

AUTO BEATS SHASTA LIMITED SCHEDULE

Fast Trip From Bay City Is Made Over Highway.

PACIFIC ROUTE IS FINE

Trip From San Francisco to Portland Is Made in 29 Hours 16 Minutes Despite Snow.

"Say, if folk knew what a wonderful trip can be made over the Pacific highway at this time of year between Portland and San Francisco half of Portland would be headed south in motorcars and half of San Francisco would be on the way north. I've made the trip in all seasons of the year in an automobile, but have never seen the beautiful scenery in such wonderful aspect. As for the roads, they are in fine shape. We beat the Shasta by more than a half hour. That ought to be evidence enough that you can get through."

So said Claud A. McGee, official of the Howard Automobile company of San Francisco, distributor of Buick cars throughout the Pacific coast, who, with Roy E. Skinner, also of the Howard Automobile company of San Francisco, made the run from San Francisco to Portland a week ago, arriving here in time to see the 12th annual auto show at the auditorium and to put the coupe in which the trip was made on display.

Time 29 Hours 16 Minutes. It was at 4:22 o'clock the afternoon of Friday, January 7, when McGee, with his companion, threw the gear of his coupe out of neutral and started north from San Francisco. At exactly 9:33 o'clock Saturday evening he checked in at the new retail sales headquarters of the Howard company in this city at Twelfth and Alder streets. Checking at both ends was done by the Western Union telegraph company and by newspaper men of the two cities, and the exact elapsed time was 29 hours and 16 minutes.

This time for the dash of 751 miles, over three mountain ranges, proved 41 minutes faster than the Shasta limited schedule and establishes, so far as is known, a new record for the trip. Certainly the record has no equal for this time of year, if for any time of year.

Only Two Stops Are Made.

McGee and Skinner took turns at the wheel and made only two stops—once at daybreak at the summit of the Sierras, when McGee put the coupe and Skinner under fire from his Graflex camera, and once at Grants Pass, where chains were put on in anticipation of the dreaded Smith hill. The trip was made in the Buick coupe through Oregon advised by the state highway department, via Eugene, Monroe, Albany, Salem and Oregon City. Fortunately for the motorists, the high water just north of Oregon City on the east-side highway had subsided by very afternoon and when the men reached that point they were able to dash right along just as though traffic had not been tied up at that point for nearly a week.

"We didn't know there had been high water there," said McGee. "I suppose if the water had not subsided we would have plowed right into it and have had to swim out after we got submerged. But luck was with us and we hit 'er up in happy ignorance of any possible difficulty at that point."

Extra Tires Are Not Used.

The car, a 1921 four-passenger coupe, without any special equipment except a couple of extra tires behind, which were never checked, was checked out from the Ferry building, at the foot of Market street, San Francisco, and the time consumed in making the run to Portland thus included the trip across the bay to Oakland and also the run through the congested district of Portland to the local headquarters on the west side.

The Pacific highway in Oregon is in excellent shape, according to McGee, who was enthusiastic regarding the work of the state highway department. Excepting Smith hill, there is no place where any unusual difficulty was encountered, he said, and at Smith hill the policy of the state highway department in keeping a team and driver on hand at all times to pull cars through the mud, makes traveling certain at that point. The car, McGee said, was able to negotiate the hill under its own power, much to the disgust of the driver of the team who was called in to prove that old Dobbin still had a place in transportation.

Slackens Road Free of Snow.

Work of highway engineers in the Sierras was encountered, although there was two feet of snow. Snow plows are kept going over this section and the highway officials have a standing challenge to the weather man to try to snow them under. They intend, and thus far have been able to get the highway cleared within 24 hours after any snowfall.

This Is McGee's Third Participation

in record runs between San Francisco and Portland. Both of the other dashes were made in touring cars, the last being in September, 1914, when the mark was cut to 39 hours, 25 minutes, official time. The coupe, when it raced up to the final goal here, bore striking evidence of the trip. It was plastered with mud, which flew so generously at times that the drivers were forced to stop and scrape off the windshield so they might see; but the interior was just as clean and inviting as it was when McGee and Skinner left San Francisco.

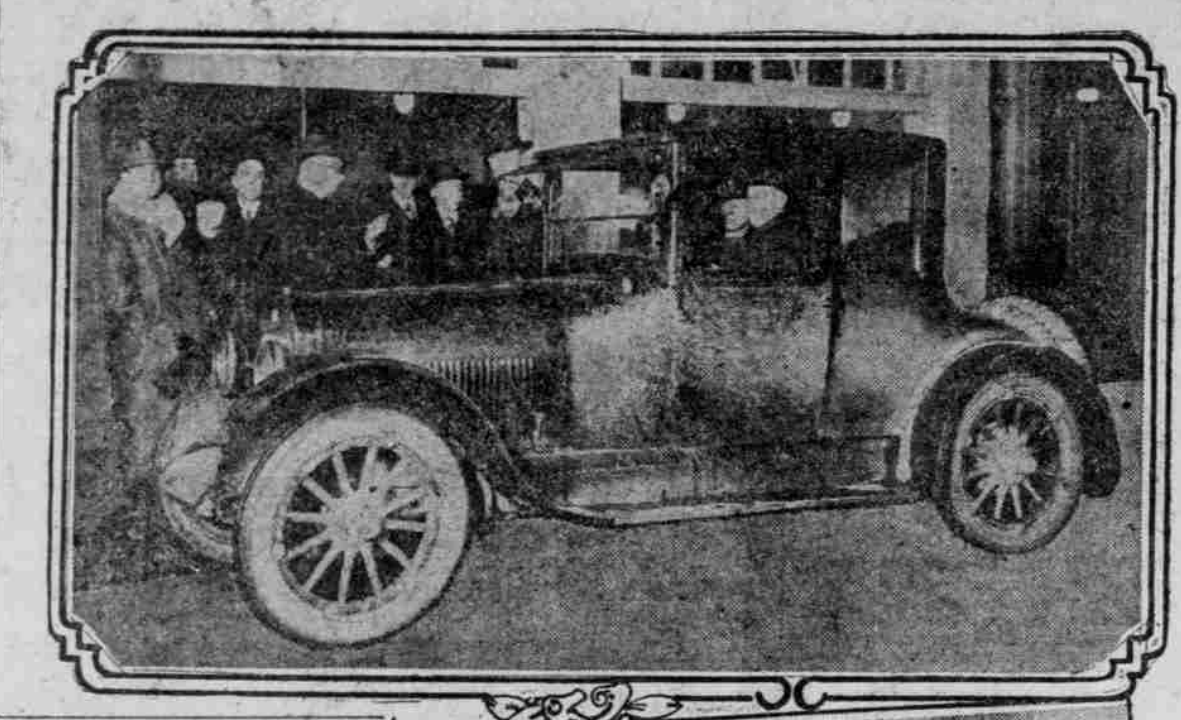
Drivers Nearly Exhausted.

The drivers were nearly exhausted for the drive was continuous, with the exception of the two stops mentioned and an occasional delay for fuel and oil and to clean the windshield. Through the darkness of Friday night the coupe covered 234 miles, which included 200 miles of highway paving to Red Bluff. Leaving the concrete at the county seat of Tehama county, the coupe began at 11:30 o'clock its race over the rolling hills to Redding. From Redding, the entrance of the Sacramento river canyon, the road became steeper and more difficult to drive because of the many sharp turns. Extreme caution was used by the drivers at all places where there was not clear vision of the road ahead.

First Snow Is Encountered.

Dunsmuir, lying at the bottom of the canyon on the Sacramento river, was reached at 3:43 A. M. and then began the climb over the western slope of Mount Shasta. Here the first snow was encountered as the coupe reached an elevation of 4000 feet. The road was soft and deeply rutted for long stretches in the vicinity of Weed and Sisson. A detour was necessary from the main highway east through the village of

HOWARD AUTO COMPANY OFFICIALS IN BUICK COUPE MAKE RECORD RUN FROM SAN FRANCISCO TO PORTLAND.



Grenada, and here more bad going was found until the car neared Yreka. Rock macadam roads to the Oregon state line, 25 miles, enabled the drivers to make up some of their time on the schedule and the coupe rolled onto the Oregon paved highway at dawn Saturday. To Ashland, 23 miles from the state line, the car made fast time on the winding road over the Sierras, the snow having been cleared with tractor and snow plow.

With the exception of eight miles, divided into four breaks, the car sped over pavement to Grants Pass, 68 miles from the state line. Out of the next 157 miles to Eugene, only 28 were paved and five detours because of construction and repairs were necessary. The road from Eugene to Salem, via Monroe, was excellent, and the run into Portland from the capitol city was speedily made.

TUNNEL PROJECT GROWS

DREAM OF MOTORISTS MAY BECOME REAL.

Three Great Bores Through Rocky Mountains Proposed as Automobile Tubes.

DENVER, Colo., Jan. 15.—Through the Rocky mountains in an automobile! A wonderful dream of the motorists may come true.

Although Colorado voters rejected the proposal for a vehicle tunnel through the Rockies at the November election, the project is very much alive. Supporters of the mountain subway maintain defeat was due largely to a misunderstanding of the benefits of such a titanic undertaking. They are not disheartened and plan to push the project with greater vigor.

Three great bores through the Rockies were proposed. The greatest of these, the Moffat tunnel, designed as a twin tube for autos and trains, was to penetrate the heart of James peak—a six-mile subway. The bore for motor cars was to be 30 by 13 feet, while the railway tube would be somewhat larger. The entrance to this combination tunnel was located near Denver.

The building of the Colorado tunnels would be a feat second in many respects only to that of building the Panama canal. Five years would be required to complete the job, which would cost millions. The proposed auto tunnel marks the beginning of a new era in which motor car traffic is recognized as essential to the welfare of the people as the railroad.

The cost of putting three tunnels through the Rockies seems a great feat for one state to bear, but the tunnels may pay for themselves. The state through the divide are expected to yield to the state of Colorado untold quantities of gold, silver, copper, lead, iron, asphalt, timber, zinc, enormous fields of coal would be opened up. Millions of feet of lumber would be accessible.

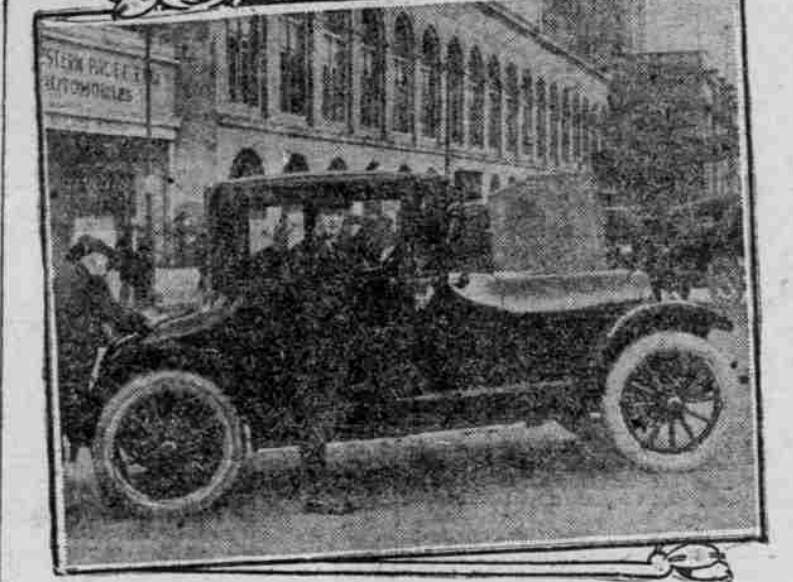
But citizens of Colorado are not the only people who have realized the necessity of facilitating the movement of the motor car by removing great obstacles that interfere with its steady and continued operation. New York City, Boston and Pittsburgh are designing tunnels of no mean proportions to relieve traffic congestion and speed up motor transportation.

A motor vehicle subway under the Hudson river, connecting New York and New Jersey, is already under way. This tube will be more than a mile in length. Pittsburgh has under construction a 6700-foot auto tunnel through a hilly section in the south part of the city. A 6000-foot motor vehicle tunnel to link up Boston and East Boston has been proposed and is meeting with much favor in the big Massachusetts city.

Already automotive engineers see the coming of more automobile tunnels and are now seeking ways and means to provide proper ventilation for the subways.

Snow Removal Costly.

Inadequate provision for snow re-



Above—Flashlight showing motorists checking in late in evening at Buick retail sales headquarters, Twelfth and Alder streets, after making trip from Golden Gate in 29 hours and 16 minutes. Below—Ready to start from the Ferry building, San Francisco.

moval in the United States last year caused an economic loss of \$500,000,000. In New York City alone the loss amounted to \$60,000,000. Practically all of this loss could have been prevented if proper steps had been taken by highway departments to build up a system which could remove the snow as it fell.

Red Cross Autos Numerous. The American Red Cross has about 300 motor vehicles of all kinds operating in places in Europe and Asia where relief work is still going on. More than a half million tons of supplies have been carried in them during the past six months. With their assistance destitute families are being supplied who otherwise would starve.

HASSLER ABSORBER HERE

FIVE SETS OF NEW EQUIPMENT FOR DODGE RECEIVED.

Product Similar to Ford Shock Absorbers; Soon to Be on Market in Quantity.

Five sets of the new Hassler shock absorbers for Dodge cars, which it was recently announced by the Hassler company are to be manufactured in large quantities and put on the market, were received for demonstration last week by the Hassler Pacific company, distributors of Hassler products throughout this territory. The local concern was formerly known as the West Coast Distributors corporation, but the name was recently changed to the Hassler Pacific company.

One set of the five new shock absorbers was turned over to the Covey Motor Car company, Dodge distributors here, for demonstration while the other four sets will be distributed this week to Dodge dealers in other sections of the state. Within a short time, according to A. Winn, head of the Hassler Pacific company here, the shock absorbers will be on hand in marketable quantities for Dodge owners.

The new Hassler for Dodge cars is quite similar to the popular Hassler for Fords. The principle feature is a conical spring of chrome vanadium steel. It is attached in such a manner that the weight of the car compresses the spring so that it gives readily at the slightest jolt. The tendency of the leaf spring to rebound and toss the body is eliminated by a rebound spring incorporated in the lever which holds it stationary. The force of the rebound is thrown into the conical spring and is thus absorbed.

Gasoline in several of the European countries costs as much as \$1.50 a gallon.

POOR ROADS LOSS IS SEEN

VARIOUS PARTS OF SOUTH RECOGNIZE HANDICAP.

Pacific Coast States Are Declared to Be Leading Nation in Development of Highways.

Recognition of the fact that poor roads mean an economic loss to a state is being obtained in various parts of the south. Strange as it may seem, Pacific coast states, the newest and where population is the least, are leading all those in the country in good roads and road improvements.

The vast distances have made good roads positively essential and the states on this side of the continent have been the most liberal in their appropriations for road improvement. It is not difficult to recall that whenever bonds covering highway construction or maintenance have been proposed in this state, opposition has developed in some quarters. After the roads are built, however, they serve as a remarkable inducement to encourage further construction.

The southern states, according to F. C. Atwell, manager of the Portland branch of the Mack-International Motor Truck corporation, distributors of Mack trucks, have been the slowest to realize what good roads mean. However, reports now are being received from Louisiana and Alabama that last week by these states are awakening at last to losses that have been entailed because of inadequate highways. Louisiana is now considering an appropriation that may reach \$25,000,000 for a road fund. This is the largest proposition of its kind that has been undertaken in the south to date.

Profiting by the experience of other states in road building, Louisiana proposes to make its highways strong enough to meet the future requirements as nearly as that can be approximated at this time. Instead of building as many miles of temporary roads as it would be possible with the \$25,000,000, advocates of better highways are sponsoring fewer miles but of greater permanence. The right of heavy-duty motor trucks to the highway is pointed out. It is being shown that it is more economical to transport large capacity loads over the highway on a small number of trucks required. It is recognized that highway wear from capacity vehicles, properly tired and traveling at slow speed is less than when trucks of smaller capacity are permitted to speed when excessively loaded.

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STURDY HIGHWAY IS PRESENT DAY NEED

Light Structures Soon Show Wear of Truck Traffic.

PROPER WIDTH ESSENTIAL

Farmers Fast Discarding Horse-Drawn Vehicles as New Roads Are Completed.

BY W. G. THOMPSON, State Highway Engineer of New Jersey, in National Inland Waterways.

It is deemed unwise, except in isolated rural districts, to assume that any road should be designed with a view to its being used solely by light motor vehicles. Experience has proven that immediately a hard, smooth road is constructed, freight vehicles begin to use it, which fact is but natural and inevitable, since it opens to commerce hitherto inaccessible territory, and enables farmers to use motor trucks on roads which, before improvement, were usable only by light automobiles or horse-drawn vehicles.

This fact is especially noticeable in the agricultural sections. Five years ago the farmers supplying the markets and large canning districts were accustomed to load possibly one or two tons of produce into wagons in the afternoon and start between midnight and 2 or 3 A. M. in order to deliver fresh produce to the city market each morning. The advent of the smooth, hard pavement and motor truck has brought about a radical change in the transportation of this produce. Hundreds of farmers now load from two to four tons and make two or three trips in the same time formerly consumed in making one trip with only one or two tons.

Heavy Foundations Necessary.

A knowledge of these facts strengthens the conviction that the policy of building foundations incapable of bearing the heavy freight trucks is economically unsound; and since the foundations and pavements built for freight traffic are suitable for light vehicles the course to be pursued by highway officials should be obvious.

Those who manufacture, own and operate motor trucks need not be told how rapidly freight motor vehicles are increasing in number. The chief concern is as to whether the construction of all-year, smooth, safe pavements will keep pace with the increase in the number of trucks.

We who are charged by the public with building adequate pavements must constantly watch traffic development, both as to numerical, weight and dimensional increase, in order that we may design and provide for the future rather than the immediate present.

Knowledge of the increase in number of motor trucks during the past five years makes the thoughtful person pause and wonder what the next five years will bring us, especially if considered with the fact that more than 6,000,000 vehicles of all classes now use the Hudson river ferries annually, and that about 7000 tons now pass daily over the highway bridges of the Pennsylvania railroad main line between Newark and Trenton.

The Service Recorder company of Cleveland stated that in 1918, in this country increased from 60,000 in 1912 to 600,000 in 1918, an increase of 900 per cent. The average price at \$3500, which is somewhat low, the present annual investment in motor trucks alone is about \$210,000,000.

Best Roads Obtainable Needed.

The country is spending for highway construction during the coming year between four and five hundred million dollars. Unless we build the very best obtainable, what will the highway construction and maintenance bill amount to five years hence?

What then are and will be the requirements of highways which will properly carry the traffic volume and tonnage of the next decade? It is indeed a hard question to answer, since manufacturers and users will take but

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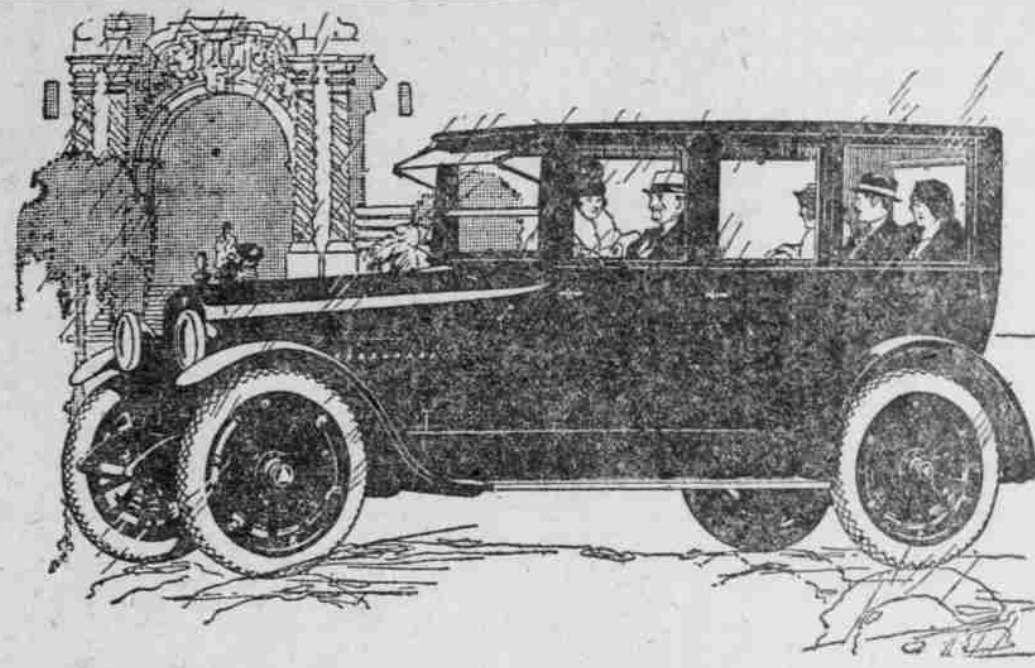
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S U P E R - S I X

little cognizance of highway development and will be governed only by the demands of industry for transportation facilities.

This country is just entering upon the greatest highway construction era in its history, but it should be in mind that the annual construction in any locality is limited and controlled by local financial conditions, unless, considering it a national need, the federal government should step in and annually appropriate hundreds of millions toward the work.

Proper Widths Essential.

Experience and observation of conditions lead me to the conclusion that no interurban highways should hereafter be built having lesser width than hard pavement than 20 feet for two lanes of traffic. Graded widths for two lanes of traffic should be not less than 30 feet. Rights of way on all main highways should be 60 feet or more.

Before any foundation is laid painstaking care should be exercised to provide adequate and permanent sub-foundation drainage facilities. The millions of motor vehicles which now are and will be using the highways make it imperative for human safety that the greatest length of visibility possible be obtained on curves and laws passed prohibiting future erection of sign boards, etc., on the inside of curves.

The tremendous increase in gasoline consumption makes it especially desirable and necessary to reduce grades to the minimum.

Highway bridges should be designed for not less than 20-ton load-

ing, assuming that 75 per cent of the load is carried on the rear axle.

Railroad grade crossings should be eliminated as rapidly as possible. A comprehensive system of marking highways to indicate direction and distance should be installed on all highways to enable strangers in any locality to proceed with the least inconvenience and loss of time. All state streets connecting through routes should be so marked as to direct through traffic from the congested centers where practicable.

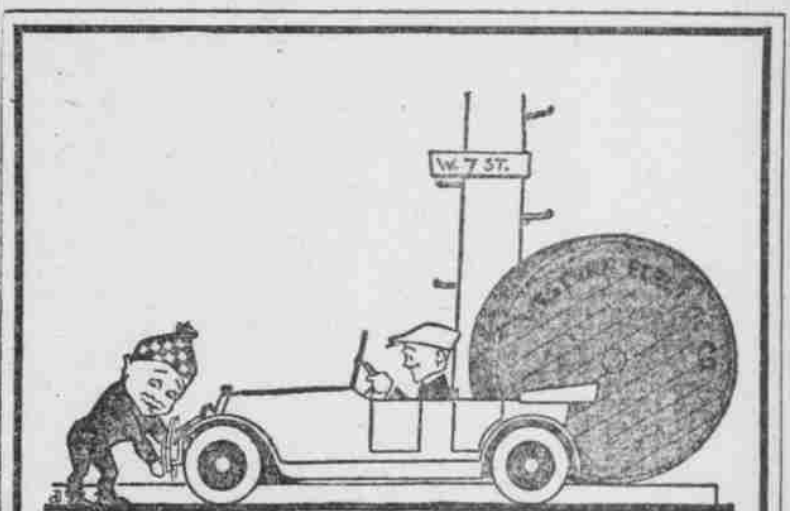
Uniform Traffic Laws Urged.

The adoption by all states of a uniform traffic law is one of the most important matters for immediate consideration, since present laws in each state differ from those in adjoining states, causing confusion and inconvenience to motorists. A nationwide uniform law covering rules of the

road, equipment of vehicles, licensing of vehicles and drivers, permissible speed, weights and dimensions of vehicles, etc., would go far toward eliminating existing unsatisfactory conditions. A tentative draft of such a law was drawn by the federal highway council and is now being examined by highway officials in every state with a view to having it enacted into law by each state legislature when all are agreed upon its general provisions.

The above views as to the general requirements of construction and use of the modern highway are an expression of the minimum requirements deemed necessary for the safe, economical conduct of highway transportation.

Be considerate of horses drawing heavily loaded vehicles.



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