

AUTOMOBILES Conducted by SHEPPARD BUTLER MOTORCYCLES

Motor Pioneers Chart Wonders of Island Roads

A complete tour of every traversable automobile road in the Hawaiian islands—the first of its kind ever made—has just been finished by a party sent out by a Honolulu newspaper. They found 850 miles or more of motoring highways. What follows is the report of an unidentified observer on the trip through Oahu, one of the four islands visited.

Some day a great poet will find it in his heart to celebrate the new world of sheer wonder that came into view when the automobile found its place in our scheme of things. Meanwhile, with our persistent utilitarian vision, we get only glimpses. Here's one of them.

MOUNTAIN walls and valley floors, colorful coral coasts and the sprayed crests of sweeping surf, silver lines of leaping waterfalls and industry dotted plains of pineapples and cane are combined in the panoramic reel of shifting scenes that are unfolded to the view of the motorist along the route around Oahu.

From Honolulu, circling the larger of two parallel mountain ranges that extend the length of the island, the road rises up over the famous Nuuanu Fall, drops down again to the fertile plains, follows the coast line northward and returns along the floor of the saddle-like mesa that lies in the middle of Oahu.

Nuuanu Fall, the great precipice which marks the dividing line between the two sides of the island, is seven miles from the center of the city over a splendid road.

The climb to the summit of this precipice is on an easy grade from the sea, through the Nuuanu valley residential section of the city, with the Japanese quarter at the foot and rising to a section of magnificent homes.

The road runs past the Royal mausoleum, where lie the bodies of the Hawaiian royal dead; past the Oahu Country club, its sweeping links running clear across the valley; past country homes, and into an ever narrowing gorge, with walls rising steeply to heights of several hundred feet, verdure clad to the summits.

Down the precipitous sides of the mountain drop graceful waterfalls, as fine as the shearest lawn; waterfalls that leap toward the valley bottom but never reach it. The trade wind that blows steadily through the Fall gap catches the spray and whirls it down the valley in rainbow mists, or curls the bottom edge of the waterfall back upon itself like whirling smoke.

It is a favorite trick of old timers to point out these wind whipped waterfalls as the smoke vents of volcanoes, so like smoke clouds do they appear at times. Along a winding road, up and up, the traveler to the Fall is taken, the road lined thickly with trees, indigenous and imported. First a great tangle jungle of hau trees, the branches and roots intertwined in snake knots; then rows of pungent eucalyptus, the blue gums of Australia, with their Australian neighbors, the iron woods, graceful and sweeping.

Bright kukulis grow upon the higher levels, with guavas and an occasional lemon. In summer hanging fleshy blossoms droop from the limbs and trunk, gay, red pompos, to pick which is an unattractive in Hawaii as it is to kill a daddy-long-legs in New England. Either act will surely bring a rainstorm.

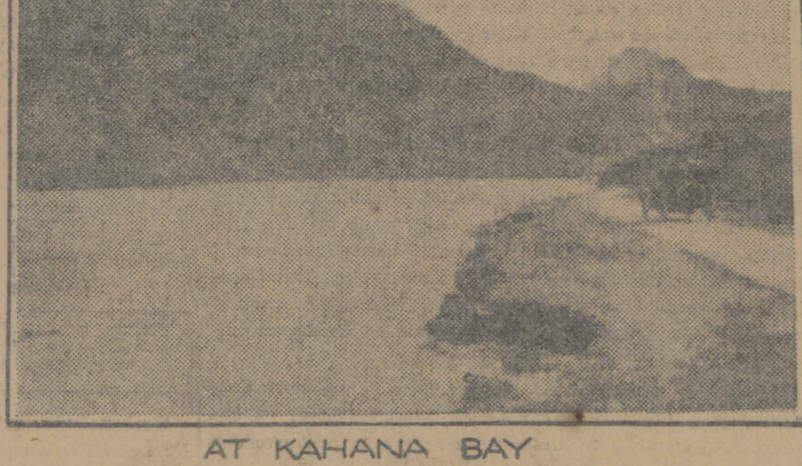
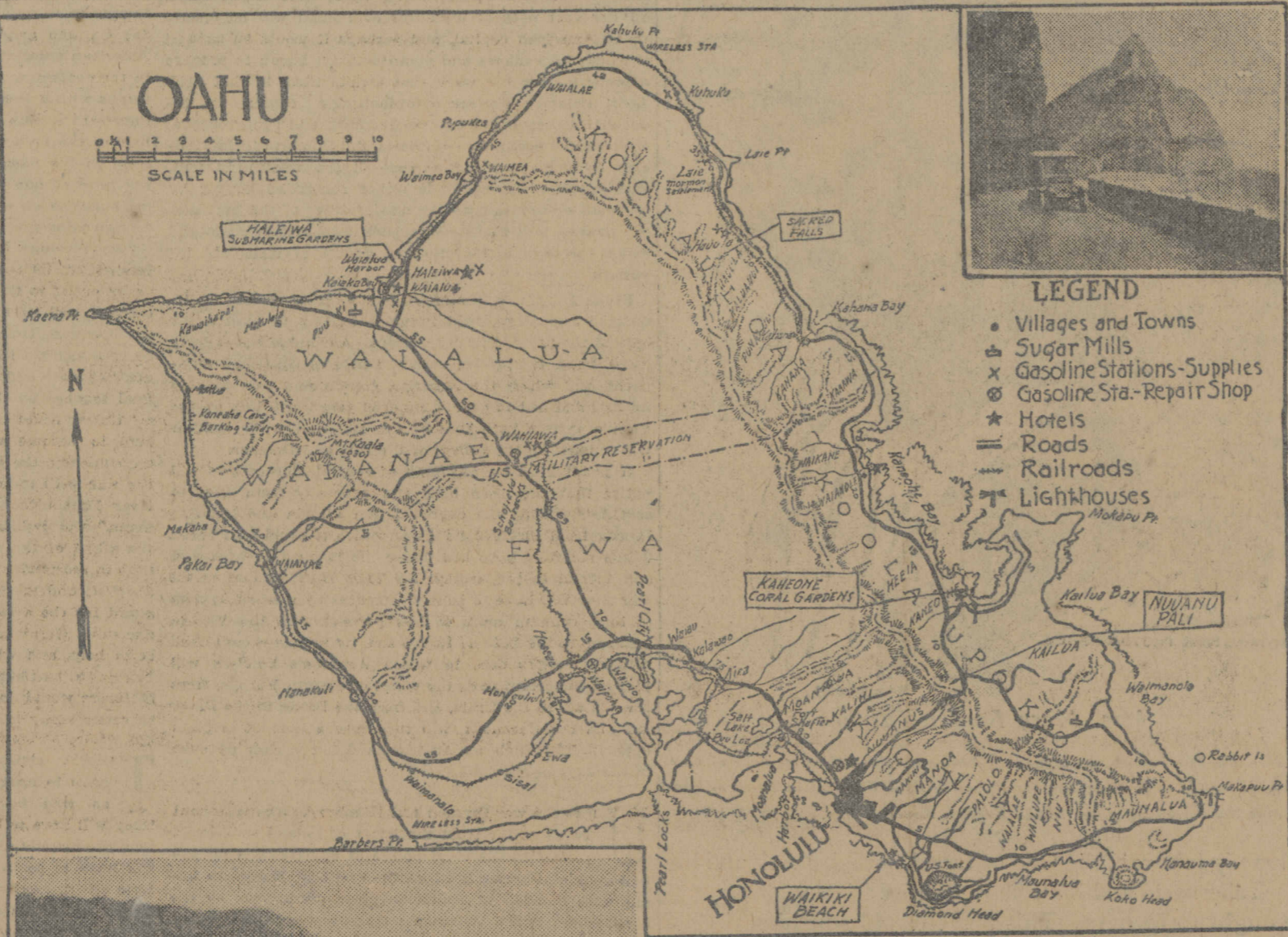
The Fall is reached wholly without warning. One moment the machine is climbing between thickets; the next the car has stopped upon the edge of the precipice, sheer 300 feet, with miles of fertile country stretching out from the mountain base to the sea.

Almost under the wheels of the motor car the perpendicular face of the mountain falls precipitously away to the lowlands that sweep outward over an area that constitutes a large portion of the island.

Green and alluring lies this fertile plain in its play of color and variety of

MOTOR TRAILS THROUGH AN AMERICAN PARADISE

Newly Charted Roads on Capital Island of Hawaiian Group—Patriotic Folk There Want Them Called the Pacific End of the Lincoln Highway.



AT KAHANA BAY

agricultural products. In the distance are seen the regular rows upon rows of growing pineapples. The ghostlike masts of the wireless station which connects Honolulu with the American mainland rise from this green picture. The blue water billows and curls and breaks in long white lines upon the coral shores.

A pastel color box one must have to paint this scene, with a hundred shades of green on land, and as many shades of blue for the sea, with creamy surf lines, while looking over the brink one may pick out the road to follow to that bottom, winding back and forth across the face of the cliff, doubling upon itself in hairpin curves.

It was in this valley and at this precipice edge that the climax came to one of the historical romances of Hawaii. Kamehameha the Great, having conquered all of the island of Hawaii, the island of Molokai, and the island of Maui, adding each to his kingdom, came on his conquering mission to invade Oahu, landing with his warriors from their fleet of canoes at Waikiki.

The Oahu king attempted to make a stand, but was driven back, his army losing one defensive position after another in Nuuanu valley, being finally driven to the precipice's brink.

A charge of the invaders broke the last defense, and the Oahu monarch and the survivors of his army were thrown heading to their death over the Fall. Thus Kamehameha joined Oahu to his kingdom and became the first ruler over a united Hawaii, the first king of the entire group.

From the Fall the route descends the narrow, shelflike road along the side of the precipice down to the fields of windward Oahu, crosses to the sea, and for fifty miles skirts the shore line through villas and quaint little villages along the hard sand beach.

Descending from the Fall, the ever shifting panorama of kaleidoscopic shades of lights and colors is unfolded as the road drops 1,500 feet by a fast, turreted series of switchbacks and winding turns.

Pineapple plantation lands flank the road in the lowlands. Along the route are many places of interest to the traveler. Kaneohe, a short distance to the right of the main road, lures the motorist to a view of the weirdly fascinating formation in the depths of the sea as

MARK TWAIN ON THE HAWAIIAN ISLANDS

NO ALIEN land in all the world has any deep, strong charm for me but that one; no other land could so longingly and beseechingly haunt me sleeping and waking, through half a lifetime, as that one has done. Other things leave me, but it abides; other things change, but it remains the same. For me its balmy airs are always blowing, its summer seas flashing in the sun; the pulsing of its surf beat is in my ear; I can see its garlanded crags, its leaping cascades, its plummy palms drooping by the shore; its remote summits floating like islands above the cloudrack; I can feel the spirit of its woodland solitudes; I can hear the splash of its brooks; in my nostrils still lies the breath of flowers that perished twenty years ago.

seen through the limpid waters of the bay.

Beyond Kaneohe, the pineapple canneries, and the wireless station is Waialua, where a great irrigation ditch has been tunneled through the mountains; picturesque Kahana valley and Hauhean; Lale, the thriving Mormon settlement, founded more than fifty years ago and possessing the largest Mormon temple west of Utah; Kaneohe, the northernmost part of the island and location of a great radio plant; and Waimea, with its superb bathing beach, are some of the points along the route to Haleiwa.

Haleiwa, with submarine gardens, bathing beach, and spacious hotel grounds, is left behind for the ascent to right of the main road, across the length of the island again to Honolulu.

The road goes deep into gulches, along

the sides of cañons, through miles and miles of cane lands, passing near the great military post at Schofield barracks and along the border of the naval station at Pearl harbor, with its beautiful expanse of land locked water.

Nearing Honolulu again, the road passes through the charming lawns and flowered pathways of Moanalua gardens.

Here's a Route to Chicago from 'Most Anywhere'

"ALL roads lead to—" Remember how the town paper back home used to start off its story of the county fair with those words?

Sponsors of the national exposition for Ford accessories, which opens at the Coliseum late in September, have gone the ancient idea one better. Hoping that many motorists who want to see the show will drive higher for the event, they have taken steps to set forth not only the apothem that all roads will be leading to Chicago, but also precisely where these same roads lie.

For the occasion a special touring bureau has been established under the direction of A. B. Woodall, editor of the Automobile Blue Book, which will provide detailed touring information and data on road conditions at all corners at its headquarters at the New Southern hotel.

Main routes within a 500 mile radius of Chicago are outlined and recommended by Mr. Woodall as follows: DETROIT TO CHICAGO—Via Ypsilanti, Ann Arbor, Jackson, Concord, Albion, Battle Creek, Kalamazoo, Paw Paw, Lawrence, Benton Harbor, St. Joseph, Three Oaks, New Buffalo, Michigan City, Hobart, and Hammond.

GRAND RAPIDS TO CHICAGO—Via Monroe, Wayland, Bradley, Martin, and Plainfield, picking up the Detroit-Chicago route at Kalamazoo.

CLEVELAND TO CHICAGO—Via Elyria, Oberlin, Norwalk, Clyde, Fremont, Portage, and Napoleon, picking up Toledo-Chicago route at Archbold.

FORT WAYNE TO CHICAGO—Via Churubusco, Mettman, and Kimmel, picking up Toledo-Chicago route at Leetonia.

INDIANAPOLIS TO CHICAGO—Via Lebanon, Lafayette, Wolcott, Goodland, Ada, Lowell, and Hammond.

COLUMBUS TO CHICAGO—Via Springfield, and Richmond, picking up Indianapolis-Chicago route at Indianapolis.

DAYTON TO CHICAGO—Via Eaton and Westville, picking up Columbus-Chicago route at Richmond.

CINCINNATI TO CHICAGO—Via Harrison, Cedar Grove, Matamora, and Bushville, picking up Indianapolis-Chicago route at Indianapolis.

LEXINGTON, KY., TO CHICAGO—Via Georgetown, Mason station, Falmouth, and Walton, picking up Cincinnati-Chicago route at Cincinnati.

LOUISVILLE, KY., TO CHICAGO—Via Underwood, Scottsburg, Seymour, Columbus, and Franklin, picking up Indianapolis-Chicago route at Indianapolis.

TERRER HAUTE TO CHICAGO—Via Amesburg, Kingsman, Vandalia, and Elmhurst, picking up Indianapolis-Chicago route at Goodland.

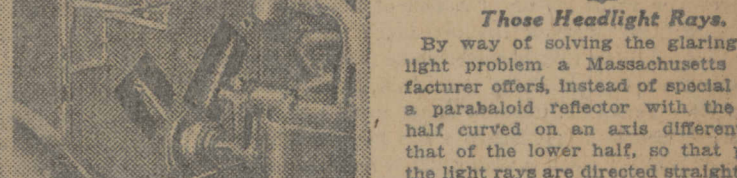
MILWAUKEE TO CHICAGO—Via Racine and Kenosha, where the motorist takes the

The LITTLE THINGS THAT HELP

Automatic Radiator Shutters. Just while the motor is at that temperature. When the motor begins to cool the shutters begin to close, keeping things at the proper running temperature.

A Long Distance Motometer. A new type of motometer, designed to be legible at a distance of twelve feet is now offered by the concern which manufactures the most widely recognized of these devices.

Those Headlight Rays. By way of solving the glaring headlight problem a Massachusetts manufacturer offers, instead of special lenses a parabolic reflector with the upper half curved on an axis different from that of the lower half, so that part of the light rays are directed straight ahead and part downward.



novelty. The former you will find governing the room temperature in almost any first class hotel; the latter has been familiar as stock equipment on the Hudson during the last season. Combining the two is new, however. The idea is explained thus by the designers of the Columbia six, who have incorporated the innovation in their new models: "When the motor is cold the shutters remain closed. When the motor heats up and is at just the right temperature for efficient service the shutters gradually open and stay open

ing the road for 300 to 500 feet ahead of the car, with a good ditton light at the sides. The device is easily and quickly installed.

Grey Bay or inside route to Highland park, and then follows the shore route south through Winnetka and Evanston.

MADISON TO CHICAGO—Via Fort Atkinson, Elkhorn, Lake Geneva, Crystal Lake, Algonquin, Elgin, and Addison.

SIoux CITY TO CHICAGO—Via Grand Green, Warren, Freeport, Rockford, Belvidere and Marengo, picking up Madison-Chicago route at Elgin.

MINNEAPOLIS TO CHICAGO—Via Farmington, Faribault, Owatonna, Austin, Lyle, Mitchell, Charles City, Plainfield, Waterloo, La Porte City, Newhall, Cedar Rapids, Clarance, Dewitt, Clinton, Sterling, Dubuque, Rochelle, De Kalb, Geneva, and Elmhurst.

ST. LOUIS TO CHICAGO—Via Collinsville, Troy, Edwardsville, Stanton, Litchfield, Springfield, Lincoln, Bloomington, Pontiac, Dwight, Morris, and Joliet.

"Motorists will find all the main routes in excellent condition," says the bureau's first bulletin. "September is an ideal month for a trip to Chicago and the roads could not be better than they are in the first month of autumn. Most of the through highways will be open and detours will not be necessary. For road improvements that are being made now will be completed within another month."

Keep Thieves From Stealing Your Ford

Here is the Security Auto Lock (for Ford cars). You can put it on in 10 minutes and then your machine is absolutely thief-proof. No filing to do. No holes to drill. No changes to make on your machine.



MADE OF SOLID BRASS CAN'T BE BROKEN EVEN WITH A HAMMER

When you leave your car simply turn the key in the lock and lift the steering wheel. That disengages the gears, the wheel spins around like a top and the front wheels go "wild".

You can push the car or turn it around but it can't be driven or towed away. No one without the key can take the lock off or put it out of order.

A turn of the key and the gears engage again and you are ready to drive off. It's all as simple as locking or unlocking your house door—and your mind is easy when your car is standing alone.

Cuts Insurance Cost

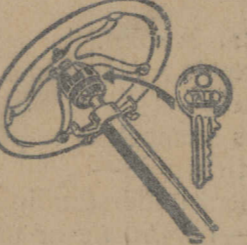
The Security is approved by underwriters and insurance companies and reduces insurance at least 15%. You will soon pay for it in this saving alone.

30 Days To Try It

Here is our free trial offer to all Ford Owners—an offer to prove with no risk to you that you can positively beat the auto thief. Test the Security Auto Lock for 30 days. Then if you don't find it all we say, return it to dealer and get your money back.

Only \$5.00 now and that back if you don't find it worth five times the price in the protection it gives. Save yourself the annoyance and the loss that may happen any day you leave your car unprotected. Get this positive and permanent protection against thieves. Ask your dealer for it today.

TURN THE KEY IN THIS LOCK AND RAISE THE WHEEL



Ask Any Ford Dealer or Any Dealer In Auto Supplies Security Auto Lock \$5.00

Security Auto Lock Company, 853 North E. 11th Avenue, Chicago

Studebaker

Take Advantage of the OLD PRICE

\$200 to \$300 lower than other cars in its class that are selling now at raised prices.

September 15th Studebaker Prices Increase

The FOUR touring car will be increased from \$985 to \$1050

The SIX touring car will be increased from \$1250 to \$1385

Studebaker is the last to increase its price—thanks to long-term contracts for raw material—giving the car buyer a big saving if he buys a Studebaker car NOW!

Four-Cylinder Models	Present Price	Price Sept. 15
Roadster	\$985	\$1025
Touring Car	985	1050
Every-Weather Car	1185	1250

All prices f. o. b. Detroit

L. MARKLE CO. STUDEBAKER AUTOMOBILES Michigan Avenue at 21st Street Telephone 6480 Calumet

Six-Cylinder Models	Present Price	Price Sept. 15
Roadster	\$1250	\$1315
Touring Car	1250	1315
Touring Sedan	1700	1765
Coupe	1750	1815
Limousine	2600	2665

All prices f. o. b. Detroit