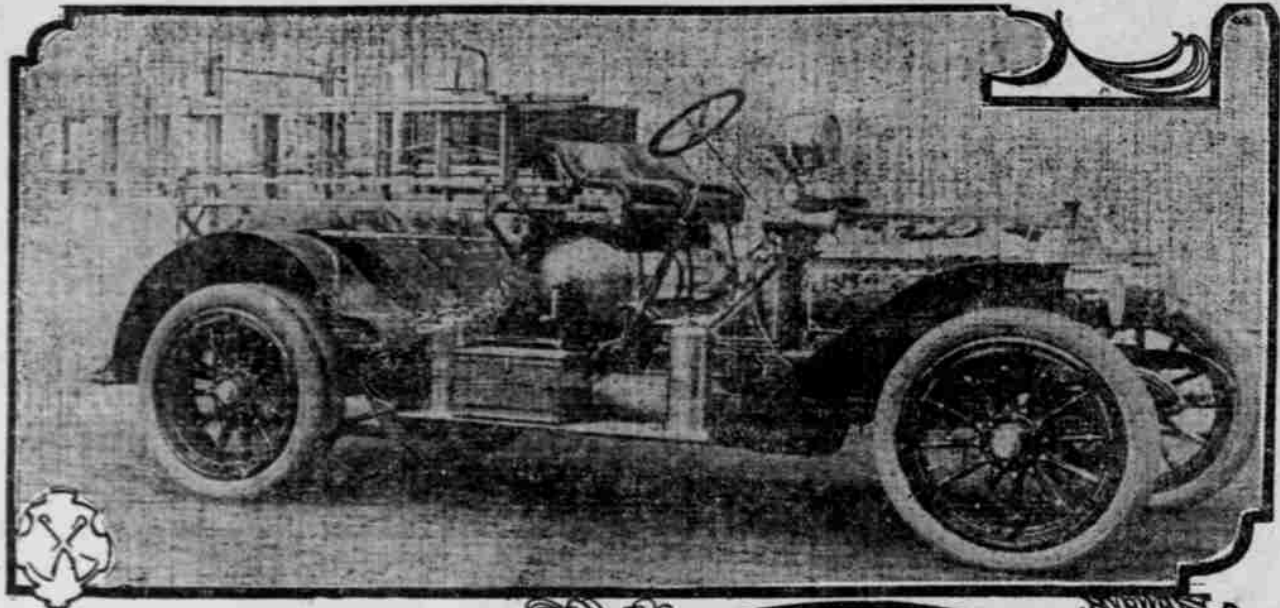


## PORTLAND TO FIGHT FIRES WITH AUTO FIRE ENGINES AND APPARATUS

Faster Equipment to Be Installed—Big Machine, First in Northwest, to Be Here in Two Weeks—Cost of Upkeep Light in Comparison With Horse-Drawn Engines.



**B**EFORE the end of this year, Portland will have two new and chemical wagons, motor-driven. They have been purchased by the Executive Board from A. G. Long, of this city. Mayor Simon and Messrs. O'Shea, Fior and Connell, of the fire committee, are in thorough accord with the plan to keep Portland's fire department up to the best standard, which in these days means it must be for the most part equipped with automobile apparatus.

"I favor a moderate amount of automobile apparatus," said Mayor Simon. "I am inclined to think that we need faster engines and fire-fighting equipment. We have ordered two pieces, which will be here this year, and I believe we should purchase a reasonable amount next year. We can use it to good advantage now that we have so many good streets. I suppose we can use horses for while in the downtown districts. We have a large number of horses and we cannot well transform the entire department into motor-driven apparatus at once.

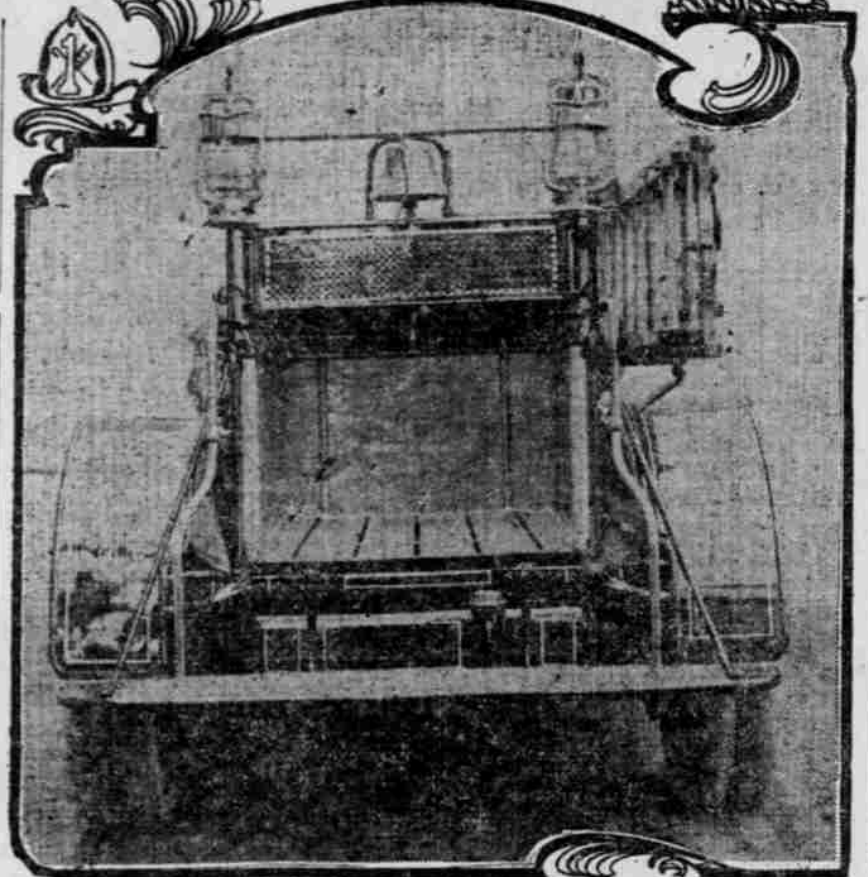
Fire Chief Campbell has made considerable investigation of the subject of automobile apparatus and is highly impressed with it. He believes, with the other fire officials, that the time is almost at hand when horses will be relegated out of the business, as they are too slow and cannot pull heavy apparatus up long hills very well.

The type of apparatus purchased from A. G. Long & Company is such that it can make much faster time than would be necessary in any ordinary portion of the city. It will be first-class for reaching fires at remote points.

Fire Chief Campbell has been operating an auto in his work for two years, with gratifying results. He can make trips on inspection all over the city in comparatively brief time now, whereas, with a horse, a great deal of time was required. It is probable that all of the battalion chiefs will be furnished with small type autos within the next year, so that they may be enabled to make faster time in going to fires and in making their inspection trips.

While at first the idea of supplanting the horse-drawn apparatus with the automobile was that of speed in answering alarms it was soon demonstrated that there was also a great saving in maintenance, and when it is realized that it costs from \$750 to \$1000 a year to maintain a three-horse hitch in fire service while the operating expense of the automobile apparatus for the same period is a very small fraction of this amount the saving is immediately recognized.

The city of Portland recently placed an order for two pieces of automobile fire apparatus of American-La France make, through A. G. Long, their Pacific Coast agent. These machines are of the latest improved type, made by the



largest manufacturers of fire apparatus in the world, and are the result of three years of development in their factories at Elmira, N. Y.

These machines from the automobile standpoint contain a good many distinctive features not embodied in the ordinary pleasure automobile, several of which briefly mentioned are as follows:

The tread has been increased to 62 inches and the front axle is placed within the yoke which is carried on the spindles of the front wheels instead of carrying this yoke on the front axle as is universally done; this will allow this machine, of 150-inch wheel base, to turn in a 23-foot circle, a special feature in laying hose in narrow streets.

Another feature is the adoption of dual pneumatic tires, either of which are of ample size to carry entire load of machine so as to occasion no delay in case of puncture to one of them in responding to an alarm of fire, the possibility of both tires puncturing being very remote. Of course the automobile apparatus is just as liable to accidents

truck, a three-ton Packard truck recently carried up the steep hill on North Twenty-ninth street, between Thurman and Raleigh streets, 7140 pounds of baled hay. The climb made by the car was up a 32 per cent grade. To demonstrate its power to better advantage, the driver stopped his car on the incline and then started up the hill again. This was one of the most difficult tests ever given an automobile truck.

For the purpose of operating it as a stage between Clatskanie and the railroad junction, about two miles away, Chris Johnson & Son, operators of the old stage line, recently purchased a one-and-a-half-ton White gasoline truck to be used between those two points. The truck was fitted up with seats enough to carry 16 people and sent to the down-river city last Saturday.

### Do Autos Benefit or Hurt Human Health?

Authorities Differ but General Verdict Favorable.

**O**NE of the foremost questions occupying the center of the stage in insurance circles is: "What is the effect of automobilism on health?" The answers to this have been both favorable and unfavorable, the favorable, however, holding the majority. This subject, first instigated by the insurance companies, has been taken up at considerable length by individual doctors. The general verdict of these individuals seems to be much in the affirmative.

When persons are affected with certain kinds of ailments the use of the automobile is recommended. Dr. James Tyson, a well-known physician of Philadelphia recently submitted a report of his investigations. It was generally favorable. He expressed his belief that in many cases of heart failure the patient would be materially benefited by automobilism. It gently stimulates the circulation, affords fresh air, a moderate amount of exercise and a large amount of mental diversion, things that, he says, have an excellent influence in these cases.

In a recent number of the Medical Record Dr. E. Bryson Delavan of New York city discusses the matter from another standpoint, that of affecting the upper air passages. He admits the subject should be given just consideration. He came to the conclusion that properly used in certain cases, the automobile is an agent for good. In acute catarrhal cases, he says, motorizing would seem to be a bad thing. In many subacute and chronic catarrhal cases, however, it would apparently be very advantageous.

Automobilists having once obtained a whiff of fresh air are now building open-air sleeping porches that they might revel in it all the time. Portland motorists, from time to time, have discussed along the same lines as the eminent Eastern doctors. It is very apparent from the glow in one's cheeks and the twinkle in his eyes, after a spin in a car, that it is not unbeneficial to health. Portland motorists have apparently suffered no ill effects of out-door life in a motor car. The fatalities among them have not been large.

### E. Henry Wemme, Leader of Good Roads Movement

Greater Part of Time Given to Furthering Fine Highways.

**E**VERY man has a hobby. E. Henry Wemme is a little different. He goes the other fellow one better. He has an avocation besides a hobby and he is so busy with that sort of thing sometimes that it is the most important business he engages in. Whatever it is called, the fact remains that E. Henry Wemme is one of the most active good roads advocates who ever attempted to drive an automobile on the public highways of Oregon.

When Mr. Wemme first broke into local fame by being the first man in Portland to own an automobile, little did he think that the use of a motor car would be the means of starting a bee to hum in his bonnet for building a boulevard between Portland and Mount Hood. For over a year that good

## THERE'S A DIFFERENCE IN AUTOMOBILES

This difference is prominent, both in the price and in the quality of the various makes of machines. Automobiles are divided into two classes. First, those machines which are honestly made, thoroughly tested before being offered for sale and then sold at a reasonable profit, and second, those machines which are built solely to sell and receive no consideration as to the materials used, or to those qualities which stand for low cost of up-keep or endurance. Of these two classes, the

## WHITE GAS CARS THE QUALITY CAR

stand prominently at the front of the first. The White Car is justly called "The Quality Car," for it embodies in its construction all of the features advertised by other high-grade makes, aside from a number of advantages peculiarly its own. The White way is the best way of automobilism, for it is the surest way.

Under every test, whether of speed, endurance or cost of up-keep, the White Car stands foremost. It has set a standard in automobiles by which other makes are judged, and its extremely low cost of up-keep commends it to all users. More endurance trips have been successfully made in White cars than in any other makes.

The wise purchaser of an automobile asks for a demonstration. In demonstrating the superior qualities of the White Car over any other makes no special car is used. We make our demonstration with any car in the establishment.

If you are in the market for an automobile, whether for pleasure or for business purposes, we want to impress on you the advisability of inspecting the White Car. No person, whether acquainted with automobiles or not, can fail to see the many advantages of the White Car over other makes.

The White Car is not in a competitive class. There are but few cars at the price—none of the quality. For those in the class for quality, their prices are considerably higher.

Touring Cars      Toy Tonneaus      Torpedoes      Trucks

# White Motor Car Co.

C. A. Eastman Genl. Mgr.      6th & Madison Sts.  
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## AUTO TRUCKS AND VANS FILL LONG-FELT WANT

In Few Years Commercial Value Is Realized—Over Two Hundred Now Used in Portland—Economy Proved by Use.



PACKARD TRUCK CARRYING 1 1/2 TON LOAD UP 22% GRADE.



NEW WHITE TRUCK FOR CLATSKANIE STAGE LINE

**W**ITH the spirit of the day enveloped in rapid transportation and the popular desire increasing in that direction, one of the factors that has come to be important in attaining that end is the automobile. During the experimental period of the auto industry attention was almost wholly given towards making the auto a mere pleasure car, but as progress was made in

the manufacture of automobiles, the practical and utilitarian side soon suggested itself, so that now the automobile is well fitted into a broad niche of the commercial activity of the country.

Where two or three years ago commercial autos were limited in numbers and were in reach only of persons of large means, these vehicles are today considered as necessary in the conduct of business as streetcars and

railroads. In Portland, the use of the commercial auto has been strikingly demonstrated within the past 18 months. In the short space of a year and a half, the number of commercial cars has grown so rapidly that it seems almost incredible to one at first blush. At that time there were not over half a dozen automobiles in the city used for delivery purposes or for heavy trucking. A little later new models were introduced, having many points of superiority over the ones already in use.

The ease and dispatch with which the vehicles covered the streets at once appealed to persons engaged in delivering and transporting commercial goods, express companies and passenger-carrying concerns. Last year the number of these vehicles used in Portland was large and their popularity has been steadily growing. When the season opened this year, there were more orders on hand among the dealers than could be supplied and within the first six months more large auto trucks were sold in Portland than ever before. There are fully 200 of these auto delivery wagons in Portland at the present time.

While there seem to be nearly all types of the commercial auto in use in Portland, there is a growing demand for these vehicles in the smaller cities and towns throughout the state. In farming communities, the transportation conditions have been undergoing similar changes and are giving a new aspect to country life. With the use of the automobile, farmers have been able to reduce the distances between their homes and their neighbors and trading centers. With the education of the farmer to the commercial use of the automobile, another important matter that has logically followed is the movement for better roads.

In discussing the use of the auto truck in Portland, a prominent dealer said:

"When the manufacturers first brought the auto trucks out, there was considerable feeling that they would not prove practical or economical over the old method of horse and wagon. It was with some difficulty that the prejudice was overcome, but as soon as people were given an opportunity to see for themselves the successful operation of the motor trucks in Portland the matter resolved itself to a question of salesmanship. The number of vehicles that were sold the past two years shows that the auto trucks and auto delivery wagons filled a long-felt want. Today there is not a concern in Portland, which is in business that requires the use of delivery wagons, that does not see the practical side of this vehicle, and all who have not already purchased these cars will do so sooner or later.

"In the congested district of the city the auto delivery or truck car has every advantage over the horse. Furthermore, the use of the vehicle should be encouraged from a humanitarian standpoint, as the sooner the horse is removed entirely from the heavy traffic of the business district, the better will it be for the dumb brute. The time is coming when the auto drays will be the only means of delivery in the large cities."

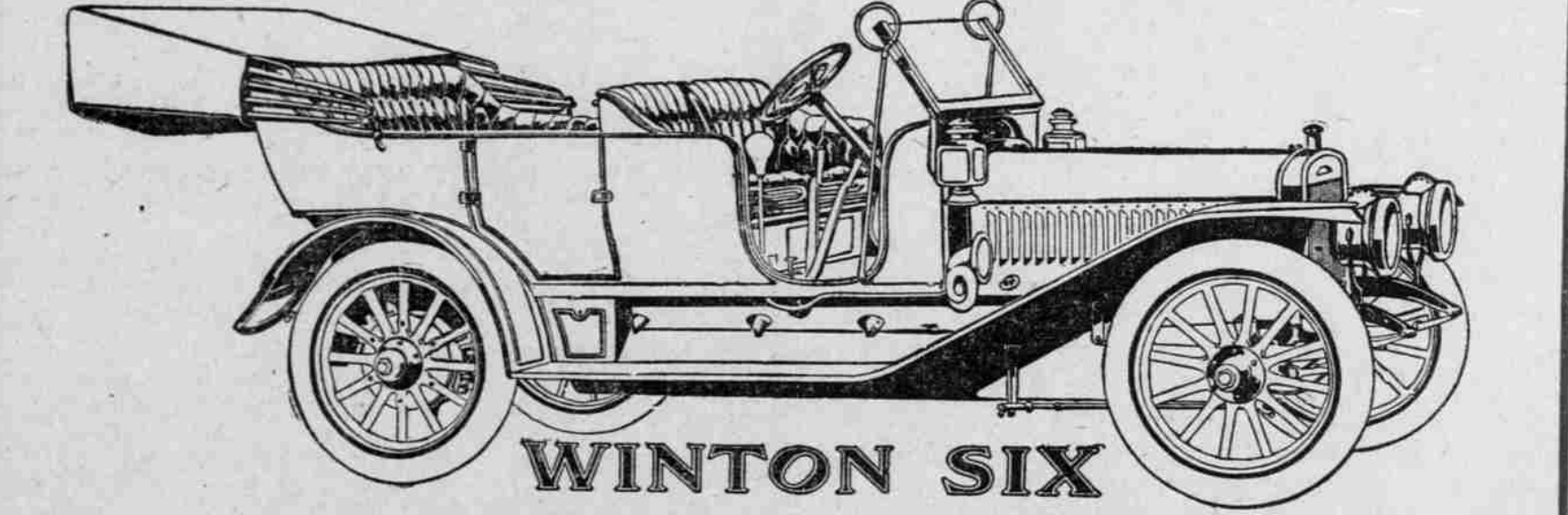
Demonstrating the power of the

## NO SMOKE NUISANCE

Laws against cars that emit clouds of smoke pay a high compliment to the smokeless

# WINTON SIX

You will never be barred from parks or cities for "smoke nuisance" if you own a Winton Six, for this car has a superb, automatic lubrication system that not only avoids smoke, but that also lubricates the motor perfectly, and never gives the owner a moment's worry. The ideal lubrication of the Winton Six is just one of the points of superiority in this self-cranks, sweet-running, six-cylinder car.



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