

THE MOTOR RACE IN CENTRAL OREGON

Those Who Have Made the Tour Are Very Enthusiastic in Praise of the Beauty of the Country Through Which Low-Grade Paths Run.

Do you know what it is to glide in a big, luxurious touring car down through the big trees of the Cascade forest reserve, through the grain and wheat belt of central Oregon, a country absolutely untouched by any railroad and yet consisting of an empire of rich agricultural and timber land?

If you have never taken an automobile trip through central Oregon take one, is the advice of all those who have made the trip. Start from Portland and if you survive the first day you'll never be sorry. The roads increase in smoothness and desirability as you leave Portland behind you. The Base Line road is probably the worst bit of automobile in the country you'll have to cover on your entire trip.

For days you glide over smooth, hard dirt roads with some dust, of course, and here and there a stony stretch or a sandy valley that has to be crossed, but with low grades and good riding as the rule.

Last September a party of Portland men went down in three Royas. Blue touring cars starting from Bend, the party went on down through Prineville, Forest, Redmond and Bend, to Odell, where they stopped one day, and then on to Fort Klamath, where they picked up the Harriman party. Returning north they followed the same road as far as Odell, thence to Bend, where Mr. Harriman and a few others went by automobile across the range to the Three Sisters, climbing up the mountain a part of the way and hunting big game. Then they went through Bend to Redmond, to Prineville via Forest, Lamonia, Haystack, to Antelope and central Oregon.

Never Had Such an Outing.

When Mr. Harriman had finished the trip he said:

"I've never enjoyed an outing so much in my life. It was the finest trip I have ever had and I have seen more beautiful scenery and a more interesting country than anything I have ever seen in my trips abroad."

Among the most enthusiastic members of the party were Fred Stanley, of the Stanley-Smith Lumber company, and his chauffeur, Thomas Bradshaw, heading the party. Mr. Stanley's machine through the entire trip. "It is the most beautiful trip imaginable," said Mr. Stanley. "The scenery is wonderful. Fine, they are natural automobile roads, hard dirt with some gravel mixed in, and there are few grades of any moment. The scenery is wonderful. The western skyline is as beautiful a thing as I ever wish to see, the great range of the Cascades reaching up to the sky, with its snow-capped peaks. During the trip south from Portland, it is almost a virgin country, you know, with the mountains covered with fir and with a virgin yellow pine belt near Bend."

"What would be of great value to the state and to the settlers of central Oregon, as well as Portland, would be the construction of a good automobile road from Portland through to central Oregon. The road could run up the Sandy valley, go around the south side of Mount Hood, through Government Camp, cross the range and go through the Warm Springs into Marion county."

Finest in the World.

"It would be one of the finest automobile trips in the world. The scenery

of course, is magnificent. The road would be easy to build, because it would follow a country that is naturally favorable for good roads. There is fine fishing—the best in Oregon—and plenty of big game. Bear and many other animals in the country surrounding Mount Hood. The town of Warm Springs is one of the most favored natural resorts in the west. It is a great place to camp and there is a wonderful supply of boiling springs. It is the center of a big game district. The road would make it possible to visit the sites of the Klamath Falls, the Ontario and other points easy and would do much to opening up the great region of central Oregon.

But Mr. Stanley and E. H. Harriman are not the only enthusiasts over the motoring possibilities of central Oregon. C. F. Adams, president of the Security Savings & Trust company, William D. Skinner, assistant general freight agent of the O. R. & N., and William W. Cotton, secretary of the O. R. & N., made a trip through central Oregon last September, going as far south as the Steins mountains, in Harney county, and then crossing eastward to the Klamath mountains, on the main line of the O. R. & N. They encountered good roads practically all the way and made the trip without a mishap.

Beautiful Country.

They came south by way of Shaniko, going through Prineville and the Bend and then turned eastward, through Crook county, down the Cascade mountains, in Malheur county, to the Narrows, as far south as the Double O ranch. Returning they left the road at the Narrows, striking across country along the north bank of Malheur lake, the land being level prairie with no obstructions save the sage brush. At Lawton they struck the regular road, again, leaving it to return to the Military road at Venator. They then went up through Skullspring, Vale and Ontario, where the machine was shipped back to Portland by rail.

"The trip was an especially enjoyable one," said Mr. Adams, "and after we left the vicinity of Portland we found that the roads were as good as could be wished. The Base Line road is the worst thing we struck. It would take about two and one half weeks' work to repair that road and put it in good condition, but no one seems willing to take any action in the matter. The roads are dusty but that can't very well be helped."

Failure of Macadam.

Manager H. M. Pabst, of the Portland Gas company, is another enthusiast on motoring in Oregon. He has not made many long trips through the state, but he has covered the country near Portland thoroughly and knows all the good and bad spots in a radius of 25 miles of the city.

"I find the roads are only fairly good near Portland," said Mr. Pabst. "The macadam roads especially, can't stand up under much automobile usage. A similar road following the tires draws the filling of earth from between the stone foundations of the roads and soon turns a fairly good macadam road into a bad mess of loose stones, rough and uneven."

"The dust evil is more or less unpleasant but I cannot see how it can be helped, excepting by sprinkling the roads with oil, and that is too expensive a measure to adopt generally. The dust in Europe is very bad, although the roads there are perfect—nearly all new Paris-to-Monaco roads. But every one wears goggles because of the dust."

American Machine Will Push Foreign Antos in Annual Grand Prix.

In the Thomas factory at Buffalo another car is being manufactured to represent America in an international contest. This contest will be one of speed rather than of endurance, being the annual Grand Prix of the Automobile club of France. This is the classic event of continental motoring and sees the best vehicles in the world represented in a speed contest.

The only American entry is the Thomas and most fittingly, it is American from the motor to the tire. Designed by F. P. Nehrbas of the Thomas engineering force, every part has been made in America of American material and American workmanship, and has been designed, manufactured and adjusted in the Thomas Buffalo factory.

The greatest interest, however, attaches to the fact that it is a stock car, such as is being turned out from American factories every day, rather than a special racing machine. Aside from a slightly larger cylinder, the car is found in the ordinary flyer. It is in no way different from the cars which are turned out by the hundred from the big Thomas factory in Buffalo. The parts of this car were taken from the regular stock which enters all Thomas flyers. The vehicle is expected to go into initial road trials in the near future and will be shipped to France, accompanied by Montague Roberts, the driver, about the middle of April. There will be tried out on the French roads for some time previous to the race and nothing will be considered which is in any way advanced its chances of winning this greatest speed contest of the year.

Tankee Eyes On France.

The Grand Prix will, therefore, be watched with great interest by the American public. This year, for the first time that a prominent American manufacturer has entered this race. The American car has so thoroughly demonstrated its superiority for road travel over the foreign machines in the New York-to-Paris race, that the speed contest will be watched with interest to see if the American car can as clearly demonstrate its superiority in the racing field, which has never been as extensively explored by American manufacturers as it has been by the leading continental makers.

Roy D. Chapin, treasurer and general manager of R. Thome's Detroit company, has just returned from a western trip and expresses himself as being very well pleased with the condition on the coast and in the Rocky mountain section of the country. On the coast a slight effect of last fall's depression is still felt, but the fact that it reached there later than it reached the eastern portion of the country, and, therefore, lasted longer. The rebuilt San Francisco, however, is of unusual modern type and the effect of these new buildings and other industrial activities has more offset the financial depression.

The outlook for business on the coast is better than it ever was before and all of the manufacturers of high grade cars are doing a larger business there than was done during the past season. Through the central west, from Chicago to Salt Lake City, the automobile business is probably in a more flourishing condition than it is in any other portion of the country. The residents of the section feel very little of the recent financial depression and as the crops were good last season and brought a good market price, the finances are in an unusually stable condition.

More Cylinders Wanted.

Men, who have in the past owned one and two-cylinder machines, are now discarding these for modern four-cylinder machines of the highest grade, while those owners who have had four-cylinder machines in the past, are replacing them with new vehicles. The tendency which has been prevalent in the east for some time, but which is only growing in the west, that for a new machine each season, seems to have taken a decided hold in this section of the country, and Mr. Chapin reports that without doubt the business of this section will surpass by far the business ever done in this section heretofore.

On the whole, the outlook throughout the entire western portion of the United States is unusually bright, and Mr. Chapin is unusually pleased with the condition in which he found the industry. Upon his return to Detroit, manufacturing facilities were considerably increased, a night shift being added to the regular day shift, and large numbers of the Thomas Detroit forty will be shipped westward within a few weeks.

CLUBHOUSE QUESTION UNDER DISCUSSION

Offer of R. D. Inman for Tract on Linnton Road Not Yet Accepted.

The question of a clubhouse for the automobile club members is still being discussed. Although R. D. Inman, president of the association, has offered the use of a large tract of land, overlooking the Columbia river, on the Linnton road about 16 miles from the city as a clubhouse site, nothing has been done toward accepting the offer.

Many of the members are opposed to building a clubhouse, on the grounds that the association is not financially able to do so. It is contended that it would be better and to more advantage to all concerned if the money on hand should be expended in the improvement of roads instead of a clubhouse.

The view is taken by those who oppose the movement that the idea of automobile clubbing is to get out of doors as much as possible and that until the club is financially able to build substantial quarters the members should content themselves with picnics in the country and visits to other out-door places of amusement.

YOUNG MILLIONAIRE CARELESS OF HIS LIFE

Men who drive as professionals care little for their life as a matter of fact. Men who are amateurs and the possessors of independent fortunes dislike undue chances when driving cars in racing events. For that very reason amateurs are finicky and hesitate at taking chances.

Among amateurs are many who are new to the field and one of those is Louis J. Bergdoll, the Philadelphia millionaire, who made an enviable reputation at Ormond. Mr. Bergdoll won the 100 and the 150-mile events at Ormond, both in handsome style, and intended entering for other events this season and will be an active contender in the field for the love of the sport.

Mr. Bergdoll will enter for hill climbing, for 24-hour track races and for beach events at Atlantic City and at Cape May. Mr. Bergdoll will drive the car himself owing to his love for the sport. His interest in the sport is aroused by successes at Ormond that it is his intention to order for the Vanderbilt race a fast racer to represent Germany and also a car that will do the 100 in one hour at Ormond next year. Both cars he will drive himself.

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TIMELY HINTS ON FIXING CARS STORED DURING WINTER SEASON

The Circle gives the following timely suggestions for those who are taking out a car carefully stored during the winter for the first time:

"The castings and tubes of the tires should be in good condition; do not start the season with tires that look as if they were 'on their last legs.' Buy a new set—you will need them before the end of the season—and have the old ones repaired."

"Before attaching the tires clean the rims, dusting them with a little powdered graphite; this will keep the castings from sticking. Before inserting the inner tubes dust them with soap-suds; after that be sure that the tires are fully inflated. Remove any oil that may have been left in the lubricating system, and fill afresh. See that all grease cups are full and well-screwed down."

"Flush out the crankcase and cylinders with kerosene and fill the crankcase with fresh oil to the proper level. The gearcase should be cleaned out and repacked with grease; this also applies to the rear axle. The kind of grease and oil to use in each case is usually recommended by the maker of the machine. Take his advice; don't experiment."

"All steering connections, spring-shackles, and moving joints should be thoroughly lubricated. The commutator should be washed out with gasoline and then oiled. The several joints should be repacked with grease. If the car is chain driven, remove the chain and soak it for an

MOTOR CAR BUILDER FEARS FOR HICKORY

Supply Diminishing With No Available Substitute in Sight for Autos.

"In view of the fact that the hickory supply of the United States is becoming very much smaller each year it behooves the automobile and carriage manufacturers of this country to be on the alert for some possible substitute," said Charles C. Clifton, of the George N. Pierce company, manufacturers of the Great Arrow cars.

"The daily onslaught of the motor car and carriage is responsible for the decrease in the supply. It may not be a matter of common knowledge, but the wood which is one of the most important of all is being found in a factory substitute for it has been found to play a more important part among the commercial timbers than many people realize."

For wheels, where strength, toughness and resiliency are essential qualities, no other wood has been found in this country that will take the place of hickory. No steel or wire spoke has yet been found that will withstand the wear and tear of hickory, and for this reason the welfare of the vehicle is dependent upon the conservation of the hickory supply.

hour in melted tallow; after it is dry dust it with powdered graphite.

"Before removing the chain, mark two links and the corresponding tooth on the sprocket. In other words, be very sure that the chain goes back exactly as it came off. This is a simple matter, but most important; a chain will not wear evenly throughout and will be noisy unless replaced precisely as it was before its removal."

"As to batteries, don't waste time over old dry cells; get a new set, and see that they are carefully and correctly wired. A battery usually consists of five dry cells; the positive and negative poles should be connected. A similar set of five dry cells should be wired in the same manner, the negative poles (not the carbons) of the last cell of each battery are then connected and grounded. The positive poles of each battery are then connected to the leads, to the coil or switch. Before attaching the old batteries note how they were wired."

"If your car is equipped with storage batteries, these must be recharged. I assume, of course, that the electrolyte was emptied from the battery when the car was laid up for the winter, otherwise the plates will probably need to be replaced."

"After filling the radiator, the motor can be started. When an engine has been out of commission several months it is generally hard to start. Prime the carburetor and inject a little gasoline into the cylinder. The motor should respond at the fifth or sixth cranking, after which you are ready for the season's work; give your car a thorough washing and go ahead."

NOTED EDUCATOR GETS WISE TO TERM CHASSIS

"Funny things come up in the auto business that are not necessarily 'road happenings,'" remarked Al Davis, of the Garford Motor Car company, last week.

"The other day one of the most distinguished educators called on me and said that he had concluded, or rather that his wife had, that they needed an automobile. Of course, I gave the professor all the information that I could command as to what he needed. He listened intently, and then suddenly broke in: 'What is this chassis that you refer to so frequently?'"

"I was stunned for the moment. I thought everybody on earth knew what a chassis was, but I was wrong. My professor! Well, I explained the chassis, and the professor smiled grimly. 'I see,' he said, 'the chassis is the motor, without the body. The sound of the word indicated that it might refer to some kind of a dance movement.'"

The Fireside Diplomat.

From the Philadelphia Press. "I don't want to be nagging at you," Mrs. Murray began, "but the little things that bother me most—"

"Ah!" interrupted her husband, sweetly. "I suppose you're going to tell me you haven't a decent pair of shoes."

The new federal law, limiting the hours of railroad telegraphers to nine a day, will be enforced by the end of the coming summer. Several hundred telegraphers, who had been carried as extras, to work, besides the regular operators, on the various roads of the country. The extra expenditure by the roads probably will reach about \$10,000,000 annually.