

# BUICK MAKES FAST TIME TO SEATTLE

### Actual Running Time Over Distance of 206.8 Miles Only 8 Hours 58 1/2 Minutes.

W. C. MONTGOMERY DRIVER

Trip Part of Tri-State Run Put on by Automobile Club of Western Washington to Show Winter Touring in Northwest Good.

BY LAIR H. GREGORY.  
While the East was snow-bound and even railroad travel was tied up by blizzards, an automobile went from Portland to Seattle—206.8 miles by the speedometer—over the Pacific High-

way last Sunday in 8 hours 58 1/2 minutes, actual running time. This was an average of just a shade less than 23 miles per hour over the whole distance, taking the roads as they came, rain, well-done or medium. The car made this remarkable performance was a Buick light six, sent out by George W. Dean, manager of the Howard Automobile Company in Portland, as one of three Buicks that on Saturday and Sunday made the run between Portland and Vancouver, B. C.  
This tri-state run, the first of its kind ever held here at this time of year, was under the auspices of the Automobile Club of Western Washington, of which Douglas S. Sholor, formerly a Portland automobile editor, is manager.  
Its purpose was two-fold: To demonstrate the possibilities of mid-winter touring in the Pacific Northwest, and to obtain accurate data on road conditions between Vancouver, B. C., Seattle and Portland.  
The very fact that in the middle of January, under the worst touring conditions this favored section of the United States has to offer, it was possible for a touring car to run from Portland to Seattle—206.8 miles by the speedometer—in one minute and a half less than nine hours, in spite of all bad road handicaps, speaks for itself as to touring possibilities.  
**Buicks Make Great Record.**  
The two Buick cars from the north also made good time. The Portland car, however, had much further to go than either of the other two, and had to run conditions to meet. And how it did stand up to its work!  
Whether it was plowing through mud up to the hubs or running over smooth pavement, where it was possible to "hit 'er up" a bit, it demonstrated over and over on that trip the qualities that have given the Buick its reputation for sturdy reliability.  
One Buick left Vancouver, B. C., on Saturday with a message from the Vancouver Good Roads Club to the Automobile Club of Western Washington. At Blaine, Wash., on the international boundary line, it was met by the second Buick, which on Sunday relayed the message to Seattle.  
The Portland car brought a message from Frank E. Watkins, president of the Oregon State Motor Association, to the Automobile Club of Western Washington.  
The actual elapsed time for the Portland-Seattle lead over the tri-state run was 11 hours, almost to the minute. That in itself is an average speed of 18.3 miles per hour, without deducting any time at all for stops.  
The car left Portland at 4 o'clock Sunday morning. It was due to arrive in front of the headquarters of the Automobile Club of Western Washington, 404 North Fourth and University streets, at 3 o'clock.  
**Montgomery Boy There as Driver.**  
Well, the watches of the official observers registered its time as 1 1/2 minutes to 3 o'clock as the car rolled up to its destination and poked its radiator almost against that of the car from Blaine, which had arrived shortly before.  
There was no camouflage to this arriving time. The schedule simply couldn't have been better timed had it been arranged for a limited railroad train.  
And that is where W. C. Montgomery, Buick salesman for the Howard Automobile Company and veteran pilot of many a hard road trip, has come to him more than an ordinary need of praise. When Montgomery learned that the time set for his arrival at Seattle was 2 o'clock, he fixed the proper leaving time from Portland at 4 A. M. He surely knew what he was doing.  
Also, he knew his car.  
In the car from Portland were four persons: Montgomery, the driver; Edward V. Knox, Buick salesman and also expert mechanic; George M. Chambers, of the Oregon State Motor Association, observer; and L. H. Gregory, automobile editor of the Oregonian, observer.  
To make it an all-Pacific highway run, it was decided to go from Portland via Vancouver and Kalama, Wash., rather than to make this first

# MANY CARS ARE HERE

Number Represented in This Territory Totals 47.

TWELVE SINCE LAST YEAR

Importance of This City as Distributing Point Coming to Be Recognized and Other Factors.

It will probably be quite a surprise to most folks to learn that no fewer than 47 different makes of passenger automobiles are already represented in the Portland field. The fact is a strong indication of this city's growing importance as an automobile distributing center.  
Models of 23 of these cars have been entered in the coming automobile show. Since last year's show 12 new cars have entered Portland. Seven or eight other manufacturers are known to be looking over this field with a view to

# WHY DID THEY BUY?

**Because—**  
—The Olds Motor Works have been successfully manufacturing Oldsmobiles for 20 years, and they know how.  
**Because—**  
—It is a high-grade light-weight car and has proven to be extremely economical on gasoline, tires and lubricating oil.  
**Because—**  
—Any Oldsmobile owner will be glad to tell you of the universal satisfaction their car is giving and why they recommend their immediate family, relatives and friends to buy an Oldsmobile.



Table listing car models and prices: Six-Cylinder Roadster... \$1350, Six-Cylinder, 5-Pass... 1350, Six-Cylinder Sedan... 1875, Eight-Cylinder Roadster... \$1660, Eight-Cylinder Club... 1660, Eight-Cylinder, 7-Pass... 1660.

# THE OLDSMOBILE CO.

of Oregon  
BROADWAY AT COUCH  
PHONE BROADWAY 1640

## IN FRONT OF HEADQUARTERS OF AUTOMOBILE CLUB OF WESTERN WASHINGTON AT SEATTLE SUNDAY AS BUICK CAR FROM NORTH AND BUICK FROM PORTLAND MET ON GREAT TRI-STATE MIDWINTER RUN.



Left to Right—Irving Crocker, Irving Brogan, S. E. Brokaw, of Automobile Club of Western Washington; Dudley Fortin, of Eldridge Buick Company; Douglas S. Sholor, Manager Automobile Club of Western Washington; George M. Chambers (at His Right) From Oregon State Motor Association; W. C. Montgomery, of Howard Auto Company; Driver of the Portland Buick; Henry Erben, Edward V. Knox, of Howard Auto Company; Mechanic on Trip; L. H. Gregory, Automobile Editor of The Oregonian, and William A. Simonds, Automobile Editor of the Seattle Times.

lap of the run via Goble, Or., and thence across the Columbia by ferry to Kalama.  
**Goble Road Much Better.**  
The Goble road is vastly the better of the two, however. It is now paved all the way to Seapoose, and is good from there to Goble. Any motorist who plans to make the Seattle trip will do well to go to Goble and ferry to Kalama.  
From Portland to the end of the Pacific Highway pavement beyond Vancouver is 14.7 miles. From that point to Kalama the highway is nothing for any man to brag about.  
In fact, taking it by and large, it is by long odds the worst section of the whole highway from Portland to Seattle. This is due partly to the fact that a detour road must be taken nearly into La Center, and partly to the fact that much of the main highway beyond La Center and to the other side of Martin's Bluff is not greatly better than this detour road.  
The detour is for the most part plain mud—just deep mud, made worse by the fact that it has been cut up by heavy team hauling. The mud comes to the hubs of a car and over. More than half an hour of the two hours difference between running time and elapsed time for the trip was devoted to trying to make chains fit the over-size cord tires on the rear wheels. Just before the plunge was taken into the mud of this detour road.  
The handy Knox finally solved the problem by hooking the ends of the chains together with wire filched from a nearby barbed wire fence—the barbs, of course, being twisted off before the chain was wired.  
Much has been said by motorists of

the perils of the La Center hill. It is not as bad as painted. While muddy and slippery, it is not too difficult provided chains are used.  
From Woodland to Martin's Bluff, the highway is by no means in first-class condition, but it is passable. For the last three or four miles into Kalama it is good.  
But as previously explained, any motorist can avoid the mud and other troubles on the Vancouver-Kalama section of the highway by going to Goble and ferrying across the river.  
From Kalama to Kelso the road is fair. Up to the last week it has been necessary for motorists to cross the Covilla River at Kelso and take a dirt detour road to Castle Rock, 11 miles north, because of a slide on the main highway near Castle Rock.  
But the main highway was open Sunday and the Buick made good time to the point where the slide has blocked the road. Here a big road gang is at work. "Knocking has been laid down the grade off the road and motorists are directed to drive down it, through a gate into a field, up the field about a quarter of a mile, then back through another gate and onto the highway again.  
**Road Through Woods Good.**  
It will be several weeks, at shortest, before the damage done by this slide can be repaired. The main highway will probably be closed again, making it necessary to use the detour road between Kelso and Castle Rock.  
The road from Castle Rock through the woods to Olesqua, where the ferry crosses the Covilla, is for the most part in first-class condition. It has been rocked and gravelled out. The Buick crossed by the Olesqua ferry, and thence took the Vader-Winlock-Napavine road to Chehalis. But instead of going to Winlock from Vader, the Automobile Club of Western Washington recommends that motorists turn to the right at Vader, to Toledo, and there take the main highway. This route gives seven more miles of pavement than that via Winlock and Napavine to Chehalis.  
From Chehalis north the highway is in fine condition all the way to Seattle, with much pavement. From Olympia there is almost continuous pavement to Seattle. From Chehalis the Buick took the Grand Mound route into Tenino on the way to Olympia, and found it in fine condition. But here again the Automobile Club of Western Wash-

ington recommends the road into Tenino via Ducoff and that and has the advantage of being five miles shorter.  
**Fine Work Done by Club.**  
Here let it be remarked that the Automobile Club of Western Washington is doing a grand work in putting up signs on all the highways. Wherever there is a detour, a sign points the way. As the result of the work of this organization and of Mr. Sholor, its energetic manager, no motorist who uses his eyes could possibly take the wrong road.  
When the Buick reached Seattle at 2:39:30 o'clock P. M., after making fine time over the fine paved highway from Tacoma to Seattle, the Portland party were met by a big delegation of Seattle good roads workers.  
Among those who received them were Manager Sholor, of the Automobile Club of Western Washington; A. S. Eldridge, of the Eldridge Buick Company, of Seattle; and Herbert Cuthbert, executive secretary of the Pacific Northwest Tourist Association, which intends to give wide publicity to the mid-winter run from Portland to Vancouver, B. C.  
The Buick car from Blaine, Wash., was driven by Dudley Fortin, of the Eldridge Buick Company. Others in the car were Irving Brogan, assistant secretary of the Automobile Club of Western Washington, observer, and William A. Simonds, automobile editor of the Seattle Times, also as observer.  
Mr. Simonds had made the run all the way from Vancouver, as he came from there to Blaine in the Buick car sent by W. A. Ross, manager of the McLaughlin Carriage Company, Buick agents in Vancouver. This car was accompanied by J. P. Frazier, automobile editor of the Vancouver Sun, as official observer.  
All the Buicks in the great run went through without mishap. The Buick from Portland had one punctured tire, caused by a nail picked up somewhere on the trip from Portland to Seattle, a slow leak, which did not show until a half hour's stop was made at Kelso for breakfast.  
**Average 23 Miles Per Hour.**  
Incidentally from Portland as far as Kelso the run was made under night driving conditions, which makes the record of only 8 hours 58 1/2 minutes for the trip from Portland to Seattle, 206.8 miles, in mid-winter all the more remarkable. That is an average of just a shade less than 23 miles an hour.  
In every respect the run was a great success. And from Portland all the way to Vancouver, B. C., they are saying that the Buick once more showed its dependability and justified its selection for the honor of making the mid-winter tour.  
Here are a few interesting figures on the Portland-Seattle end of the trip:  
Miles of pavement between Portland and Seattle, 115.9. It will no doubt be a surprise to most motorists that more than half the distance between the two big cities is over paved highway. The writer has been over the route several times, but it was a surprise to him to find, from carefully kept mileage statistics taken on the trip, that there are 115.9 miles of pavement on the highway. And it was also a surprise to find mid-winter travel conditions on the highway so good.  
By taking the Goble-Portland route, 6.3 more miles of pavement are added

to this 115.9 miles, bringing the total to 122.2 miles.  
Of good gravel road there are 49 miles, 11 miles of ordinary road, and roughly, 4.6 miles of mud. But much of this mud may be avoided by going via Goble.  
The Buick came this way on the return trip. It is also worthy of note that chains were not used at all on the return, and that except for starting into low gear.  
**Signaling Pedestrians.**  
Garrulous Pedestrian—How did I know what you were going to do? Ought to have a system of signals.  
Impatient Motorist—Well? Garrulous Pedestrian—Like this: One honk, "stand still"; two honks, "dodge right"; three, "dive to left"; four, "jump straight up and I'll run under you"; five, "turn a handspan and land behind me."  
Impatient Motorist—Honk, honk, honk, honk, honk—Milestones.

**Hemphill's Trade Schools Can Help You Learn the Gasoline Engine Trade**  
Never before in the history of the world has there been such an opportunity presented to young men as is now offered in the automobile business. The U. S. Government cannot get one-third enough gas specialists to supply the gas cars.  
**The Skilled Mechanic Is the Most Independent Man on Earth**  
The continual march of efficiency throughout the United States makes it imperative that you learn a trade. The fittest survive, the unprepared perish. OUR SCHOOL IS EQUIPPED WITH EVERY MODERN APPLIANCE REQUIRED FOR PRACTICAL WORK. Our instructors have spent many years in training as automobile and tractor engineers. The methods used by these men are those acquired through long years of experience.  
The Hemphill's Trade School is one of the best-equipped automobile and tractor schools on the Pacific Coast. The machine shops, overhauling batteries, master, electric starters, vulcanizing shops, auto, tractors, for the trip from Portland to Seattle, 206.8 miles, in mid-winter all the more remarkable. That is an average of just a shade less than 23 miles an hour.  
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SUMMARY OF PORTLAND-VANCOUVER, B. C., PACIFIC HIGHWAY MIDWINTER RUN.

Total distance covered, 206.8 miles between Vancouver, B. C., and Portland, Or.
Actual running time, 15 hours 4 minutes 30 seconds.
Actual time deducted for stops, 5 hours 4 minutes 30 seconds.
Total miles pavement covered, 115.9.
Total miles hard gravel road, 49.
Total miles ordinary road, 20.7.
Total miles muddy road, 44.4.
Total miles covered in high gear, 281.2.
Average speed attained during entire distance, 23.3 miles per hour.
Average miles per gallon of gasoline, 15.5.
Total number tire changes, 1, for nail puncture.
Weather Conditions. Amount of snow seen on road, none.
Hours of rain, 40 minutes.
Cars used, Buicks, six-cylinder E-45.
Drivers, A. A. Ross, McLaughlin Carriage Co., Ltd., Vancouver, B. C.; Dudley Fortin, Eldridge Buick Co., Seattle, Wash.; W. C. Montgomery, Howard Auto Co., Portland, Or.; Edward V. Knox, Howard Auto Co., Portland.