

NORTHWEST GETS TRAIN OF AUTOS

Freight Charges on Shipment Amounts to \$18,000 or \$450 a Carload.

TOTAL VALUE IS \$273,480

Forty Double-Deck Freight Cars Expected to Be Used in Movement of Motors to Leave Flint, February 21.

This time a trainload of automobiles for the Northwest alone, and all through the efforts of one of the largest automobile dealers in Portland! Not very long ago the Pacific Coast was startled by the appearance of a special trainload of 88 cars containing 416 Buicks, valued at \$500,000 and bought outright by the Howard Automobile Company with headquarters in San Francisco.

Mr. Johnson, local manager, of course received his quota of those cars, but the demand this year will be greater for Buicks than the supply, as already evidenced by the sales in this territory. Consequently Mr. Johnson, and all on his own set about seeing whether the Northwest couldn't pull off a special trainload for itself. At first he planned on 25 carloads, or about 130 to 140 automobiles. That number jumped rapidly to 30 carloads and then to 35. Late last week Mr. Johnson was confident of reaching the 40 carload limit, as he had got it up to 38 by Friday night.

The recent trainload was an addition to the regular allotment for the Pacific Coast, and now comes this special allotment of about 200 cars for the local territory, the first time that such a thing has ever been attempted, much less pulled off.

Train To Be Photographed.

It marks an epoch in the automobile business hereabouts, it shows conclusively the prosperity of this region, the unprecedented demand for Buick automobiles and means much toward the advancement of the movement for good roads.

It says a great deal for the energy of Mr. Johnson, his foresight and his only out of a sick bed a month, and it speaks a great deal for the thoroughness of his sales organization throughout the large territory over which he has charge.

These cars will be loaded in 38 to 40 freight cars and will be dispatched from the Buick factory on Saturday evening, February 21. These cars will be run as a special train direct to the Pacific Northwest over the lines of the Great Northern Railroad.

At Spokane, Wash., the train will be decorated with banners, photographed and run through the state of Washington on a daylight schedule, over the Northern Pacific line, via Seattle, to Portland, where the final distribution will be made.

The equipment of these 40 cars is now being assembled at the Buick factory at Flint, preparatory to loading, which will begin next Tuesday, and will take ten days.

Total Value \$273,480.

There are some interesting figures connected with this trainload, in that the total value of the automobiles contained therein is more than \$250,000, to be exact, \$273,480.

Another item worth to be last sight of in the freight charges on this special train. The Buick Company does not double-deck its cars for any other distributor than the Howard Automobile Company. The freight charges, therefore, will be approximately \$450 a carload, or a grand total of \$18,000 for freight alone.

This special train already has excited considerable attention from bankers, business men, the automobile trade and automobile buyers throughout the Northwest.

TRAINING SCHOOL IS UNIQUE

Cadillac Employees Taught Rudiments of Engineering.

Perhaps the most unique training school of applied mechanics in this country is the one conducted by the Cadillac Motor Car Company, where young men of 18 years and older are taught not only the basic principles of mechanical engineering but the details that underlie the construction of Cadillac cars.

The idea was original with Henry M. Leland, president of the Cadillac company in 1907. Mr. Leland foresaw that the growth of the motor car industry would create an abnormal demand for mechanical workers of high ability, and determined to begin to train men in his own shops.

The Cadillac school is a special training department, with equipment of machinery and class room facilities. Under the direction of competent mechanical engineers, the students are given class work in mathematics and mechanical drawings, instruction in the efficient use of various machines for the production of work of high quality, and daily lectures, illustrated with stereopticon.

To fulfill Mr. Leland's purpose of making the course thoroughly practical, the students are given practical work to do in the various branches, performing their duties the same as workmen and under working conditions and preparing themselves for places as draughtsmen, mechanical engineers, tool-drawers and foremen.

MOTORCYCLE CLUBS GROW

Rapid Increase in Members Is Reported in All Parts of Country.

Nowhere has the rapid growth of the motorcycle industry throughout the country been shown more than in the growth of the various motorcycle clubs. Everywhere local clubs are finding it necessary to move into larger quarters or acquire additional rooms to accommodate the increase in membership.

The East Side Motorcycle Club, of St. Louis, Mo., has shown remarkable growth since its organization in May, 1912. At that time the club started with 11 members. In the course of a few months the membership had more than doubled and the club had a suite of three nicely furnished rooms. Now, in less than two years since its beginning, there are 65 riders affiliated with the organization and they are moving into new quarters that will accommodate the 150 members which they expect to have enrolled at the opening of the riding season.

The Buffalo (N. Y.) Motorcycle Club has grown by leaps and bounds during the past year. Some time ago they found it would be necessary to have more room, and began the erection of a clubhouse of their own, which has just been completed. The Tri-City Motorcycle Club, of Moline and Rock Island, Ill., and Davenport, Ia., has also found it necessary to erect a building to be used as clubhouse. Jacksonville (Fla.) Motorcycle Club recently secured larger quarters to accommodate the increased membership, and did also the Indianapolis (Ind.) Motorcycle Club.

FORD RETAIL CONCERN MOVES INTO NEW AND CAPACIOUS QUARTERS.



Exterior View of Boone & Co's New Salesroom

FINE ROAD PLANNED

Government Engineers Are to Supervise New Highway.

OFFICIALS TO COVER ROUTE

Scouting Party Will Ride Over 850-Mile Road From Washington to Atlanta—States Along Way Are to Give Help.

As a preliminary step towards the improvement and maintenance of the first through road under the supervision of the United States Government, a scouting party composed of officials of the Office of Public Roads, the American Highway Association and various state highway departments will motor from Washington, D. C., to Atlanta, Ga., early this month.

With the co-operation of the highway officials and supervisors of the states traversed by the road, government engineers are to improve and maintain the route, giving an actual demonstration of what can be accomplished if the states and Government work together.

A conference has just been held by the officials of the Office of Public Roads, headed by Director Logan Waller Page; Leonard Tufts, chairman of the special committee appointed by the association to have charge of this work, and J. E. Pennybacker, executive secretary of the organization, and an agreement was reached for inaugurating the project.

The Office of Public Roads agreed to put three of the best engineers of the office in charge of the 850-mile stretch, provided the American Highway Association would secure the co-operation of the local officials in the states to be traversed. One of these engineers will probably have charge of the stretch from Washington to the North Carolina line; another from the North Carolina line to the South Carolina line, and the third from this point to Atlanta, Ga.

It was due to the initiative of the American Highway Association that this work was undertaken, the officials feeling that the object lesson would be better in its nation-wide effects than tons of literature extolling the benefits of good roads. The association will furnish automobiles for the permanent use of the engineers so that they can cover the entire stretch of road.

In the scouting party there will be Captain P. St. J. Wilson, assistant

director and several engineers from the Office of Public Roads, Mr. Tufts and Mr. Pennybacker, and various state highway officials. Meetings are being arranged in the various towns along the route at which local officials intend to discuss with the Government party the question of turning over the roads and the money that would ordinarily be spent upon them to the supervision of the Government engineers.

TIRES GIVEN SEVERE TESTS

"Nobby Treads" Found Equal to Roads of South.

Driving regularly, in Winter and Summer, through forests and over mountains on schedule time, calls for an unusual order of courage in the motorist as well as unusual qualities in both his car and equipment. Both must be of the highest order of merit, otherwise the safety of its occupants is endangered and the ride may be a drive with death at the wheel.

"Speaking of driving in the mountains," said C. H. Mayer, manager of the Portland Service branch of the United States Rubber Company of California, "we have recently received advice from one of our customers which shows how our 'nobby treads' are holding their own on some of the worst roads in the state. The letter is from the Smythe Auto Service Company, of Bureka, which company operates auto stages between that city and Ft. Seaward and Longville, connecting with the trains of the Northwestern Pacific Railroad.

"In his communication, Mr. Smythe said that after much experimental work in selecting a tire for his cars that would stand up under the unusually severe road conditions of this section, he has come to the conclusion that 'nobby treads' responded to these conditions better than any tire he has ever tried. In many places the curves and turns in the roads are so sharp and the grades so steep that it is imperative that the tires hold firmly to the road or the car would plunge to the bottom of some steep declivity. The reliability these tires displayed in the every-day work on my auto stages," said he, "showed me that they are the logical tire for rough mountain work as well as for the ordinary every-day travel in city or country."

Million Cars in United States.

From February 1 to December 9, 1913, the total number of motor vehicles registered in the United States was 1,234,898. As about 20 per cent represents registration of second-hand cars sold during this period, there are at this writing, approximately 1,000,000 motor vehicles in use in the United States, which is considerably over half of the grand total for the entire world.

Practice Hours Set.

Practice hours for the Vanderbilt cup and the international grand prize races have been set from 8 to 8 o'clock A. M. commencing Friday, February 13, Saturday, 14, and Monday, February 16, Tuesday, 17; Wednesday, 18, and Thursday, 19.

PORTLAND MAN IS AGENT

COLUMBIA AUTO COMPANY TO HANDLE FORD MACHINES.

Wellington Langguth Is Manager of St. Helens Company, Which Takes Allotment of 32 Cars.

The exclusive privilege of selling the Ford automobile in Columbia County has been granted to the Columbia County Auto Company, of which Wellington Langguth, of Portland, is manager. The company will operate from St. Helens, the county seat, and will soon be housed in a new concrete garage that affords a floor space of 80 feet by 100. In addition to the Ford line, Indian motorcycles and White motor trucks will be handled by the new firm. Mr. Langguth has already placed an order for 32 Ford machines and he expects to double the allotment before the end of a year.

Though he received his first automobile experience in the Packard factory in Detroit, Mr. Langguth is by no means unfamiliar with the low-priced cars. For six years he has been identified with the Ford selling organization in Los Angeles and Portland. He has lived in Portland for 11 years and was for a time connected with the advertising department of The Oregonian.

Being an enthusiastic automobile man and a great believer in good roads, Mr. Langguth is quite naturally strongly in favor of the appropriation of \$350,000 in bonds for road purposes, which the citizens of Columbia County will vote upon at tomorrow's election.

"So far as I have been able to judge in my observations," he said yesterday, "the proposed road plan is quite popular in Columbia County except among the poorer farmers, who haven't had time to go into St. Helens and talk the matter over."

Fours Predominate at New York Show.

A careful tabulation of the types of cars exhibited at the recent New York automobile shows affords some interesting comparisons. The exhibition of American cars was held at Grand Central Palace and foreign cars at the Hotel Astor. At the Palace, 75 makers exhibited gasoline cars while 12 foreign makers were exhibited at the Hotel Astor. At the Palace, 46 makers showed six-cylinder cars while 58 makers showed fours. At the foreign display, the entire 12 exhibitors showed four-cylinder models, while but one of these makers also showed a six-cylinder type.

Experiments by the Japanese government of producing camphor by distilling the leaves and branches of camphor trees have reached a stage at which 317 gallons of distillate are produced from each 400 pounds of leaves.

SANTA MONICA HAS NO-DEATH RECORD

California Auto Race Course. Where February Events Are to Be Staged, Safest.

FACILITIES ARE ADEQUATE

Track Is Put in Shape for Vanderbilt Cup Run February 21 and International Grand Prize Programme February 23.

The Santa Monica course, over which the Vanderbilt Cup Race will be run February 21, and the International Grand Prize race, February 23, is the safest race course in the world. Most of America's famous drivers have driven over this course, and they are a unit as to the safety of the course as compared to others. There has never been an accident at Santa Monica. The usual number of cars have broken wheels and there have been occasional skids off the course, but no driver carries any scars as a result of accidents, and Santa Monica as yet has no death record.

Races have been held there each year since 1905, and there has seldom been less than two separate events, 15 separate races, to be exact. Considering that laps have been made as fast as 92 miles per hour, and the world's road race record was established over this course, the distinction of no serious accidents is one that will appeal to drivers and spectators alike.

Turns to Be Safest.

There is no reason why this good record should be marred in the coming races. The turns will be safer than ever before and the course will be in perfect condition. There is only one right-angle turn, and that is to be made as wide as possible and, for further safety, a railroad rail will be laid along one side at a height of 2 1/2 feet. This has been done in the past and has saved more than one mishap. Two years ago, when Telford, with the 120-horsepower Fiat, established a world's record of 78.72 miles an hour, he almost threw away the honors on the last lap. He endeavored to take many " Nevada avenue turns" faster than it could be taken, and the big car skidded into the iron railing and tore off a tire. Had the railing not been there, there would probably have been another winner that year. One year the turn was banked, but this idea was abandoned after being tried once.

Work putting the course in shape has been under way for 10 days, and by the time it is opened for practice practically no work other than the finishing touches will remain to be done.

Guarding Plans Begun.

Chief of Police Randall, of Santa Monica, and Deputy Sheriff Robert Bain, of Los Angeles, are mapping out their plans for guarding the course. The Santa Monica course has always been perfectly guarded. The troubles that have existed on other courses have never been in evidence in California. The railroads report that "Never has there been so many inquiries regarding a sporting event in the West" makes it a certainty that thousands of people will come from the Middle West and from the East to witness the big races.

In February, at its highest beauty in California. At the season when the East is having its hardest snow storms, the gardens bloom their loveliest in Southern California and the fields are their greenest.

The race course skirts the Pacific Ocean for a distance and then winds and goes out among the gardens of palms and pepper trees. The course is reached from Los Angeles over several perfect boulevards. It is an easy 35-minute drive. Unlike other courses, it can be reached by a well-regulated and efficiently equipped railway. There has never been any trouble getting the crowds to and from Santa Monica.

AUTO RACER BEATS AIRMAN

Oldfield Uses Firestone Non-Skid Tires While Racing.

Having beaten Aviator Beachy once and tied him in the second heat, Barney Oldfield raced the airman for the third time, in Los Angeles, January 22, before 20,000 people, and won. Oldfield, the swiftest of his racing cars, rounded the one-mile track, closely followed by the aeroplane in 54 3/5 seconds the first time. In the second heat the time made was 55 seconds. Wednesday the track was in bad condition because of heavy rain, but Barney did the distance in 51 seconds.

Oldfield rode on Firestone tires each time, the non-skids performing perfectly.

Neither contestant covered the mile in his record time. Oldfield's fastest time is 36 2/5 seconds, while Beachy's is 35 seconds flat.

California Wins 1913 Contest Records.

California holds the honors of having the only automobile contest record made during 1913, according to the records of the American Automobile Association. William Schimpf, chairman of the contest committee, has issued a statement to the effect that "to California goes the honor of having the only two new speed records made in 1913. The first was made on February 10, at Fresno by Earl P. Cooper, covering 200 miles in three hours, 27 minutes, 23 and three-tenths seconds on a mile dirt track. On April 27, Barney Oldfield cut the world's record for a mile dirt track to 46 and two-fifths seconds."

A LITTLE GAS

ON approaching a crowded thoroughfare slow down at first to escape the policeman's eye, then put on full speed ahead, pick out the thickest part of the crowd (this comes with very little practice) and drive straight into them. If you keep your head, you will be successful nine times out of ten.

Definition of a roadster. A small car built for seven people.

Ditto ditto of a touring car. A machine for a chauffeur, one woman and her King Charles spaniel or Pekinese pup.

Definition of a prospect. That semi-intoxicated individual whose sister's brother-in-law's third cousin once removed once heard her aunt express a desire to rent a machine for half an hour or so.

He was drunk. Testimony of every pedestrian against every automobile driver.

There are two cranks, one mechanical, one human. It is generally the

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later which is to blame, even though the onus is laid on the former. We have now an electrical starter which has eliminated the crank mechanism; will someone invent something to eradicate the crank human?

Information as to road conditions. All autoists touring South at this time of the year are strongly advised to keep off Hampton Roads. They are impassable, being for the most part under water.

Ever know what it is to drive home after a long business day and not have some one or two invite themselves into your car? That's a real joy ride.

If the high cost of living prevents you from keeping an automobile, stop eating!

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