

CADILLAC BREAKS WAY THROUGH MUD

Car Charges Waves Like Big Liner in Heavy Sea and Sticks Only Twice.

BOULDERS OFTEN MENACE

Run From Tillamook Home Is One of Continual Adventure, Ruts Being Several Feet Deep and Rocks Being Encountered.

By CHESTER A. MOORES.
By coxing a 1912 Cadillac over the 122 miles of road that stretch through the Tillamook country and over the mountains to McMinnville and Portland, Walter T. Ridebaugh a week ago

In the center of the road and on the bank at the side.
"Some of these hills were plastered with mudholes too thick to count. Usually I sent a man ahead to wade through and sound them out. If they were exceedingly deep I took a good start and shot at them under full sail.
"Just the other side of the Grand Ronde Indian agency we found another big mudhole and through the reservation there were many treacherous, bottomless holes that had recently been sugar-coated with dry dirt. There was also a bad mudhole near Butler, a small town between Grand Ronde and Willamina.
Party Loses Road.
"This side of Willamina via Sheridan, McMinnville, Dayton, Dundee, Newberg and Tigard we had no difficulty at all except that we got lost near McMinnville and wasted an hour and a half."
The quartet of road heroes left Bay City Saturday, April 1, at 5 o'clock in the morning, had lunch at Dolph shortly after 10 o'clock the same day and reached Portland a few minutes before 5 o'clock last Sunday morning. Last year on a Hudson-Oregonian pathfinding tour W. J. Byrne completed the Portland-Tillamook run in four hours and 49 minutes running time. Road conditions must have been somewhat different then.
"Before I left Bay City I would have sold my old Cadillac for \$800; after she had hauled me through those impossible places to Dolph I commenced to waver a bit on the bargain; and just now I wouldn't sell my car for any amount of money," said Mr. Ridebaugh last week. "Besides burning out my clutch I broke every leaf in the left

CHALMERS GOES 27 MILES ON 1 GALLON

Jake Hirsch Pilots Machine Through Down-Town Traffic on Part of Route.

"COASTING" AIDS TESTS

The Oregonian Reporter Accompanies Party on Trip to Test Just How Far Fuel Can Be Made to Last by Economy.

How many miles can your car make on a gallon of gasoline?
When gasoline prices are on the upward trend, what question is asked more often than the above?
To answer this question for the



When you buy a Studebaker, you SAVE from \$250 to \$400

This \$250 to \$400 represents the difference between the price of a Studebaker and the price of any other car that equals it in value.

The reasons for this difference are immaterial to you as a buyer. What you WANT is the car that gives the most for its price. And when you find, as you will, that cars with the same power, size and quality that the SERIES 17 Studebakers offer, cost hundreds of dollars more, make the salesman tell you WHY.

If a car gives no more, there's no reason at all for paying a higher price, is there? Just see these SERIES 17 Studebakers. Make your own comparisons with other cars—then ask the other salesmen why THEY want from \$250 to \$400 more than the Studebaker prices? Thirty minutes spent in making such comparisons will save you several hundreds of dollars.

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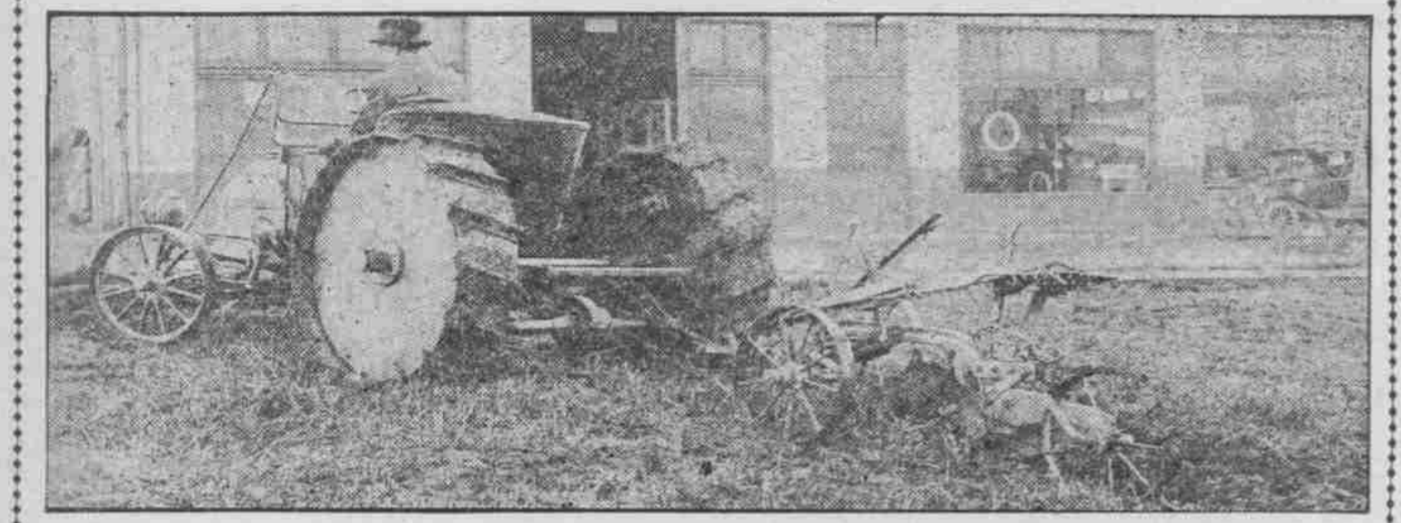
FOUR-CYLINDER MODELS	
Touring Car, 7-passenger	\$ 875
Roadster, 3-passenger	850
Landau-Roadster, 3-pass.	1150
Sedan	1525
SIX-CYLINDER MODELS	
Touring Car, 7-passenger	\$1085
Roadster, 3-passenger	1060
Landau-Roadster, 3-pass.	1350
Coupe, 4-passenger	1600
Sedan	1875
Limousine, 7-passenger	2500

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Local Distributors
New Location
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Phone Bdwy. 616

GERLINGER TRACTOR ATTACHMENT WILL APPLY TO ANY AUTO.



NEW DEVICE WORKING ON EAST SIDE LOT, WITH FRED EWING AT WHEEL.
After several months of experimental work, E. E. Gerlinger last week announced that he was ready to market a tractor attachment that will fit any automobile. With this invention, which he has had patented, he expects to help solve the second-hand car problem to a considerable degree. He says that it is obvious that such an attachment which can be installed for a comparatively insignificant sum, will find ready favor among farmers.
A feature of the attachment is that it can be put on and taken off easily, so it does not tie up a machine indefinitely. It has a gear ratio of 40 to 1 and will haul three 14-inch gang plows with ease. Mr. Gerlinger announces that the Gerlinger tractor attachment will be manufactured, along with the Ger-six truck in his Tacoma factory.

front spring and had more than half a running board ripped off sharply by a rock that was mashed down in the mud at some place or other. But I felt lucky to have 49-50th of the rig left and mightily certain that there is nothing like it for toughness.

Scrapers Might Save Day.

"If the road workers get busy with scrapers right away, which I am hardly optimistic enough to predict, the road to Tillamook ought to be ready for travel after 10 days or two weeks of consecutive good weather. It wouldn't take long to fill up those big chuckholes once the scrapers were placed in use. The roads from Tillamook to Ne-

Bad Gap Consumes Time.

It is the gap between Hebo and Willamina, 31.6 miles, that locks the door on automobile travel during a major portion of the year and it was this chapter of the trip that consumed the overwhelming majority of the 34 hours, less 10 minutes, required for Mr. Ridebaugh and his three trip companions from Bay City, Charles Stone, A. J. Danson and Rupert Anderson, to jump from Bay City to Portland. Mr. Ridebaugh is a Portlander who claims the Oregon Agricultural College as his alma mater.
Without any serious intention at all, Mr. Ridebaugh jokingly remarked one day that he thought he would drive his Cadillac over the mountains to Portland. His friends, particularly those who drive Fords and think that variety of car the only pebble in the puddle, scoffed at the idea, saying quite positively that no automobile could hope to make the trip until long after the Fords had denoted the path.

FAMOUS \$25,000 GOLDEN CHASSIS TO BE IN PORTLAND APRIL 20-22.

W. C. Garbe, manager of the Oregon Motor Car Company, Studebaker retail dealers, announced last week that the golden-stripped Studebaker chassis, which created such a sensation at the Eastern automobile show, would arrive in Portland April 20 and remain on display in the company salesrooms, Davis and Park streets, for three days. The chassis is said to have cost \$25,000, containing 250 ounces of pure gold, and is guarded jealously by detectives on its trip over the country.

Route Is Retraced.

Then the 13.3-mile route was retraced all the way to the Keats garage when it was found the car still had "juice" to spare. Accordingly it was turned loose on the park blocks and played back and forth between the Custom-house and the Home Telephone building. When it finally went absolutely dry the register showed that it had traveled a total distance of 27.2 miles on the single gallon of fuel.
True, the ordinary driver will not get 27.2 miles of travel out of a Chalmers or any other car, but Mr. Hirsch's experiment undoubtedly demonstrates the remarkable fuel economy possible with the new Chalmers car. Mr. Hirsch did

Nearly 100 of Iowa's 900 dangerous railroad grade crossings will be made safer for travel this year.

CHALMERS "6-30" RUNS 27.2 MILES ON GALLON OF GASOLINE.



H. L. KEATS (STANDING), CONGRATULATING JAKE HIRSCH ON RESULTS OF RECENT ECONOMY RUN TO FAIRVIEW AND BACK.

Scuffling Inspires Effort.

This attitude, more than anything else, compelled Mr. Ridebaugh to attempt the trip, and when, many hours later on the mountain top near Dolph, when it looked like the jig was sky high, the stinging prediction made by the Ford disciples that the Cadillac crew would soon be back supplied the mud battlers with words of spunk and a determination to defeat the mountainous road if it took a month.
"From Bay City to Tillamook the roads are now in fine condition, except for a few minor washouts and along those 22 miles from Tillamook to Hebo the way was so inviting that I'm ashamed to report how fast we actually traveled," relates Mr. Ridebaugh soon after his arrival in Portland.

Sharp Boulders Encountered.

"The road just this side of Hebo is badly cut up into ruts and no work has yet been done in removing rocks and other results of washouts. In places it was necessary to dive into holes three or four feet deep and then climb up the other side of the depression. There were boulders there sharp enough to tear any tire to shreds. About half way between Hebo and Dolph town, 11 miles apart, we met our first bad mud obstacle in the form of a quarter-mile stretch with 'gum' strewn along to a thickness of three feet.
"Here four heavy, well-trained draft horses were hitched on, but they couldn't budge the car from its position in the deep groove. Tire chains were useless. In their place we employed stout rope and got busy with shovels, crosscut saws and lines. After digging out what seemed to be several acres of mountain road real estate the anxious little engine and the four horses turned the trick.
Horses Again Employed.
"For three-quarters of a mile this side of the big mud we had to pull up a per cent grade that was rough but hard-erusted, and it seemed almost as good as smooth cement after what we had just tackled. Later we met lots of mud a foot and a half deep that required low gear orders and plenty of backing up and charging for a mile. We dug out of one bad hole without horses.
"On the steep climb about 100 yards the other side of the Dolph postoffice Toll Gate we had to call again for horses to pull us through the slush.
"On one of the many hills just this side of Dolph I burned out my clutch fighting heavy odds with three separate charges. It took us an hour and a half to cover one 50-yard dash and we had to throw in a lot of dry dirt to correct certain impossible places.
Deep Ruts Straddled.
"In watching the car from behind the boys told me it took the 'waves' much like an ocean liner, with its tail high in the air part of the time. The ruts were so deep in places that I had to straddle them by placing the wheels

benefit of all those who might ask about the appetite of the new Chalmers six-30 car, Jake Hirsch, Pacific Coast manager of the Chalmers Company, guided one of the newest rigs out of the Keats store a week ago, ordered it loaded with precisely one measured gallon of gasoline and then sent it skipping out the Sandy road with the automobile reporter of The Oregonian as official observer for the test trip.

Street Made Driving Easy.

The carburetor connection was chopped off squarely at the intake, leaving no possible source of supply except the gallon can of gasoline placed under the hood.
Street Made Driving Easy.
The start was made at Burnside street and Broadway in a driving rain that made the pavement slippery and both Mr. Hirsch not a little as he tried to pilot the car as economically as possible across the Burnside-street bridge, out Burnside street to and through Laurelhurst to the Sandy boulevard.

Mile Traversed Without Fuel.

Between the city limits and Park-rose he covered more than a mile without paying a drop of gasoline, but there were not many other coasts on the entire trip, and when he did coast he did not wait for the car to come to a complete stop. At no time did he drive faster than 35 miles an hour, even when coasting down steep hills because the pavement was slick and it didn't take much to put the car on skidding lurches that were dangerous.
The complete fairness of the test is shown by the fact that Mr. Hirsch chose to go through congested traffic near the heart of Portland, where starts and stops were absolutely necessary, and by the fact that he returned over

the same course that he went out on, thus climbing all the hills which he coasted down on his way out.

As a matter of fact, the average owner of a Chalmers six-30 could get the same results Mr. Hirsch achieved the other day if he would economize whenever he could on the hills and would maintain a "light" adjustment on his carburetor.
The entire 27.2 round trip to Fairview consumed an hour and 40 minutes' time, proving that Mr. Hirsch did not poke along to get the full advantage of every down-hill grade.
Firm Makes 175 Miles of Batteries.
The following shows clearly to what extent storage batteries have become a factor in the building of modern motor cars. Some figures furnished by the Willard Storage Battery Company, of Cleveland, show that there are over 800,000 Willard starting and lighting batteries in use at the present time. Allowing an average length of 16 inches, these batteries, if put end to

not coast down hills as much as has been the custom on previous gasoline economy tests in Portland. Whenever he reached the top of a sharp, long hill he turned the engine off and let the car go hungry as long as it would at a respectable speed before he gave it nourishment again.

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end, would make a line 175 miles long.

Good Roads Linked With Autos.
If automobiles had never been built, there would be comparatively few good roads. And the good roads laid because of the automobile have created a demand for more automobiles. Good roads have put new life into trade by annihilating time and distance. They have brought great dividends in pleasure. They are an economic success.

BOTH DAY AND NIGHT

We Are Running Our Machine Shop Doing Cylinder Grinding and Machine Work Beginning Monday, April 10, we will put on a night crew in our machine shop, so that we can give our patrons more prompt service. Work called for and delivered in daytime. Phone East 4814, C 1148.

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32 High Efficiency Four 5-passenger Touring car at \$1050... Other KisselKars, \$1250 for the 36-Four Touring to \$2100 for the 42-Six 7-passenger "All-Year" Sedan. All prices f. o. b. Factory.

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