FIRST CAR CROSSING M'KENZIE PASS IS IN

W. H. Barnes, of San Francisco, Drives Oakland "37" Roadster Over Route.

AUTO STICKS IN SNOWBANK

Driver and Wife Spend More Than Four Hours Digging Machine Out and Urging It Through Drift at 8000-Foot Altitude.

The first car to pass over the famous McKenzie Pass between Bend and Eugene arrived in Portland last week carrying Mr. and Mrs. W. H. Barnes, of San Francisco. Mr. Barnes is Western manager of the General Motors Truck Company, of Pontiac, Mich. He drives an Oakland "37" roadster, painted a quiet yellow and bearing "G. M. C." monograms done in gold.

When he called at The Oregonian office to receive information on the roads leading to Seattle, Mr. Barnes told a thrilling tale of his sensational trip through the "Three Sisters" Pass in the McKenzie country, where they were stuck in a snow bank for more than four hours.

"To stand on the summit of McKenzie Pass and comprehend that Bend is 40 miles to the east and the nearest farmhouse is 40 miles to the west, is enough to frighten most any person," said Mr. Barnes. "It made me feel almost as if something was going to blow up. On every side were masses of lava, the wind was blowing and the cedar trees made an awful howl.

Snow Bank Is Stubborn.

"All of a sudden we ran amuck of a snow drift. It was less than 100 feet wide, but it was stubborn enough to hold us there for four hours. There we were, 8000 feet in the air, 40 miles from 'eats' and with only a hatchet and a stew kettle for tools. With the valuable aid of Mrs. Barnes, I managed to jack the car up and then run it over an improvised road of cedar boughts, lava rocks and woolen blankets. In this way it was possible to make headway of a car's length at one time. Once we slipped and were smothered with snow again. But we finally got out and reached a ranch house after 35 miles of low-gear work.

"But I wouldn't have missed that trip for anything. That canyon in the McKenzie Pass is the grandest thing I have ever seen, and the road from Bend to Eugene the most inspiring one I have ever followed.

"C. R. Seitz, supervisor of the Cascade National Forest, announced while I was in the canyon that he was about to commence some extensive work on the McKenzie road, and promised that the McKenzie Pass would be in fine shape within four weeks. The Government recently appropriated $70,000 to rebuild the road from McKenzie Bridge to the summit.

Return to Be Made in Fall.

Mr. Barnes passed through Portland en route from San Francisco to Seattle, where he will maintain his district headquarters until October 1, when he will drive back to his main office at San Francisco. While in Portland he was the guest of C. G. Irwin, of the Columbia Carriage & Auto Works, the distributors of the G. M. C. truck for this territory. Mr. and Mrs. Barnes left San Francisco June 3, arrived in Portland last night and left for Seattle over the Pacific Highway Wednesday afternoon. From San Francisco to Portland they maintained a daily driving average of 167 miles.

"The Pacific Highway from San Francisco to Sacramento is paved," said Mr. Barnes. "From the capital to Marysville more than one-half of the distance also is paved, and the balance is in good condition. From Marysville to Chico the road is poor, although passable. The road from Chico to Red Bluff is in good condition, and it will be paved in about four weeks. From Red Bluff to Redding and thence to Kennet we found a good and beautiful mountain road.

Willamette Valley Impresses.

"The road from that point to Dunsmuir is in bad shape, and I would advise anyone to ship his car for that leg of the trip, as I don't think it will be in good shape for some time. From Dunsmuir to Weed we found a splendid road, and on to Klamath Falls the going was fairly good. A fine dirt road that runs through the timber connects Klamath Falls with Crescent. The road from the latter place to Bend was quite sandy and contained a great many rut holes.

"I was certainly pleased with the trip from Eugene to Portland. There is nowhere on earth quite like the Willamette Valley, and the roads were fine. Everywhere I go I shall sing the praises of your beautiful country and of your Rose Festival, which I was fortunate enough to witness today."

ALL CHEVROLETS SOLD

BEGINNING OF MANUFACTURE OF 1916 MODELS ANNOUNCED.

Sensation in Auto World Is Predicted for Features of New Low-Price Car.

The Chevrolet Motor Company announces now that it has disposed of all of its 1915 models and is getting out its new 1916 line, which, it predicts, will create a sensation in the automobile world.

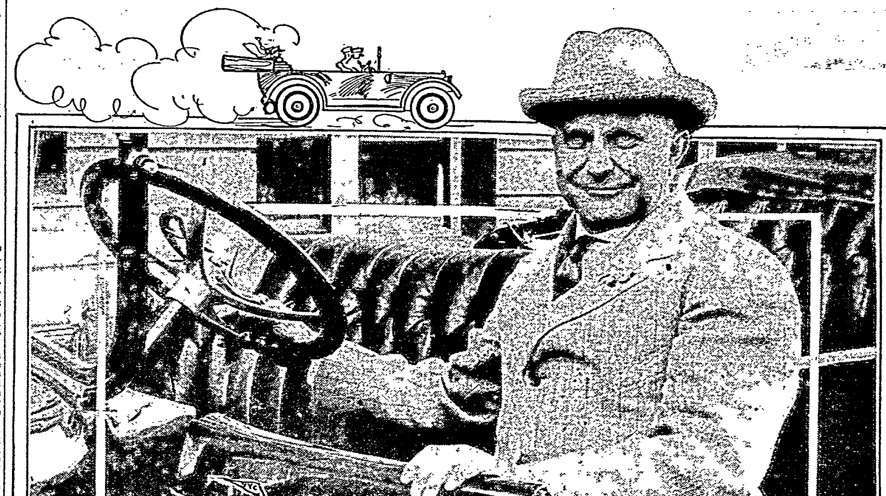
This is the same little car that made such a big hit in racing circles last year, when it made a fine showing against the big fellows, finishing fourth in the Los Angeles-Phoenix road race, and also making the non-stop record of 287 miles during the Grand Prix race in San Francisco.

The Chevrolet Motor Company, with factories in Flint, Mich.; Tarrytown, N. Y., and New York City, is the direct result of the work of one man, a man whose name is linked with the automobile manufacturing industry—W. C. Durant, the man behind the gun in forming the $60,000,000 General Motors Company, and who, after placing this enormous corporation on a sound foundation, returned from this concern and turned his attention, brains and energies to the building of the Chevrolet.

As F. W. Vogler, head of the Portland branch of this company, puts it: "The price on our 1916 cars is the biggest price cut ever made on a light car and it is going to be a big surprise party to the automobile-buying public, who will see a better and finer looking car in every way than the old car, which we have been led to believe was some car at that."

The Palmyra palm is one of 16 varieties growing in Ceylon from which sugar may be extracted. It is rare about Colombo and in the up-country, but is the principal palm grown in the northern part of the island, especially in the neighborhood of Jaffa.

Prominent Portlanders Who Motor



NOT long after the late E. Henry Wemme created a sensation in Portland a decade ago by introducing the first automobile to this community, W. J. Clemens trotted out his first machine, a two cylinder Columbia car, if you please. Since that time Mr. Clemens has owned 13 other cars but he cannot recall offhand the names of all of his cars. He does know that three were Columbias, three Buicks and one each of the following variety, Mitchell, Studebaker, Stoddard-Dayton and Stevens-Duryea. His present car is a 1914 Chandler.

In civic work and in touring Mr. Clemens is also a pioneer. Perhaps he is best known to the public as the man who headed the Portland Automobile Club for four successful years and as commodore of the Yacht Club. While a prime mover in these organizations he was instrumental in securing the erection of clubhouses. He organized committees of the auto club to raise $20,000 to improve the Rex-Tigard road and to raise $6300 to improve the Mount Hood road. He also was active in advocating the erection of signboards along the roads of Oregon and is now, as chairman of the touring committee of the Portland Automobile Club, receiving and compiling road data from recognized authorities in various parts of the state.

For several years the public has looked to Mr. Clemens for information on road conditions and many a time he is called from the breakfast or dinner table to answer to telephone queries about the status of this and that road.

Mr. Clemens was the first to motor to Tillamook, where he now passes his vacations, and he is said to have made the first trip over the predecessor of the Columbia Highway to Astoria at a time when he had to hunt around to find his way. He is also one of the pioneers to motor to Mount Hood.

While serving two terms in the state Legislature, Mr. Clemens fathered several important laws and looked out for the interests of the automobile owner as well as those of the public.

When it comes to a consideration of business, Mr. Clemens is again a pioneer. He has been engaged in the insurance business in this city for a quarter of a century, being the third tenant in the Chamber of Commerce building and the first tenant in the Commercial Club building.

ELECTRIC MAKES RUN

Tiny City Car Traverses 50 Miles of Columbia Highway.

TROUTDALE HILL HARDEST

Return From Crown Point Is Made Via Auto Club and Base Line Road — People Marvel at Trip Into Country.

What is probably the first real Columbia Highway trip made in an electric car was accomplished by Charles E. Warner and Will Spalding last Sunday, in a little Milburn Light Electric.

"The start was made from the Gibson garage at Twelfth and Alder streets at 9:29," said Mr. Warner yesterday. "A leisurely speed of 12 miles an hour was maintained on the level stretches, slowing down a little on the hills. The route led across the Burnside bridge and out Sandy boulevard.

"The hill in Rose City Park, just before reaching Fifty-sixth street was climbed at about seven miles an hour. Then came a short stretch at normal speed to the city limits and then, for a change, a swift coast down the long hill at a gait that could not be recorded on account of the speed laws.

Troutdale Climb Hardest Test.

"Bairdsdale was reached at 10:31, Multnomah Farm at 10:42 and the railroad track at Troutdale at 10:47. Then came the Sandy bridge and the steep climb up Troutdale hill. This was the hardest test of the day, but the little car stayed with it and reached the top without difficulty though the Ampere meter went beyond the end of the dial.

"Many people were out in various kinds of gas cars and all turned and gazed at the little 'town car' that had ventured out onto a country run. Of course they passed us, but we were not out for speed, and certainly no one enjoyed the beautiful views more than we.

Crown Point Is Reached.

"We reached Crown Point, 25.2 miles from the start, at 11:56. It is rumored that there will be charging stations on the Columbia Highway, but there are none yet, so we did not try the Latourelle Hill. We walked to the falls and ate lunch, returning to Crown Point and leaving there at 3:01.

"Returning, the route via the Auto Club and Base Line road was chosen, and the trip home was made without mishap. We arrived at Twelfth and Alder at 5:21, and then, just to show there was some power left, the car was run to the Multnomah Club, making a total of 50.5 miles for the day.

"It is to be hoped that the owners of electrics will be able to enjoy the Columbia Highway, along with the gas cars, and they can do so by charging fully before starting. After the proposed charging stations are installed, electric cars may go clear to Multnomah Falls."

OLYMPIA PLANS AUTO TOUR

Party of 50 to Make Trip Over Olympic Highway to Port Angeles.

OLYMPIA, Wash., June 12.—(Special.)—The Olympia Chamber of Commerce has arranged a three-days' automobile tour of business men to Port Angeles and return, over the newly completed Olympic highway, which for the first time gives the residents of the upper peninsula direct connection with the mainland.

Governor Lister will be invited to join in the tour. Highway Commissioner William R. Roy and A. L. Whiting, secretary of the Chamber, who this week returned from a pathfinding tour over the route, report the road in excellent condition.

About 50 people will be in the party and elaborate preparations for their entertainment already are being made by commercial organizations along the route.

WAR BOOM TO EXPORTS

RECORD FOR 9 MONTHS NEARLY AS GREAT AS FOR ALL 1914.

Trucks Sent Out of Country in March Worth $4,725,563 as Against Fifty of Year Before.

Rapid recovery of American motor vehicle exports from the first effects of the European war are reflected in the statistical reports of the Department of Commerce. The monthly summary of exports and imports for March just issued shows that during the nine months ending with that month the value of motor vehicles exported was nearly as great as during all 1914, $28,289,218 as against $28,507,464. At the present rate of increase, the exports for the fiscal year should exceed those for the last calendar year by fully one-third.

During the last six months the exports of both passenger and commercial vehicles have increased rapidly, but the sale of motor trucks has been particularly notable. From October to March, inclusive, 6069 commercial cars valued at $18,212,783, were exported as compared with 9328 passenger cars valued at $7,368,529.

Truck exports in March were the greatest in history, numbering 1339, worth $4,726,563, as against only 50, worth $63,932 in the same month last year. Passenger car exports were more than $1,000,000 less in value than in March a year ago, 2429 worth $1,958,302 as compared with 3538 worth $2,984,915.

The following tables compiled by the National Automobile Chamber of Commerce show the exports of commercial vehicles and passenger cars for six months:

Exports of Commercial Vehicles.

1914—	No.	Value.	1913 Value.
October	672	$ 2,286,964	$ 129,506
November	842	2,244,518	105,501
December	1279	3,387,729	100,680
1915—			1914.
January	935	2,545,527	74,491
February	1002	3,022,482	83,461
March	1339	4,725,563	63,932
Totals	6069	$18,212,783	$ 557,551

Exports of Passenger Cars.

	No.	Value.	1913 Value.
October	732	$ 678,387	$ 1,663,716
November	776	634,659	1,676,726
December	1297	998,698	2,052,484
1915—			1914.
January	1803	1,313,153	2,114,392
February	2230	1,785,330	2,378,494
March	2490	1,958,302	2,984,915
Totals	9328	$ 7,368,529	$12,930,727

NOISELESS TRUCK LOOMING

Forward Step Made in Manufacture by F. B. Stearns Company.

A great step toward the construction of a noiseless motor truck has been made by the F. B. Stearns Company, Cleveland, O., makers of Stearns-Knight cars, in the adoption of the Silent Knight sleeve valve motor to a five-ton motor truck.

Besides being the first to introduce the Knight type motor into an all-American-made truck, the same motor used in the foremost cars and trucks of Europe, such as the Daimler, the Mercedes, the Panhard and the Minerva, the Stearns Company introduces a number of new and distinguishing features, all contributing toward the construction of a noiseless motor truck. Chief among these is the sub-frame or frame within a frame on which rests the entire driving mechanism.

Resting just within the main frame and suspended therefrom by powerful semi-elliptic spring, the sub-frame not only eliminates all vibrations and road shocks, thereby saving the motor and other vital parts, but it adds to the power and flexibility of the truck.

Another interesting feature is the differential lock. This device makes it possible to transmit power to either or both drive wheels. With the ordinary arrangement when one wheel loses its traction all power is transmitted to the wheel which offers the least resistance. The differential lock also proves of great service in case of a broken chain, in which case, by engaging it, the truck can be driven home by one chain, illustrating the advantage of the double drive chain feature.

The Stearns-Knight truck, while it embodies a number of new and distinct features, is a model of simplicity in construction and operation.

TIRE COMPANY GROWS RAPIDLY

Goodyear Corporation to Sell Its New Stock to Employes.

Stockholders of the Goodyear Tire & Rubber Company voted unanimously Tuesday to increase the common capital stock of the company and immediately thereafter passed a resolution enabling the management to extend its plan of making "young partners" and stockholders of members of the organization, at home and throughout the country.

The resolution provided for setting aside $1,700,000 of the new issue, to be sold to employes, other than officers and directors, at par. A quarter of a million dollars of the stock will be distributed at once to a list of men in the organization, and the remainder of the distribution will cover a period of years.

Justification for what has already been accomplished and what is planned is found in the fact that the Goodyear company, which did a few hundred thousand dollars of business its first year, did a gross business of nearly $33,000,000 in 1914, and is now busier than at any other stage of its existence.

ELABORATE CAR IS DELIVERED

Motor Carriage Built for Wealthy Texan Who Won't Use Trains.

Colonel C. C. Slaughter, of Dallas, Tex., known as the richest man in his state, has taken delivery of the most costly motor carriage ever turned out of the Packard factory. Colonel Slaughter dislikes to use railway trains and a de luxe motor carriage is his chief hobby.

His latest car is equipped with every possible comfort. The landaulet body is finished in French gray with black trimmings and Spanish leather upholstery. When the landau is folded back a linen sun shade, or canopy, is brought into its place. This is of the same material as the seat covers and is washable.

The body designers have exercised their ingenuity in furnishing the storage space and conveniences of a high-class city apartment.

College Reunion Luncheon Planned.

ALBANY, Or., June 12.—(Special.)—Several hundred former students of Albany College will attend a reunion luncheon at the First Presbyterian Church in this city Tuesday when plans will be made for the celebration of the semi-centennial anniversary of the foundation of the college next year. The Alumni Association of Albany College holds a reunion annually but this luncheon is the first affair planned in many years to include former students of the college who did not graduate. Former students from all sections of the state and many from nearby states have indicated an intention to attend.

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MEMBERS OF THE FORD EFFICIENCY CLUB, WHO TOOK SPECIAL AWARD FOR BEST GENERAL DISPLAY AND TWO OTHER AWARDS.

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"One-man top; Jiffy curtains; real leather upholstery; deep, soft tufting of natural curled hair; streamline steel body; oval moulded fenders; 30-35 h. p. bloc motor with removable head; full floating rear axle; Timken bearings throughout; imported Swiss ball bearings in clutch and transmission; waterproof Eisemann magneto; 12-volt Northeast motor-generator for starting and lighting; self-lubricating Chrome Vanadium steel springs; drop forgings and drawn work instead of castings."

"The wheelbase is 110 inches"
"The price of the car complete is $785"
"(f. o. b. Detroit)"

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