

HUP MAKES A FAST
RUN OVER HIGHWAYD. E. Agnew Drives Up From
San Francisco in Three Days.

SISKIYOU STRETCH GOOD

Dunsuir-Redding Stretch Now
Excellent Gravel, but Yoncalla-
Drain Section Fierce.

What is believed to be an early-season record for motor travel between San Francisco and Portland was established a few days ago, when D. E. Agnew of 567 East Seventeenth street steered his 1919 Hupmobile

FAST TRUCKS KEEP PORTLAND SUPPLIED WITH MILK.



Here's a Moreland two-ton truck that is part of the "milk fleet" which supplies this city's 200,000 folks with milk and cream for daily use.

touring car over the 795 miles of good, bad and indifferent road within a three-day period.

Even in the best of weather, with the roads at their best, four or five days is considered good running time from Portland to San Francisco. Therefore, Mr. Agnew's feat may be interpreted not only as a tribute to the driver, his Hup and Pacific coast March weather, but also as proof that the highway commission of Oregon and California have made extensive improvements on the Pacific highway since last season.

Incidentally, Mr. Agnew made a fast trip to San Francisco early in February through muddy roads of that time. The down trip was made in four days despite discouraging road handicaps and mud, the final 212 miles from Dunsuir to Oakland being covered in 12 hours, elapsed time. This was Mr. Agnew's first time over the Portland-San Francisco road, and he says he was somewhat tired in turning the Hup loose to its limit.

He's Real Speed Hound.

Last summer Mr. Agnew hung up a road record for the run from Vancouver, B. C., to Portland, only 14 hours time elapsing between his departure from Vancouver and his arrival in Portland. With the same car he used on all three of these speed trips Mr. Agnew says he expects to make the Portland-San Francisco run about one month from now in two days.

By leaving Portland at midnight he can time his drive through the rough and muddy roads so as to have daylight for the worst spots. He is sure he can make Grants Pass by the end of the first day out of Portland and sail all the way from the Josephine county metropolis to San Francisco in another full day.

"On the upward trip we left Oakland Saturday noon and were home in Portland Monday evening," said Mr. Agnew at the Manley Auto company last week. "From Oakland to Redding the roads were fine, being paved all the way to Red Bluff, with a fairly good dirt road for the remaining 36 miles."

Awful News Yoncalla.

"There was no snow whatsoever crossing the Siskiyou into Oregon. From Ashland to Grants Pass the road was all in fairly good condition. Then came Cow creek canyon, with its proverbial discouragements. The road through the canyon was badly cut up, but chains were not necessary."

"The stretch encountered about eight miles south of Glendale was downright bad, with rain falling all around us. The road going into Roseburg wasn't anything to brag about. Roseburg to Oakland was all right."

Mr. Agnew reports that the worst "mess" of the entire round trip is between Yoncalla and Drain, where the Hupmobile was obliged to plow through deep, sticky mud. For a mile and a half, he says, the car was down to the axle in mud. This leg of the trip was made in the dark and, to make bad matters worse, rain was falling much the same as it does in Los Angeles when perfectly good Oregonians are turned loose there without their umbrellas.

From Drain to Portland there were no particular incidents except some stretches of rather rough road south of Eugene.

Mr. Agnew was accompanied on his trip to San Francisco and return by Mrs. Agnew and their youngster. While in California they toured around Monterey bay and enjoyed other side trips out of San Francisco to the extent of about 2000 miles.

Lewiston Proud of Charlie Bennett and His Garage.

The latter is one of best in Northwest, while its proprietor is an indispensable public institution.

LEWISTON, Idaho, March 20.—(Special.)—Down around Lewiston Charlie Bennett is a public institution. Incidentally, Bennett's garage is one of the best in the northwest. He admits it, and no one else denies it. But this is not to tell about the garage; it is about Charlie, the original live-wire of central Idaho. For one thing, Charlie Bennett does not let the garage interfere with his business, which is boosting for his home town. When the president

of the commercial club appoints an important committee to put something across, "C. F. Bennett, chairman," appears on the secretary's record. That means that the job is as good as done.

His long suit is writing his daily ads for the local paper. It is said that many busy citizens turn first to the Bennett ads to get the really important news. He keeps the city posted on anything from how to cure the "flu" to ways and means of preventing forest fires. He is strong for newspaper advertising and is a liberal space buyer. What is more important, he is a master of the psychology of advertising. He knows the public won't read ordinary cord tire, gasoline and oil ads, so he gives them live stuff—something about and for themselves.

Here is a sample from a two-column-ten, headed "What's What in Lewiston": First he gives the Moose lodge a boost, then announces the coming of "America's greatest tenor," who will sing in the high school auditorium; next in order is notice of the next American Legion snacker; following this he calls attention to the commercial club meeting, certain doings of the Elks and Dookies, an appeal for the Roosevelt memorial, a boost for the stock show, and last of all, "Bennett's Garage—We Never Close."

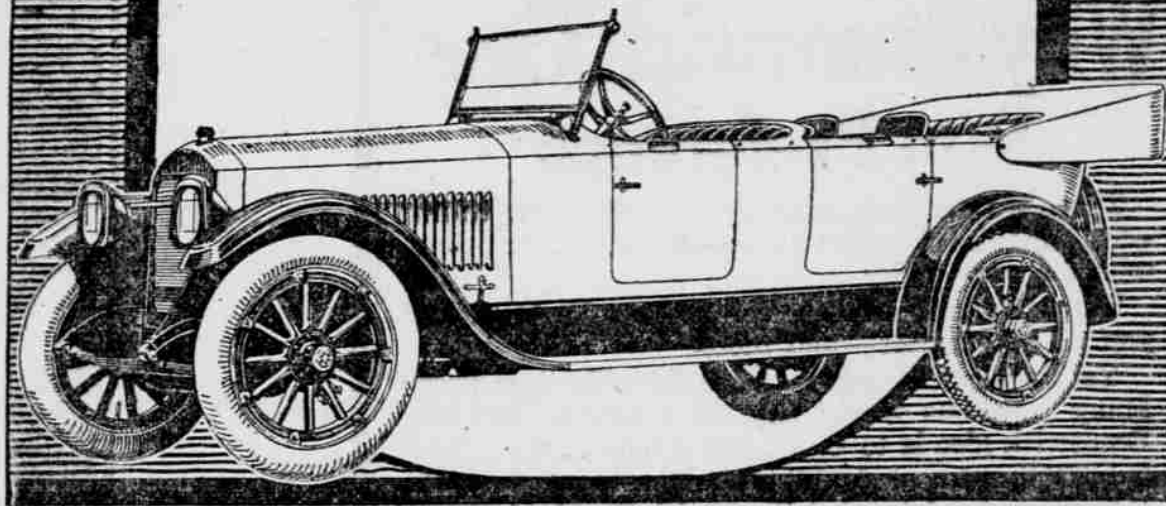
Other subjects treated in his inimitable style, and filling several pages

SERIES 20

Studebaker
BIG-SIX

ALTHOUGH the Series 20 BIG-SIX has a wheelbase of 126-inches and seats seven passengers in perfect comfort, it is not a heavy car. It weighs but 3125 pounds and is so accurately aligned and so flexible that the touch of two fingers on the wheel keeps it in the road. Its silent, long-stroke demountable head motor of 60-horsepower, delivers the power to take you uphill, and over any highway as easily as on the city boulevard.

Standard equipment includes cord tires, shock absorbers, Gypsy top with one large beveled plate glass window in rear, improved straight-side windshield with storm-proof ventilator base with integral side lamps; extension tonneau lamp. Trimmed in hand-buffed genuine leather upholstery.

\$2250
f.o.b. DetroitW. C. Garbe, Inc.
Formerly Oregon Motor Car Co.
Broadway at Burnside
Broadway 616

It is housed in a beautiful new brick building, fireproof in construction, and over 100 feet square. The spacious cement floor offers storage space for 100 cars, and in the mechanical department may be found every modern device and machine for the repair of cars. An exceptional feature of the building is an attractively furnished and completely equipped ladies' rest room. For 24 hours of every day of the three years the garage has been in existence a force of skilled mechanics has been on the job. "We never close" is the motto of the garage.

Lewiston and central Idaho are proud not only of Bennett's garage, but also of its presiding genius who calls himself just a plain "garage

man," but who is, nevertheless, an indispensable public institution.

Montreal Boasts of Oldest Rink.

Victoria rink, Montreal, has the distinction of being the oldest building in America devoted to skating, this being the 58th consecutive year it has been used for this purpose.



Multnomah Tire Co., Inc.

102 BROADWAY NORTH
PHONE BDWY. 4043

Here you can get Miller Tires and Tubes with service of the most efficient kind. A large supply of all sizes is constantly kept in stock so that you are assured of no delays. We are especially equipped to take care of the tire needs of firms and corporations. For this purpose we maintain a distinct service department and will deliver promptly to any part of the city.

We feel it unnecessary on our part to add any word as to the quality of Miller Tires. Their reputation for long distance mileage has been well established long ago.

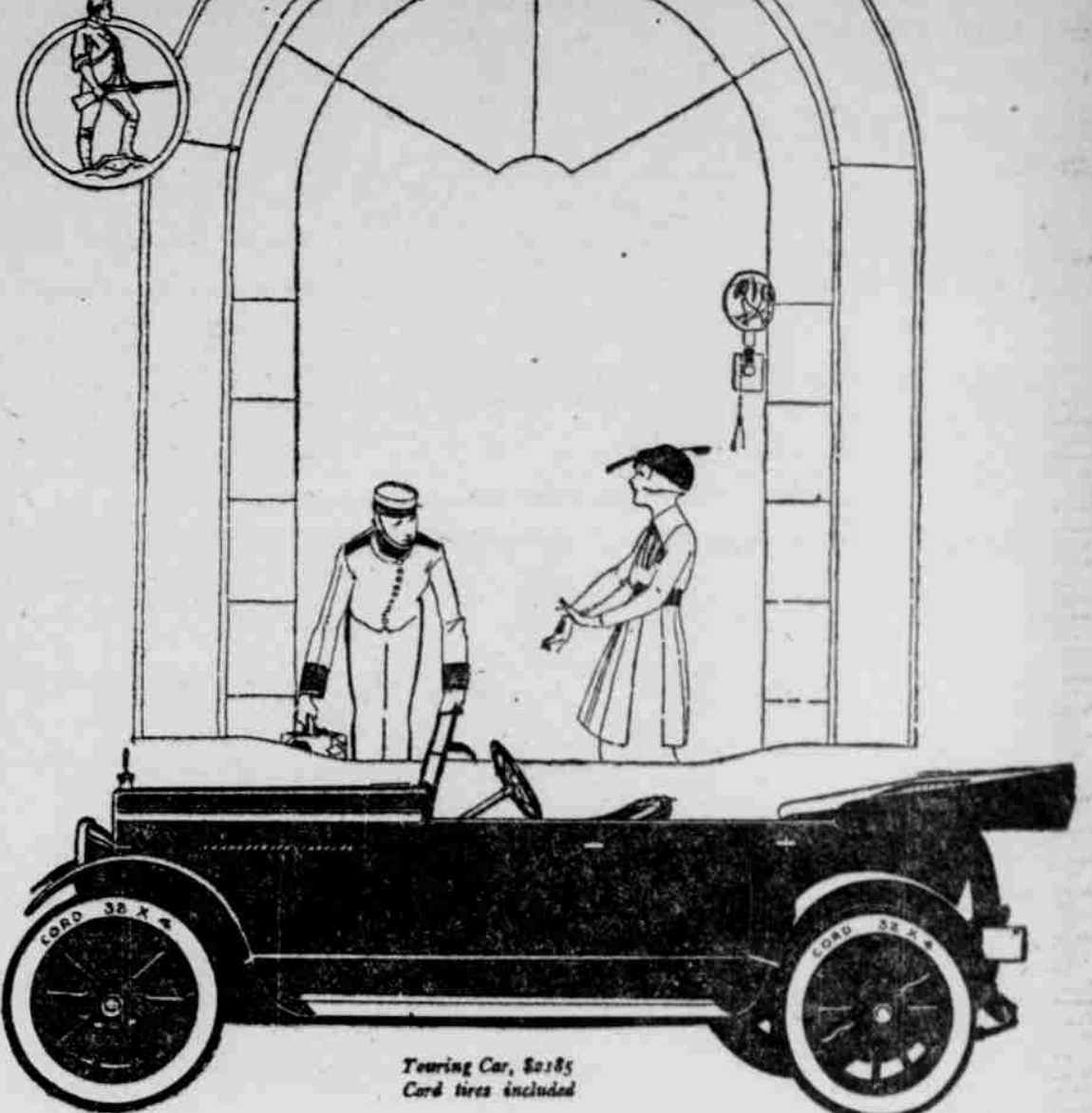
But we do want an opportunity of serving you once. With that we are content, knowing that with Miller Tire value and our courteous and efficient service you will become a permanent customer.

Multnomah Tire Co., Inc.

102 BROADWAY NORTH
PHONE BDWY. 4043

Bill Byrne.

There isn't a better known or more popular automobile salesman in town than Bill Byrne, who recently joined R. E. Murphy of the Twin States Motor Car company, Chandler and Cleveland distributors, as sales manager for both lines. He was christened William, but it is as Bill that he is known and as Bill let him remain. Bill Byrne began selling automobiles nine years ago in Portland, his first efforts being devoted to the old Carters. He went with C. L. Ross in 1914 and remained there two years. From Mr. Ross, he went with H. M. Covey selling Cadillacs, and from there to his present position as sales

Lexington
MINUTE MAN SIXTouring Car, \$2185
Cord tires included

Beautiful and Serviceable

Someone has said: "Long lines blended with curves that recall Greek sculpture—quiet colors—restrained richness of upholstery—with here and there a touch of bright metal-work like high-lightson an artist's canvas."

Besides, the new Lexington Touring Car is a great road-car.

The reputation of its long line of eminently successful pred-

ecessors was built upon being the better cars of their times.

Likewise this new Lexington maintains its margin of leadership. Aside from its new style note, it is finer running, smoother riding, easier driving.

Let us show you this touring model—it has many exclusive mechanical features that you should know about before selecting your car.

Touring Car, \$2185; Theobred (Sport Model), \$2285; Low-Sedan, \$2385; Sedanette, \$3750; Coupe, \$3750
All Series "S" models equipped with cord tires

Brunn Motor Car Co.

Distributors

28-30 North Broadway

Sold by the following dealers:

Buchholz-Cates Motor Car Co., Salem, Or.
Columbia Highway Auto & Storage Co., Hood River, Or.
Elley & Meier, Corvallis, Or.
Snell & Lemen, Arlington, Or.
Williams Motor Car Co., Pendleton, Or.
J. C. Wegner, Forest Grove, Or.

Lexington Motor Company, Connersville, Indiana, U. S. A.



No matter what the handicap—no matter how cold, how warm, how heavy the load, how bad the road, how quick, or sure, or urgent the demand, you can bet your last cent on the

"Used the World Over and Always on the Road" Ward La France

2½, 3½ and 5-Ton Motor Truck

It has won its reputation for being "always on the road" because it is ALWAYS READY TO MOVE. Nothing stalls it—nothing stops it—and it therefore "delivers the goods."

That also applies to everything that is expected of it by the owner. It is first in so many things that space is lacking for enumeration.

One of the BIG things is its Cooling System, which is so far advanced that any truck which a year from now has the conventional cooling system will be a back number. Easy starting and efficiency in motor work being thus assured with the lowest type of fuels in the Ward La France.

Let us tell you about the other things—in person, with Free literature or a Demonstration at your convenience.

C. M. HARRISON COMPANY

Exclusive Distributors

328 Pine Street, Portland, Oregon