

# AUTOMOBILE TOUR THROUGH PRODUCTIVE AND WASTE OREGON REGIONS, ABOUNDS IN SCENIC CONTRASTS

## WASCO WHEAT FIELDS AND RUGGED UPLAND IMPRESS BEHOLDER

Drive Through Wasco and Sherman Counties and Return Worth Effort.

## MT. HOOD PREDOMINATES

Majestic Peak is Dominating Note in Every Panoramic Picture of This Region That the Eye Retains.

By Joe H. Jordan

A visit to the vast wheat fields of Wasco and Sherman counties, a glimpse of barren bleak Central Oregon and a 40-mile jaunt through the wild and rough country along the south side of Mount Hood are a few of the interesting features of a trip made last week with Roy Hemphill in a Hal Twelve.

The Hal found roads of every different character—good, bad and indifferent, dusty and muddy, steep and level, on a tour which extended from The Dalles east to Wasco, south to Shaniko and west through Tygh valley and Wapinitia to Portland via Government Camp.

The wonderful treats of scenery which the trip afforded made up for the few hardships and made it quite worth while. The mighty Columbia is pounded over the rocks at Celilo, the picturesque Deschutes as it finds its way through the deep canyon of great rough bluffs, a half dozen majestic snow peaks and a close up of Mount Hood made a remarkable scenic contrast that is hard to excel.

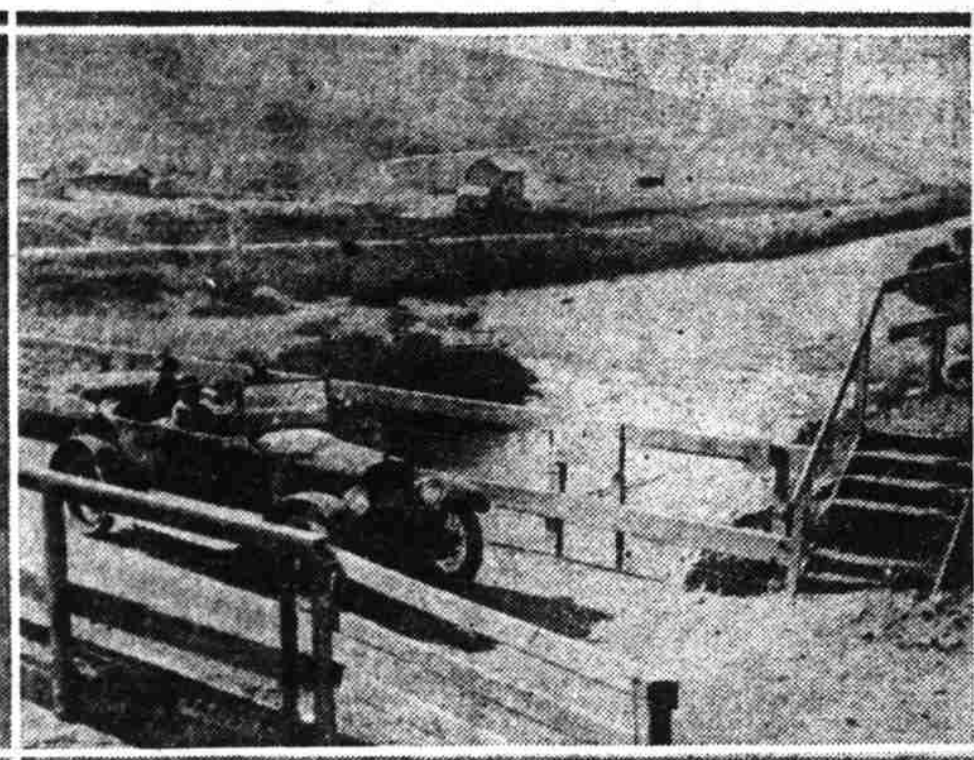
The temporary closing of the Columbia highway between Cascade Locks and Hood river made it necessary to ship the Hal by boat to The Dalles. Probably the first lap of the automobile trip between The Dalles and Wasco, was the dustiest of all. For miles the car plowed through dust that was on a level with the running board, and whenever the car stopped the occupants were treated to a dust bath, which was rather unpleasant, for clouds of the fine particles of earth followed in the wake of the car.

For almost six months the Central Oregon has been without rainfall and everything is as dry as tinder, or at least was last week.

From Wasco, a town of about 500 inhabitants on the Shaniko branch of the railroad, the main traveled road to Moro was found equally dusty.

Throughout this country, farms are located in ravines or "draws" as they are called, where water is more accessible and where the only trees in sight are found.

At Moro, a county fair was in progress and from the appearance of the hundreds of automobiles in attendance, one gets the impression that almost every farmer was a motor enthusiast.



### Through a Wheat Belt

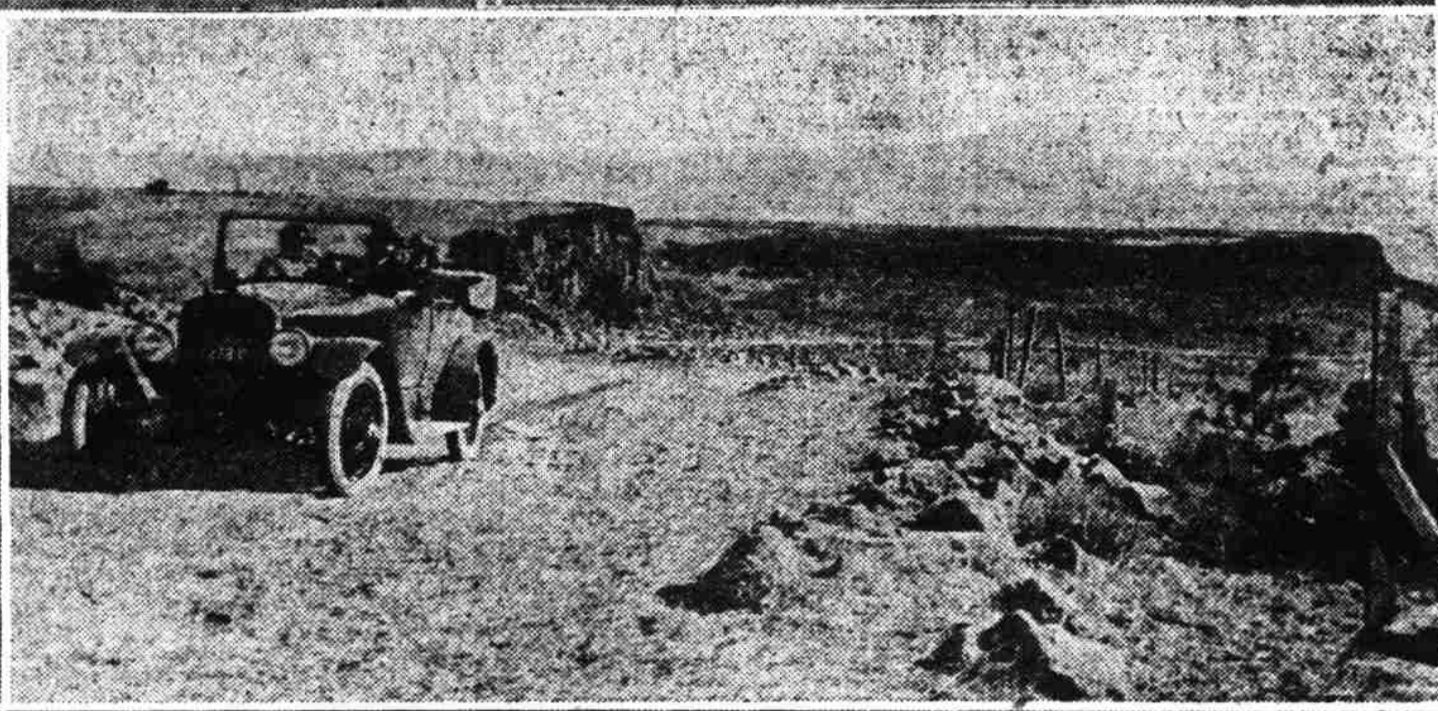
Continuing south the road leads straight through miles and miles of wheat fields, where as far as one can see is nothing but field after field. Dry farming is the method of producing grain in this section and on one side of the road will be a stubble field while the other will be in the process of cultivation for next year's crop.

In traveling through this broad expanse of immense wheat fields a town suddenly looms up, for the towns like the individual farms are also situated in draws and cannot be seen from a distance unless at a high elevation. Grass Valley—so called for the abundance of grass grown in that locality—is thus found. Kent, another small town about 19 miles south is located somewhat differently on a rolling hill.

Between Kent and Shaniko stage highways commence to be much in evidence on uncultivated stretches, and the surrounding country takes on a different appearance. The roads between these two points are in fairly good condition as they are natural and smooth enough to allow fast going.

We approached Shaniko late in the afternoon as the surrounding barren and rolling country began to take on a beautiful color effect. Shaniko, which has a population of about 500, is the present terminus of one of the first railroad extensions into Central Oregon. Large warehouses are located in most all of these little towns where the grain is stored. To one who has never before visited these towns they remind you of the towns in movie dramas of western scenes.

Out of Shaniko a new grade leads toward the Deschutes which is some 28 miles distant. From all along this road can be seen snow-capped peaks, most important of which are Mount Hood, Jefferson, Washington, Three Sisters and other peaks of lesser note.



Above, left to right—Bridge over the Deschutes at Maupin; band of sheep returning from their summer pastures on east slopes of Mt. Hood. Below—Emerging from Deschutes canyon en route from Maupin to Wapinitia.

as they cast their long pointed shadows far out over valleys and canyons. After traveling this road for some 20 miles the road begins a steep descent to the Deschutes river.

As darkness overtook us, occasionally the speeding car frightened a jack-rabbit and that timorous dweller of the country would run in front of the car for several hundred yards before stopping to take observations. After groping our way down a long winding grade we soon came upon the little town of Maupin, where the incessant roar of the Deschutes can be heard. At this point good hotel accommodations were found and the first night was spent in the sagebrush country.

Morning light disclosed great bluffs and scars in the plateau, cut by the river in its ages of travel through the rock. Crossing the bridge over the Deschutes, which at this point supports a railroad on each bank, the main part of the town of Maupin is found up on the hill.

While the Hal party drove up the center thoroughfare, it encountered the famous "Million Dollar Liberty Loan Special" driven by Han Zetz, in which J. H. Stevenson, J. L. Etheridge and Harry Cloutier, were making a strong appeal for the sale of Liberty bonds. Of the people gathered \$3000 was signed in less than five minutes.

On the way up to the top of the plateau one of the grandest sights of the trip was viewed, where the Deschutes river, reflecting the deep blue of the sky, could be seen flowing through that dry barren canyon. The contrast in colors was wonderful and the view itself was worth the whole trip. At the top on the way to Tygh valley good roads were encountered which are in excellent shape. For about nine miles this sort of road is followed before making the descent into wild Tygh valley canyon. And a beautiful little valley it is, following down the wild appearing entrance and crossing the white river. The town of Tygh Valley is an interesting type, and no doubt many tales can be told of incidents that happened.

From Tygh Valley our route led to Wapinitia, and it was necessary to retrace our tracks to the plateau again and turn to the right, following over smooth roads for about 12 miles, as the distance between the two towns is 14 miles. At Wapinitia many Indians from the Warm Springs reservation are seen as they come for supplies. Between this little town and the edge of the car saw the most interesting natural roads that pierce the intervening juniper flats.

The trip from this point along the south side of Mount Hood through wild and rough country is much the same as it was when Oregon pioneers used the old Barlow trail to reach settlements in the Willamette valley.

There are rough roads and rougher roads but the roughest road ever discovered by any automobile in its wanderings is on the 40 miles between Wapinitia and Government Camp. Entering the yellow pine forests on the east slope of Mount Hood the road is a succession of jolts and holes. The driver of any car, big or little, has to keep his eyes and ears alert for there are many short turns in among tall stately perfumed pine trees. Three times bands of sheep, which the herder told us numbered over 1500 each, blocked the narrow road and compelled us to wait until they had passed.

The transformation from dry country, where water has to be hauled over from afar in big water wagons, to the mountains, where pure spring water was to be had for the taking, was a big relief.

Descending Frog Lake hill, which is rather long and steep, a commanding view of the beautiful Salmon river meadows is obtained. Then the road leads along the side of Frog Lake, a pretty body of water about seven miles the other side of Government Camp.

Along Red Horse meadow region and in the woods where the Salmon river is crossed three times and Deer creek once, the going is a trifle tough. About 10 miles of road between the Summit House and Camas Prairie required a clever bit of handling on the part of Roy Hemphill, and the dependability of the Hal gave him a word of confidence in negotiating the bad spots.

From the Summit House to Government Camp, a distance of two miles, the road is fair. R. F. Fridesmore, the genial host of Government Camp, dined us and smiled rather innocently like when he asked about the roads. After appeasing our appetites we continued on toward Forest Grove and found the road in fairly good condition. Several miles of new planking have been laid in the vicinity of Cherryville and enable fast going. The bluff road from Sams is in excellent condition and the trip into Portland was made in record time.

The ability of the Hal Twelve to get over the hills and rough country showed what a big car can do in that country, and in almost every town through which we passed the car was the center of attraction, as it is a new car in this state.

## KISSEL EXHIBITION OF ALL-YEAR CARS IS A DISTINCT SUCCESS

Attractive Display Showing Car's Adaptability to Several Seasons Is Closed.

One of the most beautiful displays of modern automobiles of all models ever seen in Portland, attracting hundreds of people, was the Kissel All-Year show, which was held last week and ended Saturday night at the spacious show rooms of the Pacific Kissel-Kar branch on Lower Broadway.

Four touring cars were tastefully arranged, each in a setting distinctly seasonal. The result was something unusual in motor car display. As the visitor stepped into the spacious showroom he saw before him four seasons represented, winter, summer, autumn and spring. In each scene was an automobile portrayed in the variety of uses.

In the winter scene was a sedan driving through the rain, in the summer scene the same car transformed into an open touring car halted by the roadside, in the spring scene, evidences of a fisherman sounding out some of the Northwest famous trout streams were disclosed, while the autumn scene was a close by. In the fall scene, the motor car transported the enthusiast into the grouse country and the hunting season was apparently on.

Evergreen firs and leaves and branches of autumn foliage portrayed the ideas in unusually attractive decorations. That the new models in their attractive settings were appreciated was evidenced by the successful attendance during the week while the show was in progress.

Del Wright, manager of the branch, was responsible for the appearance of the show and through his influence secured natural color photographic slides of beautiful scenes in Oregon which were shown throughout the week.

Great interest was shown in the sedan which took part in the winter scene. This car stood in an imitation rainfall and water was driven under force upon the closed car for 144 hours. Upon inspection afterward by M. O. Wilkins, president of the Dealers' Motor Car association and Frank E. Watkins, president of the Oregon State Motor association, the car was found in perfect condition showing no discoloration from the continual deluge.

"The object of the All-Year show, which was started last year and immediately assumed national proportions, is to show the adaptability of every leading automobile center, is for the sole purpose of enabling the public to see to what high development there are any which do not get brought," said Mr. Wright at the close of the show.

Interesting Journey All Should Take An interesting and profitable trip that every motorist should take, but very few think of, is a trip under the car to see the condition of things there. Inspect brake connections to see if there are any which do not get attention when the car is oiled. See if they are wearing out or weakening. Sometimes one finds grease cups that have been neglected for a long time. Also inspect the universal joint to see if it is loosening up or needs grease.

Overland Dealers Visit Factory Toledo, Ohio, Oct. 20.—Several hundred Overland dealers visited the Overland plant last week to view the new small car which was announced recently to compete with Ford. Future business policies were discussed.

## AUTOMOBILE MEN ARE SHOWING PATRIOTISM BY BIG BOND BUYING

Hardly Anyone From Bosses Down to Office Boys Failed to Subscribe.

## LEE JUEN, JANITOR, ALSO

Chinese Janitor Enters His Application for Liberty Security Along With Best; Total Purchases Not All In.

Patriotism ran high around automobile row last week, and the shop boy, the photographer, the mechanic, the salesman, the bookkeeper, the "boss," the chauffeur or the shop foreman who didn't possess at least a \$50 Liberty bond was rather much of a rarity. Of course, the committee men and their lieutenants missed a few, so there will be a general rounding up of the overlooked this week, and it's more than likely that "the boys" will have placed orders for \$50,000 worth of the second Liberty loan before the drive is over.

Buying Liberty bonds was the only evidence of loyalty. E. W. Vogler, president of the Northwest Auto company, and the chairman of the automobile dealers' Liberty bond committee, trained his heaviest guns on the drive and announced, by way of page newspaper ads, that he would take Liberty bonds for any automobile or truck—new or second hand—in his place.

It seems that the wily commodore of the Columbia stole an opportune march on his compatriots. So far as is known, the Cole-Reo-Dort-Marmou-Indiana-Duplex distributor was the first automobile dealer in the West, at least, to give such substantial testimony of his faith in the Liberty loan.

Mr. Vogler not only believes that Liberty bonds are a good investment, but he thinks they're worth a bit more than the market price. Anyway, along with his offer to trade automobiles for them, he announced that he would pay a premium of 5 per cent for the bonds.

It was necessary for the automobile committee to submit a partial report of its success at the Friday noon meeting of the general Liberty loan meeting, so the figures herewith do not represent the final total.

In C. M. Menzies, manager of the Northwest Auto company, and M. O. Wilkins, president-manager of the dealers' association, Chairman Vogler had two especially hard-working lieutenants. With the cooperation of virtually every dealer and by drafting several salesmen, this trio was able to report \$48,850 worth of bonds sold.

There were several incidents of the campaign particularly worthy of note. Wilkins walked into the C. L. Boss place Friday afternoon and proceeded to awaken the interest of the Hudson-Maxwell force in reasons why they should buy Liberty bonds. At the conclusion of his talk, when the men were "signing the dotted line," Carl Olson handed Wilkins an application for a \$1000 bond.

To those who are getting their sub-

## SALES MANAGER FOR VELIE PEERLESS HERE



A. M. Stone

On account of the increase in the business of the D. C. Warren Motor Car company, Mr. Warren found it necessary to appoint a sales manager since the acquisition of the Peerless line and selected A. M. Stone, an automobile man of wide experience.

Mr. Stone recently came from Los Angeles, where he was associated with Walter M. Brown. Prior to that time he was connected with other automobile concerns in Denver and Salt Lake City. He will make his home in Portland.

Janitor Lee Juen Helps At the Northwest Auto company, where there are but 25 or 30 employees, the subscriptions totaled \$2300. Here the committee got another thrill. Included in the subscribers was Lee Juen, the Chinese janitor.

The entire payroll of the Covey Motor Car company numbers but 65 men and women. Forty of them bought bonds. The Covey establishment produced \$3500. There are five women in the employ of the Covey Motor Car company, and the entire quintet purchased bonds.

The following organizations are on the "honor roll," contributing more than \$1000: Braly Auto company, \$5250; Covey Motor Car company, \$3500; Manley Auto company, \$3000; Overland-Pacific, \$2500; Ford Motor company, \$2500; Northwest Auto company, \$2300; C. L. Boss Automobile company, \$2100; Motor Sales corporation (Oakland), \$1800; Roberts Motor Car company,

## Familiar Adage of Necessity Mothering Invention Applies

Bend, Or., Oct. 20.—A stick of gum, mastication and imagination combined to bring home the service car of the Bend. Walter M. Wright, Peerless company, which a blow-out stranded in the wilds. George Young and P. W. Johnstone were out looking over property near the city limits when a nail in the tire made its presence known. The inner tube refused to hold air and the repair kit failed to disclose any rubber patches. Both men were in a quandary until it was suggested by one that chewing gum be tried as an experimental remedy. Johnstone produced a stick and after working it to the proper consistency applied it to the leaky tube. The pump was brought into action and the pair rode back to town. When they examined the tire the gum was still in place.

## 1,400,000 Own Cars Costing Under \$500

It has been estimated by government experts that there are now in this country 1,400,000 owners of passenger automobiles that cost at the time of original purchase \$500 or less each; 760,000 owners who paid between \$500 and \$1000 for their cars; 1219,000 in the \$1000 and \$2000 class; and 231,000 having cars of which the list price was between \$2000 and \$3000.

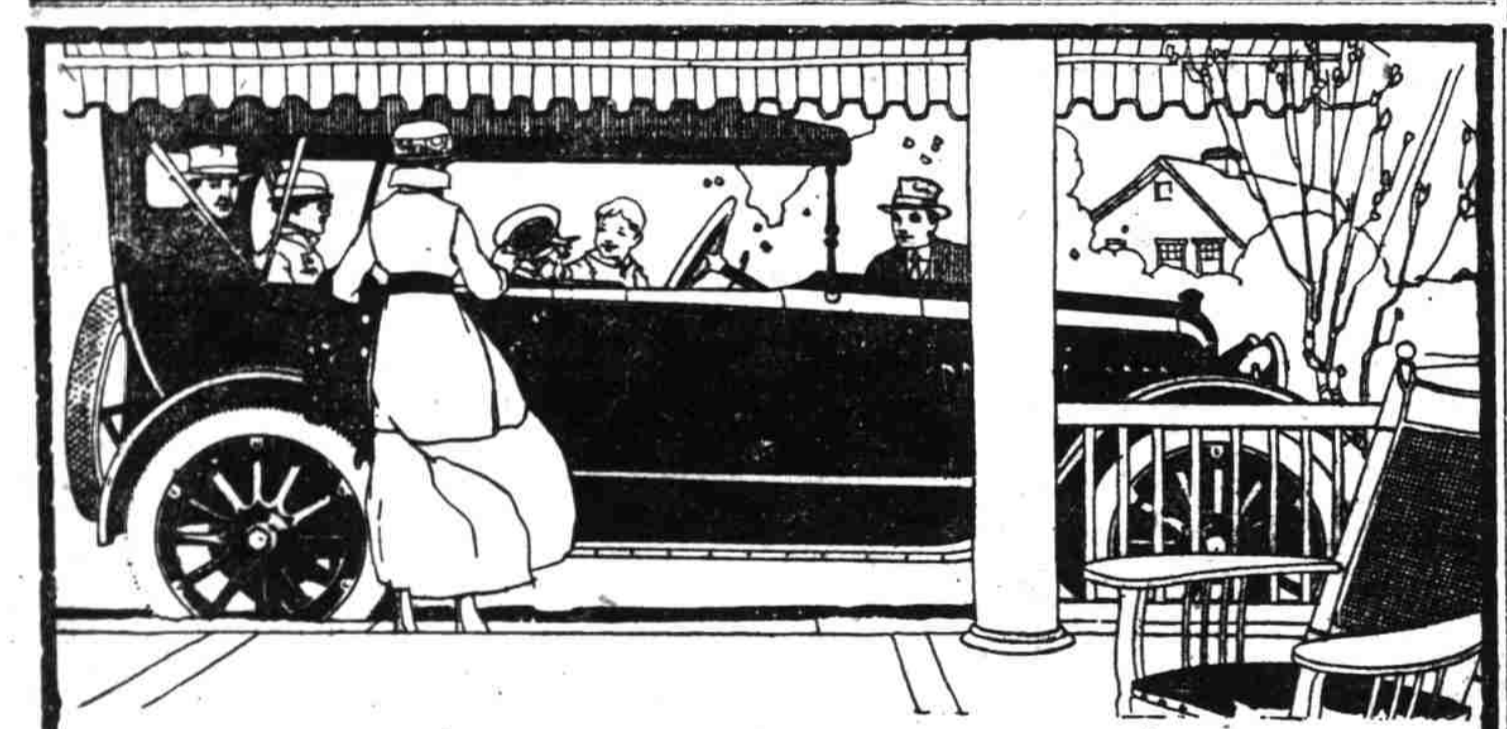
There are also in use, of course, many thousands of cars that cost originally more than \$3000. These figures measure the cumulative quantitative demand for passenger automobiles during the last several years, one for approximately every twenty-seventh person.

\$1550; Howard Auto company, \$1400; Wentworth & Irwin (G. M. C. trucks), \$1000.

List Up to Friday

Following is the complete list of subscriptions up to Friday noon:

C. L. Boss Auto Co.	\$2,100
Braly Auto Co.	\$1,800
Cook & Gill	\$800
Covey Motor Car Co.	\$3,500
Ford Motor Co.	\$2,500
Hawthorne Trade School	\$300
Hemphill Trade School	\$300
H. E. Johnson	\$1,400
Manley Auto Co.	\$3,000
Maxwell Motor Sales Corp.	\$400
Mitchell & Wallingford	\$150
Motor Sales Corp.	\$1,800
Northwest Auto Co.	\$2,300
Oldsmobile Co. of Oregon	\$400
Overland-Pacific	\$2,500
Oregon Motor Car Co.	\$50
Palace Garage	\$50
Pacific Kissel-Kar branch	\$450
Reger & Fields	\$80
Roberts Motor Car Co.	\$1,500
Rushlight & Penney	\$100
A. C. Stevens	\$250
Talbot & Casey	\$400
James Van Matre	\$200
Warren Motor Car Co.	\$2,500
White Co.	\$150
Wentworth & Irwin	\$1,600
Western Motor Sales Co.	\$200
Total	\$48,850



## The Most Economical Car GRANT SIX \$875 f. o. b. Cleveland

YOU could not pick a more opportune time to buy your GRANT Six than right now, at the present price. Every day brings added evidence that cars will be scarcer and higher priced before long. It is probable that the needs of the government will greatly reduce the amount of material obtainable by motor car manufacturers and therefore the number of cars to be had, and that the railroads will be able to transport very few cars even if they are made.

In buying your GRANT Six now you are not depriving the government of material that it needs and you are making sure of a car for yourself.

Notwithstanding the fact that the GRANT Six is the lowest priced six in the country, it contains more high grade features of construction and equipment than any other car under \$1100.

You get an overhead-valve engine which develops 35 h.p. at 2400 R.P.M., a full floating rear axle, real cantilever rear springs, equalized brakes, double bulb headlights, demountable

ble rims, vacuum gasoline feed, highest grade upholstery, fine finish, splendid electrical equipment.

No other popular priced car follows so closely the standards of equipment and construction of higher priced cars.

GRANT Six economy means 20 miles to a gallon of gasoline, and 900 miles to a gallon of oil.

We believe that you get more for your money in the GRANT Six than you can get in any other car made.

But we repeat—if you want to make sure of a GRANT Six you'd better buy it now.

MANLEY AUTO CO. Eleventh and Oak at Burnside St., Portland GRANT MOTOR CAR CORPORATION CLEVELAND



## What's the Difference?

The only difference that shows on the outside is the trade-mark, but that's enough for any wise car-owner.

He knows that it stands for a big difference inside, that it is the mark of Willard Threaded Rubber Insulation, the latest and the greatest improvement in battery construction.

And this means a Still Better Willard Battery, more durable insulation, a more economical battery to own, and unit for unit of electricity, more for his money.

Come in and let us explain more fully the difference between Threaded Rubber Insulation and other kinds. It will pay you.

AUTO ELECTRIC EQUIPMENT CO. Sixth and Burnside Streets Broadway 1073

