

AUTO CAMPING TRIP CAN BE MADE EASY

Experience Gained in Four
Years Given by Woman.

COMFORT FIRST ESSENTIAL

Entire Outfit and Plenty of Food
May Be Carried in Car
With Little Difficulty.

BY MRS. C. N. CLARK.
Undoubtedly there are hundreds of persons in Oregon and Washington who never have lived in the open, planning an automobile camping trip for this summer. To travel in comfort one has to learn from experience or profit by the experience of others, and it is to pass on the knowledge gained by four summers of auto camp life that this article is written.
The husband of the writer four years ago entered into a contract with the commissioners of Klickitat county, Washington, to place, in accordance with the state law, signs at the intersection of cross roads and diverging roads, giving to the traveler information which would make traveling not only easy but a pleasure. The county is 37 miles long by about 20 miles wide, and the main arteries of travel are in the extreme southern part, although there are many small towns and many roads in the interior. Much of the work to be done was in locations remote from the railroad and larger towns, so it became necessary to equip ourselves for camping. From the first, having nothing to tie me down, it was decided that I accompany him. The work, when practically finished in Klickitat county, was continued into Skamania, the adjoining county west.

Preparation Made Carefully.
We determined, in planning our trips, that the less we carry in camping paraphernalia the better, so it was decided to cut it down to the minimum—not forgetting comfort. The back of the front seat of the car was cut and made to fold down. This, with the front and back seats themselves and an extension in front of the front seat to lengthen it, made the foundation for a very comfortable bed. Pads to even it and a mattress pad with plenty of blankets solved the sleeping problem. When our bed was made up and the canvas curtains in place, we were as comfortable and more private than when riding in a Pullman sleeper.
A commodious grub box was placed on the left-hand running board and one corner of this was partitioned off to carry our oil stove, for it did not seem advisable to depend on camp fires. After experimenting we decided that the small white enameled ware platters were more satisfactory than the round plates and packed to better advantage. Cups and saucers of the same material, the latter to be used for beer, were also packed. Dishes were used. Our silver and cutlery were carried in a cotton flannel roll, and this roll and the condiments were given another compartment all their own.

Reserve Foods Stored Aways.
Any reserve stock of canned goods was carried under the back seat. We did not make a practice, however, of carrying much surplus stock, preferring to replenish our larder at the different towns. Often we could buy fresh butter, eggs, milk or vegetables at a near-by farm.
We had a simple, ingenious two-legged folding table, enameled white, that fastened onto the grub box, which, by changing the angle of the legs, could be adjusted to the contour of the land. A second table, fastening onto this one, we used when we needed extra room or entertained company. Comfortable folding camp chairs with backs completed the dining-room outfit. When the pads and bedding were rolled up in their canvas cover and the tables and chairs folded and in their regular places, they were compact and took up comparatively little space in the car.

Tent Used for Shelter.
We had a khaki-color half tent with high walls, the roof of which was long enough to cover the top of the car and extend out a foot and a half beyond the opposite side, thus forming a canopy—a shelter from rain or sun. The tent itself was pitched on the side of the car on which the grub box was placed, so that in case of rain we could cook and eat under shelter. We also carried a light-weight canvas, the length of the car top and about three feet wide, to attach to the side of the car and use as a shelter from the sun when we had to stop on a hot day where there was no shade—for considerable of our work was in the eastern part of the county where there are comparatively few trees. Four light poles were lashed to the side of the car to be used in spreading the tent or canopy.

Water Container Essential.
I had a small suit case for toilet articles and writing materials and the balance of our belongings were carried in a duffle bag. We always carried a two-gallon cream can of water strapped onto the running board. This we never allowed to get empty. In choosing a camping place we did not have to consider whether it was accessible to water, but selected it because of its convenience or attractiveness.

For the greater part of the last four summers our home literally has been where our car was, and a very pleasant, fascinating home it has been. We never worried about making a certain place for meal time or bedtime, because we were absolutely free from dependence on hotels or restaurants. An amusing fact was that when we would run back to our home at White Salmon for a few days, we would make up our bed in the car at night and sleep there rather than sleep between four walls.

Camping out, we have demonstrated to our satisfaction, can be made both comfortable and alluring by a little thought and work.

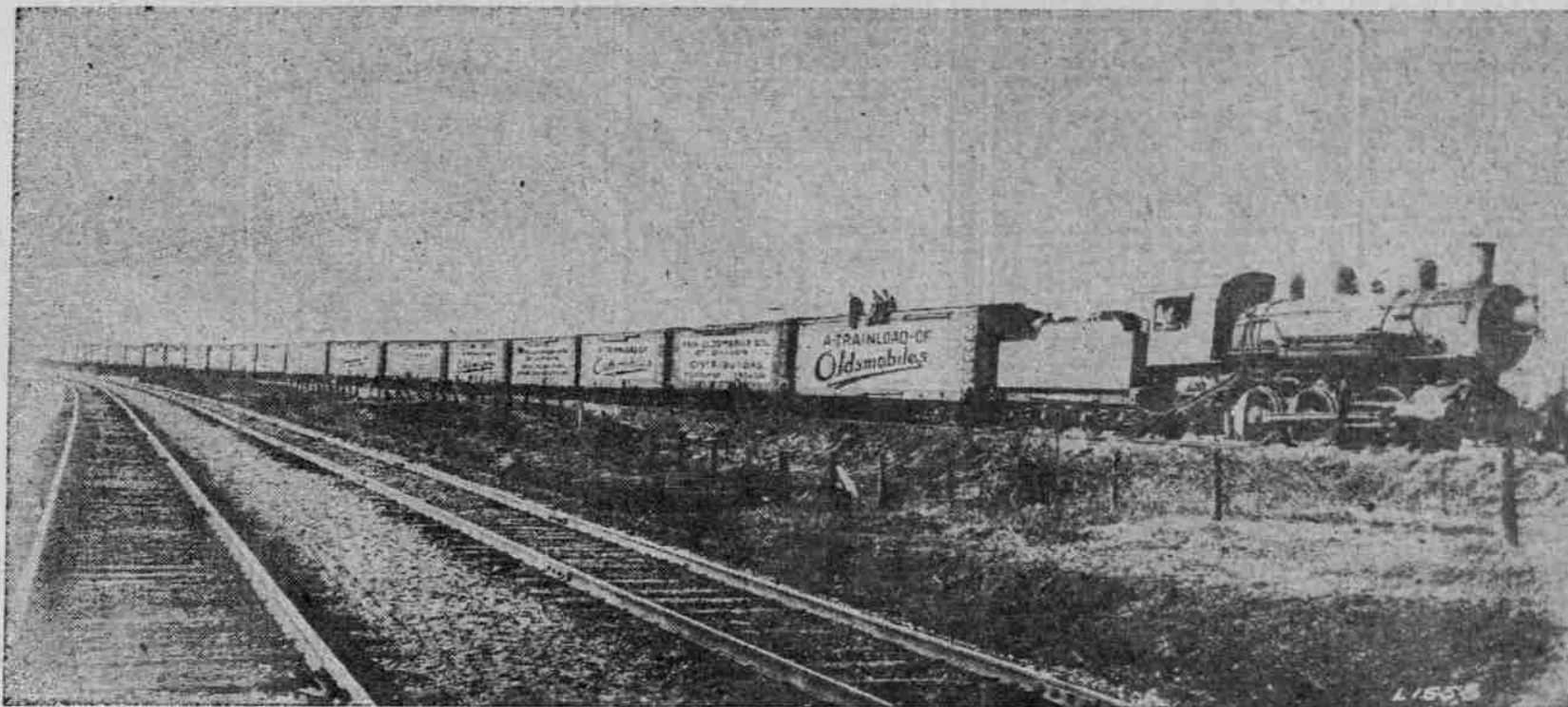
MAJESTIC TIRES ARE POPULAR

Distributors Here Have to Order
Additional Supplies.

The Howell-Swift Tire company, which some months ago took the distribution of Majestic cord and fabric tires for the Oregon and southwestern Washington territory, has made fine progress in placing these tires. It now has nearly 40 dealers in the territory and orders have been so heavy that on top of a carload of the tires received from the factory last week an additional carload shipment has had to be ordered.

Majestic tires come in all sizes, both in fabric and cord, one of the most popular cord sizes being the 30x 2 1/4 tire, which few companies make in cords. Reports received by the distributors show that the tires have made remarkable records under heavy service conditions in all parts of the state.

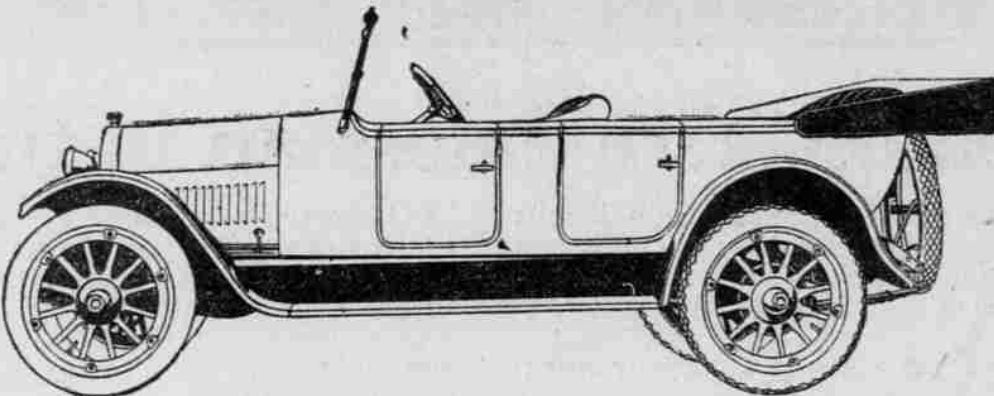
Trainload Oldsmobiles Arrive



Prices
Oregon
Delivery

Prices
Oregon
Delivery

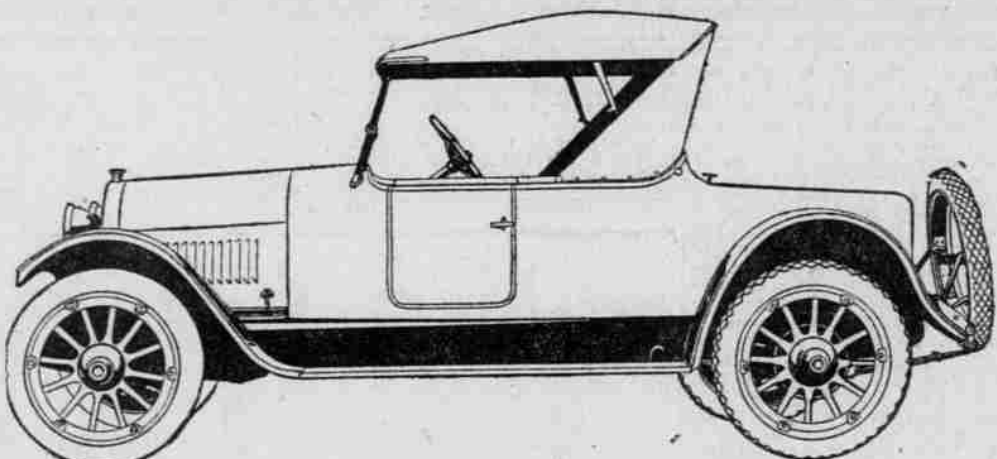
Model 43-A--Four Cylinder



This is the car which set the new standard in value for 1921. Power, finish—built for hard, rough usage—the bulldog of the road.

Made-in Roadster	\$1695.00
Five-Passenger Touring	1695.00
Five-Passenger Sedan	2470.00
Four-Passenger Coupe	2470.00

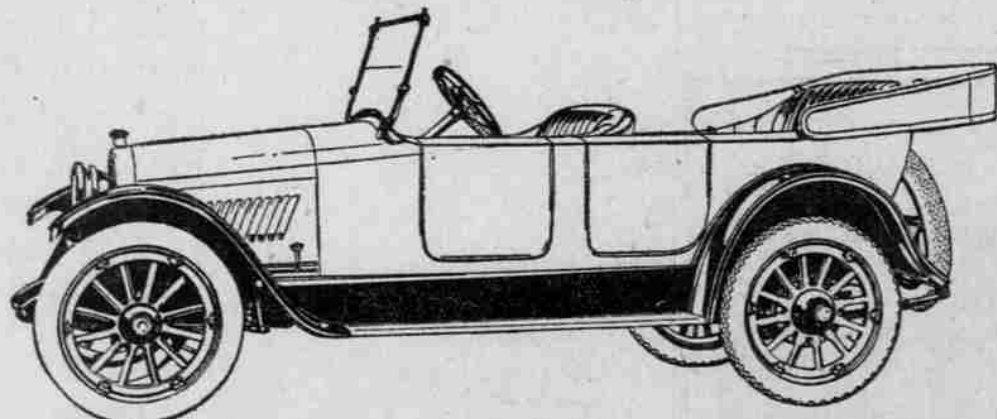
Model 43-A--Four Cylinder



This is the car—ideal for a salesman who has rough territory to cover. Its easy-riding qualities will make a salesman feel fresh instead of being tired and worn out when calling on a customer. The same chassis as the five-passenger touring.

Made-in Roadster	\$1695.00
Five-Passenger Touring	1695.00
Four-Passenger Coupe	2470.00
Five-Passenger Sedan	2470.00

Model 37-A--Six Cylinder



This is the car for economy in operation—a light six weighing 2400 pounds, with finish that is not excelled by any car—smooth riding and easy handling.

Made-in Roadster	\$1750.00
Five-Passenger Touring	1750.00
Four-Passenger Coupe	2450.00

Lucky Dealers Who Have Oldsmobile Franchise

Austin B. McCoy,
Vancouver, Wash.

E. L. Perkins,
Hillsboro, Or.

Maunula Auto Co.,
Astoria, Or.

Turner & Christensen,
McMinnville, Or.

Miller-Parker Co.,
Oregon City, Or.

Whiteside & Locke,
Corvallis, Or.

R. W. Tripp,
Albany, Or.

R. E. Laraway Motor Co.,
Eugene, Or.

J. J. Bateman,
Marshfield, Or.

Motor Service Co.,
The Dalles, Or.

Southworth Bros.,
Bend, Or.

J. B. Sparks,
Condon, Or.

W. H. Bohnenkamp Co.,
La Grande, Or.

W. L. Peeler,
White Salmon, Wash.

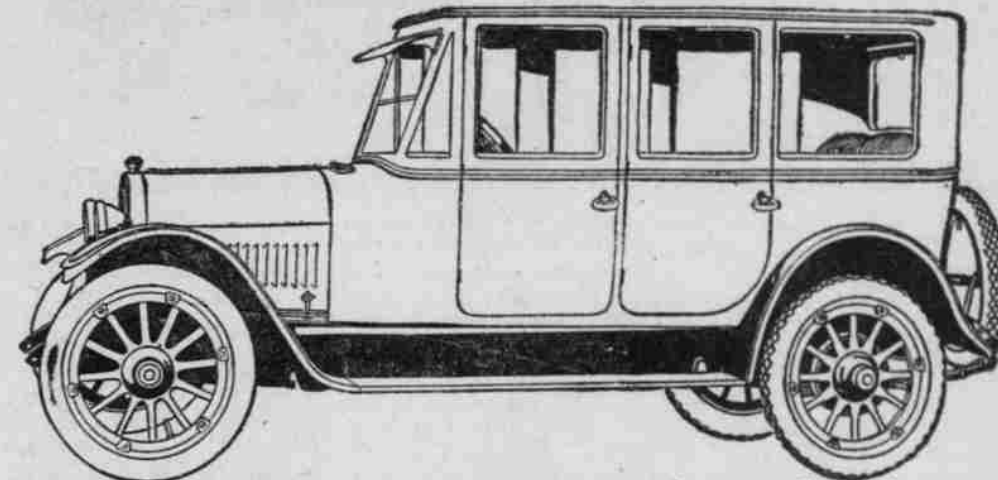
Highway Auto Co.,
Hood River, Or.

Tumy Motor Co.,
Medford, Or.

The Oldsmobile Co.,
Pendleton, Or.

Oldsmobile Sales Co.,
Salem, Or.

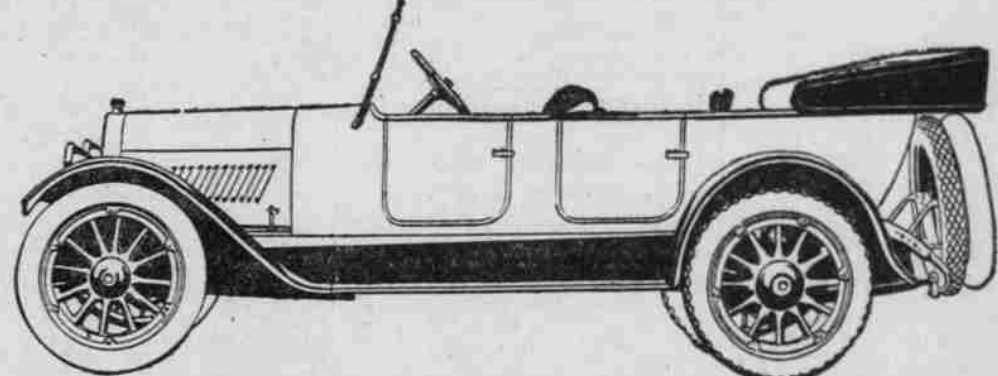
Model 47--Eight Cylinder



This is the car. Its performance, its appearance and its astounding price are so sensational that you must actually ride in the car and drive it to measure in full the value that this new Oldsmobile has set for medium-size high-powered design. It made its first appearance at the New York show in 1921.

Made in 4-passenger Pacemaker	\$1985.00
4-passenger Coupe	2720.00
5-passenger Sedan	2720.00

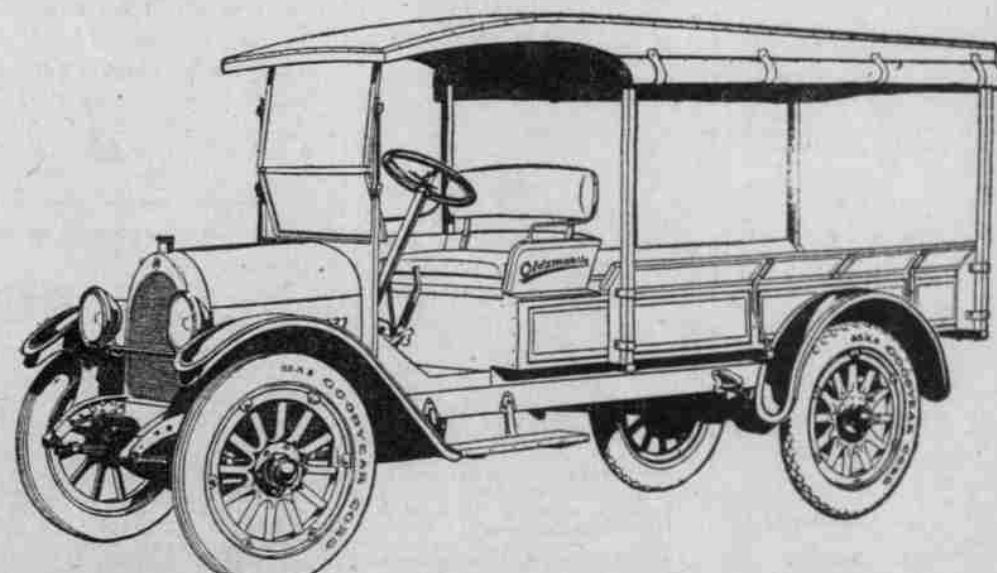
Model 45-B--Eight Cylinder



This is the car—after five years of improvements and refinements it has reached the highest point of efficiency. It is a "V"-type motor, which has proven itself during the late war. Thousands of owners will be glad to tell you of the satisfaction it has given.

Made in 4-passenger Pacemaker	\$2450.00
7-passenger Touring	2450.00
7-passenger Sedan	3700.00

Model "T"--Oldsmobile Economy Truck



This is a light truck—highly developed for speedy hauling for the farmer and commercial delivery of all kinds—used in over 250 lines of business—internal gear drive and equipped with 35x5 cord tires both front and rear wheels.

Chassis only	\$1750.00
Equipped with steel cab	1795.00
Express body, complete	1850.00

THE OLDSMOBILE CO.

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OF OREGON

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