

REACH PORTLAND AFTER HARD TRIP, PELTED WITH HAIL

Party Arrives From Jacksonville, Fla., Too Late to Attend Elks' Reunion; Delay Due to Sickness of Member.

Due to the sickness of his wife at Denver, Colo., M. Hirschman, an Elk from Jacksonville, Fla., reached Portland one week late for the big Elk reunion. Mr. Hirschman, his wife, daughter and Cliff Davis, chauffeur, in a 1912 Cadillac, left Jacksonville, Fla., May 14, and after 51 days enroute over five thousand odd miles of the roughest country ever encountered, reached Portland Monday, July 15, just two days after the closing of the greatest Elks' convention ever held in the history of the famed organization. Mr. Hirschman wants it understood that it was due to no fault of his Cadillac car that caused him to be late, but on account of sickness of his wife at Denver, where 10 days were lost awaiting her recovery. In fact, the little sun-browned and wind-tanned party had hard luck all the way over the long trail. The actual running time was less than 21 days.

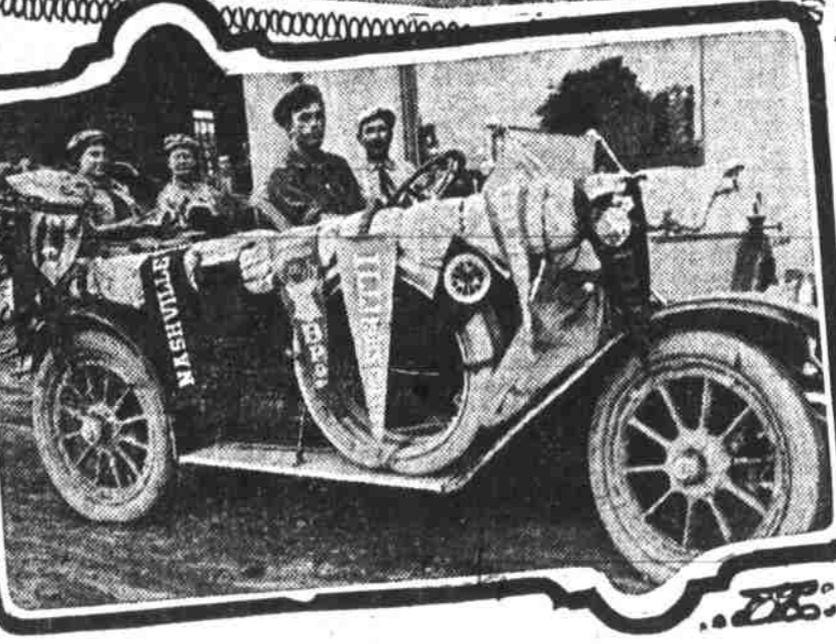
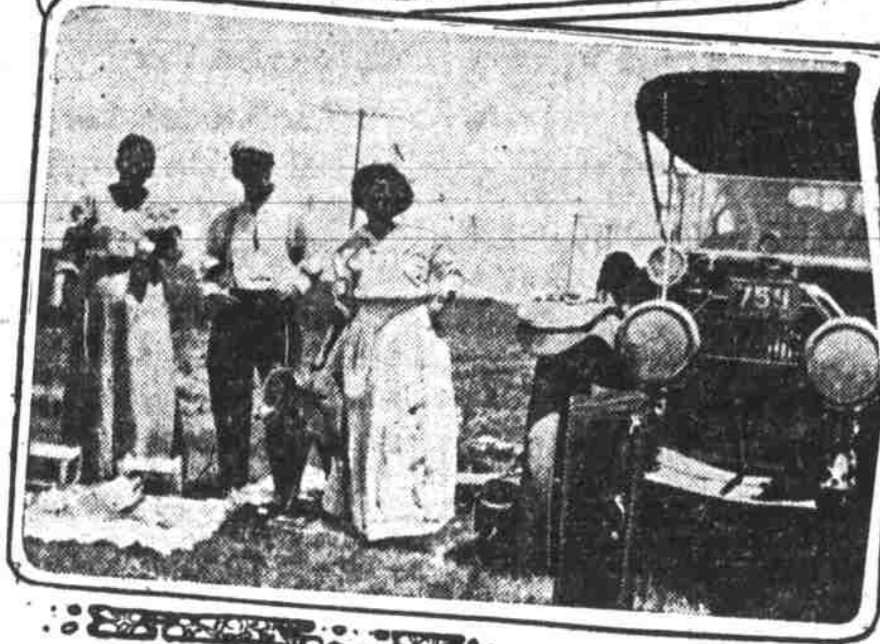
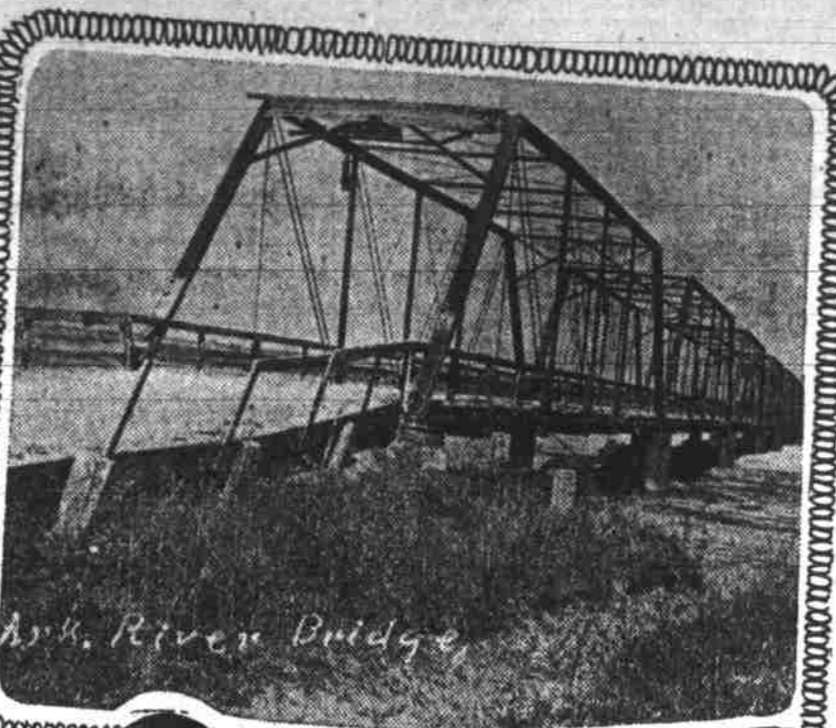
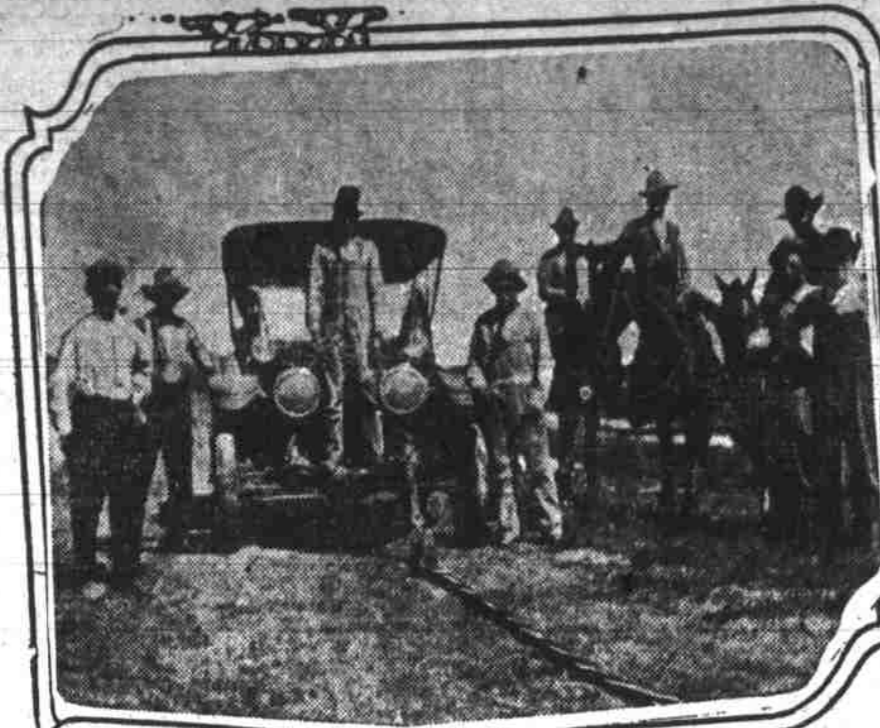
Hidden Route Followed.
After following the route used last fall by the Glidden tourists as far north as Atlanta, Ga., it was necessary for the Hirschman party to buy oxen at Atlanta 19 days in order that the roads might dry out through the northern part of Georgia, where heavy rains had fallen for more than a week. The Cadillac party followed the American Automobile association route from Atlanta, crossed Lookout mountain near Chattanooga, Tenn., where a stop of two days was made. Crossing the river at Jasper Ferry they entered the Cumberland mountains. Through this region the roads are in name only. In many places there being room only for the machine to travel and this on low gear, three or four inches would have sent the machine and its occupants tumbling far down into the gulches below. From Nashville the party headed north through Louisville to Indianapolis, where they had intended stopping for the 500 mile speedway race May 30. The big race had been finished only a few hours when the party reached the outskirts of the western automobile center. From Indianapolis they hurried on to St. Louis and Kansas City.

Ran Into Hailstorm.
After crossing Kansas they summed up the road conditions by saying that it was the wettest dry state they passed all the way out. In places the mud was axle deep for miles and miles, and in two instances when on 10 per cent grades it was necessary to pull down the hills on low gear, the mud being so sticky. The party had a very narrow escape from death near Granada, Colo., where they crossed the Arkansas river. Five miles before reaching the river the winds through a small canyon ranging from 50 to 100 feet deep. About a mile from the mouth of this canyon and without warning of any kind, hail as big as hen's eggs began to fall, according to the statement of the members of the Hirschman party. The wind blew in such force and with such suction through the ravine that it almost lifted the machine from the ground. Throwing on all power they could they made the steel bridge across the river and roped the machine to the top of the bridge while they lowered the top. Mrs. Hirschman still shows bruises made from the pelt received in the hailstorm. Each of the party is of the opinion that it was a small cyclone and the only protection they had from the fury of the storm was underneath the automobile after reaching the bridge. The storm raged for more than an hour and when it finally subsided and they continued their journey as far as Denver, Mrs. Hirschman was taken sick from the effects of the drenching. From Denver the Old Oregon trail was followed via Medicine Bow, Rawlins, Graner and into Idaho.

A picture is shown above of cowpunchers pulling the machine out of mud in Wyoming. Coming into Oregon from Boise, Idaho, the party took the road south of Caldwell and entered Oregon by Vale, Burns, Bend and north over the old military road to The Dalles, from which point they shipped the machine to Portland. After staying in Portland a week Mr. Hirschman intends following the Pacific Highway north to Tacoma, Seattle and then turn east over Snoqualmie Pass, returning east over the northern trail now being laid out by A. L. Westgard of the American Automobile association through northern Idaho, Montana, North Dakota, Minnesota, Wisconsin. From Chicago Mr. Hirschman will travel east to New York and follow the Glidden tour route along the Atlantic back to Jacksonville. He expects to reach Jacksonville by late fall after having made a complete circuit of the United States.

Autoists Risk Lives in Journey Through Mountain Passes

Travelers Have Narrow Escape From Death Crossing Arkansas River; Machine Gets Stuck in Mud; Rough Roads Encountered on Way; Small Cyclone Hits Party and Tourists Take Refuge Underneath the Car.



Top, left to right—Cowpunchers pulling Hirschman party out of mud in Wyoming; bridge near Granada, Colo., that saved life of party, bridge is over Arkansas river. Lower, left to right—Party camping on desert in Wyoming; M. Hirschman and family who left Jacksonville, Fla., May 14, to attend Elks' convention, arrived in Portland July 15, one week late, after 5400 mile trip.

MEDIUM PRICES FIRM'S SLOGAN

Michigan Auto & Buggy Co.
Sets at Rest Persistent Rumor.

W. A. Wildrick, northwest manager of the Michigan Auto and Buggy company, left Portland this morning to visit his old home in Kalamazoo, Mich. This will be Mr. Wildrick's first visit to his old home for nearly 10 years. The factory that he represents in the northwest is also located at Kalamazoo and Mr. Wildrick will make a thorough inspection of the 1913 line before returning to the coast. Regarding the rumor that the Michigan people were anticipating increasing the price of the 1913 models, Mr. Wildrick has to say:

"The Michigan cars are to continue in the medium price field. This statement is authorized by the manufacturers. It will be hailed with satisfaction by multitudes who have been unable to obtain their cars owing to the fact that the demand in many places has exceeded the supply. The remarkable class and performance of the car have given rise to speculation as to whether it would be moved into the high priced market. This is set at rest by F. B. Lay, president of the company, in a letter to the local branch recently. "With its recent big factory extensions and equipment, the Michigan is amply prepared to turn out 6000 cars, the number agreed on for the coming year," said Wildrick. "While we are putting the construction and features into the car that belong to higher priced cars, we shall continue to hold it at the medium price, which appeals to the majority of discriminating purchasers. "As manufacturers on a large scale for 20 years, the problem of factory costs is one of long experience with us. We have solved the problem of costs so many times when other manufacturers said it could not be done, that we were

loath to concede impossibilities in the automobile. "It has been our ambition from the very first to bring more and more of high priced practice into the medium priced car, as represented by the mighty Michigan. "We have added something every year. But our 1912 car has eclipsed even our own expectations. "The mighty Michigan is negotiating the worst routes of mud and sand in the country every day. It is climbing mountains. It has run blithely through every kind of road in every kind of weather. It has proved itself a thoroughbred, as armloads of letters from pleased owners would show you."

and as long as the demand keeps up we will get a chance. Most of our buyers of used cars come from the country, and we are drawing our clients from all over the state. We have sold several cars to out-of-town customers through the mail without their even seeing the car. Of course, this is unusual, but as an auto doctor wrote us from Glenwood, Wash: "I know that the White company has been in business for fifty years and that they cannot afford to misrepresent anything, so am sending you my check for the car described in your letter of June 5." This car was sold through an advertisement carried in The Journal June 1. "The car has now been running over a month and has proven to be just what we said it was, a rare bargain. Buyers living in the country seem to appreciate the fact that a high-grade used car is a much better buy than a new cheap car selling at the same price, providing it has been overhauled and guaranteed by a reputable concern. "We do this with every car taken in, and they leave our hands in as perfect a mechanical condition as expert workmen can turn them out, and a good, high-class re-painting job makes them look like new. "We expect to sell two hundred used cars in Oregon this year, and probably half of them will go to country buyers. More than 400,000 passengers were carried on the electric railroad through throughout Oregon is phenomenal. We are selling every car we can trade in.

HEAVY SALES OF USED AUTOS ARE REPORTED

The local White Agency has disposed of over forty used cars and trucks during the last thirty days. All of these cars were taken in as part payment on new White Gas cars. In discussing the second-hand phase of the automobile business, E. W. Hill, manager at the White Car Agency, said: "The demand for good used cars throughout Oregon is phenomenal. We are selling every car we can trade in.



Model K, Fully Equipped, f. o. b. Portland

\$3000

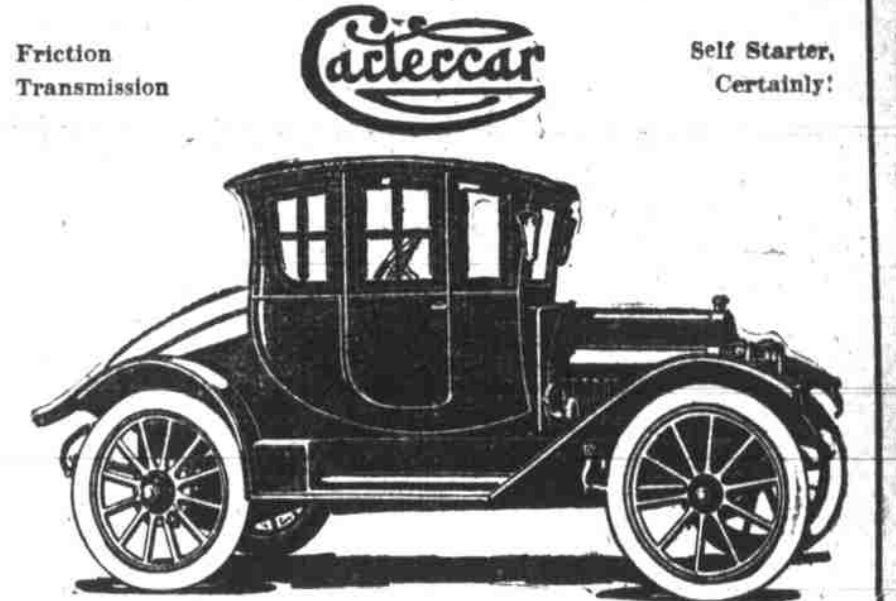
There is a delightful individuality and elegance about the new Five-Passenger Ohio Electric Brougham that stamps it at once as luxurious and beautiful. Its peculiar fitness for solid tires makes it the ideal car for town and country use and one of the most practical closed cars ever offered to the public. The long wheel base, large wheels and wonderful resilient springs make possible a degree of riding comfort unequalled by any other electric car in the world.

Call or Phone for Demonstration
MAIN 4880—HOME A-3881

Braly-DuBois Auto Company
31 North 19th Street, Near Washington, Portland, Or.

American Automobile Association is chartering from Chicago through Milwaukee, St. Paul and Minneapolis to the Pacific Northwest, has now been carried into central Montana. A. L. Westgard, the A. A. A. official representative, left New York June 11 in a "Pathfinder" car, with the expectation of being at the good roads convention at Anaconda, Montana, in a little less than a month from the time of his start. He followed the general line of the Northern Pacific railway from Minneapolis through Fargo and Bismark, North Dakota, reaching Glendive, Montana, after traversing the "bad lands" of North Dakota. Mr. Westgard wires the information bureau that Montana "looks good" to him, and that he received enthusiastic receptions at Glendive and Billings. Up to last accounts, New York air was in each one of the four tires, as there had not been even a puncture so far. After attending the good roads convention in Anaconda, Mr. Westgard will pass through Missoula and cross the Bitter Route range into western Washington at Spokane. It is not yet decided whether he will continue the trip northwest from Spokane and enter Seattle by the short route through the Snoqualmie Pass, or whether he will go down from Spokane to the Columbia river and follow what would probably be an easier route through the Dalles to Portland. If the latter is decided upon, he will go from Portland to Seattle and Tacoma by the Pacific Highway, and afterward retrace his route to Portland before starting south through Western Oregon and Northern California to Sacramento and San Francisco. B. F. Jacobs, Pacific coast representative to the Pathfinder factory, is now in Portland as the guest of E. E. Gerlinger, Pathfinder agent, and will meet Westgard at Spokane and act as pilot from that point to Portland.

Committee Continues Work.
New York, July 20.—The Republican sub-committee of the national committee resumed its conference today, preparatory to naming advisory and executive committees.



This splendid Coupe--\$1700 --protection in any weather

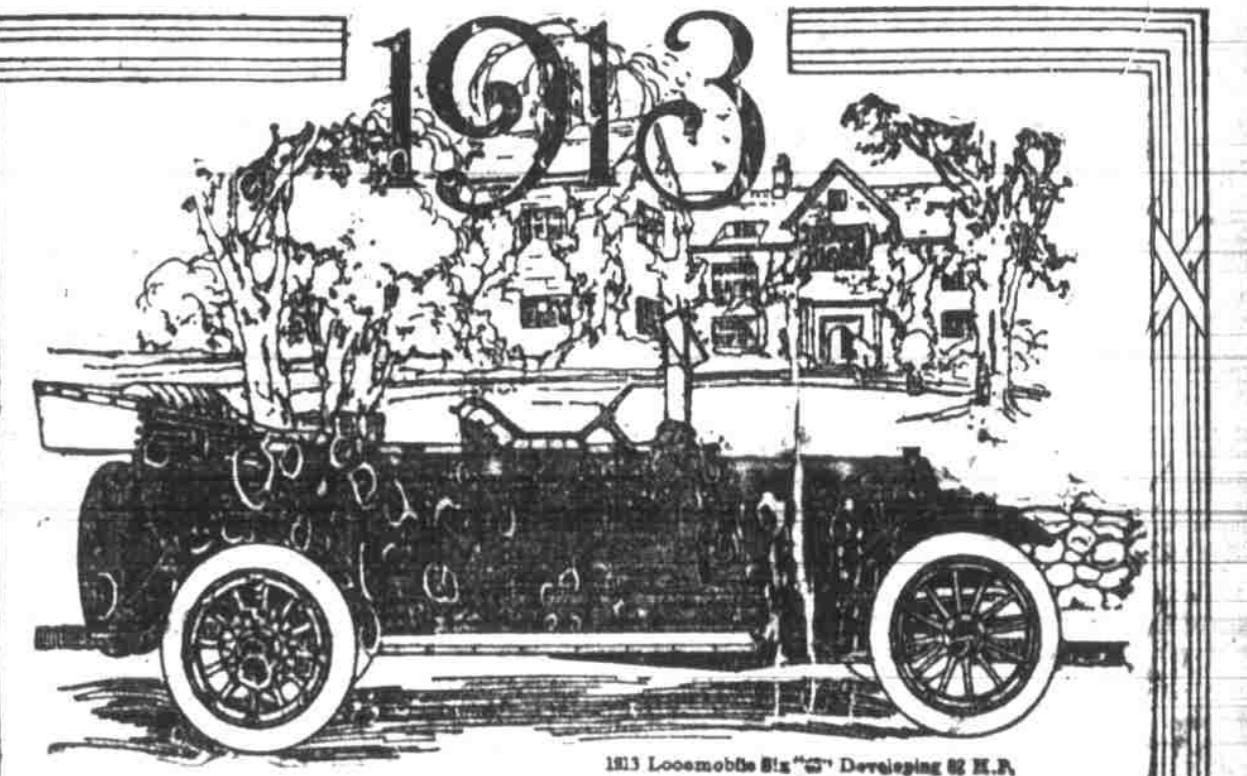
An ideal car for physicians, ladies and others who want perfect protection from all kinds of weather. With the self-starter—absolutely no exposure is necessary—the car is controlled entirely from the seat. The luxurious design makes easy riding—the friction transmission makes easy driving. It is controlled with one lever. Cartecars will go through muddy and sandy roads where other cars cannot travel. They will even climb a 50% grade easily. They are, in fact, the "all year around" motor cars. Chain-In-Oil Drive, full floating rear axle, three strong brakes, and many other features with the Friction Transmission and Self-Starter, combine to make the Cartecar ideal Five good models—touring cars, coupes, roadsters, \$1200 to \$2100. Let us send you complete information.

Cartecar Company
Pontiac, Michigan
CARTERCAR SALES COMPANY
Seventh and Couch Streets Portland, Oregon

MAKES LONG TRIP WITHOUT PUNCTURE

Pathfinder Car Reaches Montana From Starting Point in New York.

The transcontinental route which the touring information board of the



1913 Locomobile

THE Locomobile Company, having long since attained a material lead in fundamentals, has been able to devote unlimited attention to new details and new features. As a result, the 1913 models offer more luxury and more comfort than can be found elsewhere.

For 1913 the Locomobile will be built in three sizes: the long stroke Six "48," developing 82 horsepower; the Little Six, developing over 60 horsepower, and the "30" four cylinder, developing 41 horsepower.

The Six "48" will be equipped with touring, torpede, roadster, limousine, and landaulet bodies \$5,000 to \$6,100
The Little Six will include all the above with the addition of berlines \$4,300 to \$5,550
The "30" four cylinder will be in touring, torpede and roadster models \$3,600

In addition to new body designs which express unique ideas, as well as the latest features of American and European practice, these cars include every feature contributive to the comfort and convenience of the passengers or the driver. The long, sweeping straight line bodies are united to the bonnet by a well-shaped curved dash. The body surfaces are unmarred and unbroken by hinges or handles. Long wheel base, perfect spring suspension, absolute balance and ten-inch upholstery assure the maximum of comfort. Ventilated glass fronts, integral with the curved dash, dynamos supplying all lights, air compressors for inflating the tires, Disco Starter for starting the motor, all are contributory factors for convenience. The equipment includes quick detachable, demountable rims.

Demonstration by appointment
NEATE & McCARTHY, INC.
690 Washington, Corner King Phones Main 6374, A-7577



Stevens-Duryea
Service
Service is built into every Stevens-Duryea; and back of every car is our organization and co-operation in seeing that you get service out of it. Any Stevens-Duryea owner will tell you this. **GRAHAM MOTOR CAR COMPANY** Fifteenth and Washington Streets Portland, Oregon

Model AA, Six-cylinder, Five-passenger Torpede
Stevens-Duryea Company Chicopee Falls Mass
Pioneer Builders of American Sixes