

# BRISCOE THERE IN GAS MILEAGE TEST

### Day Fierce One for Trout, With Raw Wind and Hail, but Car Does Well.

## ROUTE OUT HIGHWAY TAKEN

Despite Fact It Was Too Cold to Get Motor Warmed Up, Briscoe Went Past Multnomah Falls, 31.5 Miles on Gallon.

On about the worst day for such a test that could possibly have been selected, climatic conditions considered, a Briscoe car driven by W. H. Wallingford, Briscoe, Liberty and Premier distributor for Oregon, ran from Portland to beyond Multnomah Falls on the Columbia River Highway on a single gallon of gasoline.

The test was conducted last Sunday. The weather was absolutely ferocious on the highway, whatever it may have been in Portland.

Men wise in making gasoline tests select a fine, sunny day, when the motor will work at its best and gasoline will vaporize readily. Far from that, the highway last Sunday presented some fine imitations of Winter on the prairie.

There was a raw wind that nearly froze the unfortunate observers of the test to death, dashes from time to time of cold rain, and finally a pelting hail storm, with hailstones so big they raised little welts where they hit you. Fact!

Some Test Weather, What! Imagine trying to make a gasoline economy record in a hailstorm! The hail storm didn't end the test, but it stirred the observers to swift action. They had located a place where a wide-open windshield and lowered top for the good of the cause. But to have big hailstones bounce off their cold noses was too much. Test or no test, they demanded that the windshield be put down and the top raised.

Truth to tell, it was a race between the observers and Wallingford himself as to who got this thought first. There were no objections from any quarter, that's sure.

The hail storm descended when the Briscoe was about two miles east of the Automobile clubhouse. The test was temporarily forgotten while all hands tried to raise the top. Fingers were so cold that it took the combination of Wallingford and two observers five minutes to raise a one-man top. And then five minutes more to scrape the hailstones out of the car.

Ever try to fasten on side curtains when your fingers are so cold you only want to get away from there? It took between five and ten minutes for the 30 bunched digits of the whole party to get them up and fastened.

Hang Goes One Finger. In the meantime occurred the first casualty when Wallingford closed the windshield on one of his chilliest fingers. The words that issued were not of the kind a good salesman used to soothe a prospect.

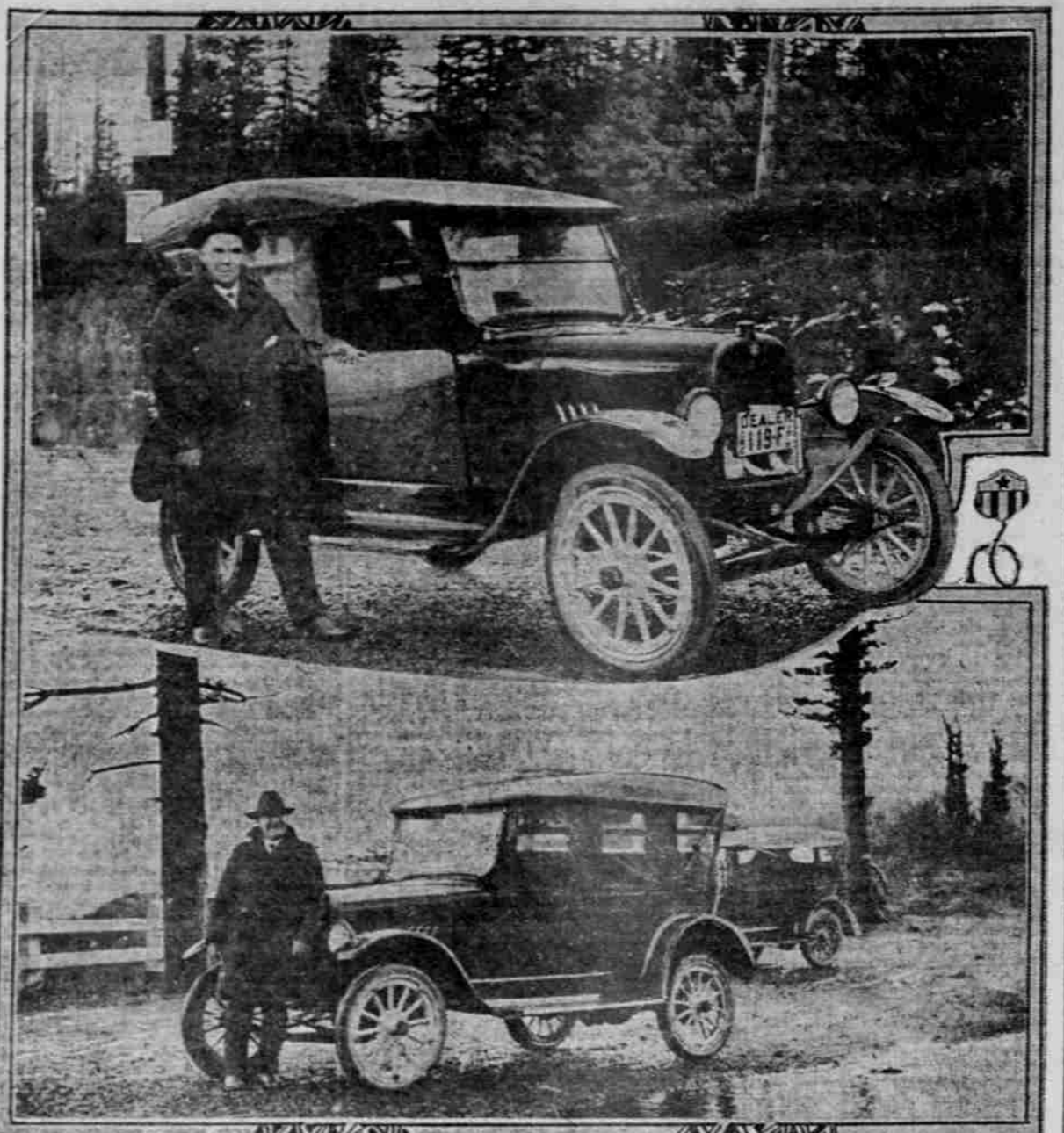
Then Stanley Werschke, one of the observers, hit his ice-cold thumb with a wrench and there was more graphic talk. Accidents are said to go by threes. They did Sunday. Some 15 minutes following Mr. Werschke's remarks against his thumb, he slammed shut the door of the car at the exact moment when a finger of the writer of this story occupied space required by the door. The result was fully as regrettable as was to be expected.

All of which, with the cold, the hail, the wind and the general situation, made fine, encouraging local color for a gasoline economy test. Imagine the surprise of all concerned when that little Briscoe, under all these handicaps, kept going for nearly a mile the

other side of Multnomah Falls, and attained a total mileage of 31.5 for one measured gallon of gasoline.

Under any circumstances, 31.5 would be mighty good mileage. Under the circumstances Sunday, it was remarkably good mileage. Any Briscoe owner could take out the same car on a nice warm day, with conditions perfect for the test, and run up from five to 10 additional miles.

## BRISCOE CAR THAT RAN FROM PORTLAND TO BEYOND MULTNOMAH FALLS LAST SUNDAY ON ONE GALLON OF GASOLINE.



Two Views of the Car Taken on Columbia River Highway in the Course of the Gasoline Test. W. H. Wallingford, Briscoe Distributor, is the Man. Note Patches of Hail on the Ground From Hail Storm.

## VELIE EASY TO GET AT

### ACCESSIBILITY ONE OF CAR'S MAIN FEATURES.

Construction Makes It Possible for Owner to Reach Seat of Any Trouble in Moment.

The great majority of automobile buyers drive their own cars. A large number of them do their own work and enjoy "fixin' and fussin'" quite essential to smooth running and maximum road enjoyment. This fact has had the greatest possible consideration in building the new Velie Biltwell Six models, and, as a result, it is easy for even a novice to tighten, clean and adjust any part of the chassis over requiring such treatment.

The motor cylinders are cast in bloc with the head removable. It is, therefore, possible to completely expose the valves and their seats and the explosion chambers in a few moments' time. Removing carbon has lost all its terrors and delays, and the effort of the owner to help himself is greatly facilitated. The clutch is simply disc type, completely enclosed and with but a single adjustment. The floating rear axle is readily accessible and may be opened for inspection in a few minutes' time.

Velie engineers have had the driver's convenience in mind at all times. The location of control levers and dash attachments, the adjustable features of the foot pedals, the remarkably easily handled steering gear, quick acting and positive brakes, insure perfect control and safety in emergency. The deep seats and ample room in both compartments provide maximum comfort.

## TOO MUCH WATER NOT GOOD

### J. S. Moltzer, Elgin Dealer, Gives Radiator Advice.

"One reason why the radiators on some people's cars are rusty and look shabby," said J. S. Moltzer, Elgin dealer in Portland, the other day, "is that their drivers put in too much water.

"In filling the cooling system remember that when cylinders become heated the water expands and that sufficient room must be allowed to take care of this expansion.

"Do not fill the radiator to the filling nozzle. If you do the expansion will force the water out around the filler cap and cause it to run over the top of the radiator and bonnet, giving them a dirty appearance. Frequently, when this condition prevails, people are under the impression that the water has boiled over from over-heating, when as a

## PAIGE TO MAKE TRUCK

### FULL LINE FROM ONE TO FIVE TONS ANNOUNCED.

Cook & Gill, Distributors Here for Paige, to Handle Truck as Well as Passenger Car.

The Paige-Detroit Motor Car Company officially announces that in about 60 days it will have on the market a complete line of Paige trucks, ranging from one to five tons.

The truck will be handled in the Portland territory by Cook & Gill, distributors here for the Paige line. A separate truck department is being organized and a complete truck factory equipped, comprising several buildings in addition to those already included in the Paige group. The new truck plant will be entirely distinct from the passenger car factory, but the product will bear the Paige name and will be exclusively and completely a Paige product.

"We have been preparing to enter the truck field for several years, but have proceeded with caution and thoroughness," says Harry M. Jewett, president of the Paige-Detroit Motor Car Company. "Paige engineers have long been studying the motor hauling situation and making an exhaustive investigation of the problems involved.

## USED CAR ASSET NOW

### TRUCK ATTACHMENT SOLVES PROBLEM, LONG VEXING ONE.

New Universal Type of Smith Form-a-Truck for Any Car Handled by Ballou & Wright.

The used passenger car of more or less ancient vintage has long been a vexing problem for both the owner who wants to get rid of it for a more up-to-date car, and for the dealer, who is expected to take it on a trade. Now comes a modern development that turns this old car into a real asset by making a light truck out of it that will give good service for a long period.

"The new Universal type Smith Form-a-Truck solves the problem of the used car," says Charles L. Wright, of Ballou & Wright, Oregon distributors for the Smith Form-a-Truck attachment.

"The Smith Form-a-Truck is the original truck attachment. Thousands of them are in use with Ford power plants, and have been and are giving wonderful service. There has been a need, however, for an attachment to fit other cars than Fords.

"This has now been provided by the new Universal type Smith Form-a-Truck. We have received a big shipment of these attachments, which come in one and two-ton sizes and fit any make of car, and we are prepared to meet all orders. In this year of war it is most important that every used car be made to do its duty, and the new Universal type Smith Form-a-Truck enables any owner to change his old car into a good truck."

## FRANK E. WATKINS, PRESIDENT OF OREGON STATE MOTOR ASSOCIATION, IN HIS NEW 6-PASSENGER, 16-VALVE STUTZ TOURING CAR.



THIS IS THE NINTH AUTOMOBILE MR. WATKINS HAS OWNED AND HIS THIRD STUTZ. HE BOUGHT THE CAR FROM C. D. McPHAIL, OF THE AUTO SALES BRISK, DEMAND KEEPS UP.

## AUTO SALES BRISK; DEMAND KEEPS UP

### More Cars Sold Since December 1 Than Ever Before in This State.

## FOUR MONTHS' TOTAL HUGE

### Including Motor Trucks, Sales of New Cars in That Period Are 6316—Ford Leading, as Usual, With 2326.

Statistics compiled by M. O. Wilkins, publisher of the Automobile Record, show that more automobiles, including both passenger cars and motor-trucks, were sold in Oregon for the four months ending March 31 than ever before in any similar period.

The demand for automobiles is a pretty good indication of business conditions generally. Judged from this index, Oregon is decidedly prosperous. The period covered by Mr. Wilkins' figures is from December 1, the beginning of the 1918 automobile year, to the close of business on March 31 last. The number of new automobiles sold in those four months, including motor-trucks, was 6316.

This is exactly 2200 more than were sold in the same period one year ago. At that time the total sales were 4116. The increase is more than 50 per cent. In March of this year alone, new motorcar sales in the state totaled 1524, which also includes trucks. This is 724 more, approximately 53.1 per cent, than for March of 1917.

## Truck Gain Enormous.

Trucks, considered separately, are in enormously greater demand than last year. This indicates the great extent to which Oregon business men are coming to use trucks for freight transportation purposes, the field for which has just begun to be opened.

For the four months ending March 31, 543 new motor-trucks were sold this year, as compared to 224 last year. This gain of 319 trucks is better than 125 per cent. Figures for both years include Ford trucks as well as those of other makes.

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## NEW YORK HIGHWAYS BLOCKED

### Bad Condition of Roads Hampers Military Truck Trains.

Delivery of new Army motor trucks overland from Buffalo to Baltimore was greatly hampered this Winter by deep snow on the main highways through the Mohawk and Hudson River valleys in New York state. On some days the military truck trains were able to make only four to ten miles.

Much better progress was made by steam trains traveling from Detroit through Ohio and Pennsylvania, because the state highway departments cleared the snow from the war roads with motor snow plows during every heavy storm.

Two bills providing for snow removal have been introduced at the present session of the New York Legislature. If the war programme of the country is to have full support of New York state, authority for keeping the main highways open next Winter will have to be granted at this session of the Legislature, because the next session does not open until the first of January, and a bill could not be passed then in time to permit the highway authorities to cope with the storms of 1918-19.

## NORTH DAKOTA YIELDS FUEL

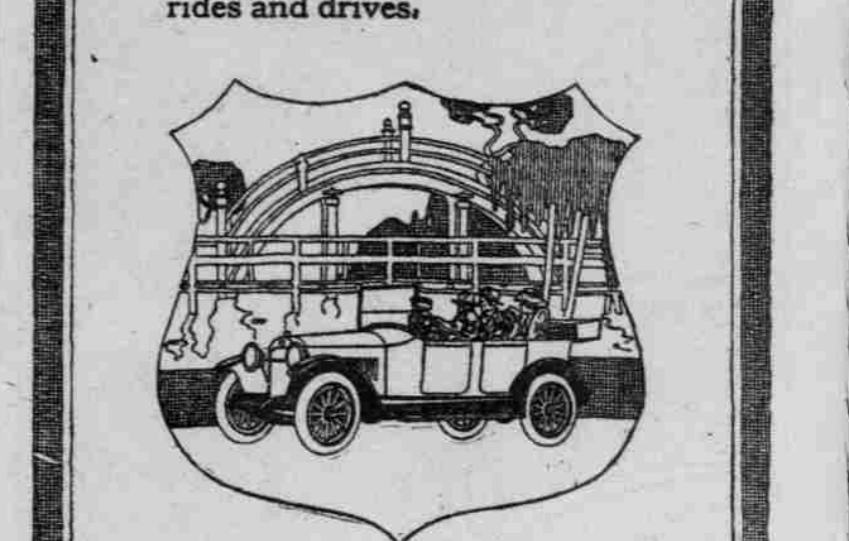
### Lignite Usable When Pressed Into Bricks, From Which Oil Oozes.

Another possible source of motor fuel has been discovered in the great lignite beds of North Dakota. Lignite is a very low grade of coal, being the stage in nature's process of coal making between peat and soft coal," says Milleson. In experimenting to discover methods of making lignite usable as fuel it was discovered that when the substance was pressed into bricks a volatile oil was given off which is believed to be as good a fuel as gasoline for internal combustion engines. The United States Bureau of Mines is engaged in devising means of developing the discovery commercially.

# LIBERTY SIX

YOU are asked to consider the Liberty first and last, from your own viewpoint as an owner and driver.

We believe you will quickly sense how it has accomplished its aim—to satisfy the owner and driver—by the very difference in the way the Liberty rides and drives.



Phone Broadway 2492. W. H. Wallingford 522 Alder St.

## BIG FLEET IS OPERATED

### UNITED STATES TIRES DELIVERED BY TRUCKS.

### Rubber Company Sends out Tires by Motor Vehicle to All Points of Compass.

Probably one of the largest fleets of motor vehicles maintained by any concern in the United States manufacturing tires and rubber goods is that of the United States Rubber Company.

Last Summer, when the freight car shortage loomed large on the transportation horizon, that company began augmenting its fleet by steady increments, and it is due to this foresight that in the East, and particularly on the Eastern seaboard, United States tires have been regularly delivered to dealers.

"If you were at the Detroit factory now you might easily imagine the company was in the general transfer on a large scale, so great is the number of trucks that are constantly on the go."

## FINCH NOW WITH CHANDLER

### Well-Known Salesman Engaged by Twin States Motor Car Company.

R. E. Finch, who has been salesman for Liberty and Premier cars for some time past with W. H. Wallingford, is now with the Twin States Motor Car Company. He was engaged last week by Arthur H. Knaus, president and general manager of the company, to handle sales of the Chandler Six. Mr. Finch was a baseball player in the Three-I League several years ago before he went into the automobile business, and was a teammate of Urban Faber, now pitcher for the Chicago White Sox.

# AUTO DIRECTORY

4-pass. Rdstr., \$1745.00—7-pass. Touring All Chandlers are equipped with Bosch magnetos TWIN STATES MOTOR CAR COMPANY 514-516 Alder Phone Main 851

## ELGIN SIX—HARROUN CARS

PACIFIC MOTORS, INC., Washington at 16th Street. offers more of "what you actually need and want in an automobile."

BRALY AUTO CO. 19th and Washington Sts. Main 4880, A 3881.

## Lexington

MINUTE MAN SIX Brunn Motor Car Co. 444-46 Stark St. Phones: Broadway 2958, A 2958

## MACK Trucks

Capacities, 1 1/2, 2, 3 1/2, 5, 5 1/2 Tons. Complete Stock Repair Parts. F. C. ATWELL, Sales Agent. Washington at 21st. Tel. Mar. 440

## Mitchell SIXES

New Light Six, \$1250 Factory Mitchell, Seven-Passenger, \$1525, Factory MITCHELL, LEWIS & STAYER CO. Broadway at Oak

## OAKLAND

Oakland Motor Co. of Oregon 344-50 Burnside, Off Broadway. Phone Broadway 80.

## Oldsmobile

Distinctive High Grade. Light Weight. OLDSMOBILE CO. OF OREGON Broadway and Couch Phone Broadway 1640

## Peerless

is ready to serve your requirements with success. Touring \$2340. Roadster \$2340. D. C. Warren Motor Car Co. 88-90 N. 23d St. MAIN 780.

## Republic

EIGHT CAPACITIES. Investigate Our Tractor and Trailer Proposition ROBERTS MOTOR CAR CO., Inc., Park at Everett St.

## Smith-Form-a-Truck

BALLOU & WRIGHT, Distributors for Oregon. Some unoccupied territory open. Write for proposition.

## AUTO ACCESSORIES AND PARTS

## BOWSER GASOLINE and OIL TANKS

STORAGE SYSTEMS FOR PUBLIC and PRIVATE GARAGES. S. D. Stoddard, District Supt. Sales, 719-20 Corbett Bldg. Main 1474.

## David Hodes Co.

AUTOMOBILE GEARS, PARTS and ACCESSORIES AT REDUCED PRICES. ENGINES A SPECIALTY. N. Broadway and Flanders.

## Willard

We Stock Them. We Repair Them. Free Advice and Inspection. AUTO-ELECTRIC EQUIPMENT CO., Sixth and Burnside Streets.

## HIGHWAY READY BY JUNE 1

### Douglas County Roads. Now in Bad Condition, Are Being Worked.

EUGENE, Or., April 20.—(Special).—A report from Seattle that an automobile club in that city had given out the information that it would be necessary for tourists traveling over the Pacific Highway during the coming Summer to ship their cars from Eugene to Roseburg has resulted in asking for road conditions by George Quayle, secretary of the Eugene Chamber of Commerce.

Mr. Quayle has addressed a letter to the Seattle Chamber of Commerce stating that the report is incorrect. He quotes a letter from the Roseburg Commercial Club to the effect that although the roads in Douglas County are now in bad condition, automobiles are occasionally making the trip through. The Roseburg letter, however, states that it was an advantage to start the Summer's travel over the road before June 1. Improvement work on the road in that county is now under way and it is expected to have the highway in good shape for travel by that date.

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Frank E. Watkins, president of the Oregon State Motor Association, one of Portland's real motoring "fans," has just bought a new six-passenger, 16-valve Stutz car from C. D. McPhail, Stutz distributor here, the third Stutz and the ninth automobile Mr. Watkins has owned. He is a great believer in the Stutz and makes no better car is made, either for racing or pleasure purposes. Incidentally, this is Mr. Watkins' second year as president of the Oregon State Motor Association. He has been a member of the association and of its predecessor, the old Portland Automobile Club, for seven years. He is one of the best-informed men in Portland or the whole Pacific Coast, for that matter, on automobile racing topics and has seen many of the big races, including the Tacoma race from 1912 to 1914, the Vanderbilt car race and Grand Prix at Santa Monica, Cal., in 1914, and again at the San Francisco Exposition in 1916. Mr. Watkins is a firm believer in and hard worker for good roads and is now devoting his energies as president of the State Motor Association to having all main and semi-main roads properly signed, something in which Oregon unfortunately is very sadly lacking at present.