

JOY AND HARDSHIPS MIXED IN AUTO TRIP

Oregon Motorists Encounter
Floods and Fine High-
ways in California.

MANY CARS ARE STRANDED

Mr. and Mrs. Mark Gill Return to
Portland After Exploring South
With Mr. and Mrs. W. E.
Schimpff, of Astoria.

The joys of motoring over the paved highways of California in the winter and the hardships encountered by motorists and other tourists alike during the recent flood disasters in Southern California were told graphically last Wednesday by Mark W. Gill, secretary of the J. K. Gill Company, upon his return from a month's trip through the "sunny" Southland.

Mr. and Mrs. Gill toured with Mr. and Mrs. W. E. Schimpff, of Astoria, who are still in Southern California with their Hudson Six, purchased late last summer from C. L. Bess & Co., in Portland.

Most of the main trunk highways in California are paved and offer the motorist comfortable travel even at this time of the year, but the unusual weather conditions of the past month have the Oregonians many perplexing problems along the roadside.

In completing the last leg of the trip from San Francisco to Los Angeles

pin curves were banked with soft dirt on the edges that tested the mettle of Mr. Schimpff, who was abroad on his first long trip at the wheel, but he didn't flinch once. In fact, when the passengers at Los Angeles learned later that Mr. Schimpff had successfully piloted his Hudson over the Teton route without using skid chains they marveled at his prowess. Stranded motorists were met at intervals along the mountain road, even before the overnight stop in the office shack at Castile.

In taking side trips from Los Angeles usually it was necessary to make detours, which came to be known as "day tours" because of their length. Finally conditions grew so bad that motorists were warned in the papers not to leave Los Angeles. For two weeks Mr. Schimpff was anxious to make the Santa Barbara drive, but it was utterly inaccessible. Trips were made to Riverside, Venice, to Universal City and the camp of other big movie concerns and to Pasadena, whence the wonderful Eagle Rock and other drives were enjoyed. En route to Riverside two beautiful bridges were found washed out.

Despite the many distressing experiences of the recent trip, Mr. Gill has nothing but praise for the California roads in general and says Oregonians really do not know what highways are.

Auto Meets With Five Feet of Snow. CHEHALIS, Wash., Feb. 5.—(Special.)—A. C. St. John, Frank Lipscomb, Harold St. John and Mr. Hinton have returned from an automobile trip to

COLUMBIA HIGHWAY MAYBE DAMAGED BY STORM. Until further notice motorists should not attempt to drive over the Columbia River Highway, as the snow has not been removed. It has been some time since any machine has been able to penetrate the snowdrifts as far as Crown Point and it would be inadvisable to attempt reaching even that point today.

Officials in the County Roadmaster's office reported yesterday that the snow is piled up nearly 40 feet deep in Tanner Creek Canyon, a point along the highway just this side of Bonnevile. It is feared that considerable damage may result. The officials are most afraid of trouble at Tanner Creek and at Omeeta George, where damage has been done previously by unusual weather.

When the warm winds and rains come it is thought possible that some of the bridges will be washed out, but the officials do not believe any bridges will be damaged materially. The bridges are sturdy enough to turn any flood waters aside, it is believed. At present the bridge across Tanner Creek Canyon is covered with snow so that the bridge cannot be seen.

a near-checkmate was met at the Colusa River, 30 miles this side of Los Angeles. Here a swirling torrent nearly two feet deep and 200 feet wide dropped out overnight and it was necessary for Mr. Schimpff to lead his Hudson through the charging mass of water at night. Mrs. Schimpff sat beside her husband during this ordeal.

Mr. Gill managed to drive across a rickety foot bridge, while Mr. Gill was forced to jump into the stream and feed it.

To have gone ahead at that hour would have been foolhardy, so they decided to spend the night in the office of a construction camp. The men slept on the floor and were jumping up at all hours to keep the fire going.

Breakfast the next morning was taken at the cook shack, where the Oregonians enjoyed a "stack of beans" and washed the cook drink nine cups of coffee.

Hudson Goes Unmolested. Then the Hudson radiator was again aimed at Los Angeles—severe test that had confronted many a car and found it wanting. Laborers with mule teams had been yanking between 15 and 25 automobiles out of the mud daily and early 35 "per" for the task, but the Hudson foundered completely by plowing through the two and a half or three feet of sludge. Mr. Schimpff led the car in the groove with an little dancing about as possible. At some places the mud was three feet deep and over the car, but the Hudson plowed along without any aid and finally drove back on the highway pavement again. No further difficulty was met in reaching Los Angeles.

The plans of the Oregonians called for a motor trip from Los Angeles to San Diego, but the conditions were so far as the floods would allow transit. Accordingly, the machine was turned back and the trip made to San Diego by steamer. After all this trouble it was discovered that the San Diego Exposition was closed except for a few county buildings and that the exposition will not be opened again in earnest until March 1, when the exhibits being transported from the San Francisco Exposition will be in place.

Tourists Criticize San Diego. The fact that the exposition was closed is not advertised, and as a result Californians are being severely criticized by tourists from all parts of the country," said Mr. Gill.

"We were in San Diego on the day of the big dam catastrophe, when many people were killed. I went out to the edge of the city until I saw a river about a mile and a half wide, and that was enough. The water was strewn with cows, hogs and other domestic animals. When I bought steam tickets to get back to Los Angeles only two or three out of 124 were left, and then the vessel, the Yale, had to obtain special permission to carry more than its allotted load.

In leaving Oregon the Schimpff machine was shipped to San Francisco, where the 1100-mile motor trip commenced, with the wonderful new Half Moon Bay drive as the first. Road conditions were such, however, that it was necessary to turn back and go via San Mateo, Burlingame, Palo Alto and San Jose. Thence, a point 42 miles north of San Diego, was as far as the floods would allow transit. According to the machine was turned back and the trip made to San Diego by steamer. After all this trouble it was discovered that the San Diego Exposition was closed except for a few county buildings and that the exposition will not be opened again in earnest until March 1, when the exhibits being transported from the San Francisco Exposition will be in place.

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TIRE WEAR ANALYZED

Proper Inflation Is Considered
Vital to Endurance.

FIXED RULE FOUND BEST

Expansion Is Declared Not in Proportion to Increase of Temperature—Stale Air Causes Deterioration.

BY F. W. THATCHER,
Manager Portland Branch Firestone
Tire & Rubber Company.

(The following columns on tire inflation form the fourth chapter of a series of articles on tire care and usage.)

The style of car construction, power, speed, road conditions, the expert or careless driver, and especially the

inflation is, therefore, advisable. Deteriorating effects of stale air can be avoided by filling the tires with a fresh supply of air at least two or three times a year.

Inflation From Exhaust Harms. The tires should not be inflated with the exhaust from the engine, as oil and certain gases are destructive to rubber. This does not have reference to pumps operated by power from the engine.

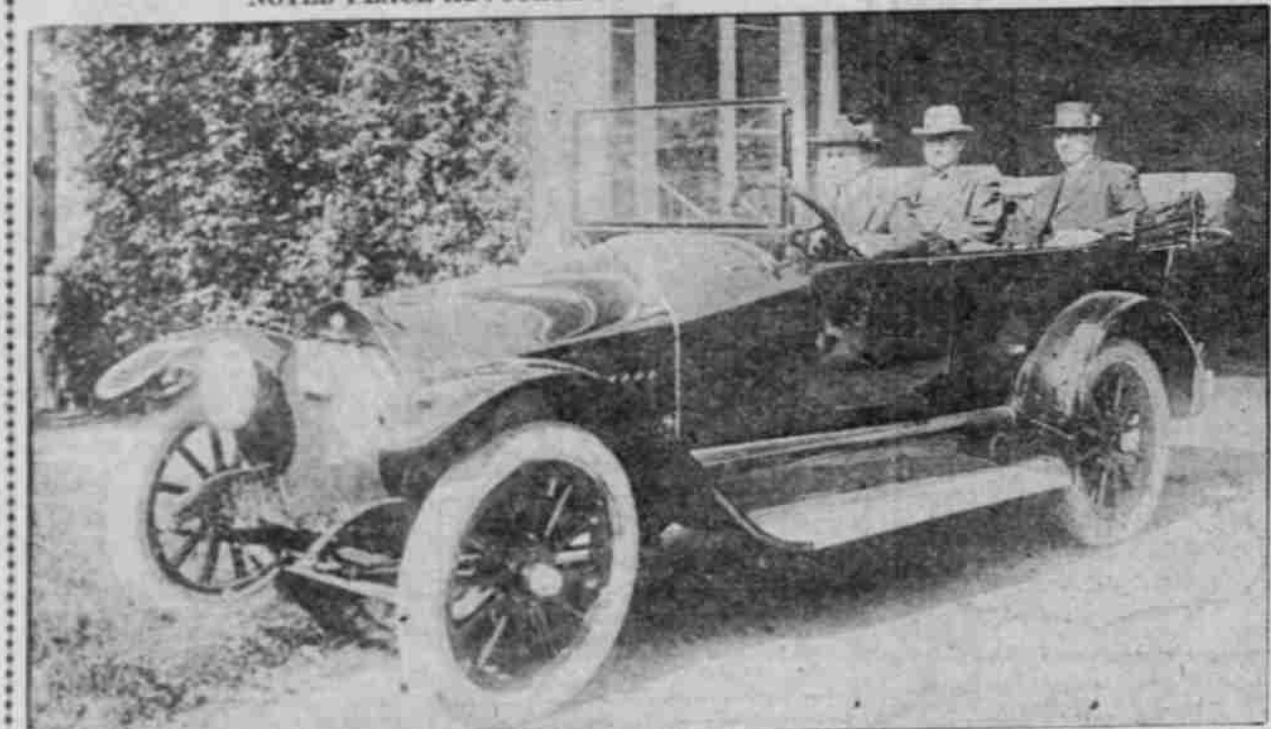
Don't make the mistake of guessing at the inflation from appearance or by striking the tires with a hammer; use a pressure gauge, at least every week; the tires sometimes appear to round out pretty well, but when tested with a gauge it may be found that the pressure is entirely too low to insure the best results.

We believe the most satisfactory inflation method is to pump up the tires in accordance with formula, then, if necessary, reduce the pressure slightly until they do not cause excessive vibration to the car and traction allpages of the rear wheels. Make a record of the pounds pressure at this point, and, if always maintained, the greatest efficiency from tires and car will be enjoyed.

Auto Tires Have Tough Job.

Among the thousands of different uses to which rubber is put, there is probably none from which more strenuous service is expected than that sought for in the automobile tire. When one stops to think of how readily ordinary rubber yields to ordinary wear,

NOTED PEACE ADVOCATE BUYS AUTO TO QUIET HIS NERVES.



THE CENTER FIGURE IS W. J. BRYAN IN HIS MITCHELL SIX OF SIXTEEN.

Handle, Merton and way points in an Overland car, model 52. At Fern Gap, east of Portland, the car was stuck in a mass of snow. Such a trip in midwinter would have been pronounced impossible a few years ago. The 110-mile run was made in record time.

CARE IN DRIVING GAINS

NUMBER OF CARS INCREASE TWICE
AS RAPIDLY AS ACCIDENTS.

Comparison Is Based on Increase in
Rate of Fatalities to Each
100,000 in Population.

"During the five years from 1909 to 1914 the number of automobiles in use increased more than twice as rapidly as the number of fatalities caused by them," says a report issued by the United States Department of Commerce. Comparing mortality figures given in a preliminary report by the Bureau of Census with figures showing the numbers of automobiles in use, the Department of Commerce shows that, while the number of automobiles registered increased from 280,000 in 1909 to 1,750,000 at the end of 1914, or 75 per cent the number of deaths due to automobile accidents increased from 622 in 1909 to 1925 in 1914 or 315 per cent in an area containing 34 per cent of the population of the country. Thus, automobiles have increased more than two and one-third times as much in the five years as the automobile fatalities.

A comparison based on the increase in the rate of automobile fatalities to 100,000 population, which the report states is a more reliable basis, because the accidents in a given area of population will tend to be proportional to the number of machines in that area, shows that the increase of 75 per cent in the number of automobiles has been accomplished by an increase of 258 per cent in deaths. On this basis, the fatalities have increased only one-third as much as the number of vehicles.

"The figures appear to furnish ample justification for the conclusion that the automobile today is being driven with greater care and more regard for public safety than it was a few years ago," concludes the Government report.

'AUTOMOBILE STRIPPED OF ITS BODY GIVES FULL VIEW OF INNER WORKINGS.



MOTOR IN CHASSIS OF JEFFERY CAR.

weight and its distribution, play an important part with the strains to which the tires will be subjected—consequently a fixed rule for inflation would, in view of these things, produce different results.

Ordinarily the tires on front wheels should be inflated between 14 to 15 pounds per inch of tire section (154-164 pounds, or 114-124 pounds), and the rear tires 15 to 20 pounds per inch of tire section (164-184 pounds, or 124-144 pounds).

Resiliency of the tires is primarily governed by the construction and quality, but it is largely influenced by the inflation and weight carried. Naturally a four-inch tire inflated to 15 pounds air pressure and carrying 800 pounds weight will ride easier than the same size of tire with the same inflation and carrying 700 pounds of weight.

Heavy weight causes more deflection of the tires on the ground and increases the action of the side walls, thereby adding to the comfort of the ride. Increasing the deflection or flattening of tires, either by extra weight or reducing the air pressure, causes more of the vibration to be absorbed by the tires than by the springs of the car.

Cement Softened by Heat. When soft, the tire runs against a weave in the tread rubber which will, from excessive stretching and heating, pull away and separate from carcass of the tire. The heat from increased action in the side walls of under-inflated tires softens the rubber cement, or adhesiveness, between the fabric layers. Too much deflection of tire also means an irregular tension of one layer of fabric in relation to another—they pull apart, chafe and later, when striking a stone, rough place or rut, a blow-out may occur.

There seems to be an impression of danger from blow-outs due to expansion, especially during the hot weather. There is some expansion, but, as a matter of fact, it is not in proportion to the increase in temperature; for example, if the temperature of the air in a tire increases from 50 to 80 degrees, it does not follow that the air pressure per square inch increases from 40 to 80 pounds. It actually means an increase of three pounds pressure per square inch, that is, the pressure increases from 40 to 43 pounds.

New tires stretch slightly after in service a while, and inner tubes, when heated to a certain degree, are slightly permeable to nitrogen and occasional

the successful use of rubber in a tire becomes still more wonderful. We "snap" a rubber band so easily, or wear out the eraser on the end of our lead pencil so quickly, that we should all be more than willing to pay tribute to the men who are fabricating rubber and cotton into an automobile tire.

Picking up from the floor a crumpled string, the judge held it up before the jury and said: "With my two hands I can hold this string stretched out tight and straight before you and no matter whether I stand up or walk about or move my arms up and down, or hold it in the draft of the window, it remains straight and true and undisturbed. That is like a true story."

"But when I let it hang loose it falls into curves and crooks and the slightest motion of my hand or the faintest breath of air causes it to change its meanderings and it is never twice alike."

"That is like the crooked story—it is always varying and can never be depended upon."

In the old days of uncertain values and unreliable service he was a smart salesman who could remember to tell a customer, on a second visit, the same story he told him before and quote him the same price. But now that auto prices have become standard and long established agencies have proved their reliability for service—the salesman has only to quote the authorized statements of manufacturers and the distributors to be right about it.

"And a good automobile is a personal representative of these reliable concerns," Mr. Vogler says.

TACOMA TO HOLD AUTO SHOW

Exhibit Is Hastened by Success in
Portland and Seattle.

With the Portland show just over and the Seattle exhibition on the tapis for April the contagion has spread to Tacoma and now comes the announcement that that city will conduct a show in the Glilde Rink from February 21 to 26.

Definite announcement of the Tacoma show has been made by C. A. Collins, secretary of the Tacoma Automobile Club, who had charge of the Tacoma show last year.

"It was first thought," says Mr. Collins, "that we would not be able to arrange for a show this year. Inasmuch as Seattle and Portland had not signed their intention of having shows, the dealers felt that the demand for a 1916 exhibition would not be great enough to justify Tacoma having one; but when the announcement was made that these two cities were to hold a show, the interest in Tacoma became keen and the result is that plans are well under way for our usual yearly exhibition."

"Almost two-thirds of the space is already disposed of, and from the interest manifested there is little doubt but what this year's show will be a wonderful success."

OPENING DOOR DUE TO STRAIN

New Type of Body Construction In-

troduced to Relieve Fault.

Often motorists are annoyed by the rear doors of the car coming open when rounding a turn at good speed. This is caused by the strain on the body.

There is a new type of body construction introduced this year by which

it is claimed the body is so rigid that the doors sit perfectly at all times and do not rattle or fly open. This is the type of body construction such as is shown on the Marmon 24, in which the body is made in three pieces—first, the cowl; second, the front seat, and third, the tonneau seat.

\$274,903 SPENT ON ROADS

Figures for Grays Harbor County
Are Compiled by Engineer.

ABERDEEN, Wash., Feb. 3.—(Special.)—Grays Harbor County has expended \$274,903 worth of work done during 1915, according to figures compiled by the County Engineer. In the neighborhood of \$50,000 was spent on the Olympia highway west of Hoquiam and leading to Lake Quinalt.

The average cost of building gravel roads in the county was \$2902 with prices for this work ranging from \$840 to \$2644. Plank surfacing cost on the average \$1322 a mile and bridges replanking and approach building \$457 a foot. Altogether about 29 miles of road was built or improved.

CADILLAC HAS RECORD YEAR

Greatest Volume of Business in History Is Recorded.

The calendar year ended December 31, 1915, marked the largest in volume of business in the history of the Cadillac Motor Car Company.

The manufacture and distribution during that period reached the impressive total of 29,495 of the eight-cylinder cars,



Another Maxwell Record

THOUGHTLESS or prejudiced people are wont to assert that a light car is necessarily a short-lived car and that it can not stand up under prolonged hard usage.

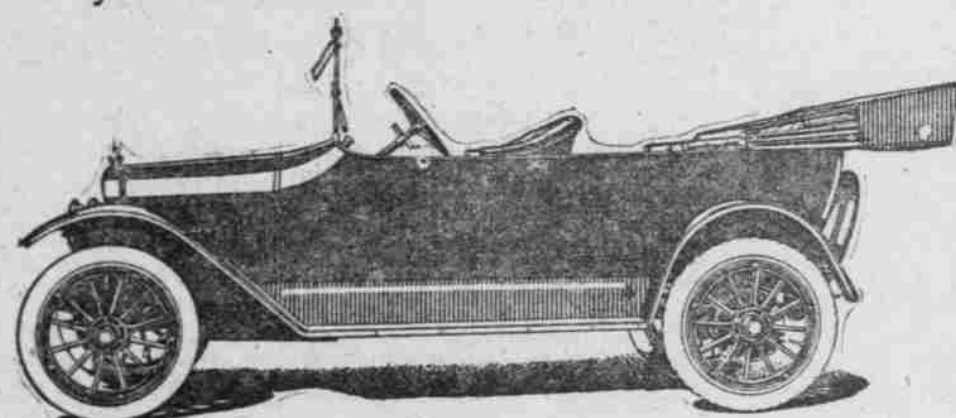
The Maxwell is a light car. It weighs 1,950 pounds and, so far as we know, it is the lightest car of its power in the country.

The Longest Motor No-Stop Run in the history of the automobile industry has just been made by a stock Maxwell Touring Car. This record is authentic, the run being officially observed by the American Automobile Association.

For 43 days and nights this car was driven over city and country roads, averaging more than 500 miles per day—the engine never stopping, the car stopping only long enough to take on gasoline and oil.

This remarkable endurance record disposes finally of the theory that excessive weight means strength. It justifies the use of light weight scientifically heat-treated steels. And it shows that the economy of operation, consequent to the light weight of Maxwell Motor Cars, is not secured at the expense of sturdiness or durability.

The purchase of a Maxwell will assure you of the same rugged qualities, the same sterling worth that makes such an enviable record possible. All Maxwell cars are built of one quality and that is the very best we know how to produce. By buying a Maxwell you protect yourself and your investment.



One chassis; five body styles

Two-Passenger Roadster.....\$635
Five-Passenger Touring Car..... 655
Touring Car (with All-Weather Top)... 755
Two-Passenger Cabriolet..... 865
Six-Passenger Town Car..... 915
Full equipment, including Electric Starter and Lights. All prices F. O. B. Detroit.

Maxwell

MOTOR COMPANY, DETROIT, MICHIGAN

Save 50% on Your Tire Bill

Double Tread Lock Stitch Tires.

Made from two old tires, cemented and sewed together. Prevents punctures and blowouts and gives about the same mileage as new ones. Vulcanizing tires and tubes. Bring them to us. Bring in your old tires.

Bailey's Tire Shop

Stark at Twelfth. Main 2330.

Portland Brazing and Machine Works

289 GLISAN STREET.
Phones—B 4450, A 1232.

MAKE A SPECIALTY OF WELDING FROZEN RADIATORS AND CYLINDERS.

"SATISFACTION GUARANTEED."

R. D. O'Brien East 322. E. C. Phirman

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AUTOMOBILES STORED AND REPAIRED.

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MACHINE AND REPAIR SHOP.

Automobiles bought, sold and exchanged. Gasoline, oils, tires, storage and vulcanizing. 1963-1965 Hawthorne ave. Tabor 2948.

John D. Mansfield, sales manager of the Dort Motor Company, of Flint, Mich., is now on a tour of the Pacific Coast, where he is opening agencies for the representation of Dort cars.