

**TRIP TO SEATTLE IS NOT DIFFICULT ONE BUT SOME GOING BAD**

F. S. Doernbecher Writes of Experience on Tour Taken Within Past Few Days.

The following is an account of an automobile trip from Portland to Tacoma taken by F. S. Doernbecher, of the Doernbecher Manufacturing company.

"I left Portland by way of St. Helens on the trip to Seattle. The road down the west side of the river was in splendid condition up to 15 miles south of Goble, where it was somewhat rough on account of the newly graded road which was not macadamized and had been roughened up by the winter driving. This, however, is being leveled down by traffic.

"We took Read's ferry across the Columbia to Kalama. The ferry charges for large machines is \$2.00. There are two ferries from which to choose.

"Then came the worst stage of the journey. For several miles the road near Kalama was good, although quite hilly. After leaving Corrolton, which is five miles from Kalama, we ran into a road grading outfit. The road here follows the contour of the hills and is being widened with a steam shovel which occupies most of the road, and is difficult to pass. We were informed it would be impossible to pass as the shovel piles up a bank of dirt at the side. The party informing us said he had great difficulty in getting by. However, we concluded to try and found the crew in charge of the shovel most accommodating, stopping work when they found we could not pass over the pile of dirt without sliding into their equipment. They even attached a rope to our car and pulled us across the dirt, moving their apparatus as we to make it more convenient to cross.

**Some of Roads Excellent.**

"Further on we came across a dirt grading road with scrapers, part of which was dangerous on account of undermining the old road, which is much higher up than the new, should be finished by this time, as I passed it more than one week ago.

"The roads from Kelso to Castle Rock are excellent as well as for many miles after leaving Castle Rock, the road having been constructed on the old railroad grade which is level and in fine condition.

"About four miles below Toledo the Pacific highway signs and the new tour book direct you to continue on the straight road, whereas you should cross to Cowitz river on the ferry operated by the county, and you will find a good road to continue on for myself, I had a bad road through taking the wrong fork. We, however, found a gang of surveyors on this piece of road and they told us they will soon begin operations on it. On our return trip we crossed the ferry and it saved a decidedly bad bit of travel.

"Very little work has been done from Toledo to Chehalis. Much of this piece of road is planned, and it looks as if most of the planks had been in for 10 years or more, and are not fit to drive on. Three miles out of Chehalis we found a hard day's drive. We stopped over night at Chehalis after a hard day's drive. On account of work on the highway between Chehalis and Centralia we had to detour. We were told this piece of highway will soon be ready for driving.

**Good General Average Road.**

"From Centralia to Olympia by way of Tenino we found the roads in excellent condition except for a short distance out of Olympia, where the road has evidently had no care for some time, and is getting very rough. The same conditions prevail from Olympia to Tacoma for about 10 miles. From Tacoma to Seattle the road is paved all the way, but near Seattle some of the old road is going to pieces and is pretty rough for seven or eight miles.

"There is work in progress everywhere improving the highway, and I believe in another year the trip from Portland to Seattle can be made easily in a day. We found splendid road signs in Washington, explicitly giving directions and pointing out giving directions and pointing out.

"Taken as a whole, the trip is not a difficult one but is a good general average road, which is being constantly improved.

**Uncle Sam Gathers Highway Statistics**

Purpose is to Ascertain How Many Miles There Are in the United States at Present.

The United States government is trying to find out how many miles of highways of all kinds there are in the different states and is making a tabulation of them by counties.

Blanks have been sent to each of the 3000 counties in the country. This assembling of highway statistics will permit comparisons which will tend to nationalize the work of road construction by the setting up of fixed standards as to materials and methods of operation.

Officials of the good roads bureau of the department of agriculture say that the information the inquiry will develop will serve as a basis for estimating the relative value of different kinds of roadways, and will probably hasten the time when congress will cooperate with the states in the work of road building.

One card asks for information as to road mileage of all kinds in cities and towns. County roads are divided into 10 classes: Brick paved, concrete, macadam with the addition of such substances as asphalt, oil or tar; plain macadam, gravel shell, other hard surfaced roads, sand and clay mixture properly graded and drained, ordinary earth roads properly built, and unimproved roads.

Another card asks for information as to the tax rate for road purposes and the amount of money expended in the county for road building.

Still another is for returns giving names of county and local road officials.

One of the cards is for figures on bond issues and county roadway indebtedness.

**That Was Only Way.**

"I heard a new Ford story the other day."

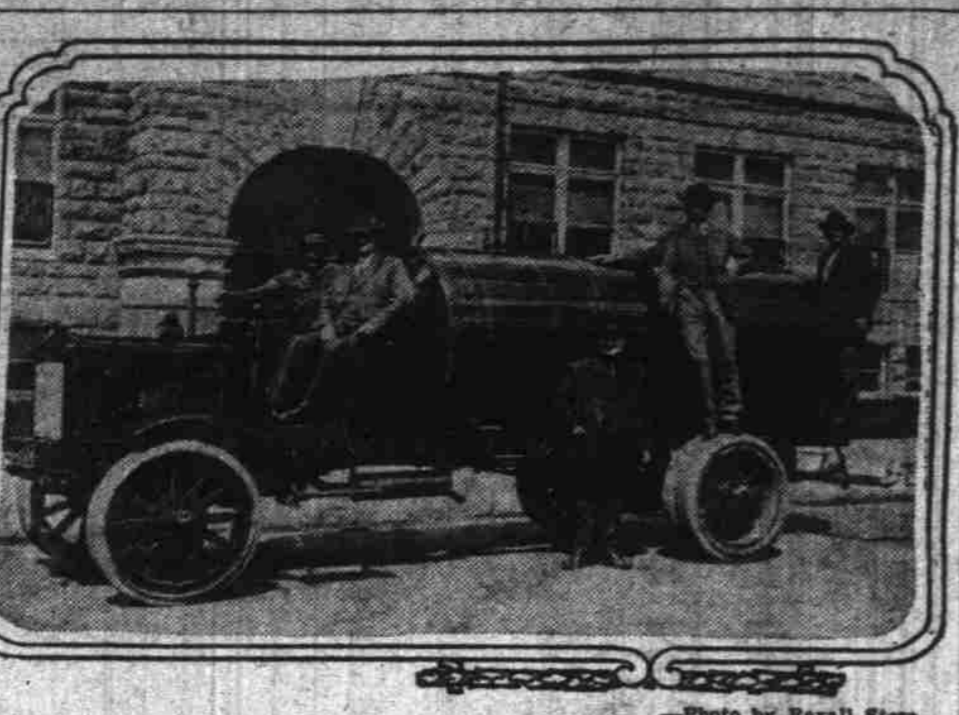
"What was it?"

"It was about a man who had never heard a Ford story."

"For heaven's sake where had he been living?"

"On a desert island for 20 years."

**BAKER HAS AUTO FLUSHER**



New apparatus for street work, tested out last week in Baker. Machine proved highly successful. Its advent does away with all horse-drawn vehicles owned by the city except those in the sanitary department, two teams being used to haul rubbish. Seated beside the driver is Mayor C. L. Palmer. Fire Chief F. H. Grabner stands on the pavement. City Commissioner Finlay on the wheel and Street Foreman L. Mahan on the back of the truck. The new apparatus cost \$4400.

**AMERICAN-MADE CARS ARE POPULAR IN ARGENTINA**

Number of Cars Imported Into That Country Increases From 10 1-2 to Over 19 Per Cent in Years From 1912 to 1913.

Washington, D. C., July 3.—American-made automobiles are steadily gaining in popularity in the Argentine market, their proportion of the total imports of automobiles into that country having risen from 10 1/2 per cent in 1912 to more than 19 per cent in 1913, the latest period for which detailed official returns have reached the bureau of foreign and domestic commerce of the department of commerce.

The imports of automobiles into Argentina during 1913 were valued at \$5,194,300, supplied chiefly by France, the United States, Germany, Italy, the United Kingdom and Belgium, in the order named. While France still ranked first in the importation of automobiles into Argentina in 1913, the United States made a larger actual and relative gain than any of the countries above named, and increased her rank from fourth place in 1912 to second place in 1913. In 1914, when the world-wide depression reduced the value of automobile imports into Argentina to about one-fifth of their normal total, those from the United States also decreased, our total exportation of automobiles to Argentina and other countries of South America in that year being a little over one-third that of the preceding year.

The following table showing the number and value of automobiles imported into Argentina in the period from 1911 to 1914, with details for principal countries in 1913 and 1914 is from the official publications of that country.

**IMPORTS OF AUTOMOBILES INTO ARGENTINA, 1911 TO 1914**

Year	Number	Value
1911	2,461	\$3,149,900
1912	4,281	5,199,000
1913	5,315	5,194,300
1914	2,155	1,165,700

Imp. from	1912	1913	Value	1914
France	1,261	1,850	\$2,202,500	\$1,814,900
United States	708	1,299	544,000	1,068,900
Germany	827	701	822,900	845,900
Italy	425	425	847,200	462,500
U. Kingdom	451	412	480,500	471,900
Belgium	290	302	485,900	881,900
Other countries	127	89	128,900	111,400

Note.—Exports of automobiles from the United States to all countries increased from \$291 valued at \$2,833,154 in April, 1914, to \$345 valued at \$4,045,222 in April, 1915. This growth was almost exclusively in commercial automobiles, of which the exports rose from \$3 valued at \$73,676 in April, 1914, to \$287 valued at \$6,240,481 in April, 1915. About one-half of these commercial automobiles went to France and the remainder chiefly to England and other European countries. In the 10 months preceding May 1, 1915, exports of passenger vehicles aggregated 14,641 valued at \$12,356,472, as against 23,167 valued at \$20,664,480 in the corresponding period one year earlier, while those of commercial automobiles numbered 8580 with an aggregate valuation of \$23,877,968, compared with 595 valued at \$24,230 in 1914-15.

**APRIL EXPORT OF TRUCKS SHOWS SEVENTY-FOLD GAIN**

Fifty-two Machines Valued at \$72,676 Were Shipped in 1914 While This Year 2,267, Valued at \$5,240,000 Were Sent Away.

Truck exports show a gain seventy-fold since the last report issued by the department of commerce at Washington. The gross figures for April are of decided interest to the motor car industry.

The export of commercial cars increased from 52, valued at \$72,676, in April, 1914, to 2,267, valued at \$5,240,000, in April, 1915, an increase of over seventyfold; while during the 10 months ended April, these exports increased from 595 commercial cars, valued at \$24,230, in 1914, to 2,580, valued at \$23,977,968.

On the other hand, the exports of passenger cars dropped from 2329, valued at \$2,760,478, in April, 1914, to 2078, valued at \$2,807,741, in April, 1915, while the exports for the 10 months period dropped from 23,167, valued at \$20,664,480 in 1914 to 14,641, valued at \$12,356,472, in 1915.

Exports of parts, not including engines and tires, increased in value from \$626,132 in April, 1914, to \$1,897,827 in April, 1915, and from \$5,648,471 to \$5,924,175 during the 10 months period.

Naturally, the bulk of our motor car exports are going to the warring Euro-

pean nations. The United Kingdom was a big buyer of American cars and trucks during April, 1915, the total being 1455, valued at \$1,926,340, as against 827 cars, valued at \$514,977, in April, 1914. During the 10 months period these exports rose from 6819, valued at \$5,057,160, in 1914, to 7683, valued at \$10,840,869, in 1915.

France likewise is becoming a big buyer of our motor trucks and cars, the purchases having increased from 311, valued at \$179,230, in April, 1914, to 1055, valued at \$1,710,702, in April, 1915, and from 1011, valued at \$688,471, in 1914, to 2051, valued at \$10,038,543 during the 10 months period of this year.

Under the heading of "other European nations," which includes all of the European countries with the exception of the United Kingdom, Germany, France and Italy, surprising gains are shown, the exports having increased from 560, valued at \$372,857, in April, 1914, to 855, valued at \$2,555,269, in April, 1915, and from 2247, valued at \$1,772,826, to 2115, valued at \$4,129,392 during the 10 months period. The natural inference is that trucks figured largely in the exports, as the value of the exports increased in value almost five-fold during the 10 months period.

**Italy Poor Customer.**

Italy is a poor customer, that country's imports from this country having fallen from 89, valued at \$29,240, in

April, 1914, to 23, valued at \$9983, in April, 1915, while during the 10 months period the exports to that country declined from 224, valued at \$203,048, to 88, valued at \$58,368.

Germany's contribution to American motor car makers was 224, valued at \$163,101, in April, 1914, while in April, 1915, there were none of these exports to that country. During the 10 months period the exports decreased from 1185, valued at \$840,448, in 1914, to 20, valued at \$20,164 during 1915.

**They Had Only Fig Leaves.**

Hokus—Adam and Eve couldn't run an auto.

Fokus—I'll fall for it.

Hokus—They lacked attire.

**Big Tire Company Increases Its Space**

Five Acres Is Added, According to Plans Which Have Just Been Approved; Work Begins at Once.

Five acres of additional working floor space are included in plans approved by the directors of the Goodyear Tire & Rubber company, which will begin at once an extension of the Akron factory made necessary by the continued growth of the business. This will give the plant a total floor area of nearly 50 acres.

The new buildings will be ready, with machinery installed, by the beginning of the fiscal year, November 1, and will require for their use 2000 additional men, bringing the Goodyear working force to a total of 10,000.

Goodyear's present capacity, in automobile tire production is over 12,000 a day. The new buildings will enlarge the capacity to well over 15,000 tires a day. The cost of the plant enlargement will be \$400,000. All the buildings are to be of brick and steel, to harmonize with the present plant, and room will be found in them to extend the manufacture of mechanical goods.



**1916 Studebaker Cars**

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- And Studebaker is merely passing along to buyers of the new cars the FULL benefits of these notable economies. You may question in your own mind the quality of these cars, considering the remarkable reductions in price when compared with our last year's models.
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