

CHEVROLET'S FIRST CAR FROM SPOKANE

Rains and Mud Encountered Fail to Delay for Long on Way to Portland.

ROAD OFTEN SLIPPERY

Fuel Economy Is Practiced on Trip Which Covered 500 Miles Over Roundabout Route, but Way Is Generally Good.

The distinction of being the first to motor from Spokane, Wash., to Portland in 1916, belongs to G. E. Crisler and H. B. Fassett, of Spokane, who stabled their 1916 five-passenger Chevrolet "490" in the agency headquarters of the Benjamin E. Boone Company, Sixteenth and Alder streets, early last week.

"We can't find words to say too much in praise of our little Chevrolet," said Mr. Crisler on his arrival in the course of the recent rain storm. "In coming over the upper portion of the Columbia Highway we encountered several deep chuck-holes that had been caused by the heavy rains. In many places the car went down to the engine in mud but we found that hardly anything could stick a Chevrolet, which I believe can climb a telephone pole. For several miles, however, it was necessary to use chains.

Help Not Needed.

"Teams were on hand to haul cars out of the mud but we didn't have to ask for help. These teams were working on the highway and their services were offered at the expense of the county. It was unfortunate that rain chances to come along just as the upper part of the highway was opened. The condition was evidently far worse last week than it had been for several weeks just preceding and it will probably improve rapidly as the sun gets a good chance at it again."

Between Spokane and Colfax Mr. Crisler and Mr. Fassett, who alternated at the wheel, found the road in good condition. There were good many hills to battle between Colfax and Walla Walla, they report, but the road was hard except in those places where road crews were at work. They found the roads in good shape from Walla Walla to Pendleton.

Road Slippery in Spots.

"Across the desert and sand hills this side of Pendleton we found things rather hilly but the road dry," reported Mr. Crisler. "We came through Cecil and past Lexington to Wasco, completing the trip from the latter point to Portland in one day. From Wasco to The Dalles and to Hood River we were in the rain and the roads were slippery, but there was always a bottom so we didn't have any trouble.

"I really don't know how much the trip measured, but it was a good one in the neighborhood of 500 miles because of the roundabout route we followed. In that entire distance we consumed only 20 gallons of distillate, which indicates an average of 25 miles to the gallon. On the streets of Spokane on a test trip we averaged 25 to travel to the gallon of distillate, but of course we couldn't expect like results on rough and uncertain roads. There is no question but that the car will travel farther on a gallon of distillate than it will on gasoline, which costs about twice as much as the other fuel."

Engine Gets More "Kick."

Mr. Crisler and Mr. Fassett have taken the Oregon agency for the Callis Vapo Distillate Burner and have opened up offices at 305 Glisan street. They made the trip from Spokane to Portland to give the burner a thorough trial before leaving here.

"In the Callis burner distillate is passed through three or four inches of water and carried from there into the burner which is located on the exhaust pipe," said Mr. Crisler yesterday. "The fuel is then passed from the burner to the carburetor. There is a tendency to create more or less vapor and possibly carry some water to the engine. This serves to prevent carbonizing and gives the engine more kick without doing any damage."

Easter Gifts Go Fast.

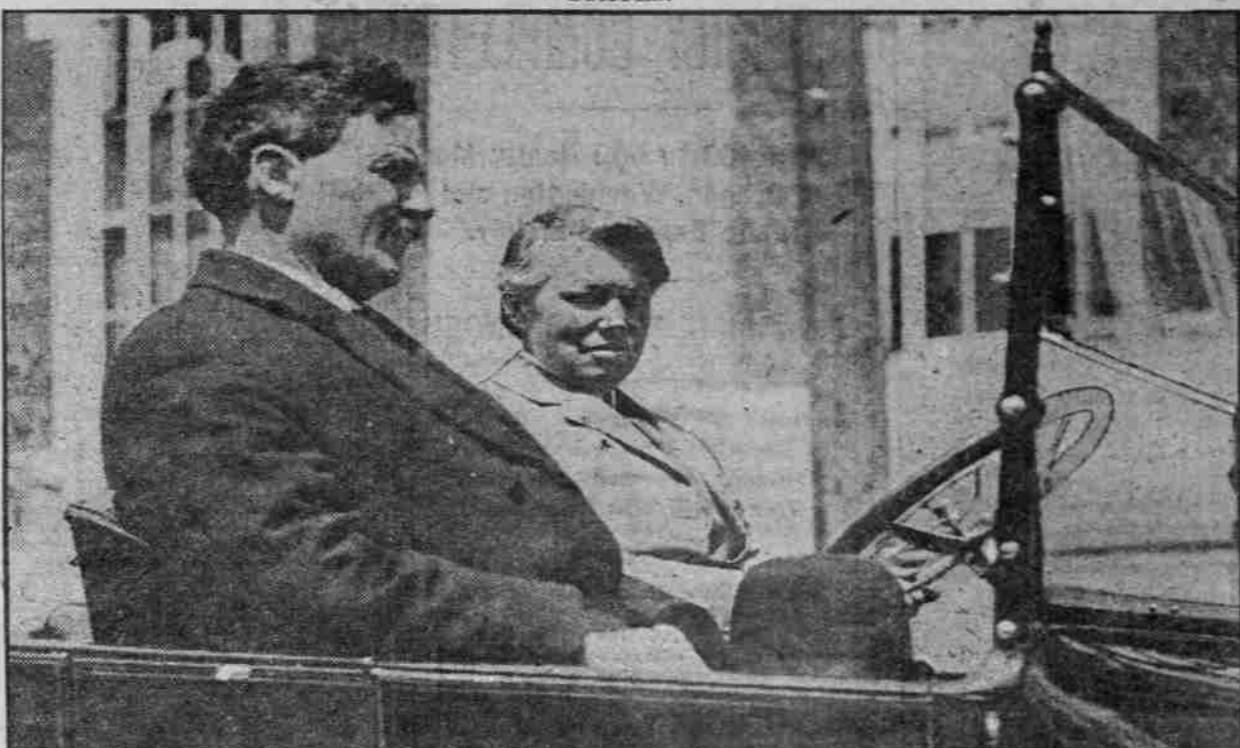
When A. R. Davis, Studebaker distributor in Cleveland, inaugurated a plan of presenting each woman driver of a Studebaker car in Cleveland with an Easter plant, the total number of plants distributed was six. That was three years ago. This year, in pursuance of the same policy, Mr. Davis distributed close to 200 plants at Easter. This unique plan gives an interesting insight into the tendency of women to drive automobiles in ever-increasing numbers.

New Car Owners in County

According to the records of M. O. Wilkins the following police temporary automobile licenses were issued in Portland last week for new cars registered this year for the first time:

- Dr. P. E. Hale, Eilers building, Chalmers.
- F. Lohmeyer, 825 Vancouver avenue, Saxon.
- Ella L. Maurice, 505 Orlando Apartments, Ford.
- Edna Thompson, 1047 Hancock, Overland.
- C. M. Hymerson, 302 Oregonian building, Overland.
- A. L. Anderson, 920 Woodward, Dodge.
- S. Gracie, 572 Gladstone, Dodge.
- M. H. Baldwin, 431 East Eleventh, Ford.
- E. W. Morse, Stevens building, Overland.
- F. B. Dudley, 434 Northwestern Bank building, Studebaker.
- M. O. Ott, 2062 East Stark, Ford.
- A. C. Wyckoff, 59 Trinity place, Franklin.
- H. P. Cloyes, 174 East Twenty-eighth street, North.
- William O. Wilson, 761 Gutenberg, Dodge.
- H. T. Coleman, R. F. D. 1, Box 511, Portland, Overland.
- Walter Ruhl, Graham, Or., Overland.
- C. L. Dunham, 2151 Clinton, Saxon.
- Verne Gager, 908 East Thirtieth, Overland.
- Monroe Palmer, 625 1/2 Vancouver, Oakland.
- J. A. Henderson, 325 Dyer street, Buick.
- Otto Frederickson, 106 North Sixteenth street, Ford.
- Eugene Blaser, 10 North Third, Bee.
- A. Gustafson, 375 Railway Exchange, Ford.
- C. A. Russell, 916 Board of Trade building, Overland.
- H. R. Ross, 604 East Main, Saxon.
- Louis H. Centre, 714 Corbett building, Chevrolet.
- Mr. Robert Williams, 881 East Sixth street, North, Chevrolet.
- E. Hoffmann, 109 Killingsworth, Overland.
- C. W. Fishback, Keefe Auto Company, Chalmers.
- Robert Demmer, 623 E. Sixteenth, Buick.
- H. C. Malby and J. C. Merriam, Y. M. C. A. Ford.
- Walter C. Crow, 1260 Hancock, Studebaker.
- Adams Bros., 39 Columbia bldg., Ford.
- A. N. Parsons, Grants Pass, Bee.
- Watson Eastman, Watson Cooperage Company, Buick.
- Victor Johnson, Boring, Overland.
- I. Lang, First and Ankeny, Dodge.
- Clyde Hein, 515 Wilkinnette bldg., Dodge.
- E. L. Blinnson, 225 Railway Exchange, Chevrolet.
- J. C. Gardner, 253 East Third N., Buick.
- W. P. Fuller, Twelfth and Davis, Packard.
- H. B. Walker, Yeos building, Dodge.
- E. A. Vaughn, Electric building, Cadillac.
- Fred Haines, Harney, Or., Hudson.
- L. E. Madsen, Pacific Telephone & Telegraph Company, Ford.
- Mrs. E. B. Kramer, Portland Fish Market, Oakland.
- H. Jacobson, 547 1/2 Fourth, Grant.
- H. W. Krupke, 1201 Clinton, Ford.
- Edna Bloom, 573 Park, Chalmers.

PROMINENT LODGE WOMAN WILL START NEXT MONTH ON AUTO TOUR OF NORTHWESTERN STATES.



Mrs. C. C. Van Orsdahl, Grand Guardian of Women of Woodcraft for the Pacific Coast States, at the Wheel of Her New Studebaker Six. At the Left is Mr. Van Orsdahl.

BUICK SETS NEW PACE

LOS ANGELES TO SEATTLE MADE UNDER OWN POWER.

Road Conditions Declared to Be Favorable and Improvements in Oregon Are Noted.

SEATTLE, Wash., May 13.—For W. A. Larkin and E. H. Baller, of Los Angeles, is claimed the honor of bringing a Buick 1913 model 25 from the Southern city to Seattle, the two men reaching Puget Sound after a trip which kept them on the alert most of the way.

They asserted that the Buick is the first car over the Pacific Highway this season under its own power all the way, and consider themselves fortunate in having been able to travel the entire distance on their own power. Had they not been equipped with block and tackle they would not have been able to do so.

The most difficult road encountered on the entire trip was in Pass Creek Canyon. They said that the name of this canyon should be changed to "Unpassable Creek Canyon."

Mr. Larkin said that while it is a little early for transcontinental touring, that the roads in general were very good, especially in California and Washington, and that the Oregon roads are being improved as rapidly as possible.

Mr. Larkin announced his intention to ship this car to Alaska and drive into Fairbanks, where he intends to put it in the rent business.

By having the back of the front seat cut out and hinged at the bottom, it was possible to fold it down and make

very comfortable bed and thereby deprive the hotels of \$2 a night.

One of the particular advantages of the Buick is its light weight, which enables it to get over the roads without sinking into the mire, Mr. Larkin declared. Attention was called to the fact that the car was equipped with the

old steel detachable rims which cut down the weight considerably in this respect. Another fact which was particularly interesting to the mechanical department of the Northwest Buick Company was that the Buick was equipped with the special Buick carburetor, manufactured by Mr. Buick, of California. Mr. Larkin said that he had no difficulty in obtaining 27 to 30 miles per gallon of gasoline on this trip with the new Buick carburetor.

TRUCKS GIVE LITTLE TROUBLE

Jeffery Cars Used in Mexico Need Very Few Repairs.

The surprise of the reports from the United States punitive expedition in Mexico, according to the Motor Age correspondent at the front, is the exceptionally light repair cost of the motor trucks, particularly the Jeffery squads. The roads and trails are unusually difficult, including hub-deep sand and mud and some very severe grades.

The report indicates that the truck which drives, brakes and steers on all four wheels is less expensive to maintain than the rear-drive type of truck, owing to the continual climbing of all

four wheels over the road obstacles, and the consequent elimination of jar and vibration, it is said.

OVERLANDS SHIPPED BY WATER

\$65,560 Worth of Machines Make Record Boat Shipment.

Sixty-five thousand five hundred and sixty dollars' worth of automobiles were shipped by water the other day by the Willys-Overland Company to Cleveland on the steamer City of Buffalo, establishing a new record for automobile shipments.

The Willys-Overland, Inc., of Cleveland, uncertain as to whether it would receive its Spring shipments of cars in proper time, owing to a shortage of freight cars, decided to take the bull by the horns. To get prompt delivery, the City of Buffalo, second largest freshwater passenger carrier, was chartered for the trip.

FACTORY IS EXTENDING

BIG STRUCTURE IS ADDED TO WILLYS-OVERLAND PLANT.

Available Floor Space Is Increased by 500,000 Square Feet—Building Is Five Stories.

The completion of another big factory structure at the plant of the Willys-Overland Company last week gives the Toledo automobile manufacturer an additional 500,000 square feet of floor space available for immediate use. This new unit of the Overland will be occupied at once by various departments of the factory proper which in the past few months have outgrown their old headquarters.

The building, known as No. 43, is five stories high, built of reinforced concrete throughout, and is one of the largest of the many new structures erected by the Overland Company. The entire amount of space will be given over to the manufacture of closed cars, a branch of the business which in the past year has developed beyond all expectations of Overland officials.

Heretofore, the demand for motor cars has been confined almost exclusively to the open-body types, and every new addition to the big Toledo plant has been utilized for the manufacture of this style of car. But during the past season the demand for closed cars for all-year driving has shown a remarkable increase, and immediate steps had to be taken to provide adequate facilities for their manufacture.

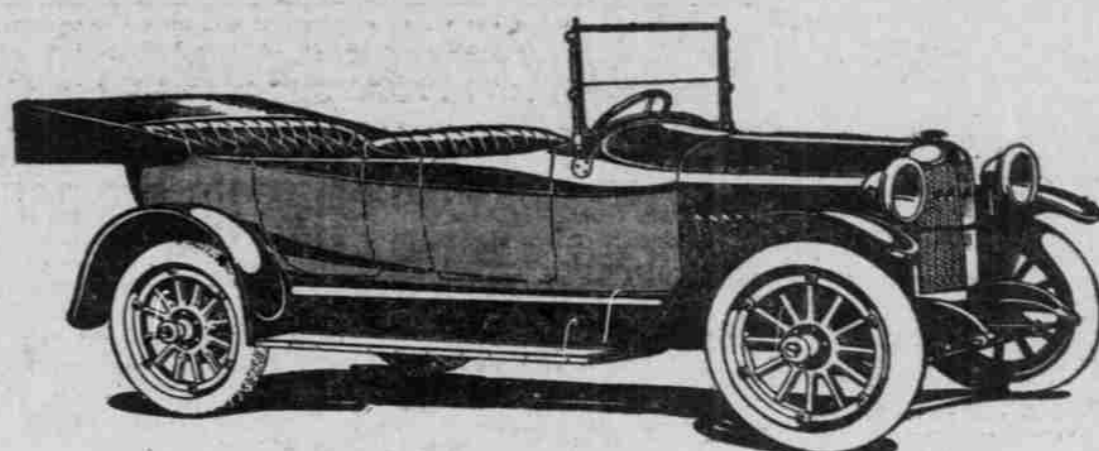
Truck Makes Record Run.

More than 125,000 miles of service with a total of repairs and replacements costing but \$28.84, is the remarkable record of a 1909 Kissel-Kar until recently owned by D. C. Newman Collins, of New York.

We Ask You

Where Else Could You Find Such Supreme Motor Car Quality as in the

PAIGE
The Standard of Value and Quality



THE CAR De LUXE

IN the earlier days of the automobile industry wealth and social position traveled almost exclusively in the car which bore a foreign maker's name.

But times have changed—standards of value have changed—personal viewpoints have changed.

People of wealth and social position still insist upon luxury and elegance in their motor cars. But now they also demand at least a fair return upon their motor car investment.

It is for this reason that the Paige Fleetwood "Six-38" has been so universally adopted by well-to-do people in all sections of the Nation.

In beauty of line and design this car rivals the most artistic productions of Europe. It is refreshingly distinctive and embodies every convenience and luxury that a critical motorist could desire.

It is a big car, a powerful car, a comfortable car—and, withal, an economical car. It is literally and actually "the standard of Value and Quality."

The price—complete—is \$1175, Portland.

Paige Motor Sales Co.
529 Washington Street

PAIGE SERVICE

"As Near as Your Telephone" MAIN 305

Fleetwood "Six-38" \$1175 PORTLAND.

White Truck Performance Past and Future

EVERYONE knows that White Trucks predominate in this country... have done so for years. They give universal satisfaction; and that satisfaction has resulted from a mechanical design fundamentally right from the beginning. Whatever improvements and refinements have been made, the product has had a continuous development of its original design.

Years of use therefore not merely demonstrate White Truck performance in the past; they also insure White Truck performance in the future.

THE WHITE COMPANY, Cleveland

PORTLAND

Broadway and Oak Street.



The American Can Company now owns a total of 11 White Trucks