

MAKES LONG TRIP WITHOUT MEETING SINGLE ACCIDENT

W. Corser and Party on Interesting Run Through Central Oregon; Travel 515 Miles; Roads Rough.

Without spending one cent for repairs and never meeting an accident of any description, J. W. Corser, manager of a Drexel hotel, with Mrs. J. W. Corser, Dr. L. S. and J. E. Burke, last Wednesday, completed a notable trip from the Dalles into central Oregon, across the Cascade mountains to Albany and back to Portland.

The trip was made in a seven passenger Franklin. A total of 515 miles were covered in seven days, including a one day stop near Bend. Besides the five passengers, the machine carried 600 pounds of baggage.

Corser, on his return, was able to give the most interesting account of the trip and the experiences met. The account will be interesting to others who contemplate taking the same journey. The auto trip into central Oregon is becoming more popular every day. The trip over the Cascades is extremely high.

Relates Experiences.

Mr. Corser related his account of the trip as follows: "We shipped our car from Portland to the Dalles. From there we drove Wasco, a distance of 30 miles, over a dirt road we found on the whole trip. In the country the crops look promising and the country in general has a prosperous appearance.

"From Wasco we drove to Grays Valley and thence through Moro and Kent Shanks and on to Bend. For 25 miles south of Shanks, through Cow Creek canyon, the roads are extremely rough, being covered in spots with loose gravel and rocks, which are very hard on the tires.

"Bend was the most prosperous appearing town we found on the trip. With an ideal country surrounding it, its inland city apparently has a brilliant future.

"Near the Deschutes river along the irrigating ditch a distance of 15 miles, the road is filled in many places with pools of water overflowing from the ditch. This made travel along here difficult, as we either had to go through the pools or around them, and the mud caused the machine to slide badly.

"The pools were deep and since the water was muddy we could not tell whether boulders were lying in our path or not.

Finished All Day.

"On the Vanderbilt ranch, 20 miles from Bend, we remained all day. Arriving at 12 miles long. We had to get out of this vicinity, however, as the altitude was so high that the rare atmosphere caused my nose to bleed profusely. The weather in this locality is ideal. Nothing but grain and grass can be grown there on account of the high altitude.

"The railroad work south of Bend has ceased and the men had been paid off. It looks very much like a consolidation of the two roads.

"From the Vanderbilt ranch we went on through Bend to the Three Sisters and over Sand Mountain to Fish Lake, here we stopped all night. Then we started up the grade of the Cascade mountains proper and reached an altitude of considerably over 6000 feet, here my nose had several more bleedings. The grade along here was steep and there were several short stretches which seemed like about 50 per cent grades. The road was fair, but here were mud holes in spots.

"Coming down on the west slope of the Cascades we were bothered considerably by stones and chunks of wood which had been left in the middle of the road by a party which had used them to block their machine on the way up. I had some difficulty in dodging these impediments, while coming down hill.

"There were several other machines on the road. Every one we met was of the opinion that the trip across the mountains was about the hardest in the country. Proprietors of taverns along the road say they have never known the same person to make the same trip twice over this mountain road. From Fish Lake we drove down to the Upper Soda road house and along the banks of the Santiam river to Long Soda, and thence to Sweet Home. We had some excellent fishing along the Santiam.

"On the road to Lower Soda we met another machine which was out of gasoline and we gave them half of ours. This left us just barely enough to drive to Sweet Home. For that reason we had to drive a good share of the time in low gear. It took just three times as much gasoline on the trip as we had figured.

"From Sweet Home to Lebanon, a distance of 18 miles we drove on a half pint of lubricating oil in just 45 minutes. Arriving at Albany Tuesday evening, we left there at 8 o'clock Wednesday morning and returned to Portland by way of Jefferson, Salem, Woodburn and Oregon City. At Jefferson we were held up some time waiting for a ferry. From Jefferson to Salem the road was fine and the pleasure of going down the hills paid us for the bumps on the other side. There was no rest.

"While traveling, we averaged 100 miles a day on the trip. This, I think, is pretty good, considering the number of stops we made and the roughness of some of the roads.

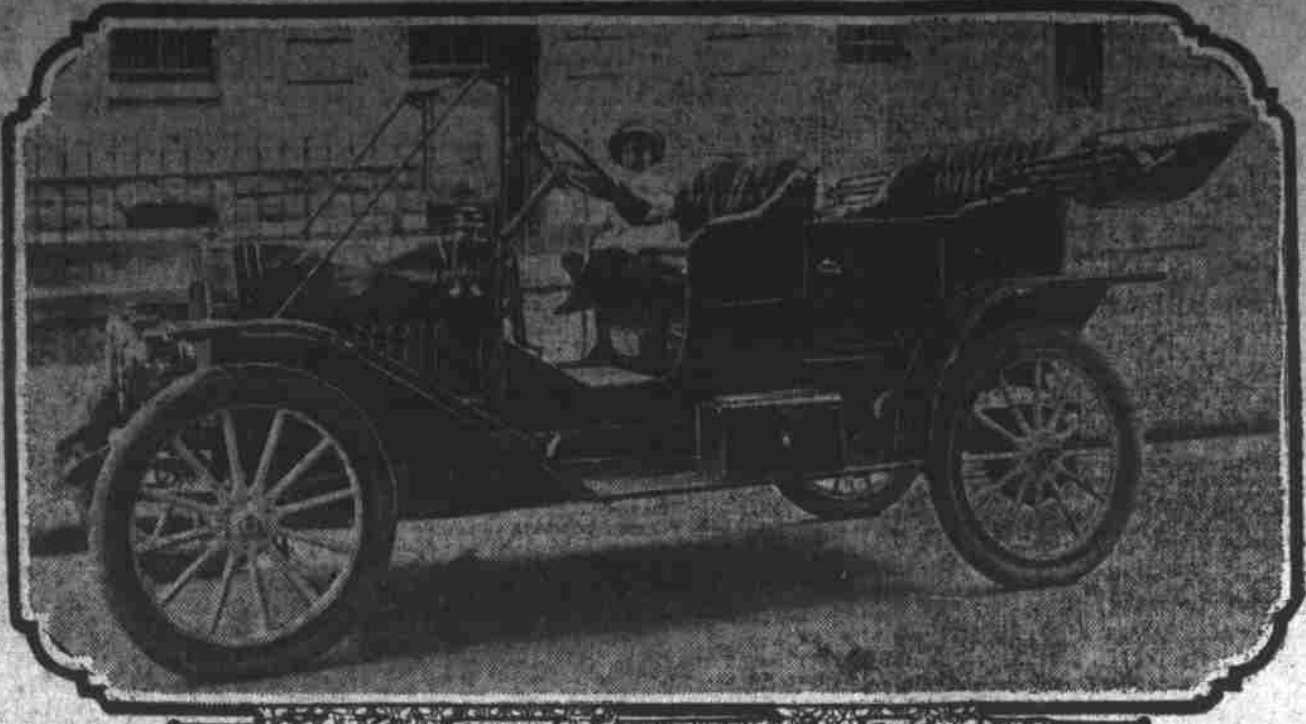
"I can not say too much for the good quality of the tires we had. They were of the Nobby Tread Morgan & Wright make and traveling over the mountains and on rocks they cannot be beaten.

"I would not advise any one to make the trip over the mountains without being prepared that his machine would stand the trip. One should carry plenty of extra gasoline and lubricating oil, as here is none to be obtained between Bend and Sweet Home, a distance of 25 miles, which has to be covered on a dirt road.

"There is a great need of sign boards on all the roads. In some places where they fork, it is a case of hit or miss. Where the irrigating ditches run along the roads it would be a good idea to build culverts. Either the county or the irrigating company should attend to this.

"Along the Santiam toll road the dirt is so soft the toll keeper is not willing to charge the toll for fear that the machine can not get through. It is a mistake to put soft dirt on auto roads. I would advise any one contemplating this trip to carry these four essentials: an ax, a spade, a three-fourth inch handle, rope and a canister of water. With these the machine can be wound out of mud holes or up steep grades."

TWO-YEAR-OLD AUTOMOBILE CHAUFFEUR



The youngest automobile driver in the country is little 2-year-old Delano Slocum, the son of Dr. and Mrs. S. C. Slocum, 731 Kearney street. Little Dell does not quite succeed in getting the machine under way, but apparently he knows the method of starting it perfectly, for he can crank, manipulate the spark plug and take his seat behind the steering wheel just like a man. In the accompanying cut the infant driver is sitting in a Moline just purchased by his father.

LENTS MAN RAISES \$162.35 FOR OILING

I. F. Coffman of Lents sent the following letter during the week to Lawrence Therkelsen, secretary of the Oregon State Automobile association:

"I have raised for road oiling \$162.35, which will be used for oiling one and one fourth miles of road in and adjacent to Lents, the county paying half the cost at \$150 per mile.

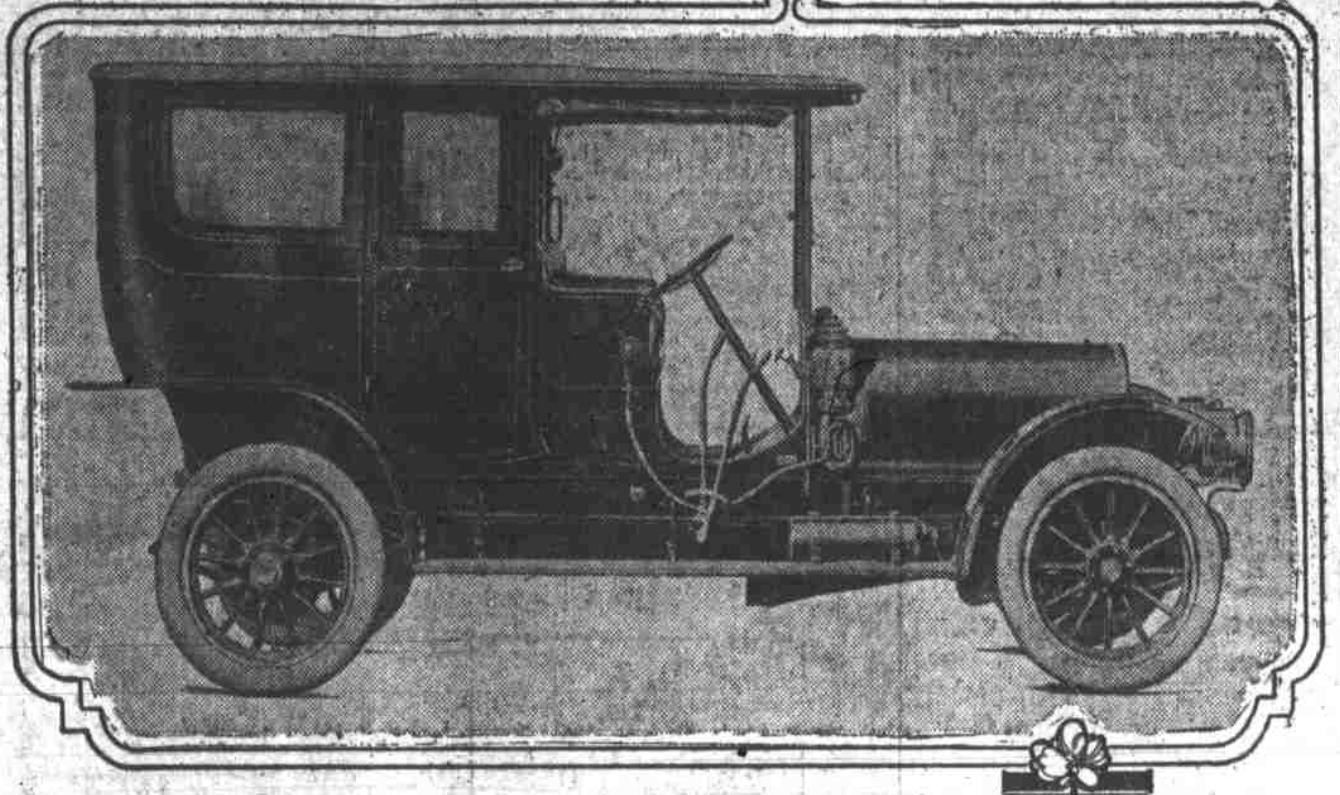
"I would like to suggest that some one of influence in the state association call on the Portland Railway, Light & Power company and the county commissioners in order to urge upon them the necessity of keeping the crossings as level as possible so that the cars can stop easily according to the city rules. Sometimes the cars after they have stopped cover one half of the street and this interferes greatly with passing vehicles.

"I am in favor of putting up the road signs at once. I hope an automobile race will be the next big event in Multnomah county."

SON'S PLEAS LEAD TO PURCHASE OF AUTO

J. W. Townsend of Fairview, Or., is another farmer on the Sandy road who has succumbed to the automobile craze, or rather to the pleadings of his youthful son, Earl, for last week he purchased a fine big Interstate touring car. The Townsend family now drives to Portland in half an hour to do the regular weekly shopping, where as the one hour car service or the two hour horse and buggy service were formerly depended on. The grandfather of the Townsend family was not to be outdone, and so he ordered a Ford car for himself and wife.

There are now but few farmers along the Sandy road between Portland and Troutdale who have not purchased automobiles. Many of these are old residents who have accumulated considerable wealth through long, persistent effort, after clearing all of their land of stumps.



Franklin, 1910 H Limousine, 42 horsepower, 6 cylinder.

PREPARES HANDY TABLE AS GUIDE FOR AUTOISTS

H. P. Hoey, of Klamath Falls, has just completed a table of data on the roads radiating from Klamath Falls. Lawrence Therkelsen, secretary of the state automobile association, received a copy of this table during the week.

The table shows the distance from Klamath Falls to the different points on the road, mentions the condition of the road at each point and gives other remarks as to water, meals and accommodations to be found. Some of the distances given in the data are as follows: Klamath Falls to Prineville, 180 miles; Klamath Falls to Crescent, 97 miles; Klamath Falls to Odell Lake, 115

miles; Klamath Falls to Eureka, Cal., 80 miles; Klamath Falls to Lakeview, 98 miles; Klamath Falls to Alturas, 125 miles; Alturas to Lakeview, 40 miles.

A Tri-City Good Roads club, composed of automobilists from Milwaukee, Racine and Kenosha, Wis., is being formed. The object of the club is to keep up good roads in these three counties. It is planned to raise \$3000 annually, each member paying a fee of \$10, and with this sum two men with a team will be hired in every township between the three cities, to be employed continually in building and repairing the roads, under the supervision of the respective town boards.

Dr. C. W. Cornelius, proprietor of the Cornelius hotel, left Friday morning with his family for Kelso, Wash., in his Premier. From Kelso he will drive to Mount Rainier and later he intends journeying to Crater Lake.

HAPPY AUTO PARTY OFF FOR COAST

Will Be Entertained at Bay-Ocean; 25 Cars Leave Portland.

Twenty-five jubilant members of the Portland Automobile club and the members of their families, making a party all told of about 100 members, left from the Corbett building yesterday morning at 7 o'clock for the run down to Bay Ocean Park, where they are being given free entertainment by the T. B. Potter Realty company. The party will remain at the coast over today and tomorrow and will return Tuesday forenoon.

Led by W. J. Clemens, vice president of the club, and with Frank C. Riggs bringing up the rear, the long procession of machines proceeded out along the Macadam road in South Portland and then separated, traveling a quarter of a mile apart, making the line about six miles long. The leading car sprinkled confetti along the route so that the

club and honored with a banquet at the Commercial club rooms.

All of the machines were housed at Tillamook last night in a large warehouse and this morning the party will be taken to Bay Ocean Park by boat. General recreation on the beach will be the program for today, and there will be music and dancing for those who desire to participate.

A Regatta on the bay will be the feature of tomorrow. Three trophy cups, offered by the Potter Realty company, will be competed for. A large entry list of boats from Tillamook city and other places is expected. Fireworks, dancing and music will be furnished in the evening.

Only 25 Cars.

The members of the party will be taken back to Tillamook city early Tuesday morning in boats and the run will be made directly back to Portland. There is some talk among certain members of the party of trying to break the speed record from Tillamook to Portland on the return trip.

Only 25 machines could make the trip, but during the week there were applications from almost 100 other machine owners, who could not join because they did not get in on the ground floor. A large number of these applicants made the trip to Tillamook independently.

Frank C. Riggs kindly consented to bring up the rear of the procession, both going and coming, with a mechanic, whose assistance could be obtained in case of necessity. Dr. J. E. Wetherbee went along as official surgeon and Dr. Sanford Whiting as official physician. Frank C. Riggs was the official starter.

Upon its arrival at Bay Ocean the party will be assigned quarters in the new tent city, which has just been completed at an expense of over \$10,000. The grounds will be decorated with numerous colored lights. In the evening a large pile of driftwood on the beach will be lighted. Visitors will sit around the fire and listen to the soothing strains of an orchestra accompanied by the murmur of the breakers.

During the day trout fishing may be indulged in in the immediate vicinity and a large ocean-going launch will make trips out into the harbor to the deep-sea fishing grounds. Guides will be on hand to take parties to the beauty spots on the peninsula. On Monday evening several hundred dollars worth of fireworks will be shot off.

JAILED FOR HUGGING AND KISSING HORSES

Philadelphia, July 2.—Because he declined to stop hugging and kissing horses at Tenth and Market streets, Samuel Komisky, of Winton street, above Third, was arrested and arraigned before Magistrate Beaton in the city hall police court on a charge of disorderly conduct.

Reserve Policeman Rouse, who arrested Komisky, said it was impossible to keep Komisky away from the horses. He declared that while Komisky would desist for a few minutes he returned to the horses just as soon as the policeman turned his back.

"You are either drunk or crazy," the magistrate said to Komisky. "I am neither. I just like horses," said the prisoner.

He was turned over to Dr. John Egan, police surgeon, who decided he was "drunk." Komisky was sentenced to 24 hours.

The National Federation of Engineers, Stokers and Kindred Trades Societies of England has a total membership of about 87,000.

NOTES FROM THE AUTOMOBILE WORLD

Dr. J. A. Applewhite, of the Crystal Springs sanitarium, is the proud possessor of a Moline touring car.

Frank H. Lamb of Houlman, Wash., passed through Portland Thursday in his Cadillac. He has just completed a tour of western Washington, covering a distance of 1400 miles, and from Portland started south. He toured the Klammath Falls and Crater Lake country and then proceeded into southern California.

J. E. Windet and A. M. Olson are recent purchasers of Auburn touring cars.

The Interstate cars are now licensed under the Selden patents. The agents of this car have previously worked under a handicap on account of the lack of a license.

Neate and McCarthy are expecting the arrival here next week of a Frayel-Millier auto truck to be used for demonstration purposes.

L. A. Parkhurst of the Crater Lake Land company is one of the main boosters for good roads in the Crater Lake and Klamath Falls region. He has just purchased a seven passenger Locomobile with which he expects to travel extensively on the southern Oregon roads.

G. M. Cornett, proprietor of the Stage and Stable company of Shaniko and Prineville recently purchased his second Knox machine.

It is a great mistake to use an automobile engine several months without giving it any attention except to feed it with oil and gasoline. Any engine, after a hard season's use, will have accumulated a good deal of carbon on its pistons and cylinders. This carbon causes trouble and should be removed. This can be done with kerosene Zepha easily by pouring some of it into the cylinder and turning the engine over by hand, so that the kerosene will thoroughly clean the sides of the pistons and cylinders.

Any motor will, after continued use, accumulate rust and grit deposits in the water jacket. If this deposit is not removed sooner or later its presence will cause the motor to overheat. If the cylinders are removed and turned bottom up a good strong stream from a hose will remove a great part of this deposit. A sharpened piece of drill rod or stout wire will assist greatly in loosening up any of the rust flakes inside the jacket.

RIGHT OF WAY SECURED FOR MODOC NORTHERN

Klamath Falls, Or., July 2.—For several weeks representatives of the Southern Pacific have been engaged in getting the right-of-way for the Modoc Northern, a branch of the Southern Pacific to be built from Klamath Falls to Merrill. On the Merrill end of the line much of the right-of-way was donated as was also a depot site in the town. It is believed the road will be built within two years.

Fully 50,000 operatives in the New England states are already affected by the short time policy for the summer months, which has been decided upon by numerous manufacturers of textiles, and it is expected that the number will be more than doubled during the months of July and August.



100 per cent of satisfied Owners

Licensed under the Selden Patent

"Silent Six" \$3500

Astonishment in Detroit

Detroit, Mich., May 17, 1910.

Matheson Automobile Co. —
My "Silent Six" 1910 Matheson car has arrived and has been taken to the garage from the car with its own power. The car is perfection in silence, power and operation, and is an astonishment to all, right here in Detroit.

Very truly yours,
(Signed) W. P. Holliday.

Note—Mr. Holliday is President of the Central Savings Bank of Detroit

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A High-Grade Family Car at a Reasonable Price

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Five Passenger Touring Car Fully Equipped With Top, Side Curtains, Wind Shield, Speedometer, Gas Head Lamps, Gas Generator, Side Oil Lamps and Tail Lamp

Think of it! A four-cylinder, roomy, powerful five-passenger touring car, having all the features of cars costing five times its price. Built of vanadium steel, it weighs only 1200 pounds, which means low tire upkeep; small gasoline consumption, long life and ability to negotiate the roughest roads; a great hill climber, so simple any girl can operate it. Every model "T" Ford is a duplicate of the winner of the New York-to-Seattle race, and holder of the road record from Portland to Seattle and return. One gallon of gasoline will take you 25 miles. Write for catalogue today. Get a demonstration; we have a surprise in store for you.

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JAS. W. CRICHTON, Manager, Sixth and Madison Streets, Portland, Oregon