THE SUNDAY OREGONIAN, PORTLAND, MAY 7, 1916.



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

and to hold up as an example of model roads the centuries-old highways of the upper of course, we are very careful to select which European countries we will use. And in doing so we very carefully ignore Belgium, Holland, Scandinavian countries, 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 so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that it covers not all the roads of even so that all the roads of even so that the cover the so that the city affords the so th

Roads of France Are Praised.

Reads of France Are Praised. "Your traveled American will expatiate at great length on the wonder-ful 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 cobbiestone 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 paralled in this country. At that I opine that we have a greater total mileage of in so small an area. "The roads in this country than in so small an area.

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

The Rhine route in Germany is ali that has been claimed for it, but we have our roads up the Hudson and Co-lumbia 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 mag-nificent beyond description.

or other qualities. It is possible, under severe condi-ions, to wear through the side-wall ubber in a short time, but, ordinarily, Among the curiosities of the auto-mobile industry are the three horses used in patrolling the groudde of the Willys Overland automobile plant at night. These are the only horses ever seen about the great plant. The 16,000 employes of the Willys Overland Company, who travel to and from the automobile factory every day, utilize about every known means torcreles and litney busses 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.

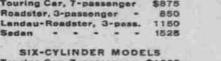
great strength and some are selected

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 de-parted for home, three horses make de-tory. They are the mounts of the lower and 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.

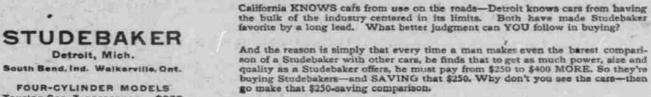
ous small snags and cuts if rear wheels lose traction and spin around on wet pavement or in mud or sand. If rear wheels slip, back car for a short dis-tance and then start forward. When this fails, jack up rear wheels and wrap with rope or place something firm underneath to give the tires a prip.

Peter S. Steenstrup, special foreign grip. sales representative of the Hupp Motor Car Corporation, has salled for London The Weight Causes Expansion.

Weight Causes Expansion. The elasticity of the rubber permits a cut in the iread to expand when under the weight of machine and in contact with the road. In this way, such foreign matter as grit, sand and pebblos are forced into the cut. With cach revolution of the wheel, the accu-mulation of foreign matter acts as a wedge and further forces itself between the cover and fabric of the tire. It is not unusual for the lumps or It is not unusual for the lumps or in the interests of the Hupp Corpora-



Roadster, 3-passenger -Landau-Roadster, 3-pass. F. O. B. Detroit

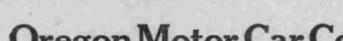


than \$500.

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Touring Car, 7-passenger \$1085 1060 1350 1600 1675 2500



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

Oregon Motor Car Co. Local Studebaker Distributors

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FRED W. VOLGER APPEARS TO BE

now substituting motor trucks for horse-drawn vehicles. I sold three Reo "There are many relics of the early days in that country. In and about Colville one can find almost as many issions as in California and there is also an Interesting building at Kettle



Is more beautiful, since both are magnificent beyond description. "I wonder how many people realise the influence of climate on roads. I wonder how many of those who rave over the fact that the Appian way is still in tolerable condition after more than 2000 years have stopped to con-sider how long that same highway would last in Michigan, for example? The alternate freezing and thawing would disfintegrate and cause it to wear away just as fast as they do our own macadam and cement construction. "The swerage American is not per-haps 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 roadbuilding is soing on, not only in their own immediate neighbor-hood, 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 giving great service. The round trip is approximately 160 miles and in many places the roads are bad and there are steep grades to be ne-potiated. gotiated.

The Dodge car daily carries an aver-age of 1500 pounds of mail and from one to four passengers. The car has been in service since last

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 \$20.25. The average con-sumption 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. O. Wilkins show that a total of 24,-931 automobiles were given 1916 H-cense numbers in Oregon prior to May 1 and that 3929 of these cars are in use in Multnomah County, or more than a third of the entire state regis-tration. At the close of the 1915 H-cense tag count last year there were only \$808 cars in use in Multnomah County. Of the cars now running in Multnomah County, 1236 are new ma-chines running this year for the first time.

time. Arrangements have just been com-pleted between the O.-W. R. & N. Com-pleted between the Idea helps to relieve congestion. Mr. Yeon said yesterday to congestion. Mr. Yeon said yesterday be thought the till could be completed within the course of five or siz days. H. R. Roberts, Northwest manager for the Huppo Motor Corporation, re-troit and plans leaving today for Se-tile, where he will look over the Washington territory and visit his agents there. The factory has present.

************************* LATEST INFORMATION C ROADS LEADING IN ALL DIRECTIONS. ON

fairs in London.

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

Portland to Scattle.

Portland to Scattle. The Pacific Highway to Seattle is reported to be in splendid con-dition all the way. Would advise going by way of Vancouver and up the Washington side. In driv-ing through Vancouver, drive out Main street, which will lead you directly to the Pacific High-way and follow the Highway all the way. The distance is about 200 miles and Chehalis is just about halfway, with good hotel about halfway, with good hotel accommodations.

Portland to Hood River and The

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

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.

Portland to California. The Pacific Highway to Cali-fornia is rapidly getting in first-class shape for touring and there have been a number of cars re-ported as coming through with-out a great deal of trouble. Would advise waiting until about the first of June, when the High-way 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 ad-vise waither. waiting

Portland to Mount Hood.

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

Portland to Astoria.

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

cach 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.
It is not unusual for the lumps or "mud boils," if neglected, to cause 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 intervais, the tires and heal the cures punctures and snags with proparations on the market for mergency repairs. If unable to repair the injuries in this way have the work handled by an experienced and competent repair shop.



A Four That Excels

but we doubt that they are to be had at the Hupmobile price

much trouble

MARSHALL 1699, A 1299.

We grant that some multi-cylinder motors do confer advantages;

This you can learn for yourself, without expense and without

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.

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WASHINGTON.

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

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