

TOURS EUROPE IN AUTOMOBILE

A. H. Brix of Tacoma and His Family Travel 8000 Miles in Buick.

A. H. Brix and family recently returned to their home at 616 South State street, Tacoma, Wash., after an extended tour of the European continent and British Isles. In 1909 Mr. Brix purchased a "40" horsepower Buick touring car in Portland and drove it about Astoria and Tacoma until early in 1910 when the car was shipped direct from Tacoma to Hamburg, Germany.

The tour of the European continent was begun from Hamburg about the middle of July, 1910. The first short tour was to the southward from Hamburg, passing through Lüneburg, Hannover and Hameln, and return by way of Bremen. The next journey was northward through Schleswig, Holstein, Fleusburg, Kiel, Apenrade Schleswig and continuing on into Denmark where a short visit was made in Copenhagen.

The journey was resumed northward to Heisingfors from where the Swedish border can readily be seen. An easy day's drive brought the travelers back to Fleusburg, Germany.

The party now continued on southward, passing through Hamburg again, following their previous route into the Westphalian province on their way to Heidelberg. Headquarters were established at Heidelberg and many short excursions made from there to Frankfurt-on-the-Main, Speyer, Worms and other cities of interest.

The next objective point proved the most interesting and the route led the tourists through the southern part of Germany to Oberamaga, where they witnessed the Passion play.

On this trip the automobilists passed from the Rhine country into the Danube and followed a branch of the last named stream to Fussen. Then they went westward along the southern border of Germany to Lake Constance, a beautiful body of water marking the line between Germany and Switzerland. A journey around the lake was made and the party then turned southward through Switzerland, passing through the cities of Zurich and Luzerne.

After an extended tour, which included visits to all the more important lakes and mountains, the return journey to the northward was begun. Passing through Basle and along the line to Strausburg, returning to Heidelberg.

In September a trip to the Hartz mountains was planned, and the road selected the highest peak, called the Brocken, the entire party remaining long enough to ascend the mountain. They then started westward across the mountains to the Rhine, following that beautiful stream from Cologne to Mainz, thence again returning to Heidelberg.

Mr. Brix and family then started for Paris, driving north through Brussels and through Aix-la-Chapelle and back to the Rhine again, following that stream to headquarters at Heidelberg, where the winter was spent.

In the spring the start was made down the Rhine, following that stream to its mouth and enjoying a number of side trips. Here the steamer was taken across the English channel and landed at Harwick from whence they drove through London and Liverpool, thence north to Edinburgh and Scotland, east to Callender, and south again through Glasgow and other cities to Liverpool.

The entire journey consumed something over 8000 miles of automobile touring.

Mr. Brix states that he took care of the car himself, and did all the driving throughout the entire tour. He experienced no difficulty with his motor, and declares it to be in as good order as when the long and interesting journey was undertaken.

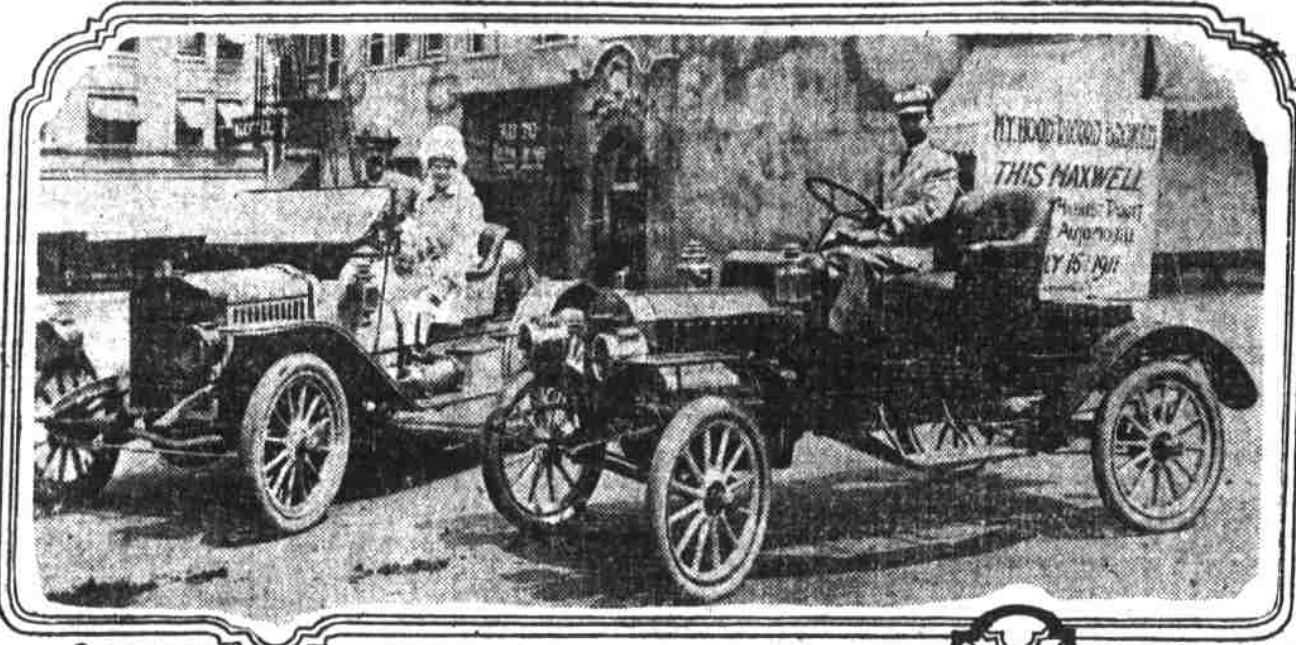
Interesting photographs were taken at all points of interest along the route and the collection is considered almost invaluable by Mr. Brix.

Cardinal Gibbon's Birthday.
(United Press Leased Wire.)
Baltimore, Md., July 22.—Cardinal Gibbons tomorrow celebrates his 77th birthday anniversary and congratulatory letters and telegrams are pouring in today from all parts of the world. The venerable prelate observed the semi-centennial anniversary of his ordination as a priest last month.

Bayreuth Festival Opens.
(United Press Leased Wire.)
Berlin, July 22.—Wagnerian admirers from all parts of the world, including several hundred Americans, will be present tonight at the inaugural performance of the great Wagner festival in Bayreuth. Famous artists will render some of the best known music of the composer.

Small Car Reaches Highest Point on Mt. Hood

Portland Autoists Drive Two Maxwells Over Mile and Half Above Government Camp; Believed to Be Furthest Point Toward Summit Reached by Any Auto



Mr. and Mrs. Roger, in car on left side, and Arnold Cohen in machines that made remarkable run.

Again it has been left to one of the small cars to make the trip farthest up the mountain toward the snow capped summit of Mount Hood. Last Sunday Arnold Cohen, one of the members of the United Auto company, agents of the Maxwell cars for Portland, accompanied by the representatives of two of the newspapers, and George Royer and wife, owners of a Maxwell run about, shook the city limits from their trail about 4 o'clock in the morning and started on what is one of the most pleasant one-day trips out of Portland, that of ascending the ever snow covered peak of Mount Hood.

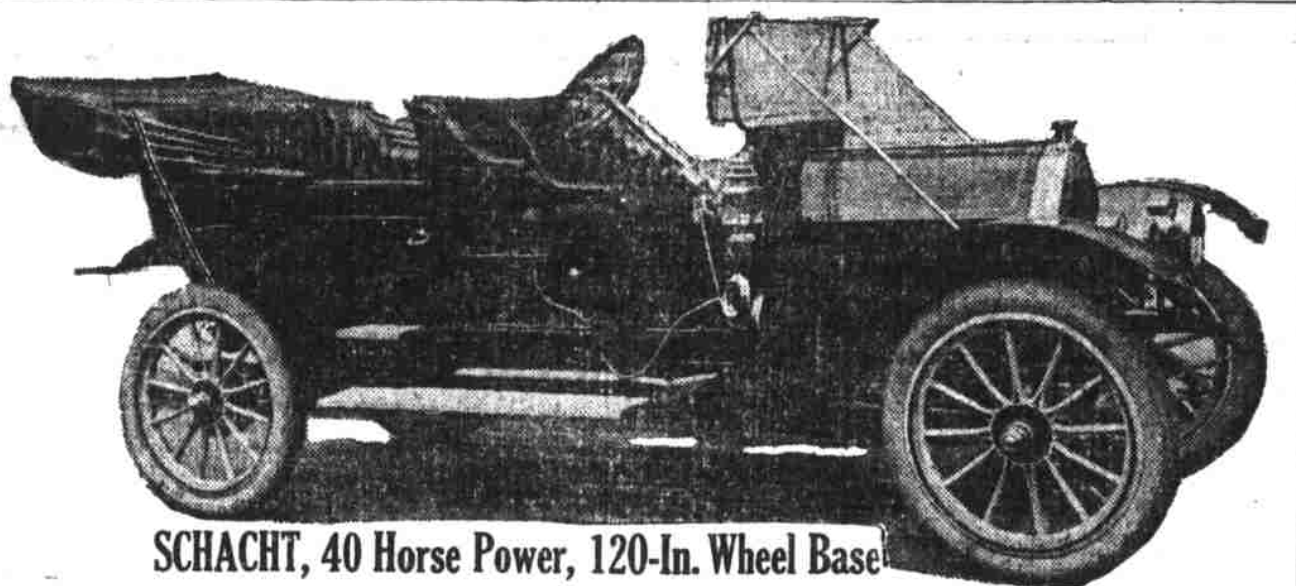
The trip out through Montavilla, Gresham and on into Sandy is a very delightful ride with the possible exception of a few miles of corduroy between Keiso and Sandy. The road conditions from Sandy to Rhododendron are so far beyond what was anticipated they would be that the entire party reached the Tavern before they realized they had come to the base of one of Oregon's show places, the foot of Mount Hood. The number of automobiles that had made the trip the evening previous, the tourists stopping at the Tavern, a well appointed mountain resort, was also very surprising and would almost make one believe they were traveling in a foreign country. After a short stop at the Tavern and receiving the congratulations of the guests for the spunk shown by the two little Maxwells, the party proceeded up the mountain to Government camp, a distance of 10 miles above the Tavern.

In this last 10 miles one passes

some very beautiful scenery consisting of virgin forest and streams laden with speckled trout of all varieties. A stop was made at Mountain View house for lunch, when the two little cars proceeded on the rocky road to make the highest altitude of any machine so far as is known by any of the residents at the Mountain View resort. When the two cars had proceeded a distance of more than a mile and one half be-

yond the Government camp and straight toward the timber line, the flag of success was planted and the two little Maxwells came to a stand as if they were very proud of their accomplishment. After taking pictures for the purpose of establishing the point reached by the two machines, the cars started on the downward trip and reached Portland safely without a mishap of any nature.

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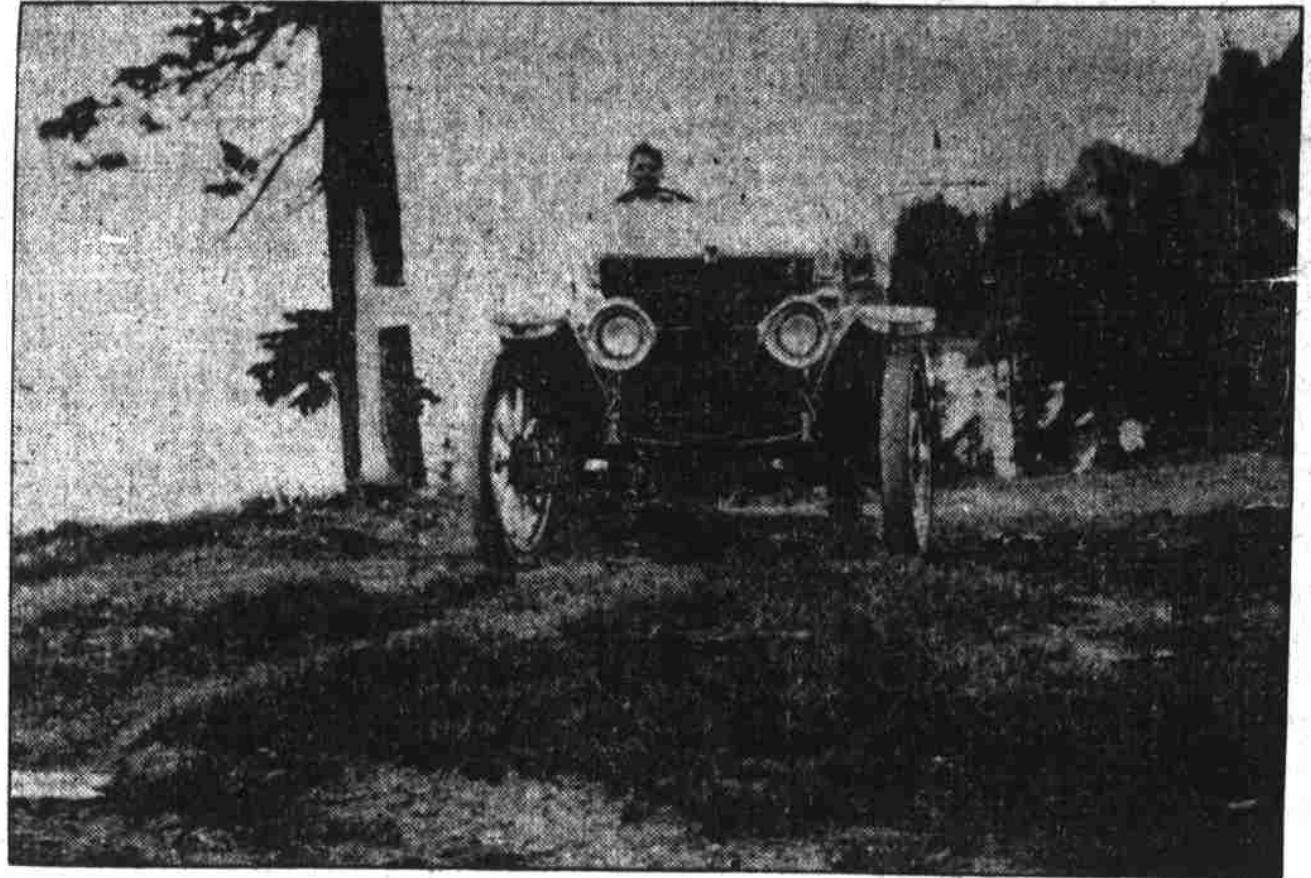
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CADILLAC CAR ON RIM OF CRATER LAKE

Reaches the Rim of Crater Lake, Despite the Fact That Superintendent W. W. Arant, of the Crater Lake National Park, Sent Out Warning to Automobilists Not to Attempt It.

**CADILLAC FIRST
AUTO TO CRATER**

(Klamath Chronicle, July 16, 1911.)

Read the clipping of July 15, published in the Klamath Falls Chronicle, the Oregonian and California papers, which says the trip in machine impossible. And then read the clipping of July 16 from the Klamath Falls Chronicle.

Sufficient power and the remarkable staying qualities of the Cadillac made this trip possible, just as those same qualities made it possible for the Cadillac to beat the best previous 24-hour record by 195 miles, running 1448 miles in 24 hours of consecutive running—averaging 60 1-3 miles per hour. The Cadillac also holds the record from Los Angeles to San Francisco—487 miles of country roads and mountain climbing—at an average of 32 miles an hour—just 32 minutes slower than the fastest train between those two cities.

Having learned that an erroneous statement has been made in both Portland and Sacramento papers to the effect that automobiles can run to within a mile of the rim of Crater Lake, I wish to make a correction, as I do not want people from the outside to attempt to make this trip with machines when it is impossible. There is no snow to interfere with travel, either from the north or south line of the park, as far as the superintendent's headquarters, five miles from the rim of the lake.

From Camp Arant autos and other vehicles can run to within about three miles of the foot of Crater Lake Mountain, which is about a half mile long. This last three miles and a half must be made on foot. While there is considerable bare ground in this stretch, until the foot of the mountain is reached the snow is from two to four and five feet deep in shaded places, while on the last steep grade, or about the last mile of the distance, it is as deep as eight feet in spots. According to Mr. Arant, it will be August 1 before vehicles of any kind will be able to make the rim of the lake.

A Cadillac automobile was the first auto to reach Crater Lake this season. It was driven by C. B. Miners, and was the Covey Motor Car Company's Cadillac, which has been here for some time, showing prospective buyers its many fine qualities.

The Cadillac reached the rim of the lake at 7 o'clock Thursday after having bucked big snow drifts for four miles. It went through, over or under from two to eight feet of snow, besides climbing the very steep grade to be encountered on the last mile of the trip. It went the entire distance on its own power and only overcame some of the biggest drifts by ramming through as far as possible, then backing up and taking another run at it, some drifts being so large that it was necessary to repeat this continually until through.

The nearest any other machine has been to the lake rim, up to the time the Cadillac made the journey, was about four miles away or one mile above the Government headquarters. The Cadillac has now broken the trail and it is now easy to drive to within one mile of the rim, which point is at the bottom of the big hill—last climb in reaching the rim. From there it is yet soft and will be for several days, or until the snow goes and the ground dries out.

Mr. Miners says that those who saw his machine bucking the drifting snow declared it would be impossible for it to make the rim and then classed it as wonderful when the machine arrived at the top of the mountain in as good condition as at the start and less than half a pint of water was needed to fill the radiator, although it had been at work 11 hours on the last mile. Had this snow been on level ground instead of on a very steep grade, the work of the Cadillac would not have been nearly so strenuous in plowing through it. Coming down, however, four times the backing and ramming process had to be used.

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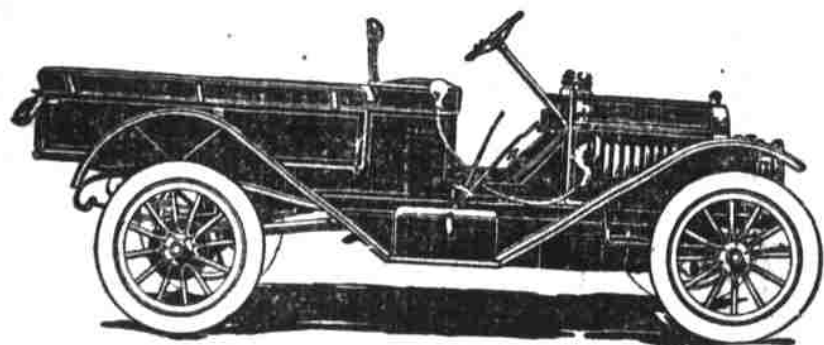
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