

PAST FEATS IN TRANSPORTING MAIL RECALLED

C. L. Boss Tells of Service Rendered by Motor Cars in Last Rail Strike.

Present day troubles with the transportation of mail by the railroads, due to the strike, recalls to the mind of C. L. Boss, head of the C. L. Boss Automobile company, distributors of the Hudson-Essex line, the aid the Essex gave the government in carrying transcontinental mail two years ago.

Four Essex cars were impressed into mail service to carry mail from San Francisco to New York, he said. These cars made the trips regularly and established transcontinental records that have not been beaten as yet. From information received at his office, Boss said the cars are still being used.

"Two years ago this month two Essex stock cars carrying United States mail started out at midnight, one from New York and the other from San Francisco on their way across the continent," he said. "They passed each other near Council Bluffs, Iowa, and four days, 14 hours and 43 minutes after it left San Francisco the east-bound car deposited its mail in the New York postoffice."

"This was a new transcontinental record made. And this record still stands."

"Four Essex cars in all made this transcontinental trip in August, 1920, in an average time of four days, 21 hours and 32 minutes, a mark which likewise has never been equalled by any other car."

"Attention was turned to these transcontinental performers the other day by Essex motors, when the question was raised as to whether or not automobiles could be pressed into use as fast transportation vehicles in case the nationwide railroad strike should ever become a complete tie-up of railroad transportation."

"The run these Essex cars made carrying mail brings out forcibly the possibilities of passenger automobiles as fast transportation vehicles. Because of the performances of these cars and the lessons learned by the automobile industry during this trip, several improvements in motor car design have been possible. The performances were a striking illustration of the durability of today's automobiles, especially so in view of the announcement that all four of these Essex cars are still in daily service. They have been run an aggregate distance of more than 200,000 miles."

"Automobile merchants agree that any car withstanding a more severe test in undergoing such a feat than the ordinary car receives during an entire life of hard usage."

"Transcontinental No. 1 was the car which made the fastest time, No. 2, running west, was second in four days, 19 hours and 17 minutes. No. 3, running east, made the 3347 miles in four days, 21 hours and 56 minutes, and the fourth, starting from New York, reeled off her trip in five days, six hours and 13 minutes. The last two cars each started after the first two had finished and their slower time was

MAKES SPEED ACROSS COUNTRY



Holder of record for fast time across continent carrying United States mail. This Essex, though having run more than 50,000 miles, is still in service and recently performed at the Galveston racing beach.

due to heavy rains they encountered, particularly in the Rocky mountain regions. The average time for the cars was four days, 21 hours and 32 minutes. The first car had to make more than 30 miles an hour, including stops, to finish as it did. Only four cars were used for the test.

"No. 1, the fastest car, which has been driven more than 50,000 miles, was in Galveston, Texas, not long ago, and Charles Newding, dealer there, had an opportunity to drive it on Galveston's famous racing beach. He reports that it worked splendidly at all speeds, even up to 65 miles an hour. "No. 2 has gone more than 50,000 miles and has not yet even been overhauled. No. 3 has been driven more than 65,000 miles and its motor parts were scarcely touched until last spring. The fourth car, owned by E. H. Carpenter of the Hudson Motor Car company, has traveled about 25,000 miles."

Public Demanding Low Priced Cars; Analysis Is Made

That the American public will buy a completely equipped, low priced automobile is evidenced by an analysis of the sales of the Willys-Overland company during the month of June as announced by officials of the company. J. J. Miller, salesmanager of the Willys-Overland Pacific company, local distributors, said.

"Fifty per cent of the June sales of Overlands were to former owners of Overlands, owners of Fords and owners of Chevrolet cars, and 13 per cent were to owners of cars in the \$300 to \$1250 class," he said. "That the proven economy of operation of the Overland Four appeals to the new car buyer is further evidenced by the fact that 37 per cent of the sales for the month of June were to persons who never owned an automobile before."

BRIDGES BEING REPAIRED
Eugene, Aug. 12.—A county crew has been sent to the north fork of the Siuslaw to build the new Carlson cut-off bridge. Other bridges in Western Lane will be repaired before the men are withdrawn from that section.

AUTOMOTIVE MEN TO HAVE PICNIC

Gala Event Is Scheduled for August 17; All Work to Be Stopped.

Automotive repair activities in Portland will be seriously crippled on Thursday, August 17, for this is the date of the eighth annual picnic-frolic of the Portland Automotive Trades association. The picnic will be held at Columbia Beach.

The committee in charge of the festivities are planning to make this not only an association affair, but a jollification in which all members of the industry will participate. Nothing is planned to particularly interfere with the "Keep 'Em Rolling" campaign, but Mr. Car-O-Ner is asked to remember the day—next Thursday—and be prepared for a turn down if he expects his favorite shop to turn out work on that day.

Beginning with the annual East Side versus West Side baseball game early in the morning, the day will be crisscrossed full of competitions. There will be a number of car contests, featured by such things as slow and reverse gear dashes; numerous field events, aquatic sports and a big dance in the evening. Several thousand tickets have been secured for use by the kiddies at the various concessions.

This year a tire changing contest will be introduced in an effort to establish a new record. The Hudson Products company, 155 Grand avenue, has offered one of its tire changers as first prize in this contest.

The special committee in charge of the picnic consists of C. V. Conant, August Benz Jr. and John Weber. The program committee consists of T. R. Conway, Guy Spencer, Lee West, G. G. Gerber and Will Lester. The reception committee is comprised of L. L. Blumenthal, A. E. Foss, R. D. O'Brien, Lee West and H. B. Black. The dance

committee, E. R. Wiggins and F. H. Hildebrand.

The trade has responded very liberally with prizes for various competitions and scores of awards will be made, ranging from pocket flashlights to automobile tires.

THRILLS TO BE HAD IN MOTORCYCLE CLIMB

(Continued From Page One)

lines. All in all, the contest promises to be a grim battle for supremacy. This is borne out by the fact that this year the Excelsior won the Capitran hill climb in California and broke the run of victories bagged by the Harley outfit. The Journal event is open only to Oregon riders and machines, but the various local camps are in keen competition.

The major trophies for the event are The Journal cup to the dealer selling the machine that wins the 6-inch stock event and The Journal personal trophy to the rider of the winning machine. The big dealer's cup is awarded to the winner of each year's event until such time as it has been won three times in succession. Then it becomes the permanent property of the winner. The riders personal trophy becomes the winner's property upon award.

Outside of "stunting" in an airplane, hill climbing on a motorcycle is undoubtedly the most thrilling of all sports to the spectator and participants both. A hill to be used for motorcycle climbing must be steep enough that no other form of vehicle can negotiate the grade.

The hill chosen for this event is the same as that used in the first hill climb. It has an average grade of 60 degrees, rising in spots to almost 75 degrees. A space of lesser elevation is used for the start before the machines hit the actual grade.

It is a common thing for the riders to make half of the hill then to turn over backwards. Agility in clearing the machine is a prerequisite in such riding and that, too, is appreciated by the spectators. None but riders who have shown their ability will be allowed to take the risks of being injured in the climb, so officials of the motorcycle club, who have complete charge of the event, announce.

The site of the hill climb affords excellent vantage spots for the spectators. The events can be seen from the west side of Council Crest park; from the Fairmount boulevard, where the top of the hill is located, and from the base of the hill. The route to the hill will be marked with posters by members of the motorcycle club.

Inspect Ignition System Before You Make Long Jaunts

Before you get too far into the job of looking up maps, picking out hotels, and deciding which points of interest to visit, it might be well to take a few minutes to look over the electrical system of your car, and assure yourself that everything is ship-shape, and ready to do its part toward making your tour a success, says Bowman of the local Willard service station.

Loose connections may mean that the battery does not receive the proper supply of current from the generator, or that it is not able to deliver it properly when wanted. Nuts and screws that hold the connections in place should be clean and should be screwed tight, so that there is no possibility of their working loose either through jarring of the car on the road, or the swaying of the wires themselves.

Begin with the battery and follow each one of the cables through the switches, assuring yourself of every connection as you go along. If this job is done thoroughly you will have no reason to worry about loose connections.

NEW LOWER PRICES!

—Now you can buy a genuine Seiberling Cord—with the tread that cannot separate at prices charged for ordinary tires.

32x4
\$28.40
SEIBERLING
CORD
TIRES
30x3½
\$12.50

PEERLESS TIRE and RUBBER CO.
13th at Stark & Burnside

INLAND EMPIRE ROADS REPORTED TO BE IMPROVED

General Road Work Progressing; Rain Hardens Dirt Roads; Routes Given.

Walla Walla, Wash., Aug. 12.—Roads throughout Southeastern Washington were generally improved by the rain which fell in this section last week. The dirt stretches, which were beginning to get cut up by the wheat hauling, were settled and hardened by the precipitation, and during the last week were in better condition than they had been for some time. Road work throughout Eastern Washington is improving many of the highways.

The road report in detail for this section follows:

Walla Walla to Spokane via Central Ferry—Main road to Dixie, good.

Dixie to Walsburg—Closed; detour begins 3½ miles north of Dixie; signs. Walsburg to Colfax via Central ferry, good macadam. Colfax to Spokane, macadam. All roads good with exception of small distance of gravel.

Walla Walla to Spokane via Lyons Ferry—Good to Prescott. Fair dirt road from Prescott to ferry. Ferry to Walsburg, fair dirt road. Walsburg to Cheney via Ritzville, all good macadam. Cheney to Spokane paved. All roads out of Ritzville, good.

Walla Walla to Lewiston—Paved from Walla Walla to Dixie. Detour 3½ miles out of Dixie to Walsburg and old road, Dodge to Pomeroy, closed. Go several miles north of Dodge and take first road to right; signs. Pomeroy to Lewiston, new state highway, good. Road to Boise via Whitebird somewhat rough but open.

Walla Walla to Seattle—Good macadam all the way to Yakima either via Hoover ferry or Toll bridge and Pasco. Proceed from Pasco to Timmerman's ferry at Richland to make the crossing of the Columbia river, if

FELLOWS ALONG THE ROW

C. H. Rose of the Lehnher-Ross, Inc., Coast Tire distributors, left Portland last week for an extended trip throughout the state and Southern Washington, to close up some valuable territory for the Coast line.

Fred W. Normand of Pathe, and his wife, left Saturday for a motor trip to San Francisco in his new Durant Six to be gone until about September 1. He will return over the Roosevelt highway north as far as Roseburg, continuing to Portland over the Pacific highway. Mr. Normand who is district manager for Pathe, will stop at several cities on the way down while he will visit Eureka, Crescent City and Marshfield coming up.

George K. Cassidy, the tire merchant who handles the Mohawk and India tires, returned last week from a three weeks' tour of Oregon, visiting several good fishing streams throughout the state. He caught a good many fish also. He started his trip with his wife and four children and first stopped at Astoria, Seaside and Cannon beaches, continuing to Tillamook, where he fished the Wilson and Jordan rivers. He returned to Portland so enthused over the first part of the trip that he decided he would make it longer and immediately started for the McKenzie river and fished it from Blue river to Belknap Springs. He showed a great meat fish. George took his newly purchased Winton on the trip and was very much impressed with the riding quality of the big car.

Godfrey Seaburg, shop foreman for

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Walla Walla to Seattle—Good macadam all the way to Yakima either via Hoover ferry or Toll bridge and Pasco. Proceed from Pasco to Timmerman's ferry at Richland to make the crossing of the Columbia river, if

the route via Pasco is chosen. Detour around construction work at Granger to Toppenish. Toppenish to Yakima, paved. Yakima to Ellensburg, fair. Ellensburg to Cle Elum, good. Through the Snoqualmie pass, good. Pass to Seattle, mostly good.

Lewiston to Points South and East—Lewiston to Grangeville via Culeasac

THE ROW

the Covey Motor Car company, showed one Portland motorist that Covey's service does satisfy. While on a trip over McKenzie pass Sunday, Seaburg ran onto a motorist who was driving in the same direction who seemed to have motor trouble. Seaburg stopped and offered his service. The driver of the car did not know what was wrong, whether it was a broken axle or differential. A moment's examination enabled Godfrey to find out that the axle was broken. Godfrey went back to his own car, from which he produced an extra axle which he always carries for an emergency. After a little time the car was ready to continue the trip. The motorist asked what his charges were and Godfrey pointed to a sign which read, "Covey's Service Satisfies," and said there was no charge.

F. J. McKay, who for some time has been connected with the Rubber Products company, is now with the Kelly-Springfield Tire & Rubber company's wholesale branch.

W. H. Booth, Pacific coast manager of the Hudson and Essex Motors, accompanied by C. Lewis Hudson, an Essex service manager, and M. E. Scribner, coast representative, were visitors with C. L. Boss of the C. L. Boss Automobile company, last week, having driven up from Oakland in an Essex Cab. Scribner and Lewis commented on some of the highway which they traveled, but said that a side trip from Roseburg to Marshfield was not so good. They will leave some time this week. Scribner going north and Booth and Lewis will return south.

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Lewiston to Points South and East—Lewiston to Grangeville via Culeasac

good; partly paved. All roads out of Culeasac good to Astoria and Anasota. Good to Moscow and Genesee, partly paved. Good to Colfax.

Spokane to Points East and North—Good in general over the Yellowstone trail, although it is somewhat rough over the mountains at Wallace and again at Belgrade and Bozeman, Mont. Spokane to Marcus good. Spokane to Ellensburg, good. Cle Elum to Wenatchee via Elwell pass, fair.

McCallum Is Now With A. C. Stevens

Well known in automotive circles of Portland W. J. McCallum recently joined the staff of A. C. Stevens in the capacity of sales manager. McCallum's arrival was almost simultaneous with the arrival of the new Earl car and Stevens believes the combination to be a good omen and one that is hard to beat. McCallum was formerly with Fred Vogler as general manager of the Northwest Auto company. He served with that firm for three years.

PUT GEARS IN NEUTRAL

As a safety measure put the gears in neutral when you stop. If you do the car won't suddenly jump ahead if you take your foot off the clutch.

JACK FROST SERVICE

means Better Lubrication

Fashion Garage
188 Tenth St.

Price Reduction Is in the Air

Everybody is interested in the new prices—\$2000 reduction from war prices of a Hudson chassis, with an enclosed body, built by Bidle & Smart of Amesbury, Mass.

THE MOST BEAUTIFUL HUDSON

The New Sedan
Delivered Here \$2675



The De Luxe Car of the Year

It excels even those beautiful Hudsons which were counted matchless values at above \$4000—the Limousines, Town Cars and Landaulets, famed for their distinction.

No other Hudson so completely sums the body-builders art. It blends richness and luxury with a simplicity that is the hallmark of Hudson in-closed car charm. And the promise of its beauty is borne out in the unusual personal comfort and serviceability this model affords.

The lustrous, lasting finish reveals the unhurried and painstaking-care given every detail by master workmen, who have always specialized on the finest, costliest cars.

Of course, it has the new Hudson motor, which won such instantaneous admiration everywhere. It is the top step of seven years' development of the patented Super-Six principle. It is equally a revelation to Hudson owners.

C. L. Boss Automobile Co.
615-617 WASHINGTON ST. PORTLAND, OREGON

The ease with which it is controlled makes the DURANT a safer car for women

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