

ALEXANDER WINTON TELLS OF OLD DAYS

Creator of Six-Cylinder Car Visits Portland to Install Engines in New Ship.

FIRST CAR BUILT IN '95

Initial Year's Production Reached 'High Mark' of Four Cars, Which Were Sold for \$1000 Each. Changes Among Aides Few.

"Now you are asking me something." It was Alexander Winton, founder and president of the Winton Company, scratching his head as he talked between puffs of his pipe.

FOREST FIRES OBSTRUCT TRAVEL OVER ROAD BETWEEN GOVERNMENT CAMP AND WAPINITIA

Definite information was received in Portland yesterday to the effect that the forest fires now raging on the south side of Mount Hood had served to close the road between Government Camp and Wapinitia, thereby making the Mount Hood trip impossible for the time being.

Within the past days a number of machines have attempted to go around the mountain, using this road, but they have been obliged to turn back and postpone their trips, at least until the fires subside.

who built the first 12-cylinder oil engine, was having difficulty in trying to recall when he built his first automobile.

"I guess it must have been in the year 1895," said the veteran motor-car manufacturer, who, despite his long experience in the automobile industry is even now only 57 years old and as spry as most any chap of 35 or 40.

"My first car was a two-cylinder rig with an upright motor. It had no springs but it boasted of great big pneumatic tires, the first ever placed on any motor carriage. That original Winton car held the speed record in its time. On one of the tracks in Cleveland I believe it turned up a gait of 40 or 50 miles an hour.

"By the way, I have driven just about as fast as the next fellow. Once I spent only 32 seconds going a full mile."

Winton Sticks to Wintons.

"Was it in one of your Winton cars?" he was asked. "Bet your life. I have never once in all my life driven any other make of car and, while I have owned many other makes, I have never been inside the motor-car factory of any other company. I wouldn't know how to run any car but a Winton and why should I so long as Wintons are to be found all over the country?"

"Why, right here in Portland I see dozens of Wintons every time I go out of my hotel. I guess this fellow A. C. Stevens, who has been handling the Winton line in Portland for the past few years, has been quite busy as well as successful."

"Who really built the first automobile, Mr. Winton?"

"That would be a hard question to answer for the reason that so many of us were working on cars at about the same time. This is certain, however, all of the manufacturers concede that the Winton Company was first to put cars on the market. That was in March, 1897, when we turned out \$1000 each. We thought we were making money fast despite the fact that it cost nearly \$1000 to build each of those cars."

Output 21 Cars in 1899.

"It was not until April 1, 1898, that the Winton Company began delivery of the first regular output of American-made cars. At this time we are inviting suggestions for an appropriate way to commemorate the 20th anniversary of the founding of the automobile industry in America."

"The 1898 output was 21 cars. This was increased in 1899 to 105 cars, of which 11 were high trucks. Of the two years' output, New York bought 22, Pennsylvania 32, New Jersey 11, Ohio nine, Connecticut seven, Illinois six, Ontario five, Indiana four, Massachusetts 3, and scattering 14."

"Numbered among the 123 pioneer purchasers were William Rockefeller, Harry Fay, Whitman, Lawrence Waterbury, Larz Anderson, J. W. Packard, J. M. Studebaker, Henry Rogers, Winthrop, C. Gray, Dinmore, George W. Childs, Drexel, C. B. Swetwold, Josiah Stanford and H. K. Browning."

"The automobile is now so tremendous a factor in American life that a fitting celebration of its approach to a voting age is certainly to be desired."

Mr. Winton believes that his company is the only one in the automobile manufacturing industry that has retained its original officers without change. Even now the company has the same president, vice-president and treasurer as it had at the time of its formation.

Changes in Officials Few.

"I even have men with me now who were associated with my company as far back as 1892 when we were making bikes," commented Mr. Winton in his room at the Hotel Multnomah last week. "My superintendent has been at the helm all that time and the head of my painting department, who is entitled to the honor of putting out so many beautiful fancy painting jobs, has been with me 20 years. I never change a man unless I have to. Most of us have gone through the mill for many years together without any splits and I expect we will remain side by side until we are buried."

Although he proposed to visit the store of A. C. Stevens, Oregon distributor of the Winton car, several times while here, Mr. Winton came to Portland primarily to witness the successful installation of his first pair of Winton marine engines in the Esperanza, a new motor launch launched last week by the Peninsula Shipbuilding Company. A number of other Winton engines, which are of the full Diesel type, will in the near future be placed in other ships now under course of construction in Portland. The motors range in horsepower from 250 to 700 each.

With Mr. Winton on his inspection trip were C. F. Salisbury, chief engineer of the Winton marine works, and G. W. Coddington, his assistant engineer. They arrived in Portland Sunday night and remained until Wednesday night when they went on to Seattle.

OREGONIAN REPORT ON ROADS

Portland South via Pacific Highway to California Line

Table with 2 columns: PLACES, Miles. Portland to Oregon City (via Oswego) 13.2, Portland to Oregon City (via Sellwood and Milwaukie) 14.5

Note—Route via East Eighty-second street, Grays Crossing and Clackamas is now open and said to be best route to Oregon City; much of it paved.

Table with 2 columns: PLACES, Miles. Salem to Albany (via Ankeny Hill road and Jefferson) 26.8, Salem to Albany (via Turner and Marlon) 21.0

Portland to Vancouver, Wash. (via Interstate Bridge) 8.1, Vancouver to Sea Center 19.2

Portland to Astoria (via West Side Highway to Connection With Pacific Highway and to McMinnville) 23.7

Table with 2 columns: PLACES, Miles. Newberg to Dayton 7.8, Dayton to Salem (via Wheatland ferry; ferry operates both day and night, charge being 25 cents) 22.2

Dayton to Dallas 35.0, Dallas to Salem 25.0

Beaches and Coast Districts From Trunk Highway Points

PORTLAND TO ASTORIA AND SEASIDE VIA LOWER COLUMBIA HIGHWAY

Table with 2 columns: PLACES, Miles. Portland to St. Helens 13.0, St. Helens to Goble 7.0

PORTLAND TO ASTORIA AND SEASIDE VIA FOREST GROVE ROAD AND HILLSBORO, AVOIDING BEAVERTON

Table with 2 columns: PLACES, Miles. Forest Grove to Timber (via Gales Creek) 21.4, Timber to Vernonia 16.0

MINNIVILLE TO THE TILLAMOOK COAST

Table with 2 columns: PLACES, Miles. McMinnville to Grand Ronde (via Sheridan) 27.6, Grand Ronde to Tillamook 44.9

DALLAS TO NEWPORT

Table with 2 columns: PLACES, Miles. Dallas to Blodgett 32.5, Blodgett to Newport 43.0

ROSEBURG TO GRESHAM AND SANDY POINTS

Table with 2 columns: PLACES, Miles. Roseburg to Marshfield (via Camas Valley) 103.0, Marshfield to Crescent City (via Empire, Bandon, Fort Orford, Gold Beach and Brookings) 162.3

COOS BAY TO CRESCENT CITY, CAL.

Table with 2 columns: PLACES, Miles. Crescent City to Grants Pass 90.3

Columbia River Highway

Table with 2 columns: PLACES, Miles. Hood River to The Dalles 23.2, Hood River to Cloud Cap Inn (via Mount Hood Lodge) 29.0

Other Cross-State Roads Running West to East

Table with 2 columns: PLACES, Miles. Portland to Government Camp (southern base of Mount Hood) 65.0, Government Camp to Wapinitia 19.0

The Dalles and Points East and Northeast

Table with 2 columns: PLACES, Miles. The Dalles to Wasco (detour on account of forest fires) 36.5, Wasco to Ione 49.0

The Dalles South

Table with 2 columns: PLACES, Miles. The Dalles to Tygh Valley 33.0, Tygh Valley to Shaniko 36.0

CAR LIGHTS STUDIED

"Watch Your Headlights" Is Advice Sent Out.

LENSES ARE CLASSIFIED

Oregon Headlight Committee Investigation for Purpose of Eliminating Illegal Devices Used on Machines.

"Watch your headlights!" Such is the warning that has been sent broadcast from one end of the Coast to the other, and Oregon is the last to fix safe night-driving laws for the security of after-dark traffic.

All headlights in the future must be equipped in accordance with the dictates of the law, so that no portion of the light from an automobile head lamp shall be of sufficient intensity to blind the "other fellow."

Reasons for Classifications Given

Under the new restrictions lenses falling under the classification, "controlled light," are permitted to use 27-candlepower bulbs.

Although provision is not made by the Portland officials for the control of light above the 42-inch level, yet neighboring states are rigidly enforcing legal provisions which specify that no portion of the beam of reflected light shall rise above 42 inches from the ground.

Territory Work Hard

LIBERTY MAN SPENDS 21 OUT OF 27 NIGHTS ON PULLMAN

James Scearce, Who Travels Northwest for New Concern, Got Training Under H. E. Roberts.

The lot of the men who cover territory for the Liberty car factories of the East is not so easy after all, if we are to take the experience of James Scearce, of Seattle, the newly appointed district supervisor of the Liberty Motor Car Company, as an example.

Not a Close Corporation

Miss Flyger seems to be making much progress in her position with Hubbs & Tubbs.

POSSIBILITIES OF THROWING LIGHT ON ROAD, BELOW WAIST HEIGHT, ARE SHOWN BY AMERICAN AUTOMOBILE ASSOCIATION TESTS.

AAA TEST

Distance 50 ft. from screen

Width of beam about 60 ft.

1800 ft. ahead of car

75 feet from screen

MAXWELL

Most Miles per Gallon Most Miles on Tires

How much is two dollars?

Two dollars aren't worth anything unless you buy something with them.

You couldn't eat two dollars if you were shipwrecked on a desert isle.

But two dollars are full of splendid possibilities, if you know how to spend them wisely.

For only two dollars a week you can operate a Maxwell automobile.

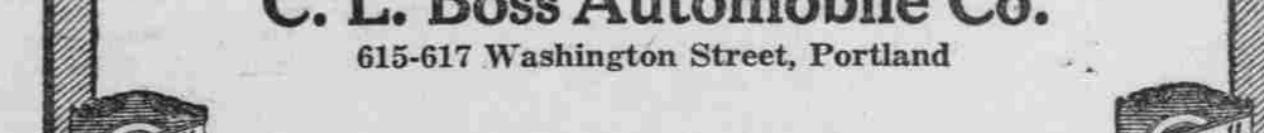
That means 1000 per cent. profit—in health and joy for you and yours.

We don't know of any investment half as good.



Touring Car \$745 Roadster \$745; Coupé \$1095; Berline \$1095; Sedan \$1095 All prices f. o. b. Detroit

C. L. Boss Automobile Co. 615-617 Washington Street, Portland



VOGLER ADDS 2 CARS

Veteran Automobile Dealer Increases Agency Strength.

Stearns Car Well Known

Rosmer Is High-Class Sport Auto. Factory at Detroit Will Take Orders for Special Jobs of Natty Appearance.

Fred W. Vogler, one of the veteran automobile dealers of Portland who has headed the Northwest Auto Company for a full decade, last week, through the office of the United Motors Company of Seattle, took the agency for the Stearns-Knight car for the states of Washington, Oregon and Idaho and Western Montana, and also added the Roamer line.

Mr. Vogler is the principal owner of the United Motors Company and is an executive officer of the company along with Charles M. Menzies, sales manager of the Northwest Auto Company, of Portland, and Mr. Vogler's right-hand man in the automobile business.

Acquisition of the Stearns and Roamer lines illustrates the point that Mr. Vogler is perhaps the dominating figure in the automobile business of the Northwest. For some time Mr. Vogler and Mr. Menzies have been actuated by the desire to provide motorists with every possible want, even down to accessory equipment.

Other Cars Are Controlled

In addition to the Stearns and Roamer lines the Northwest Auto Company and the United Motors Company control the distribution of the following cars: Menzies cars and trucks, all of Oregon and Western Washington; Marmon, all of Oregon and Eastern Washington; Cole, all of Oregon, Washington, Northern Idaho and Western Montana; Indiana Truck, all of Oregon and Washington; and Duplex truck, all of Oregon and Washington, as well as parts of Idaho and Montana.

Recently the Northwest Auto Company was named the Oregon representative for the Miller tires and last week announcement was made to the effect that the same company has acquired the selling privileges on a new type of auto trailer, known as the Auto Camp, which it will distribute throughout Oregon and Washington.

Stearns Car Is Well Known

The Stearns car, which is soon to be on the map again in Portland, is well known in the local field, being represented here by a large number of cars. It has not been represented actively in Oregon for several years, however. The Stearns cars are equipped with the Knight sleeve-valve type of motor.

The Roamer is a high-class sport car which is built principally in road-

ster and four-passenger types. For the reason that the Roamer factory in Detroit will take orders for special jobs of natty appearance, this car appeals especially to the man who likes a nifty rig of rakish architecture.

NEW NASH CAR IS COMING SOON

Long Suspected Plans Confirmed by Official Factory Announcement

ADAMSON

5-MINUTE VULCANIZER

The light and handy outfit that repairs tube punctures in 5 minutes—no matter where you are. Uses common gasoline—always easy to get and sure in its work.

PRICE \$1.00 COMPLETE

Includes 12 patches; extra box of 12 patches 25c.

The "Adamson" line includes outfits for general tube and tire repairing; also "Adamson" Repair Gum, a special quality for all portable vulcanizers.

Ask Your Dealer

Manufactured by Adamson Manufacturing Co., East Palestine, Ohio

