

EACH YEAR AUTOISTS HEAR CALL OF OLD MOUNTAIN SENTINEL

Roads Part of Way Found in Poor Condition—Debt of Gratitude to Wemme.

By Douglas Shelor.
If you are a lover of nature, the trip from Portland to Mt. Hood holds a fascination for you that no other trip out of Portland equals. Each year the local motorist feels the call of the wild as they point the nose of the machine out towards Gresham and the great wilderness beyond. And very unfortunately indeed is it when a day such as last Sunday on which to make this annual pilgrimage. Not alone was last Sunday, June 21, the longest day in the year, but it was also one of the wettest. In the motorist's standpoint who had selected Mount Hood as his destination.

Leaving Portland early Sunday morning in a Buick 25, the writer, with a party of friends, started for the great snow capped peak. We followed the Powell Valley road through Gresham, but on reaching the fog in the road two miles beyond Gresham, instead of continuing on the road shown in the touring book through Pleasant Home and Sandy, we took the left hand road, marked Bull Run. This road crosses Bull Run station and the great reservoir that furnishes Portland with part of its water supply, is in excellent condition.

Road Only Fair.

Leaving Bull Run, you start on a long, steep climb over a plank road to the top of the ridge above the Sandy river. This road is in only fair condition. The heavy teams that have traveled it during the past winter have broken the planks in many places and left holes that cause motorists no little discomfort. From the top of the ridge, however, to Marmot, practically the entire road is planked, and good riding is enjoyed.

From Marmot to Salmon, by way of Meninger's Ranch, the road last Sunday was in very bad condition, due to the rains that had fallen in that locality during Saturday and Sunday. In fact, it rained all day, making the running on the dirt road very uncertain. For a mile each side of Meninger's Ranch the road is being graded, and was very soft in places, the trip is a pleasant one.

After crossing the Salmon river and getting on the main Mount Hood road, fathered and mostly maintained by Henry Wemme, those who have made the Mount Hood trip during the past few years will begin to appreciate that this man has done for Oregon and the northwest in using his time and money to further one of the greatest scenic roads on the Pacific coast.

Travel Will Be Facilitated.

The road from Salmon to Rhododendron is in fine condition. From Welch's crossroad to the tavern it has been widened to about 30 feet, regraded, and is now ready to receive macadam. From the tavern on up to Government Camp there is a force of men and teams at work cutting down trees and pulling out stumps and the new road up the mountain that will greatly facilitate travel.

With the exception of the rain and a slippery place here and there, the writer has never found the Mount Hood road in such excellent condition from Salmon on. The people of Portland are greatly indebted to Henry Wemme for this condition. In a few short years, when the road between Portland and Government Camp has been paved, and the present grades eliminated, those of us who have made the trip under conditions of the last few years will hold a very dear spot in our hearts for the man who in history of the good roads of Oregon will stand above all the rest, E. Henry Wemme.

Not anticipating weather conditions such as were found, we failed to include a set of chains in our equipment when we started. It is well to say right here that no party should attempt the Mount Hood trip without a set of chains, no matter what the weather conditions are when leaving Portland. It may be a beautiful day on leaving here, and when you get 30 or 40 miles out you may find it has been raining for several days. Due to the fact that we had no chains, naturally the trip was a very trying one on the stability of the machine.

Auto Bore to Occasion.

In many of the bad places along the Bull Run road it seemed almost impossible to negotiate the road without chains, but the Buick accomplished the feat wherever called upon. This used a lot of gasoline, and when Laurel Hill, little over a mile this side of Government Camp, was reached, the car gave one last gasp and the motor stopped. Upon examination, we found we had

PARTIES UNFORTUNATE WHICH SELECT BAD DAY FOR ANNUAL PILGRIMAGE



Scene taken enroute, showing section of muddy road.

NUMBER INCREASES BUT VALUES DECREASE

Report of Exports of Cars in April Compared With Last Year.

Exports of motor cars from United States during April numbered 3291 machines, valued at \$2,833,154. In April a year ago the number was 2786 cars, valued at \$2,904,224. This is a decrease of 511,070 in value and an increase of 525 in number, which is accounted for by the fact that in April, 1913, the average value per car was \$1050, while last April it was \$861, a decrease of \$189, or 18 per cent, in the average value.

The exports in April last were divided as follows: Fifty-two commercial cars, valued at \$72,676, and 3239 pleasure cars, valued at \$2,760,478. In April a year ago the number of commercial cars exported was 84, valued at \$134,777, while the number of pleasure cars shipped abroad was 2982, valued at \$2,769,447. During the 10 months period ending with April the number of trucks exported decreased from 737, valued at \$1,323,257, in 1913, to 595, valued at \$934,350, in 1914, while the pleasure cars increased from 19,359, valued at \$19,333,226, to 4,187, valued at \$2,064,480, during the same periods.

The exports of parts, not including engines and tires, increased from \$685,687 in April, 1913, to \$626,132 in April last, and from \$4,156,472 to \$5,549,471 during the 10 months' period.

RACING COLORS TO BE UNIFORM HEREAFTER

Racing colors in the next Indianapolis 500 mile race, it is announced, will be uniform, according to the nation which a car represents. German machines will thus be white; French, blue; English, green; Belgian, yellow; Italian, red; and American, red and white.

This move will do away with the freakish individual color combinations which in the past have marred speedway racing, and at the same time give bolder relief to the international aspect of the sport.

Credit for the idea is due E. C. Patterson, the wealthy Chicago sportsman, who had a Mercedes, piloted by De Palma in the last five-century, but unfortunately had to withdraw, because of excessive motor vibration, caused by a special aviation model.

only about a gallon of gas left in the tank. As Laurel Hill is given in the tour book as a 25 per cent grade, and we were on the steepest part of it at the time, we could not get gasoline to the carburetor, so turned back to Rhododendron Tavern, where we secured five gallons at a rate of 40 cents per gallon.

Returning to Portland, we came by Cherryville, Firwood and Sandy. The worst part of the road is from Salmon to Sandy. Especially is the Cherryville hill in a rutty condition. From Sandy to Pleasant Home the road is in better condition than it has been for several years.

In all, considering weather conditions, the trip was a success. And when a few days' sunshine precede the trip, it is the most delightful out of Portland, and one that no motorist can afford to miss taking some time during the season.

BRITISH COLUMBIA PARTY PASSES HERE

Trip From Vancouver, B. C., to Portland Not Nearly So Hard as Represented.

C. G. Pilling, a British Columbia government attorney, and his brother, R. W. Pilling, both of Vancouver, B. C., arrived by automobile in Portland Thursday evening and left Saturday morning for San Diego.

"We are on urgent business at certain points en route and had planned to start from home a week earlier, but concluded to wait for the first shipment of the 1915 Chalmers. We secured the first light six car deliveries in Vancouver, and left Tuesday morning. We arrived in Seattle Wednesday, spent the day there and left for Portland Thursday.

So far the condition of the roads has surprised us, as we had been led to believe they were almost impassable owing to the late rains. The car is performing beautifully. We have found the headlines of great assistance, permitting unlimited night driving, even on hazardous roads.

CAR CROSSES SIERRAS UNDER ITS OWN POWER

The first automobile to cross the Sierras through Emigrant Gap, California, this spring under its own power was driven by J. L. Jones, field agent for the White company at San Francisco, according to information just received by Mr. Hill, Portland representative of the White people.

Three of four motor cars had previously crossed the Sierras this year, but none save the White had so far succeeded in making the trip entirely under its own power. Tows, blocks and tackle and other foreign assistance had in each case to be resorted to.

The White arrived in Reno on June 7, and Jones reported a most strenuous trip, for to add to his difficulties, six inches of recently fallen snow on the summit obliterated all trails. The danger of skidding was always present, and at places a skid meant an ample notice for Jones in the obituary columns of the daily press, a pleasing fact that was ever present in his mind until the snow line was safely behind him.

Jones left Sacramento Saturday, June 6, at noon, reaching Soda Springs Station that night. His first shot at the press was brought up short by a traction engine that had broken through a bridge and entirely blocked the road. Returning to Soda Springs he made a fresh start and the snow succeeded in getting through the snow belt, although in doing so he was forced to buck drifts rising to the top of the radiator cap.

The invention of an Englishman, a clock that strikes the Angelus at the appointed hours, making the pauses for the responses, has been presented to the Pope.

TEXAS CLUB STARTS MOVE FOR TROPHY

Prize Would Be Awarded to Next American Car Winning Speedway Race.

To stimulate the interest of American manufacturers in racing and to prevent a repetition of the victory scored by Europe in the last Indianapolis 500 mile race, the San Antonio (Texas) Auto club has inaugurated a movement for the establishment of a national \$10,000 trophy, to be offered the next American car winning the event. A substantial sum has been proffered by the club itself, with the suggestion that other subscriptions be called for, through the medium of some prominent trade magazine, as Motor Age, for instance. With a little energy and perseverance, it is believed, no difficulty in raising the necessary cash will be encountered.

Use of Aluminum Increases Rapidly

Because of the development of many new uses for aluminum in the automobile industry, the consumption of that metal in the United States amounted to more than 65,000,000 pounds in 1913 as compared with 46,125,000 pounds in 1911.

The production of bauxite, the ore from which aluminum is obtained, was nearly 150,000 long tons in 1912, or an increase of 247 tons over the previous year, and yet this amount was not sufficient to supply the American demand and a large amount of the ore was imported.

EVERY DEALER NOW HAS OPPORTUNITY TO BE INSURANCE MAN

Company Enters Field With Plan to Bring Seller and Owner Closer Together.

Every motor car dealer in Portland now has an opportunity of being an insurance man as well. The Manufacturers and Dealers Motor Underwriters, Inc., 50 Maiden Lane, New York City, has entered the insurance field with fire, theft, liability, property damage and collision insurance and will place it through dealers.

This company, which was organized recently by men prominent in the motor car manufacturing trade, is a general agency corporation specializing in motor car insurance, and already branch offices have been established in Chicago, Buffalo, Rochester, Detroit, Cleveland, Indianapolis, Washington, D. C., and Nashville, Tenn. The establishment of similar branches is being rapidly pushed in a dozen other cities.

The company plans to bring the dealer, the maker and the owner closer together, and its policy is unusual in that the owner who meets with an accident far from home need not be put to any delay in having his claim settled, for he may go to the nearest dealer in the car he is driving, have the necessary repairs made and the dealer and the insurance company will attend to the matter in all its detail.

Not only that, but the technical insurance terms are made plain; they are translated into every-day English in the same folder which explains the premium so simply. Liability insurance, property damage and collision are explained; "deductible average" is about as profound an expression as is encountered, but the folder explains it by stating that \$25 deductible average provides that \$25 shall be deducted from each claim and insurance granted shall be for loss or damage in excess of that amount only.

In addition to making the work of interesting owners in insurance easy, the company will do everything in its power to assist the dealer to secure the necessary certificate of authority from his state to do business; much of the cooperative work will be done through resident managers.

is being used in tubing for automobile wiring and manifolds. Besides being used to lighten the various parts of motors, aluminum is used as a most desirable material out of which to manufacture automobile and cycle car bodies.

The city of Quebec is to have a labor temple.

ANNOUNCEMENT MADE OF INTENT TO ENTER SIX CYLINDER FIELD

Well-Known Company Which Centered Its Efforts on "Four" Gives New Plans.

Although it became known less than a year ago—in August last, to be specific—that henceforth there would be but one single model carrying the Overland nameplate, the Willys-Overland Co., Toledo, O., now has made formal announcement of its entry into the ranks of six cylinder manufacturers. To supplement the four cylinder model which up to the present time has constituted the basis of the Overland company's activities, a seven-passenger six cylinder car has been added, and what is even more surprising, the price will be \$1475.

When the Overland company last August decided to center its production on the single model, which up to which was reduced from \$985 to \$950, no flinching of the intention of the company to enter the six cylinder field was apparent. In fact, rumors current at that time were emphatically denied. At the same time, rumors to the effect that the company proposed to produce a small four cylinder model were not so emphatically denied; neither were they affirmed.

The car will have a long stroke motor rated at 45-50 horsepower, a 125 inch wheel base, 35x4 1/2 inch tires, and demountable rims, and the lines will be attractive. The hood will slope to the cow, which in turn will round into the body proper.

The equipment will include side lamps and all instruments will be pleasingly arranged on the cowboard, above which will be a rain vision, ventilating windshield. The regular model will be electrically lighted and started.

In order to produce this car in the Overland quantity way, factory additions costing half a million dollars and adding acres of floor space are being made. Production of fours will be in no way hampered by the Fred West, local manager of the J. W. Leavitt Co., Pacific Coast distributors of the Overland, stated to a representative of The Journal yesterday, that he would not have one of these new sixes in Portland, much before the middle of September.

Firestone Tires are Sold at Average Price

BECAUSE— Firestone—for years the Largest Exclusive Tire Factory in the world—has been again enlarged. Firestone output has jumped 78 per cent.

Therefore Firestone quality can be built at the production cost of ordinary tires.

Firestone Non-Skid and Smooth Tread Tires

500-Mile Race Again Proves the Greater Mileage in Firestone Tires

Barney Oldfield, on Firestone Tires, captured the American Honors in the International Sweepstakes, Indianapolis, May 30th. His average speed for the 500 miles was 78.15 miles per hour. He made only three changes, while some drivers, not using Firestones but who finished in the money, changed tires thirteen and fourteen times. Two Oldfield's Firestones went through unchanged.

This record with the winning of first place in 1911 and first and second place in 1913 by Firestones, in this world test of tires, should be a clear tire buying guide to you.

are made by Specialists. No scattered energy. No divided overhead. All working on safety, comfort and mileage for you.

Concentration counts—and the law of specialized service is for the buyer's benefit.

Firestones are sold for what—under less fortunate factory conditions—others are forced to charge for ordinary tires.

Therefore, trained motorists—looking for more quality for the same money—buy only Firestones.

Your dealer has them or will get them promptly.

Firestone Tire and Rubber Company
65-69 W. Park St., N. Portland, Or.
Home Office and Factory: Akron, Ohio—Branches and Dealers Everywhere
"America's Largest Exclusive Tire and Rim Makers"

Lee Tires Miles and Miles and Miles of Smiles



The mark of Quality, Service, Endurance, Safety, Satisfaction.

Chanslor & Lyon Co.

627 Washington Street

30 Per Cent Enhanced Value

One of our purchasers writes, like many others, after a year's use of one of our high-grade used cars:

"You have hit the nail on the head in your advertisement which expressed the fact that a used car on the Winton Company's sales floor is worth 30 per cent more than a duplicate anywhere else."

"My Winton Six has been a wonder, and from what I can gain from other purchasers of your used cars, they, too, are receiving equal service."

One hundred customers chosen at random have been listed for the purpose of giving prospective buyers an opportunity to find out what our used cars have done for others after a year or more of service, and to prove to the most exacting buyer that "the value of a used car on the sales floor of the Winton Company is enhanced 30 per cent through its high standard of used car values."

Come in today or tomorrow morning—you will be happily surprised when you see what excellent cars we are selling for little money.

The Winton Motor Car Co. Manufacturers

23d and Washington Telephone Main 4244

YOUR SHOCKED Without Temco Shock Absorbers on Your Ford—The Price Is \$15.00 Per Set

ARCHER AND WIGGINS
OAK STREET, CORNER SIXTH
AUTOMOBILE SUPPLIES SPORTING GOODS

BOSCH MAGNETOS AND PLUGS

Win 1, 2, 3 in 500-mile race at Indianapolis, May 30. 25 out of 30 cars to start used BOSCH MAGNETOS. 25 out of 30 cars to start used BOSCH PLUGS. Distributed by

Ballou & Wright

Broadway at Oak - - - Portland, Oregon

NORTHWEST AUTO CO. Factory Distributors of

Cole, Reo, Lozier Cars

BROADWAY AT COUCH STREET

Main 8887 A-4959

AUTOMOBILE AND SHOP SUPPLIES
Spark Plugs TOOLS Brake-Lining
MOTORCYCLES AND ACCESSORIES
Preer Tool and Supply Co.
74 Sixth and 511 Oak St. Phone—Main 1022, A. 1023

Diamond TIRES

Vulcanizing & Retreading R. E. BLODGETT, 22-21 North 14th, near Couch Phone Main 705.

USE ASSOCIATED CASOLINE

More Miles to the Gallon Highest Grade Motor Fuel Because It Is ALL Gasoline

REFINED BY Associated Oil Company
A. D. PARKER, Agent
Phone M. 2055, Home A-2055

Ask Your Garage for ASSOCIATED