

JOURNAL'S AUTOMOBILE SECTION

1 HOUR'S VISIT AT BARRACKS ONE OF PLEASURES OF DAY

Writer Tells in Detail of Many Beauties of Enjoyable Drive—Some Scenes Witnessed Once in Lifetime.

Today's Itinerary for Trip, Miles.

Portland to Vancouver	11
Vancouver to Camas	11
Camas to Washougal	11
Washougal to Camas	11
Camas to Proebstel	11
Proebstel to Ellsworth	11
Ellsworth to Orchard	11
Orchard to Vancouver	11
U. S. Barracks	11
U. S. Barracks to Portland	11
Total	63

By Douglas Shaler.

The trip taken last Sunday by the Journal trip finding Flanders "29" is given above in detail, as well as being shown by a driver well worth taking. I believe that the greater number of automobiles of Portland will enjoy most that part of the trip up the Columbia river to Washougal and double back from there to Vancouver and take an hour's journey through the United States barracks grounds, where beautiful drives will be found and then return direct to Portland. The drive from Camas over through the Fern Prairie country, skirting Camas lake, into Proebstel is best with many hard and rough spots for the pleasure loving motorist. However, those of more venturesome spirit, or those having a new car that has not been given a thorough road test, will find the going from a few miles outside of Camas to the outskirts of Proebstel ideal for testing the true staying qualities of any automobile. That the long wheel base, heavy car, will take the ruts and rocks with much more ease from a pleasure riding standpoint, cannot be denied. But the way the Journal's trip finding Flanders "29" stood the gaff and pulled through some of the stretches of road encountered was a marvel in the way of endurance to those who rode with the writer on last Sunday's trip.

Making the Start.

Leaving the Journal office at Fifth and Yamhill street shortly after 11 a. m., we turned into Morrison street and proceeded across the Morrison bridge and then turned north into Grand avenue, and proceeded along that street to Broadway, where we turned west and then north again at Union. We kept on Union avenue to Killingsworth avenue, where we again turned west on the Pacific highway route and turned north again at Vancouver avenue, where the route is laid out for the Pacific highway. This avenue takes you directly to the Vancouver ferry, where boats can be had every 40 minutes during the forenoon and every 30 minutes during the afternoon. For a little more than two miles before reaching the ferry you travel along on a trestle from 20 to 30 feet above the ground, this, of course, gives one a pleasing view of the surrounding country, as well as a fine view of the river as you near the Vancouver ferry. When you arrive in Vancouver, keep straight out the street on which you land, which is Washington street, until you come to Fifth, then turn south on Fifth street and this will lead you directly past the United States barracks, where hundreds and hundreds of mules and horses will be seen in the pens adjacent to the stables on either side of the road.

Keep the road that leads off of Fifth street and you will soon find yourself rolling along above the Columbia river with Mount Hood just out of your reach in front. You think that every hill you pass over will surely bring you to the base of the famous mountain. To your right and left will be seen orchards in full bloom that will make your heart glad that you have taken the machine and gone to the country for the day. You pass through several very interesting villages on route, First Ellsworth and a few miles further along you come to Fishers Landing. Just when you pass through Fishers Landing, you will come to a road leading east and west and you may think the main road. Keep straight ahead, however, and you will soon reach Camas. The roads between Vancouver and Camas are not as good as those to be found on the outskirts of Portland, but for country roads they are not bad. For a few hundred yards at several places between Fishers Landing and Camas the turns in the road are rather sharp and the road is a little narrow and should not be made at more than 18 to 20 miles per hour. Aside from these few places the road will be found in fair condition for this season of the year.

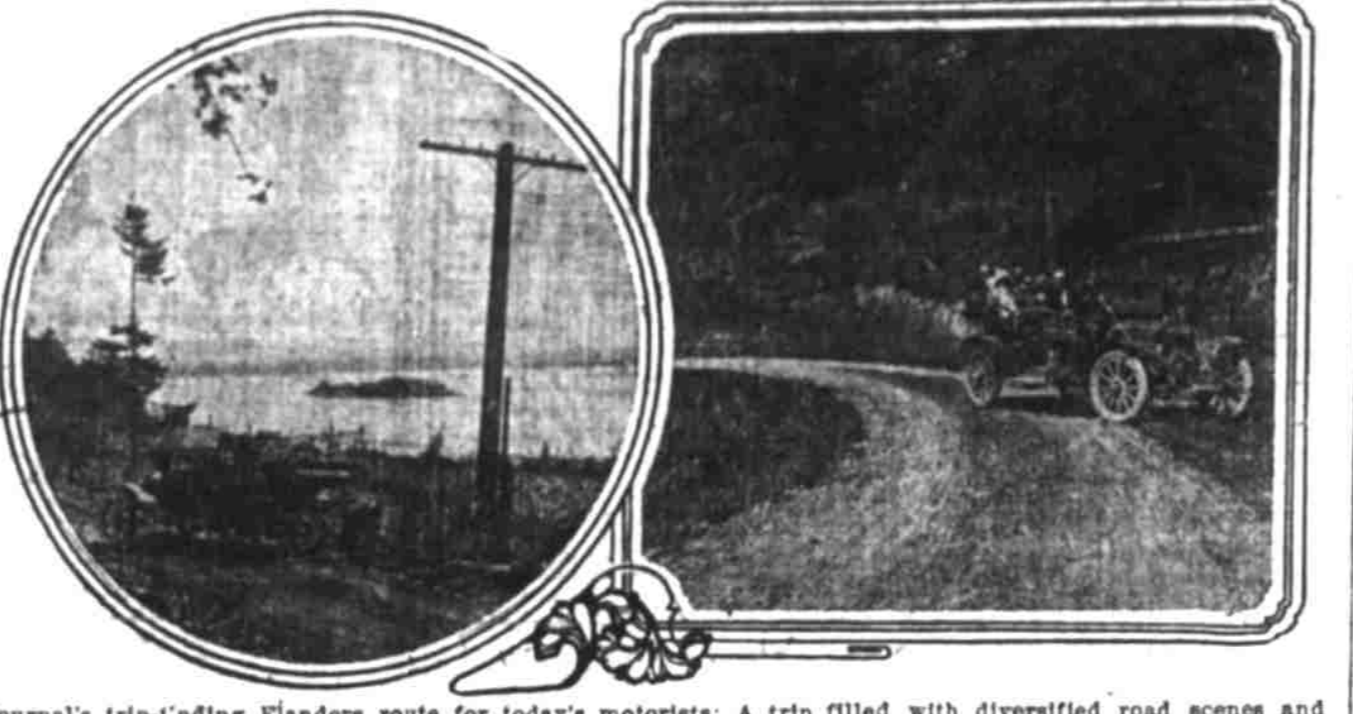
Double Back.

The Journal trip finding Flanders intended making the trip from Washougal to Proebstel, but when we arrived at Washougal, we were informed that our best route was from Camas, so we doubled back, and from the point we turned into Camas took the sharp turn to our left where our speedometer showed 23 miles. That "29" was the jinks of the trip, too, and never again will I turn on the 23 mark. As I said in the beginning of this article to those who have not the venturesome nature, we suggest doubling back from Washougal and spending an hour or so roaming through the barracks at Vancouver. For those who are game and want to go the route, follow our schedule, but don't look us up Monday morning with blood in your eye and ask what we mean by sending you over such a route. We have a trip to take today ourselves and may not be in the best of humor ourselves tomorrow.

Turn to your left at 23 and go up over a 20 per cent grade for about eight or 10 blocks; then turn sharp right at 23.5. At this turning point we were undecided and kept straight ahead to the end of the street, where a covey of the bright and intelligent young youths of Camas were stretched on the grass figuring just what mischief they could get into when along we came giving them their one opportunity of the day. We asked the young gentlemen, as we then supposed they were, if we were on the right road to Proebstel, when the spokesman of the ruffians, as we afterwards learned them to be, spoke up smart like and said, "Yes Sir, mister; just keep going as far as you can, and

Automobile Trip Up Columbia to Washougal Best

Journal's Trip-finding Car Subjects Beautiful Drive, Covering Four Hours—Two Hours Suggested, But One More for Testing Out Machines.



Journal's trip-finding Flanders route for today's motorists: A trip filled with diversified road scenes and conditions—Bottom: left: Scene on Columbia river just beyond Fisher's Landing, Mount Hood plainly seen from this point—One of the beautiful spots to be found between Camas and Washougal.

when you can't go any further, that's Proebstel." So we took the sharp turn to the left and headed the little Flanders up a winding grade somewhere between 25 and 30 per cent and wound around up this mountain side for a distance of nearly two miles before reaching a rancher who told us of our mistake and gave us the right direction. However, we all felt right repaid for making the dumb and started back down the grade.

Fast on Scene.

We saw way off down below us the Columbia river and a valley such as you can't expect to see more than once or twice in a life time. We stopped the machine and feasted on this scene for more than 10 minutes. You will remember that last Sunday broke as if it were going to be a bad day but long before we reached this beautiful spot the day had turned out perfect in every detail, and the view below us had every feature of a midsummer day. When we have in sight of that bunch of Camas kids, you should have seen them take to the woods; that was the last we saw of them. At 23.5 turn to your right as shown on map above and you soon reach the Camas lake and cross this on a bridge and under an irrigation flume, then for a short distance you realize you are really on country road. You are busy, if driving, dodging sand rocks a few hundred feet and then you get a good stretch of road, and this will constitute your trip for a distance of 10 to 12 miles until you reach Proebstel. When you have gone 27.5 miles, just ahead of you, and on the right hand side of the road you will see a small two story house, the R. F. D. box out front has the name Armstrong on it—don't ever pass this box, but back up your car to the road that turns sharp to the right and take that road around into Proebstel. It will be a little longer than the one that passes Armstrongs, but much better from information gathered by the writer from inhabitants at

Proebstel. We made the mistake of following the dotted line shown on the drawing above, and if you have ever had to lead a mule over mountain trails while it was halting the raining rocks, those memories will come back to you in the form of sweet memories as compared with about four miles of driving through Sweet Hollow, which is the name given the country between Armstrongs and Proebstel through which we passed.

A Roadless Road.

There is no road whatever man's ranch, just a mile beyond Armstrongs. You simply see before you a soggy, stumpy uninteresting flat looking country stretched out before you. Here and there you can see where a wagon has gone between the stumps in no general direction, but just gone, and after following the telephone line as near as you can for about two miles you suddenly come into a good road about half or three quarters of a mile this side of Proebstel. You are almost afraid to speak of the good stretch of road, for fear that you will suddenly find yourself in the same kind of a territory that you have just left. Soon, however, you roll into a nice little village consisting of a postoffice and about three houses, and by the sign over the general store you know you have reached Proebstel, the one place you have been looking for these many weary 11 miles. From here on is like riding on a Pullman train, things run along so smooth, just after leaving Orchard, and getting on the Washington state road, you will find a stretch of three quarters of a mile of rather bad going due to the road supervisor having placed a lot of loose sand and small rock in the road and which has not yet been leveled and packed by travel. When you get back into Vancouver don't fall to pay a visit to the barracks grounds. This trip along will fully repay you for all the discomforts you have undergone on the trip. We will have a great trip in store

for you next week. It is not our intention to send you over bad roads at any time; and we warn you now if you take the above trip you will enjoy it, but you will get some rough going.

Puzzling Intermittence.

A tantalizing, but not infrequent, cause of puzzling intermittence in the running of a gasoline motor is a floating particle, such as a thin flake of solder which has been detached from the carburetor or has entered the float chamber from the tank. Carried in the intermittent current of the liquid, it may suddenly become lodged so as to cover the capillary duct to the nozzle, preventing all egress of gasoline. When the motor stops, the gasoline in the float chamber ceases to be stirred, and the particle finds a new position. When the motor is started again it is not in the way, but presently it returns and again stops the flow of spirit. Should engine trouble be experienced the float chamber of the carburetor may therefore be included in the parts inspected.

The automobile has done more to improve the country roads than any other known agency. The start really is only begun and it will be several years before the task is completed. The time is not far distant when there will be good clear thoroughfares from the Atlantic to the Pacific. This same is true regarding the north and south stretches of the country.

HE SETS A SHINING EXAMPLE; OTHERS MAY FOLLOW HIM

Recent Visit of Hugh Chalmers, Automobile Expert, Proves Spur to All Business Men, Young and Old.

Hugh Chalmers, the manufacturer of automobiles, business representative of a large corporation, authority on advertising and salesmanship, and organizer of salesmen, has visited Portland and left an impression of his deep understanding of business principles on the mind of more than three hundred of Portland's representative business men. He made these Portland business men realize that he was master of his subject.

The life story of Hugh Chalmers shows that he has been doing things with dispatch ever since he was 14 years old. He began as office boy. He went to night school and learned book-keeping and shorthand. At 18 Chalmers was a salesman. At 20 a sales agent with an exclusive territory. At 24 he had had men under him. At 26 he was assistant sales manager. At 29 he was made vice president and general manager of the National Cash Register company, at Dayton, Ohio. This was a big job for a young man, but Chalmers had not spent his life as many young men do, he had prepared himself for just the position he was occupying. In his words, he grew with the concern. Mr. Chalmers' profound remarks at the recent banquet given in his honor, with the fact that he did not claim to be an originator, but that everything he knew he had learned from other people. This thought well imbedded in the minds of young men today, would mean much to their future.

The H. L. Keate Auto company will publish Mr. Chalmers' speech in book form and it will be mailed upon request to all those desiring a copy.

FINE RECORDS MADE BY TIRE EXHIBITORS

Records have been made of the tire equipment of cars exhibited at 64 automobile shows during the show season just ended. This is a point in which tire manufacturers are deeply interested and in which, each year, there is keen though friendly rivalry.

At the 64 shows 6537 cars were shown. The tire equipment of this great array of handsome, new models was divided among 29 makes. One company's equipment was on 234 cars or 34.6 per cent of all the cars shown.

The next nearest competitor in tire equipment of show cars had 95 1/4 sets of tires at the 64 shows, or 15 per cent of the whole. The next formidable competitor had 14.6 per cent with 87 sets.

A significant trend of this year's shows is toward the general use of non-skid types of tires. A large majority of the tires on show cars were of this type.

Keep Pans Clean.

Though most cars are equipped with under pans, in few is provision made for cleaning them, and as a rule the accumulation of oil and grease which collects in a short time is considerable and scarcely can be reassuring in view of its inflammable nature. It is well to remove pans occasionally and clean them thoroughly. When they are replaced a couple of handfuls of clean sand spread in them will do no harm and will serve to absorb a considerable amount of "drippings." Incidentally, the sand will be jarred out a little at a time and will carry with it much of the undesirable accumulation.

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