



AUTOMOBILE NEWS



SNOW REMOVAL IS MORE IMPORTANT

Cascade Range Is Broken Only in One Place During Winter Season

"Snow removal is assuming a more important position in the opinion of the motorist and highway officials each year," said George O. Brandenburg in a recent telephone interview. "The Cascade range, extending from British Columbia south to the California line, is broken only in one place and that place is the Columbia Gorge. Through this break is located the Columbia River highway and along this highway streams all of the motor traffic of the winter months."

because all of the other roads over the Cascades are blocked by winter snows and this one road must carry the traffic that would ordinarily be divided between other highways. The Oregon State Motor association has taken an increasing interest in the blockade of roads for a portion of the year, and data has been collected relative to the depth of snow and cost of removing same. The 12 months road is an ideal towards which the motor association is working and the economy of allowing roads, costing in the aggregate millions of dollars, to be useless for a portion of the year, is a very doubtful one. "In some states," concluded Mr. Brandenburg, "the experience has been that the additional gasoline consumed, when roads are freed from snow, more than repays in motor tax the cost of the opening, thus making the economical cost of the road a net gain instead of an economical loss."

Klingler Gets Sales Position In Chevrolet Co.

H. H. Grant, vice president of the Chevrolet Motor company, in charge of sales, announced this week the appointment of H. J. Klingler as general sales manager, Mr. Klingler was formerly assistant general sales manager, and is well known to Chevrolet dealers of the Northwest, having already included this territory on two itineraries and taken a leading part in the series of dealer sales meetings held by the official party headed by Mr. Grant which visited the Northwest in last March.

In his new position Mr. Klingler assumes much greater responsibility in the direction of Chevrolet sales. The new arrangement will permit Mr. Grant to devote more time to personal contacts with the Chevrolet retail organization throughout the country and more thoroughly to comprehend field conditions and dealer problems.

Associated Many Years
The new general sales manager has been associated with Mr. Grant in sales work for many years. He joined the Chevrolet organization in June, 1924 as sales manager of the St. Louis zone, one year later he was called to Detroit as an assistant general sales manager, the capacity in which he has served for the last two years.

"We are informed that owing to the tremendous volume of business transacted by the company since its \$10,000,000 expansion plan was carried into effect," said Avery Harrison, local dealer, "field problems have made it imperative for Mr. Grant to be relieved in part of his manifold duties, and naturally he selected one of his ablest lieutenants. Each succeeding month Chevrolet establishes a new production and sales record, that for April being 11,927 units."

The maxim of the South American Cholo is "Plenty to eat, little to wear and nothing to do." The Cholo is second cousin to the peasant of Cyprus, where goats are so valued that if one of the peasants gets a goat and a chestnut tree, he will work no more for the rest of his life.

Aristotle concluded that dogs dream because they sometimes bark in their sleep.

Brakes the Least Worry of Makers of Automobiles Quarter of a Century Ago

Available data, meager in scope, indicate that the cost of running an American automobile in 1902 varied from six and a fraction cents a mile, according to one source, up. The price of motor fuel advanced much more rapidly than that of the motor car, and motorists, at least in the east, where most cars were owned, were buying it at eighteen to twenty cents a gallon.

Brakes and Tonnage
Many accidents were caused when cars stalled on hills and ran backward, uncontrollable, down the grade or off the road altogether. The brakes on some American cars, it appears, were the least of their manufacturers' troubles. Perhaps these makers were only desperately hopeful of their product's ability to go, and so found something unpleasantly ironical in confining means to force it to stop. Some cars were equipped with rods attached to the rear axle which, when lowered, served to prevent them from running backward when stalled on a hill.

Another source of accidents was the "toy" tonneau, "as it is called, a device to secure the tonneau by means of nuts and bolts," asked an automotive editor. "In the light of experience this must be answered in the negative. It may be well to cite an instance in this connection. A party of automobilists were driving in a heavy tonneau in New Jersey recently, when the tonneau, without warning, slid down the inclined rear box and tipped its occupants into the road."

Built-In Ice Box
Among the triumphs of 1902 was a touring car, placed on the market by the Peerless company, which contained a refrigerator beneath the rear seat. This handy unit could hold sufficient ice, the makers said, to keep edibles cold for 18 hours — long enough for anyone to "get somewhere," even in 1902.

The first aluminum body to be made in America was turned out for a Panhard chassis, privately owned. It was noted that only one entry in the Paris-Vienna race had its motor underneath the body. American manufacturers generally were following the European trend in this respect. Few American cars, except those run by steam, continued to hide the engine.

French Manufacturers Had Advanced to the Point Where They Designated Each Car Part by a Number and Gave Each Purchaser an Illustrated List

Auto Experts Use
The first Franklin, four cylinder, seven horsepower, was put on the market. A Studebaker electric appeared. Olds and the Ohio Manufacturing company established London sales branches. American cars exported to England reached a dollar volume of 164,270 for the month of April, 1902, and for the first four months of the year, \$12,780. The only larger exporter to England was France, with a dollar sales volume of \$42,145 for the first four months.

Muley Resists the Auto
Rulers throughout the world accepted the automobile. One of the few, perhaps the only one, who resisted it was Muley Abdul Aziz, sultan of Morocco. Muley had been at first greatly taken with the new transportation, and had purchased one of the most handsomely glittering cars obtainable in France. Back in Morocco, he found great pleasure for a time in traveling about his domains in this marvelous engine, until one day the steering gear or the chauffeur failed and the outfit was brought up again a wall. Not injured, but considerably shaken, the honorable Aziz ordered that the magnificent car be reduced to fragments. He subsequently directed that all importation, if any, of automobiles into Morocco should cease at once.

First Auto Sermon
Rene de Knyff, famous race driver, was elected to the Legion of Honor. The Reverend Charles Holmes, Baptist divine of High Wycombe, England, preached perhaps the first automotive sermon, on the text: "And the watchman told, saying: He came even unto them, and cometh not again, and the driving is like the driving of Jehu, the son of Nimshi; for he driveth furiously." (II Kings, IX, 20).

News About De Riva
Among the interesting historical notes that came into prominence in 1868 was a recent story about Isaac de Riva, a Swiss, who in 1864 had used an internal combustion motor to drive a cart. The patent given De Riva on his vehicle was said still to be in existence. A further embellishment of the legend declares that De Riva built a second autocart and on it carried twenty persons and 1,400 pounds of stone through the streets of a Swiss city. This transcends probability by such a margin that it throws a doubtful shadow on the first part of the tale.

From Maine to California, the authorities and their citizen aids continued to exert themselves to "keep the auto in its place," which apparently they considered to be several respectful paces behind the horse.

Curbing the Autoist
Newark, Springfield Township, South Orange, Atlantic City, Hackensack, and other Jersey towns, limited automobiles speed to from eight to ten miles an hour. Camden had a limit of twelve. Penalties ran from twenty-five-dollar fines to hundred-dollar fines with four months in jail additional if the judge so desired.

Eight-Mile Speed Limit
Modesto, California, found the automobile too dangerous to let run unhampered and effected an eight-mile speed ordinance. The residents of San Mateo Valley expressed themselves in a more positive way. They organized a group of shooting vigilantes to keep autoists out of the valley altogether.

Prominent residents of Philadelphia suburbs entered a complaint against 21 prominent citizens of Philadelphia for speeding in the outskirts. Philadelphia's speed limit was seven miles. Fort Huron, Toledo, Denver, Battle Creek, and New Orleans were among the cities busy with new automobile laws.

Resort to Pistols
The corner of Huntington, Long Island, carried a pistol, and threatened to shoot any motorist who refused to slow up and give way for his spirited team. At the time of his announcement he had already found it necessary to drive one autoist off the road and into a field. A retired merchant of Wayne, near Philadelphia, John M. Chestnut, by name, also resorted to the pistol method of enforcing his right to the road. On one occasion "he whipped out a revolver and commanded the autoist to stop on pain of instant death." A Pennsylvania magistrate, finding a motorist for exceeding the speed limit, declared that if any of his relatives should be run down by a speeding motorist, he would forget his position as a law-enforcing official and try his utmost to assassinate the offender.

PLEASE, TEACHER!
She was still rather new at driving a car and a little bit confused in traffic. Down Broadway she forced to stop soon enough at the signal and shot out into the middle of the street.
Pompously the traffic officer bowed down upon her.
"Didn't you see me hold up my hand?" he shouted fiercely.
The culprit gasped a breathless "Yes."
"Didn't you know that when I held up my hand it meant stop?"
"No, sir; I'm just a school-teacher," she said, in a timid, mouse-like voice, "and when you raised your hand like that I thought you wanted to ask a question."—New York Sun.

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