FARMING CARAVAN **BEGINS LONG TOUR**

Section of Oregon Will Be Visited.

FORD BRANCH IN CHARGE

Tractors, Trucks and Farm Machinery to Be Demonstrated at Series of Programmes.

Oregon's first industrial and power

farming caravan left Portland on Friday at noon for what will probably be the greatest tour ever held in the west to demonstrate the use of trucks, tractors and power machinery generally upon the farm. The caravan, which is being directed by the Oregon branch of the Ford Motor company, and is being participated in by a dozenather large concerns, will cover over 4000 miles in the state of Oregon, visiting all sections, and will be out over three months, according to present plans. Utilizing its own power and using the highways exclusively, about 46 trucks, trailers and tractors are required to handle the entire equipment. Following a tour of all points between Portland and California ably be the greatest tour ever between Portland and California line, brief stops being made en route, a series of actual demonstra-tions will be made upon the return trip to Portland, where a huge show of two or three days' duration will be made prior to the departure of the caravan for points along the Columbia and in central and eastern

Associated in the enterprise are the Ford Motor company, featuring Ford trucks and the Fordson trac-tor; the Oliver chilled plow works and allied manufacturers of a com-

weeks, it is expected.

After the return to Portland and

the demonstration here the caravan will make the run to Tillamook and thence up the coast, visiting the coast and the lower Columbia river points. From there it will jump to the Columbia river section of Washington, demonstrating at Kelso, Vancouver and other points, and then it will run into central and eastern Oregon, where several weeks

will be spent.

The caravan is under the direction of W. H. Goodwin, manager of the Oregon branch of the Ford Motor company. Mr. Goodwin, who was associated with the Washington branch of the Ford organization last year, conducted a similar caravan in Washington during last summer which was pronounced a great suc-cess. The Oregon caravan is being carried out under similar plans.

AUTOISTS CHARGE FOR USE OF PARKS

KEEPS KICKERS A Walla Walla Camp Officials Find

Better Class of Travel

This Year.

WALLA WALLA, Wash., July 8. (Special.)—The hobo tourist is not bothering as much this year as last as a result of the charge being made for use of the auto park. Last year these tourists were quite numerous. They would drive into town with a rickety old "bus" just about ready to fall to pieces and camp for a long time, picking up odd jobs and some of the neighbors' chickens. They kicked at everything and demanded more free service than the usual run of ourists who want a little wood and water and a place to pitch their tents. But this year this variety of traveler is not so noticeable. The charge scares him away.

The charge also sends others away. Some declare that Walla Walla has the only tourist park where they have not had to pay. By agreement auto camps all over the northwest were to make a uniform charge this year. Tourists report that roads are good to fair all over the northwest.

are briefly as follows:

Walla Walla to Spokane via Centra ferry—Good macadam with exception of the Dixie-Wallaburg detour, which is

Walla Walla to Spokane via Lyons ferry—Good to Prescott; fair to ferry; rough to Washtunna; good to Spokane. Walla Walla to Lewiston—Good with the exception of the Dixie-Waltaburg de-

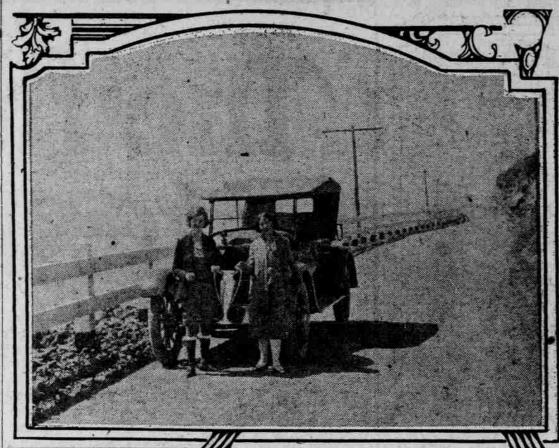
Walia Walia to Seattle—Good ma-cadam to Yakima; fair to Ellensburg; mostly good to Seattle, Walla Walia to Portland via North Bank—Good via Mabton to Goldendale; then necessary to ferry to Oregon side; good to Portland. Walia Walia to Portland via Columbia highway—Easy ten to 12-hour trip, all macadam and pavement. macadam and pavement.

Walla Walla to points east via Pendle-ton—Good to top of Blue mountains, fair to La Grande, good rest of way.

Lighted Roads Considered.

SPOKANE, July 10 .- Main highways of Spokane county and other eastern Washington sections may be illuminated at night if experiments being carried out by the Washington Water Power company are suc cessful and county commissioners can be induced to install necessary

OAKLAND YOUTH WINS CUP FOR DRIVING FIRST CAR TO RIM OF CRATER LAKE.



2000 A MONTH PRODUCTION ORDERED BY COMPANY.

Increased Demand for Machines Is Given as Reason for Speeding Up of Number of Cars.

on Co. Largely Attended.

Over 50 Ford drivers are already Over 50 Ford drivers are already view of the grandest panorama of mountain scene enrolled in the "Torbet System" is shown a section of the heavy snow field nea Hudson school being conducted by the William L. Hughson company, according to Manager Stoner of the

Enrollments are still being received, however, and under the ar-rangement of the lessons a driver may enroll at any time and still be eral review.

Phymer of the Road



beat by two days Allen H. Rhodes, also of Oakland, who was the first to reach the rim of the lake at Crater Lake lodge. The top photo shows Miss Teddy Durbin (left) and Miss Esther Calkins of Klamath Falls holding the silver loving cup won by Hudson. The view was taken on the new paved highway near Klamath Falls on the road to Crater lake. From this point the late E. H. Harriman declared the beholder gets a been pur into a design to the road to was the first to put under way.

"Day after day and hour after hour engineering lines, mechanical hour engineering lines, mechanical balances and harmonies in a seven-months jaunt through the states in a Cadillac victoria, Mrs. Pay after day and hour after hour engineering lines, mechanical in a Cadillac victoria, Mrs. For slave of the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge with throad the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The top photo shows high the lake at Crater Lake lodge. The lake lodge was at lake lodge with throad lodge. The lake lodge was at lake lodge with throad lodge was at lake view of the grandest panorama of mountain scenery in this country. Below is shown a section of the heavy snow field near the lake rim over which

assured of the entire course. The local company. According to pres-ent arrangements one class is held each week, on Tuesday evenings, and already two classes have been struction, ignition, fuel system, struction, ignition, fuel system, starting and lighting system, motor, transmission, oiling system, front

Judley Glass

THAT GOOD OLD CAR OF MINE.

squeaks and groans as though she had internal pains. Her steering

gear is kinder loose, which makes her drive uncertain; the celluloid is all scratched up and busted in each curtain. I reckon

she is what you'd call an obsolete design—but, gee, how she burns up the road—that good old car of mine.

Her starter starts no longer, and she's stubborn on the crank, and sometimes when you get a spark she only shoots a blank. Her

brakes are kinder wobbly, and their lining's thin and weak, and when you hold her down a grade the county hears her shriek. Her old transmission howls like sin in second speed or low; she should

have had new rings put in a year or two ago. She looks and sounds as though she'd gone into a slow decline—but watch her pass you on the hills, that good old car of mine.

tinkered with her motor till I had her running sweet. He's worn out two new cars since then and paid a stack of bills because he

does not love his car and nurse it through its ills. And when he hears our hoarse old horn and has to eat our dust he swells with rage until you'd think next minute he will bust. He laughs because she's all patched up with bailing wire and twine—but always I get there and back with this old car of mine.

She's made her last long country trip, I reckon, for I'm scared to take her far from blacksmith shows where she could be repaired.

take her far from blacksmith shops where she could be repaired. She won't stand much more tinkering, and I'm afraid some day she'll fall to pieces all at once, just like the one-horse shay. I

guess I'll have to let her rest, but blamed if I will trade her, for I am more her daddy than the factory which made her. The junk man shall no strip my pet. I think I'll build a shrine behind the barn where I can keep that good old car of mine.

WE ADD OUR REGRETS.

Uncle Lige Tilbury politely but firmly declined to give one cent to the Salvation Army fund in the recent drive.

"No, sir," said he. "Three years ago I subscribed a dollar to the new hospital and I ain't had a chance to use it yet."

Upon the Fourth we'll drive no more;

Sir Conan Doyle, creator of Sherlock Holmes and investigator into the spirit world, paid a visit to an American automobile factory recently, and they showed him a stunt by assembling a car

before his eyes, and in record time. The story got into the papers

and not long afterwards a strange voice called the manufacturer:
"Is it true," it asked, "that you assembled a car for Conan Doyle

in seven minutes?"
"It is," said the manufacturer, proudly. "Why?"
"I just wanted to say," continued the voice, "that I think that's the car I bought."

the world will never be made safe for motorcracy till farmer boys

are required to prove by official test that they can drive a flivver

left-handed while the right arm protects a fair passenger from falling out.

UNCLE EB. HE SAYS-

No argument can swerve us.
It gets our goat and gets us sore
And makes us very nervous.
We'll stick within our own abode,
For every time we go out

We hear some fireworks explode

I bought her second-handed from a fellow down the street, and

There ain't much style about her, and her nickel plate and paint show not so much of what they are as places where they ain't. Her top is loose and shabby and it's leaky when it rains; her body

CONTEST IS ON FOR THIRD CONSECUTIVE TIME.

Australian Competition Arranged Over Some Bad Roads and to Meet Average Conditions.

William Stuart, driving an Essex car, for the third consecutive time won the one-day reliability contest promoted by the Royal Automobile promoted by the Royal Automobile club of Australia against 13 other American and European cars, according to news received last week by C. L. Boss, Hudson and Essex distributor, from the factory. His car made a perfect mark in every part of the contest, scoring 400 points out of a possible 400. Mr. Stuart has driven this same car in contests for two years and has never

contests for two years and has never been beaten, it is declared. The contest included three sec-tions—general reliability, petrol consumption and hill climbing. The general reliability section comprised a scaled bonnet non-stop engine run, points being deducted for effecting any repairs, adjustments or replace-ments to the car, including tire re-pairs which occupied more than a limited time. The cars had to be fully loaded and in complete touring condition so that actual touring con-ditions were duplicated to the great-

ditions were duplicated to the great-est extent possible.

The test for petrol consumption was from Sydney to Kurrajong Heights and return, more than 102 miles. "A combination of rather poor roads, rain and the mountain-ous country made it a very thor-ough test of the merits of each car entered," according to the Sydney Herald.

Herald.

"Petrol consumption was decided on the club formula," says this paper, "in which the distance (miles per gallon) is multiplied by the result of dividing the weight in pounds by 2240. The hill climb was also decided by formula, the time in seconds and horsepower being multiplied together, and the result divided into the weight of the car in pounds."

The Essex made the 102 miles on 2.68 gailons of petrol, averaging 38.70 miles a gailon. It was given 100 points for this remarkable feat, a similar number for placing first in the hill climb and a perfect 200 in reliability.

in the hill climb and a perfect 200 in reliability.

"In each of the three contests promoted by the club this year Mr. Stuart's Essex has now secured an outright victory," the Herald con-tinues, "giving him a big lead in the competition for the Dunlop aggra-gate trophy."

Exporting Better.

Export conditions seem to clearing up a little. Within the last few weeks a number of companies report orders of very satisfactory size. South America seems to be the most active field, Argentina being particularly insistent on early delivery of its orders.

Read the state road report.

Wall Street Journal Says Rejuvenation Is Wonder.

CREDIT GIVEN ONE MAN

Walter P. Chrysler Said to Have Made New Car That Now Is One of World's Leaders.

"The sensation of the motor world has been Maxwell. No motor com-pany over came back with such a rebound as has Maxwell under the direction of Walter P. Crysler," says an article in the Wall Street Jour-nal. The article continues:

an article in the Wall Street Journal. The article continues:

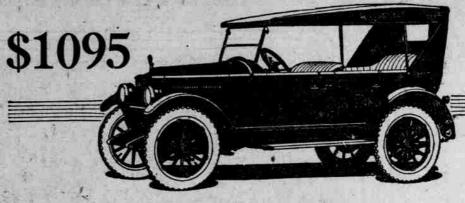
"The ambition of Maxwell to be
a Ford rival was set forth in these
columns a few years ago. But the
Detroit management did not fulfill
its early promsies. Defects in the
early models were not remedled. The
directors disagrand. Furnal early models were not remedled. The directors disagreed; Eugene Meyer Jr. paged with his shares and resigned; but the Brady brothers stood by. The Chase bank gave financial assistance and when the reorganization was accomplished the most important part of it was the injection into the management of Walter P. Chrysler. "He took hold at Detroit in August, 1920, closed the factory the first day he entered upon his duties and started to make a new car and

and started to make a new car and a new producing and selling organi-zation. How well he succeeded has come to the attention of the public in a broad way in the motor fxhi-bitions of this year.
"Maxwell now has a maximum ca-

pacity of 7500 a month, but is planning next year to pass the 100,000 per annum mark.

Car Now Among Leaders. "Maxwell is now among the half ozen leading produces of the world. Its current output of 400 cars daily compares with 4300 for Ford, 600 for Dodge Bros., 500 for Willys-Overland, 440 for Studebaker and 2000 for the five-passenger car division of General Motors.

"Maxwell definitely turned the corner in March, when its produc-tion exceeded 175 cars daily, which was about the number needed to ing out of its new 5-passenger tour-



Greater Value at Lower Cost

The Essex has always been an outstanding value by every standard of price and quality comparison.

Especially interesting now is a price to price measurement of the Essex against cars you have regarded as comparable to it in quality.

Will you find today any car that even approaches Essex in quality and ability, within hundreds of dollars of its cost?

And doesn't its low cost with such quality appeal to judicious buyers, whether they are considering a car slightly less in cost, or have been seeking Essex quality in some much costlier car?

Essex Touring\$1095

Cabriolet\$1195 Coach\$1295

Freight and tax extra.

C. L. BOSS AUTOMOBILE CO.

615-617 Washington St., Portland

been put into a design for a new mishap. The two left Salem December 10 "After many months' designing, for Los Angeles and southern Callmodeling, assembling, changes, im- fornia. A record was made from provements and tryouts, a new Los Angeles to Birmingham, Ala. model was out, and there was no when the distance was covered in

when the comeback for financial assistance. 12 days.

Where there had been an inventory of \$16,500,600 a larger output is now accomplished with an inventory of the Atlantic coast until they reached "Speed and harmony in production, si les and delivery assisted in this financial accomplishment."

New York. From New York they started west through Chicago, Detroit, Cleveland and along the northern states to Specific

morthern states to Spokane and Se-attle, Wash.

The best scenery, Purvine stated, of the whole trip was found in Washington, Oregon and California. LEXINGTON AFTER DEALERS

Company Carries on Campaign to Extend its Representation. In conjunction with recent bring-

ASK FOR THEM-BY THESE NAMES RACINE Multi-Mile Cord A CORD TIRE OF EXTRA-TESTED QUALITY

RACINE Country Road A FABRIC TIRE GIVING SUPERIOR A FABRIC TIRE ONLY IN 30×3 AND 30×3½ SERVICE

SIZES identify them–by this name on every tire

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Trusty Tread

Made by RACINE RUBBER COMPANY

RACINE, WISCONSIN We are distributors for Racine tires and recommend them to you

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. Ballou & Wright

Dealers: Write us for facts about a very fine opportunity for you

Oregon Motors, Inc.

15TH AT BURNSIDE

Distributors

CHANDLER and CLEVELAND Motor Cars

State of Oregon

Special Notice

Exactly one dozen new Cleveland Sixes, 20-21 series, released from storage. Original selling price \$1495. Now \$950, delivered Portland. Make no mistake, this is a remarkable opportunity-12 only-see them at once-today.

New Model Now Being Shown .

The loyalty of Hupmobile owners to the car is deeply rooted in the saving, continuous service which makes its use both a pleasure and a profit. Manley Auto Co. Eleventh and Oak at Burnside Broadway 217

Auto Accessorles, Equipment

the Artisans' Building and One Door North

ALLEN & (S) HEBARD CO 64-66 Broadway

distributors for

Across From