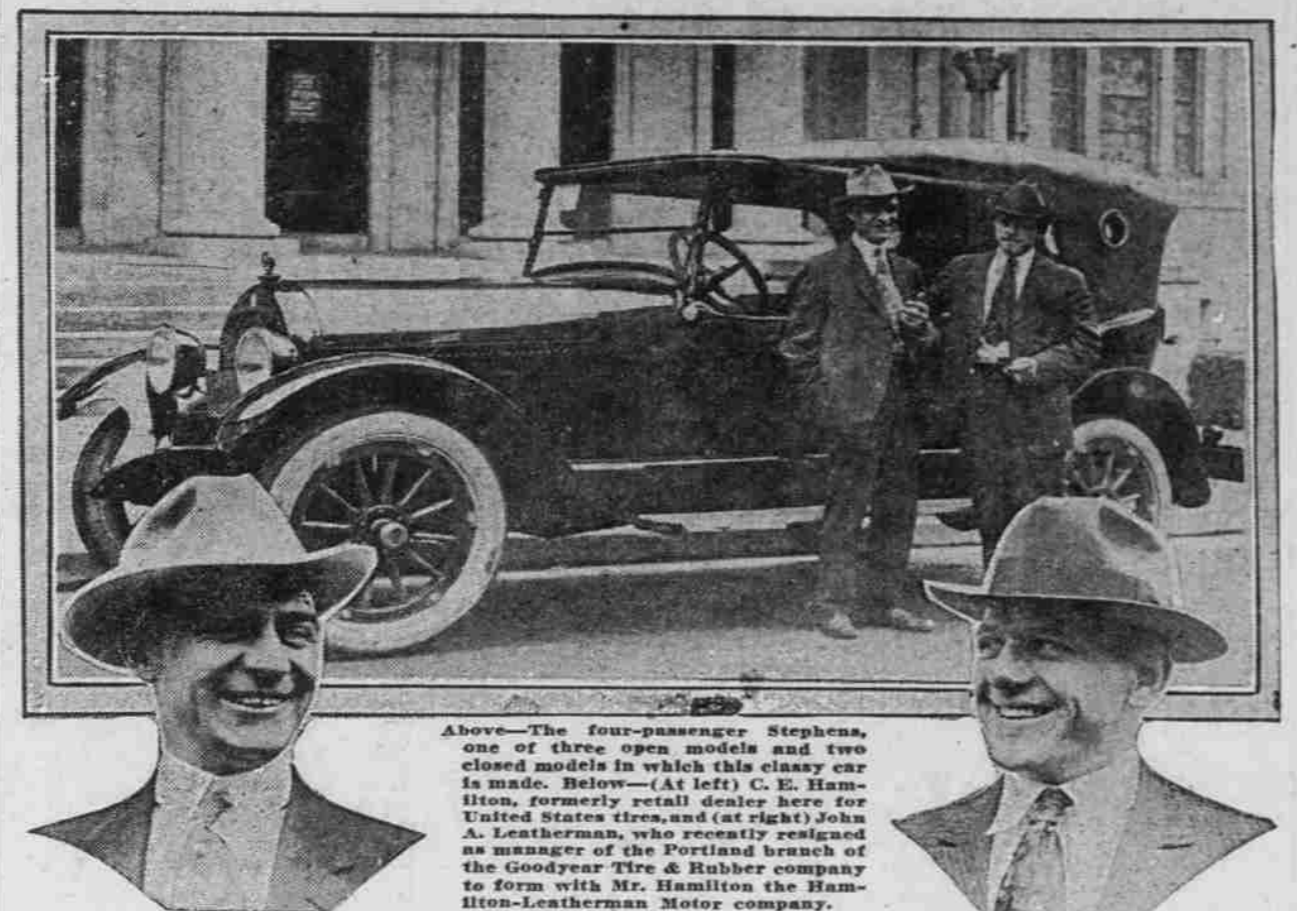
All the rest of the road between Portland and Tillamook is in first-class condition. The only really bad stretch is that through the lower end of the Grand Ronde, and it is not a great deal worse at that than the road between Vancouver, Wash., and Kalama on the Pacific highway, particularly along the Martin's Bluff section.

Little Crushed Rock. When it can be traveled at midnight, it certainly should not frighten out any reasonably experienced motorist by daylight. Many cars are now traveling it, and they all get through.

There is some crushed rock on these various sections where new construction is under way, but not a great deal. All told, not more than a mile and a half of it.

To drive to Tillamook under present road conditions, from six to eight hours

BEHOLD THE STEPHENS SALIENT SIX AND THE BRIGHT YOUNG MEN WHO WILL HANDLE IT IN THIS TERRITORY.



Above—The four-passenger Stephens, one of three open models and two closed models in which this classy car is made. Below—(At left) C. E. Hamilton, formerly retail dealer here for United States tires, and (at right) John A. Leatherman, who recently resigned as manager of the Portland branch of the Goodyear Tire & Rubber company to form with Mr. Hamilton the Hamilton-Leatherman Motor company.

NEW RULES OF THE ROAD

CALIFORNIA REVISES MOTOR VEHICLE LAWS.

Lighting Regulations Are Especially Stringent, and Joy Riders Go to the Penitentiary.

The home industry league of California has adopted this slogan in launching its movement for enforcing ordinance regulations: "Cross at Crossings, and Do Your Dreaming at Home." Assemblyman Ekward, father of the motor vehicle act, which has just gone into effect, expounds the salient points of the new law in a compact manner. Here they are:

"Jay walkers" (persons who cross the streets between blocks) will be prosecuted. When cars are sold there will be no refund of state license money. The buyer and seller must adjust that between themselves. Plates must be changed annually, but when a number is once affixed to a car it cannot be changed. The registration year begins February 1 of each year instead of January 1.

No machine can be wrecked or dismantled without notifying the police, or, in a county, the sheriff. The glare must come out of headlights through an official test. Men under the influence of liquor or drugs who drive machines are liable to six months to one year in jail, and from \$50 to \$1000 fine.

If a driver of an automobile or truck cannot see to the rear, he must have a mirror in front, which will enable him to do so. "Joy riders" who "borrow" machines will be liable from one to five years in the penitentiary.

On a clear road the maximum speed for motors is 35 miles an hour.

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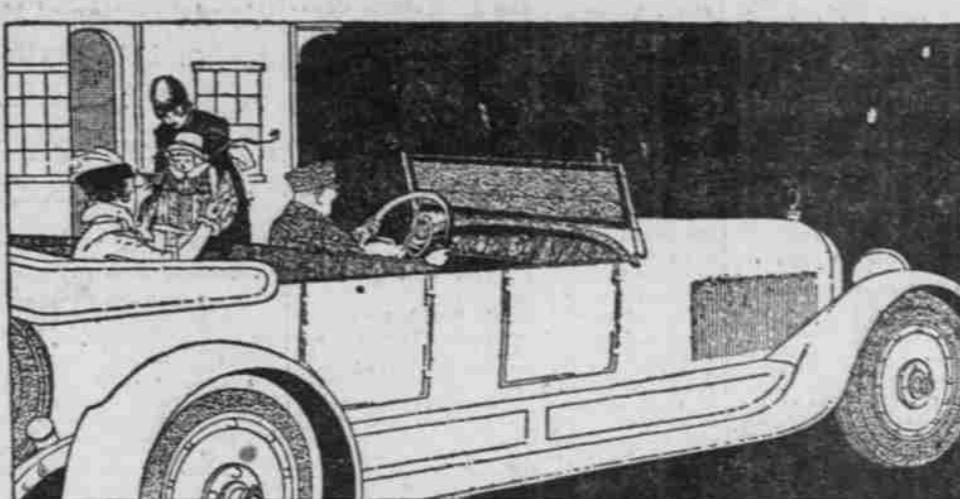
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JORDAN



From Across the Sea

That dreary monotony of line and color created by blind imitation inspired Jordan to seek a new design from across the sea. And the new Silhouette fresh with the inspiration of France—full of the suggestion of coming styles, heralds the new and marks the passing of the old.

Like the charming woman of today it is a little more slender—more chic—more gay.

The hood with twenty-nine louvers is just a trifle higher, with slanting sport type windshield.

The body is just a trifle lower, with deep, soft-cushioned seats resting almost on the floor.

Doors are wide-opening. Mouldings are rectangular. There is a new French angle at the dash. The top edge is refreshingly flat—without the slightest trace of bevel.

Top is as carefully tailored as a woman's hat. Artistic hardware. Patented noiseless spring shackles. Cord tires. Furnished in Brewster Green or Burgundy Old Wine—for either four or five passengers.

Mitchell, Lewis & Staver Co.
Broadway at Oak St.
JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

straightened and the valley routes smoothed up.

Change Tires Often.

For the man who wants to get maximum mileage from his tires the habit of using a spare tire to afford regular changes, beginning at the right front and progressing around the car, is a valuable one to form.

Flashlight Holder.

Many motorists carry a flashlight in their cars, and this little piece of equipment is extremely valuable for emergency use. It is an excellent idea to attach two clamps of appropriate size to the dash under the hood to hold this flashlight. In this way the operator always knows where to look for the lamp when he needs it and saves himself the trouble of pawing through the tool box for it.

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Auto Tube Under Hudson.

The governors of New Jersey and New York have signed bills authorizing that work be started at once on a tube under the Hudson river to be restricted to foot and vehicular traffic. It is estimated that the tube will cost \$12,000,000 and will take from three to five years to build, and that within 20 years the tolls charged vehicles using it will have paid for its construction.

Tractors for the World.

More than 214,000 motor tractors for farm use will be manufactured in the United States this year, according to the estimate of the department of agriculture. Ninety thousand of these tractors, representing about \$100,000,000, will be sent abroad and will be used to increase the crop production of nearly every country in the world.

Ford

THE UNIVERSAL CAR

There are more than 3,000,000 Ford cars in daily service throughout the world, and fully 80% of these are Ford Touring Cars. There are many reasons for this, not the least of which is the simplicity and design of the car, so easy to understand; likewise it is easy to operate, and mighty inexpensive compared to other motor cars. The maintenance expense is low, and it has won an unparalleled reputation for satisfactory service during the past sixteen years. On the farm, in the city, for business and for family pleasure, it is the car of the people, and the demand is increasing every day. Let us have your order promptly if you want one. We can supply you with most everything in motor car accessories, and we assure you genuine Ford Parts and skilled workmen in our repair service. Leave your order with any of the dealers listed below.

Francis Motor Car Co.
E. 13th and Hawthorne

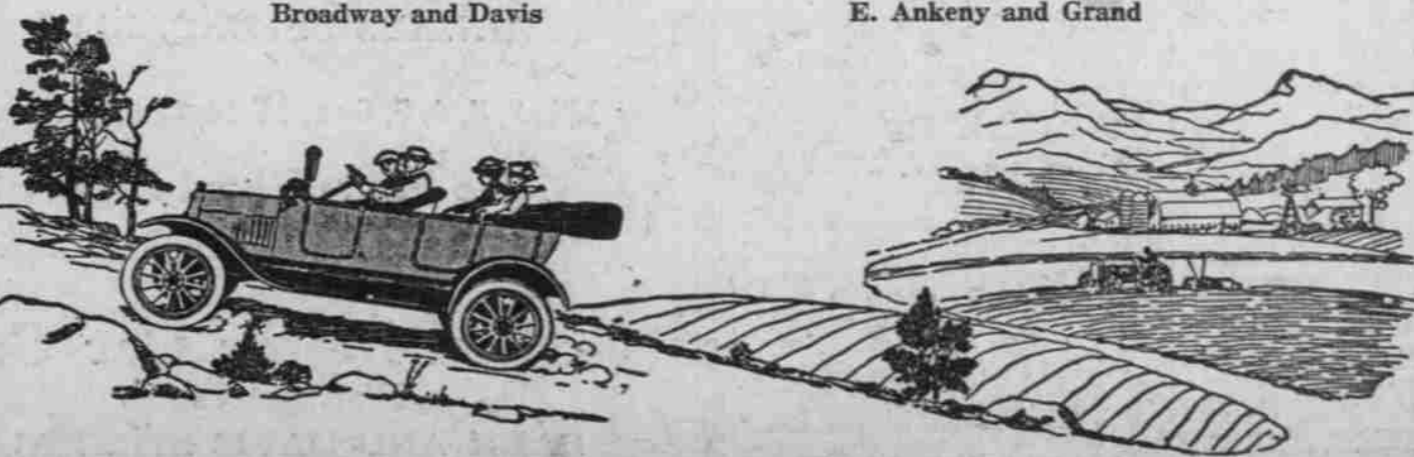
Robinson-Smith Co.
6th and Madison

Palace Garage Co.
12th and Stark

Rushlight & Penney
E. 3d and Broadway

Wm. L. Hughson Co.
Broadway and Davis

Talbot & Casey
E. Ankeny and Grand



MASTER TRUCKS

"Master of the Load on Any Road"

- 1 1/2-ton Internal Gear... \$1990
- 1 1/2-ton Worm Gear... 2090
- 2-ton Internal Gear... 2390
- 2-ton Worm Gear... 2590
- 3 1/2-ton Worm Gear... 3890
- 5-ton Worm Gear... 4890

Prices f. o. b. Factory

Oregon Motor Car Co.
Distributors
PARK AND DAVIS STREETS