

SYSTEM OF ROADS AT HOME LAID

Americans Are Prone to Underestimate, Not Overvalue Work, Declares R. E. Olds.

COMPARISON IS ONE-SIDED

Best Highways in Europe Are Held Up as Examples, While Poor Routes Are Not Pictured. Country Rated Wonderful.

"We Americans are prone to overestimate and sometimes to boast of that which we have," says R. E. Olds, president of the Reo Motor Car Company. "At least that is the accusation made by our European cousins. 'I sometimes wonder if it is just. I wonder if we do not more often underestimate our possessions and our achievements.'"

"We really are a wonderful country, you know, and with full allowance for our shortcomings, a wonderful people, too. So I rather think we are justified in some of our boastfulness. It is an attribute of youth and evidence of a good, healthy, youthful enthusiasm."

"Appropos of what you ask."

"Well, of roads, for example."

One-Sided Comparisons Made.

"We are accustomed to saying that we have the worst roads in the world and to hold up as an example of modern roads the centuries-old highways of Europe."

"Of course, we are very careful to select which European countries we will use. And in doing so we very carefully ignore Belgium, Holland, Scandinavia, Russia, the Balkans, Turkey, etc., etc."

"That reduces it down to the British Isles, France, Germany and Italy. And then we reduce it down again so that it covers not all the roads of even those countries—only the main traveled roads. The main traveled roads, it is true, are good."

"I have found, in talking with Americans who have toured abroad, that most of them will give as examples of model highways a few main traveled roads. But ask them about the general roads of any country and they will either tell you they do not know, or if perchance one has happened to lose his way and gotten onto one of those byways, he will admit that they are about as bad as he has ever seen in Michigan or Nebraska."

Roads of France Are Praised.

"You traveled American will exultate at great length on the wonderful roads of France. And they are wonderful. That is to say, some of them are. At that the total mileage of really good roads in that country is much less than most people imagine. We journeyed along for many a weary kilometer over cobblestone roads that would shake your teeth loose—and in romantic Normandy, too."

"The highways through the Swiss Alps are wonderful and are the only roads for which we have no parallel in this country. At that I opine that we have a greater total mileage of mountain roads in this country than in Switzerland, though not condensed in so small an area."

"The roads in the British Isles are excellent, but in all, New England has more, and they are just as good, despite the climatic conditions that favor the former."

Influence of Climate Cited.

"The Rhine route in Germany is all that has been claimed for it, but we have our roads up the Hudson and Columbia rivers to match it—and who shall say whether the scenery on the Rhine or the Hudson or the Columbia is more beautiful since both are magnificent beyond description."

"I wonder how many people realize the influence of climate on roads. I wonder how many of those who rave over the fact that the Apian way is still in tolerable condition after more than 2000 years have stopped to consider how long that same highway would last in Michigan, for example? The alternate freezing and thawing would disintegrate and cause it to wear away just as fast as they do our own macadam and cement construction."

"The average American is not perhaps so familiar with what exists and is being done in his own country as he is with European conditions. This is particularly true of those Americans who for the past years have devoted their summers to touring in Europe. 'How many of those appreciate how much roadwork is going on, not only in their own immediate neighborhood, but throughout this country?'"

DODGE USED ON MAIL RUN

Valuable Service Between Lamar and Springfield, Colo., Given.

On the mail route between Lamar and Springfield, Colo., a Dodge Bros. touring car is given service. The round trip is approximately 100 miles and in many places the roads are bad and there are steep grades to be negotiated.

The Dodge car daily carries an average of 1500 pounds of mail and from one to four passengers.

The car has been in service since last year and has traveled more than 15,000 miles in all. According to carefully kept figures the repair expense has been but \$29.23. The average consumption of gasoline has been 19 miles to the gallon and 900 miles on a gallon of oil.

Tires have averaged more than 6000 miles and there are two tires on the car now that have run more than 9000 miles.

Gossip Along the Row

Figures compiled last week by M. C. Wilkins show that a total of 24,931 automobiles were given 1916 license numbers in Oregon prior to May 1 and that \$225 of these cars are in use in Multnomah County, or more than a third of the entire state registration. At the close of the 1915 license tag count last year the county only \$805 cars in use in Multnomah County. Of the cars now running in Multnomah County, 1236 are new machines running the first time.

Arrangements have just been completed between the O.-W. R. & N. Company and John B. Yeon, roadmaster of Multnomah County, whereby the Port of Portland is to make a fill between the railroad tracks and the Columbia River Highway at a point below Multnomah Falls, the idea being to relieve congestion. Mr. Yeon said yesterday he thought the fill could be completed within the course of five or six days.

H. R. Roberts, Northwest manager for the Hupp Motor Corporation, returned last week from an extensive visit at the Hupp factory in Detroit and plans leaving today for Seattle, where he will look over the Washington territory and visit his agents there. The factory has present-

ad "Bert" with a car for his own use and hereafter he will do much of his traveling over the open road. "Bert" says the Hupp factory is working full blast night and day and that production is now 47 per cent ahead of last year's schedule. The Northwest territory is showing a 100 per cent increase, he says.

The Portland Tire Store opened new quarters last week in the Keats building, where E. F. Strong, an experienced man in the local tire and accessory field, will handle the Blackstone tire. The Blackstone is manufactured by the Knight Tire & Rubber company, of Canton, O., and has been on the market about a year. The tire is made of fabric with a non-skid outer casing.

The following self-explanatory letter was received last week by C. L. Boss, Hudson distributor, from E. H. Despain, of Palmer, Or.:

"I wish to state since taking delivery on my Super Six on April 30, 1915, I have driven 226 miles, 38 miles of which was on pavement and 190 miles on country roads. On the pavement I averaged 15 miles to the gallon gasoline consumption and on the country driving 16.7-16 miles.

"I think this is somewhat remark-

DRIVING OVER RUTTY, UNBROKEN OR FROZEN ROADS DAMAGES AUTOMOBILE TIRES.



able considering this car was new and somewhat stiff."

HORSES PATROL AUTO WORKS

Efficient Sentry Is Maintained at Willis-Overland Plant.

Among the curiosities of the automobile industry are the three horses used in patrolling the grounds of the Willis-Overland automobile plant at night. These are the only horses ever seen about the great plant.

The 16,000 employees of the Willis-Overland Company, who travel to and from the automobile factory every day, utilize about every known means of transportation that the city affords. Trolley cars, automobiles, bicycles, motorcycles and jitney buses all carry their quota of passengers to the plant, but even in this maze of power-driven vehicles the horse is seldom if ever seen.

But after the whistle blows at night and the army of day workers have departed for home, three horses make their appearance, entering the grounds along a footpath at the rear of the factory. They are the mounts of the Overland night watchmen, who keep in touch with 45 other men stationed around the freight yards and factory buildings. Throughout the night they police the great Overland property and it is said to be next to impossible to get through their sentry lines without being challenged.

HUPP SENDS FOREIGN AGENT

Peter S. Steenstrup Will Handle Affairs in London.

Peter S. Steenstrup, special foreign sales representative of the Hupp Motor Car Corporation, has sailed for London to take up his duties as the Hupp Corporation.

Mr. Steenstrup will visit London, Paris, Madrid and Rome during the next few months. Mr. Steenstrup has had a wide experience in foreign trade and has just recently returned from a six months' visit to the South American countries.

LATEST INFORMATION ON ROADS LEADING IN ALL DIRECTIONS.

The following road bulletin was issued last Friday by the Portland Automobile Club:

Portland to Seattle.

The Pacific Highway to Seattle is reported to be in splendid condition all the way. Would advise going by way of Vancouver and up the Washington side. In driving through Vancouver, drive out Main street, which will lead you directly to the Pacific Highway and follow the Highway all the way. The distance is about 200 miles and Chastain is just about halfway, with good hotel accommodations.

Portland to Hood River and The Dalles.

The Columbia Highway is open all the way to The Dalles and said to be in very passable condition.

Portland to Salem.

The Pacific Highway to Salem is in first-class condition and would advise going by way of Oregon City rather than the West Side and McMinnville, as there may be a rather soft place near Dayton.

Portland to California.

The Pacific Highway to California is rapidly getting in first-class shape for touring and there have been a number of cars reported as coming through without a great deal of trouble. Would advise waiting until about the first of June, when the Highway should be in fine shape.

Portland to Tillamook.

Trip is not advisable at present time but with three or four days of good, dry weather road would be in good shape. The road is passable now, but unless the trip is absolutely necessary would advise waiting.

Portland to Mount Hood.

This road seems to be in fair condition by way of the Bluff road, coming into the main road just before reaching the town of Sandy. Would not advise going farther than Rhododendron, although they say the road is passable about three miles past Toll Gate.

Portland to Astoria.

Unless trip is absolutely necessary would advise waiting for at least four or five days of good, dry weather.

Portland to Estacada and Log La Barre.

Would advise the Logan road on the west side of Clackamas. The road is high and dry and very good surface. Crossing the road at Baker's bridge the river-road is a little rough, but dry. Is a distance of 31 miles. Log La Barre is seven miles from Estacada. After reaching Estacada there are road signs directing the way to Log La Barre.

In the event of rains the above roads are subject to qualification in proportion to the severity of the weather.

SIDE WEAR NO FAULT!

Hard Use on Bad Roads Causes Injury to Tires.

NEGLECT SHORTENS LIFE

Cover Also May Receive Numerous Small Snags and Cuts if Rear Wheels Lose Traction and Spin Around on Paving.

BY F. W. THATCHER.

Manager Portland Branch, Studebaker Tire & Rubber Company. (Eleventh chapter of a series of articles on tire care and usage.) There may be times when bad roads cannot be avoided, but side-wall injury to the tires under such circumstances should not, in fairness, be considered as an indication of fault in the quality or construction. The sides of a tire are not intended to withstand such abrasion and wear as is to be expected from rubbing against curbs, stones or driving in deep, stiff mud or over rutty, rough or frozen roads.

Wear of this kind usually occurs on one side of the tire—the side from the car. Small tires that find the lowest road level will usually receive the most damage. However, inflation, weight of car, camber of front wheels, tread widths and other things all have a bearing on the extent of side abrasion.

The side walls of a tire must be flexible in order to properly distribute the strains, give resiliency, minimize heat, prevent sharp bending of fabric, breaking and separation. Therefore, it is desirable that the rubber on the side walls be elastic and not too dense or firm; the same hard, wear-resisting rubber as used on the tread is not suitable for covering the side walls. The difference on materials and adaptability for tires cannot be compared with automobile and machinery parts—some materials are required to possess great strength and some are selected for other qualities.

It is possible, under severe conditions, to wear through the side-wall rubber in a short time, but, ordinarily, the wear indicates neglect. If it is necessary to drive occasionally over bad roads, reverse the tires, i. e., place the worn side toward the car, vulcanize rubber on the most worn parts to protect the fabric from moisture and disintegration, and it will be found that the normal service from the tires will not be greatly affected.

Neglected Cuts Prove Serious.

The service of tires will be abbreviated to a considerable extent if cuts, punctures and snags are neglected. Too much care cannot be exercised in avoiding injuries of this nature, as much as possible or, at least, give them the proper attention within a reasonable period.

New macadam roads, especially when wet, are liable to damage the rubber cover. It is recommended that the speed of the car be slightly accelerated and clutch depressed before coming up to loose, crushed stone in the road; it is better to coast over sharp stones rather than cause more tire traction by leaving gears engaged.

The rubber cover may receive numerous small snags and cuts if rear wheels lose traction and spin around on wet pavement or in mud or sand. If rear wheels slip, back car for a short distance and then start forward. When this fails, jack up rear wheels and wrap with rope or place something firm underneath to give the tires a grip.

Weight Causes Expansion.

The elasticity of the rubber permits a cut in the tread to expand when under the weight of machine and in contact with the road. In this way, such foreign matter as grit, sand and pebbles are forced into the cut. With each revolution of the wheel, the accumulation of foreign matter acts as a wedge and further forces itself between the cover and fabric of the tire, causing a complete separation of the tread. An entire new cover can often be applied in a satisfactory manner, providing the fabric is in fairly good condition, but it is more practical and certainly less expensive to attend to the initial injuries when first noticed.

It is suggested that after a long trip, or at regular intervals, the tires be examined carefully. Remove rocks, glass, nails and other objects before they cause serious damage; wash mud and other foreign matter from the tires and heel the cuts, punctures and snags with preparations on the market for emergency repairs. If unable to repair the injuries in this way have the work handled by an experienced and competent repair shop.

Frederick (usually pronounced Fred for short) W. Vogler, the president of the Northwest Auto. Company, distributors of the Reo, Cole and Marmon pleasure cars in this territory is quite apparently a thorough optimist.

At least he always returns from territory trips with prosperity news that isn't a single note of pessimism.

The other day, after dwelling for some time on the statement that the company had during April done the greatest volume of business for any month in its history, Mr. Vogler told about his recent trip north from Spokane to the Canadian line, where he said it rained and snowed every one of the six days he was there.

"Everyone up in the Kettle Falls and Colville country was feeling good and prospects looked fine in all lines of business," said Mr. Vogler yesterday. "Several stage lines in that section are



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Touring Car, 7-passenger - \$875
Roadster, 3-passenger - 850
Landau-Roadster, 3-pass. - 1150
Sedan - - - - - 1525

SIX-CYLINDER MODELS

Touring Car, 7-passenger - \$1065
Roadster, 3-passenger - 1060
Landau-Roadster, 3-pass. - 1350
Coupe, 4-passenger - 1600
Sedan - - - - - 1675
Limousine, 7-passenger - 2600

F. O. B. Detroit

PROSPERITY HAS HERALD

FRED W. VOLGER APPEARS TO BE THOROUGH OPTIMIST.

Distributor of Reo, Cole and Marmon Cars Finds Conditions Good Throughout Country.

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"Everyone up in the Kettle Falls and Colville country was feeling good and prospects looked fine in all lines of business," said Mr. Vogler yesterday. "Several stage lines in that section are

now substituting motor trucks for horse-drawn vehicles. I sold three Reo trucks to one company alone.

"There are many relics of the early days in that country. In and about Colville one can find almost as many missions as in California and there is also an interesting building at Kettle Falls that was formerly used as the Hudson's Bay trading post.

"I came back from the upper country to Davenport in a Reo, driving for 200 miles over roads that were rendered somewhat bad by the heavy fall of snow and rain. Spring is about six weeks late this year. Judging by the

amount of snow at the headwaters of the Columbia we are to have high water this season."

The almanac mascot of the ship Appam has been sent to the Brooklyn (N. Y.) zoo, where it is said, people send their little ironical asking if it was the Germans who made a monkey of him.

The mark of superior motor car service

\$1085

F. O. B. DETROIT.

The New 1916 Hupmobile A Four That Excels

We grant that some multi-cylinder motors do confer advantages; but we doubt that they are to be had at the Hupmobile price.

This you can learn for yourself, without expense and without much trouble.

Ride in the Hupmobile, and ride in some other car selling for about the same money.

Then, if you can honestly say the Hupmobile's performance does not match the other, we will be satisfied with your decision.

Dulmage-Manley Auto Co.

Distributors Oregon and So. Washington.
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Take the Judgment of the City that knows how cars are BUILT—and the State that knows how cars PERFORM!

There's no surer judgment, no more trustworthy advice to be had anywhere than that of Detroit and the State of California.

In Detroit

the city that produces three-fourths of the country's cars—where people know cars from the technical and manufacturing sides better than they do in any other city on earth—more Studebakers were registered according to official figures in the year of 1915, than any other cars selling at more than \$500.

In California

the State of wonderful roads and weather—the State where people have more miles of good roads to drive over and more opportunity to use their cars than in any other State in the Union—the official figures for the year of 1915 showed 15,718 Studebakers registered—2,895 MORE than any other car listing at more than \$500.

California KNOWS cars from use on the roads—Detroit knows cars from having the bulk of the industry centered in its limits. Both have made Studebaker favorite by a long lead. What better judgment can YOU follow in buying?

And the reason is simply that every time a man makes even the barest comparison of a Studebaker with other cars, he finds that to get as much power, size and quality as a Studebaker offers, he must pay from \$250 to \$400 MORE. So they're buying Studebakers—and SAVING that \$250. Why don't you see the cars—then go make that \$250-saving comparison.

Oregon Motor Car Co.

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White Truck Record for Performance Unbroken

WHITE Trucks predominate over any other make. They give universal satisfaction; and that satisfaction has resulted from a mechanical design fundamentally right from the beginning.

Years of use, therefore, not merely demonstrate White Truck performance in the past; they also assure White Truck performance in the future. Whatever improvements and refinements have been made, the product has had a continuous development of its original design.

THE WHITE COMPANY, Cleveland

PORTLAND Broadway and Oak Street.

The Anheuser-Busch Brewing Association now own a total of 15 White Trucks