AUTO STAGE LINES FORM TRAFFIC WEB

Washington State Controls Great Motor System.

LAW PROVES EFFECTIVE

Rules and Regulations Include All Phases of Transportation and Safeguard Patrons.

BY SAM L. CRAWFORD. OLYMPIA, Wash., Nov. 11.—"Al

This is almost literally true of that part of the world which is western Washington, where somewestern Washington, where some-thing like 500 motor vehicles, rang-ing in passenger capacity from 8 to 35 persons, are in daily operation. In the state of Washington there are nearly 700 such stages operating, making approximately 1100 trips wast days and 1258 Saturdays Sunweek days and 1206 Saturdays, Sun-days and holidays.

These stages are owned and op-

erated by nearly 200 individuals, firms and corporations and naturally their control and regulation, with a guarantee of good service and fair rates, must be vested in some part of the state government. The task in Washington falls to the lot of the department of public works, under a law passed at the 1921 session of the state legislature. In the first year of this law, the department found it necessary to blaze many trails and pioneer much new territory in the motor vehicle transportation field, as Washington was among the first states to attempt any organized regulation of business of this character. ulation of business of this character.

Good Faith Important Factor. Good Faith Important Factor.
First, there was the question of
"good faith" operation which the
legislature defined as an operation
carried on in good faith January 15.
1921, the object of this being that
certificates of public convenience
and necessity should be issued to all
operators who were regularly in the
business that date regardless of
competive conditions.
After that came the question of

After that came the question of convenience and necessity warrant-ing the establishment of new or additional service. To the extent that existing stage lines, railroads and steamboat lines served the needs of communities for transportation, they received protection from further

Many instances have arisen where and instances have arisen waterin the department has found that the
transportation afforded by railroads
and steamboat lines was insufficient
for the needs of growing communities, and the older carriers being unwilling to grant increased service a notor vehicle operation has been au-

Rate wars have been avoided by giving the department jurisdiction over the tariffs of the motor vehicle carriers, but by the same action rates which would pay more than a fair profit to the operator and exact an unfair toll from the passenger, have been avoided.

Average Rate 5.6 Cents.

The one-way mileage of all pas-senger stages in the state of Wash-ington up to September was 5378.5 and this entire mileage could be traversed on an expenditure of traversed on an expenditure of \$392.65, making the average rate the mile 5.8 cents. This average rate the considerably higher for the state than it would be for more than it would be a subject to the state of the than it would be for western Wash-ington alone, because some of the stages in eastern Washington travel-ing through heavy snows in winter and over only partly improved roads in summer are of necessity charging nate the "fly-by-night" opera much higher fares than are charged

The result of a little more than a year of regulation has been the stablizing of the industry to a remarkable degree. Better equipment, more reliable schedules and safer operation, are the three features of stage service in which there has been notable improvement within

While the development of the stage systems undoubtedly has taken considerable business from the taken considerable business from the rail lines, the heaviest effect on other carriers has been on the private cars. Before the advent of the safer and more dependable stage service that has developed with regulation, many persons used their own cars at considerably greater cost in preference to patronizing the stages. In the western part of the stage, where concrete roads and state, where concrete roads and limousine type cars have made pos-sible the highest type of stage service, many individuals who formerly relied on the private car are now using stage service for all ordinary

West Has More Vehicles.

Comparing the number of stage

Washington.

The Washington regulatory act, which became effective June B, 1921, embodies a clearly stated policy of protecting operating rights by refusing permits for parallel service quality produced and unless actual public convenience and unless actual public convenience and transportation companies under cer- carry in a conspicuous place on each are snugly in place.

Front Seat Is Emergency.

The rules consider the front seat and probability and probability passengers from riding thereon until all other seats in the stage are occupied. Each stage is required to unless actual public convenience and transportation companies under cer- carry in a conspicuous place on each are snugly in place.

Pront Seat Is Emergency.

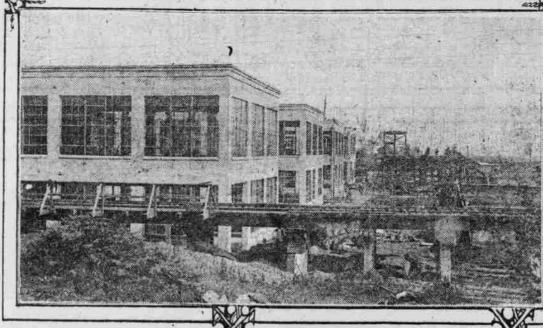
The rules consider the front seat and probability motor stage lines were already op-erating and the legislature con-cluded that the only fair plan was to authorize the granting of certificates to all those who were op-erating "in good faith." made Jan-uary 15, 1921. This was done upon the affidavit as to "good faith" made by two reputable witnesses. The extent to which stage business had developed prior to the time the act developed prior to the time the act became effective is shown by the fact of 181 stage lines now operating under certificates, 85 per cent were granted on showing of "good faith"

peration January 15, 1921. Service Sometimes Duplicated. The "good-faith" certificates were issued, of course, to many lines that duplicated service over the same route. There seemed to be no fair way to eliminate this duplicate service at the outset. Hence there were, for example, 13 "good-faith" certificates granted for the run between Seattle and Everett and 12 between Seattle and Tacoma. Without interference or suggestion from the department of public works. the department of public works, both of these routes have now only

nearly all the routes where com petitive operation existed at first.

In some instances the weaker, less efficient organizations could not

HANDSOME HOME OF COLUMBIA TIRE CORPORATION IN KENTON IS RAPIDLY DRAWING TO COMPLETION.



give service that was popular enough to be profitable, and in other cases enterprising operators got together when they found more profit in co-operation than in competition. From whatever cause, it is notable that, although each competing line had full legal right to continue, in most cases competition has now ceased with resulting material improvement in both service and equipovement in both service and equip-

One of the big problems in Washngton now is the regulation of for-bire" cars or "taxicabs," ac-cording to E. V. Kuykendall, di-ector of the department. The term rector of the department. The term "apito transportation company," as defined in the present law, specifically excludes the operation of "taxicabs." The term "taxicab," as used in the present law, has not been interpreted by the state supreme court. Conflicting opinions are held with respect to the extent that "for-hire" cars or "taxicabs" may be allotted to interfere or operate over a route covered by a certificate of public convenience and necessity. and necessity.

No Responsibility Assumed.

The "for-hire" cars and "taxi-abs" do not operate "between fixed terminals of over a regular route" on a fixed schedule of time or rates, says Director Kuykendall. They do not file tariffs showing rates, neither are the vehicles covered by neither are the vehicles covered by insurance policy or surety bond on file with the department for the protection of the public. They assume no responsibility for regular or continuous service, despite the fact that they cut into the revenue of the regular certified carrier. The first insurance policies or surety bonds filed with the department, under the provisions of the present law, described each individual vehicle which such policy or surety bond covered. This was not satisfactory because of break-downs, emergencies and unusual demands for transportation, making it

mands for transportation, making it frequently necessary to hastily get out new insurance policies or surety out new insurance policies or surety bonds, or to operate illegally the cars pressed into service. In order to correct this the department adopted a form of indorsement for insurance policies and a form of surety bond commonly known as "blanket coverage," which coversall motor vehicles operated by the named auto transportation company named auto transportation company under and by virtue of its certificate of public convenience and necessity. This allows the substitution of individual cars and is of great con

Safety Requirements Beneficial.

operators, which is not considered as a loss. However, the insurance require-ments have doubtless worked to some disadvantage in the case of small operations, particularly in thinly settled districts. If proper distinction was made with refer-ence to the vehicles operated exdusively over the route of the cer ifficate holder, where such route is in a remote district, where the traf-fic hazard is comparatively low, the premium for such insurance should be materially lower than that for the operation in the thickly settled region, it is held. It is also con-tended that the minimum coverage

tended that the minimum coverage set out in the present law should be materially reduced in the rural or remote districts.

Under the present system, the premium for insurance or bond is based upon practically the same hazard that has been figured out for motor vehicles which may travel to all parts of the country, particularly in larger cities where traffic hazards are high.

Still another difficulty not yet remedied is the amount of fees paid.

remedied is the amount of fees paid cannot comply with by stage operators to the depart- Among some of the ment of public works, which is sup-posed to cover the cost of their reg-ulation. This fee is now based on ulation. lines in eastern and western Wash | each vehicle operated, depending ington shows the greater number upon the passenger scating capacity west of the Cascade mountains, and There is no convenient and econom particularly in the Puget sound ical way to keep a check on the section. The extent to which motor substitution of vehicles used for transportation has developed around short periods, in emergencies or unransportation has developed around Puget sound may be judged from the usual temporary demands for transfact that out of 203,583 motor vehicle licenses issued for the current year, up to September 1, 1922, totaling fees to the amount of \$3.177,765, 193,31 per cent was collected in King county, 10.04 per cent from Pierce county, 4.80 per cent from Snohomish county, and \$13 per cent from Grays Harbor county, wherein are located the largest cities of western Washington.

The Washington regulatory act,

bove—View of eastern portion of new tire manufacturing plant, the home of Portiand's newest industrial enterprise. The plant faces on Columbia boulevard and is about half way between the Union avenue and the Denver avenue approaches to the interstate bridge. The rear of the plant is adjacent to the main freight line of the O.-W. R. & N. company, and a spur, shown in the foreground of the pleture, has already been built to the plant to bring in crude rubber, cotton and other supplies going into the manufacture of the tires. Center—Closer view of the east side wings of the main building, of which there are four, each two stories in height and built entirely of reinforced concrete and steel sash windows. At the right is shown the power plant now being constructed, which will provide steam for the great vulcanizers in which the tires will be "cooked." Below—One corner of the interior of the first floor, showing giant vulcanizer being put into place. This is one of several such vulcanizers to be installed in the plant to This is one of several such vulcanizers to be installed in the plant to bandle its prospective output of 500 tires and 500 tubes per day. Much of the machinery for the new plant, which is of the latest approved design, is of such weight that foundations of solid concrete 12 to 15 feet in depth have been sunk to hold them.

tificates of public convenience and side, and in letters at least two necessity, are considered very com- inches high, the letters W. D. P. W. plete and tend toward the comfort followed by the number of the certiplete and tend toward the comfort and safety of the traveling public.

No unnecessary burdens are placed upon the auto transportation comunity pany and they contain nothing that the first content of the certificate of public convenience and necesity granted the operator for upon the auto transportation combined the route which the vehicle so marked is to operate.

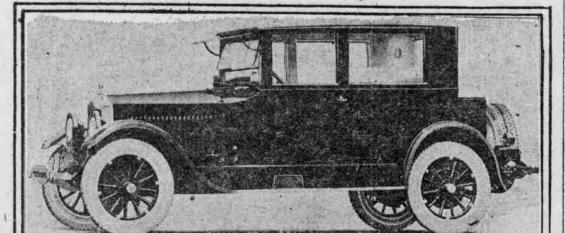
All accidents resulting in injury to market the special two upon the auto transportation company and they contain nothing that
an up-to-date legitimate stage company operated on a business basis

All accidents resulting in injury
to any person or in damage to property to exceed the sum of \$50 must

FIVE-PASSENGER COUPE IS LATEST ADDITION TO STUDEBAKER LINE.

annot comply with.

Among some of the most import- be immediately reported to the de-



The new Maxwell organization in Detroit has taken another step toward the final acquisition of the ward the final acquisition of the Chalmers Motor Car company. Through the appointment of D. E. Hutchinson, the treasurer of the held five passengers by having a wide rear seat for three, a separate driver's seat and another front seat, which folds back to allow ready access to the rear. The car is finished with all the usual equipment and accessories of the Studebaker closed models.

The new Maxwell organization in Detroit has taken another seep toward the final acquisition of the Chalmers Motor Car company, through the appointment of D. E. Hutchinson, the treasurer of the Maxwell corporation, as receiver for the Chalmers. This leaves the Maxwell corporation still in charge of the Chalmers company which it is company.

MOTOR WORLD HAS EYES ON FRANCE

New Ideas Are Obtained at Great Show in Paris.

NEW FEATURES FOUND

Decrease in Engine Size, High Rotative Speed Are Among Striking Points.

NEW YORK, Nov. 11.—While the motor car industry in the United states has far outstripped the rest of the world, the engineers still look to France, the birthplace of the industry, for new ideas. The annual Paris automobile show is therefore visited by many American manufacturers and this year they discovered much of interest. can manufacturers and this year they discovered much of interest in the woy of new developments. The most significant trend abroad, as indicated by the Paris show which was recently held, is the production of small cars of 10 and 12 horsepower, but said to be extremely efficient. This is due to the high taxes based on horsepower and the high cost of fuel abroad and it is not likely to be reflected immediately in the United States. It was noted that there was a tendency toward higher was a tendency toward higher

Commenting upon the mechanica aspects of the Paris show, W. F. Bradley, writing to Automotive In-

dustries, says: "The show embodies many points worthy of close engineering study. Its most pronounced tendencies are a decrease in engine size, high rota-tive speed made possible by lighter reciprocating parts including, in particular, the extensive use of aluminum pistons. Some magne-sium pistons are in evidence. There is a great increase in the number overhead valve engines being used in sport cars. The progress made by battery ignition last year has been arrested, magneto ignition having recovered some lost ground

Four Cylinders Dominate.

"Four-cylinder engines dominate the show. The Fiat is the only 12-cylinder model exhibited. There are no new eight-cylinder jobs shown and there is very little production on the eights already in existence. Some gains have been made by the six-cylinder engines, but they have been of little importance and have been confined to engines in which the piston displacement is 122 cubic largest leaves.

nches or less. "Four-wheel brakes are being used far more extensively than ever be fore. The Parrot system alone is used on 35 makes. The Adex sys-tem is used by three firms, while the Isotta Fraschini and similar types are employed on about a dozen different cars. In addition to these, there are about 20 individual types of front brakes now applied by conservative firms of high repu-tation, such as Unic, De Dion, Delaunay-Believille, Hotchkiss and Renault Front wheel brakes are also found on small cars with a piston displacement as low as 9.1

addition to the large number of firms now using four-wheel brakes as standard equipment many others announce them as optional equipment. When front tional equipment. When front brakes are fitted they are usually operated by the foot. Hand brakes operating on the propeller shaft are still used, but in many cases have rear wheel brakes. This practic above-View of eastern portion of new tire manufacturing plant, the is the result of racing experience. The hydraulic brake system has not

made any progress.
"Considerable attention has been given to changes in the construc-tion of the rear spring suspension No single type predominates but the cantilever and semi-elliptic types are strongly in evidence and about equally divided. Several unconventional spring suspension types have made their appearance, one of these being a combined hydraulic and coul spring. This is somewhat similar to the type of front springs on the Lancia frameless chassis. The practice of building shock absorbers as an integral part of the chassis is

becoming more pronounced. Poppet Valve Engines Lead.

"Poppet valve engines dominate paring to market the special two stroke cycla semi-Diesel type en

be immediately reported to the department and to the public effecting changes in any the department.

All passenger carrying vehicles must be outpined with:

All passenger carrying vehicles must be outpined with:

At least one extra serviceable tire.

One fire estinguisher of type approved by underwriters' laboratories.

A sainable heating system sufficient to keep the vehicle reasonably comfortable.

Drivers are not allowed to smoke while driving, and are prohibited from driving hours in any 24-hour period,
No passenger carrying vehicle may be operated with a trailer or other wehicle in each 24-hour period.

No passenger carrying vehicle may be operated with a trailer or other wehicle attached, uniters specially authorized by the department.

Front Scat is Emergency.

The mices counsider the front seat an "emergency seat" and problik:

Bendanier.

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OREGON TRAIL LOGGED

(Continued From First Page.)
under contract for grading and rock surfacing, grading practically completed, surfacing well underway.
Kamela to Ora Dell—18.5 miles, surfaced with broken stone.
Orn Dell to La Grande—One mile, old road being used pending future eliminations of a grade crossing.

La Grande to Lone Pine—Five miles, payed.

Lone Pine to Union-12 miles, surfaced Lone Pine to Union—12 miles, surfaced with broken stone or gravel.
Within City of Baker—1 mile, paved, Baker to Baker-Malheur County Line South of Huntinston—40.5 miles, under contract for grading and surfacing, grading practically complete, surfacing poet cent complete.

Malheur County Line to point opposite. per cent complete.

Malheur County Line to point opposite
Weiser, Idaho—13.5 miles, graded and
under contract for surfacing. Surfacing
SO per cent complete.

Weiser to Ontario—14.5 miles, surfaced

with broken stone and gravel.
Ontario to Idaho State Line-1.4 miles

The new Maxwell organization in

Maxwell Controls Chalmers.

Motor Cars

What Do You Want In a Motor Car?

"Its power is astonishing. During my entire stay in the East I do not recall a single hill which the car could not negotiate on high gear. It seems to me the Wills Sainte Claire makes an ideal automobile to own."

A. B. DEWEY, Jr. Northern Trust Company, Chicago, Ill.

What do you want in a motor

What IS "The Car You Always Have Hoped For?"

Power in abundance at your instant command-Roadability that smooths the roughest roads and that gives to you a sense of security and comfort hitherto unapproached—that enables you to ride from sun up to sun down without fatigue—and that gives to you an exhiliration and thrill never before experienced in any motor car.

When C. Harold Wills designed

the Wills Sainte Claire he promised a new experience in motoring—And the Wills Sainte Claire is expressing in actual performance a realization of the promise.

The eight cylinder, V-shaped motor with its overhead valves and cams, the Mo-lyb-den-um steel construction, the perfec-tion of balance of the car, the exact proportioning of wheelbase to weight, the specially designed springs, together with rare beauty of design and richness of finish

—these are some of the things that make the Wills Sainte Claire "The Car You Always Have Hoped For."

The New Enclosed Models are now on display. We invite you to see them-ride in them-experience for yourself the thrill of Wills Sainte Claire performance.

Chas. C. Fagan Co., Inc.

Ninth at Burnside

Broadway 4693



operated under lease for several years. This latest step is one necessary to conform to legal procedure in finally obtaining full ownership of the Chalmers by the new Maxwell in Detroit.

Truck Business Jumping.

Truck Business Jumping.

A recent review of registration

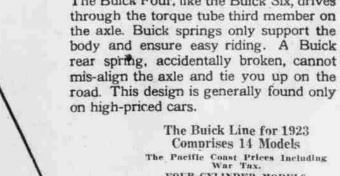
and production statistics gives rise to the prophecy that the motor truck industry will jump into the billion-dollar class before the end of the year. Not counting supplies and accessories, it is estimated that the production value alone will reach \$250,000.000.

VALVE - IN - HEAD Buick 4 Touring Car. \$1075 at Portland, including war tax.

Buick "Four" Also Drives Through the Third Member

Buick measures up to the same rigid Buick standards of design and construction. Whatever is Buick, is Buick throughout. The Buick Four, like the Buick Six, drives through the torque tube third member on the axle. Buick springs only support the

Whether it is a Four or a Six, every



FOUR-CYLINDER MODELS ROADSTER, 2-passenger. Touring, 5-passenger. Coupe, 2-passenger SIX-CYLINDER MODELS | SIX-CYLINDER MODELS |
Touring Sedan, 5-passenger	\$2210
Roadster, 2-passenger	\$1406
Touring, 5-passenger	\$1255
Sedan, 5-passenger	\$2270
Coupe, 4-passenger	\$2180
Touring, 7-passenger	\$2495
Sedan, 7-passenger	\$2495
Sport Roadster, 3-passenger	\$1890
Sport Touring, 4-passenger	\$1945
Sport Touring, 4-passenger	\$1845
Sport Touring, 4-passenger	\$18

Howard Automobile Company

LARGEST DISTRIBUTORS OF AUTOMOBILES IN THE WORLD. TWELFTH AND ALDER STREETS BROADWAY 1130.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM