

STATISTICIAN FINDS STATE AUTOMOBILES INTERESTING FIELD

Striking Comparisons Made to Indicate Important Part Motor Car Plays in Oregon

GAS CONSUMPTION GREAT

It is Estimated That More Than 12,000,000 Gallons of Gasoline Are Used in Oregon Cars in Year.

Imagine if you can all the power of the Deschutes river, the Columbia at the Celilo falls, the Columbia at the Cascades, the Rogue river, the McKenzie river, the Clackamas river, the Middle Fork of the Willamette, the Santiam, the Umpqua and the Sandy harnessed to one great water wheel.

If you can conceive of anything that big, then close your eyes again and think of a power producer just about four times that big. Then you will have an idea of what an engine combining the possible power of all the automobiles in the state of Oregon would look like.

M. O. Willkins, the automobile statistician, says that there will be about 25,000 registrations before very long. Over 20,000 have registered to date. The average horse power for statistical purposes can be said to be about 30.

Multiplying that by the number of cars indicates a total of 750,000 horse power developed by motor in pleasure cars and trucks.

The Standard Oil company has taken the trouble of working out averages for gasoline consumption and figures it out that the average car travels about 6000 miles per year. Taking that as a basis, and 12 miles per gallon as the average consumption of each car, then each car would use about 500 gallons of gas in a year.

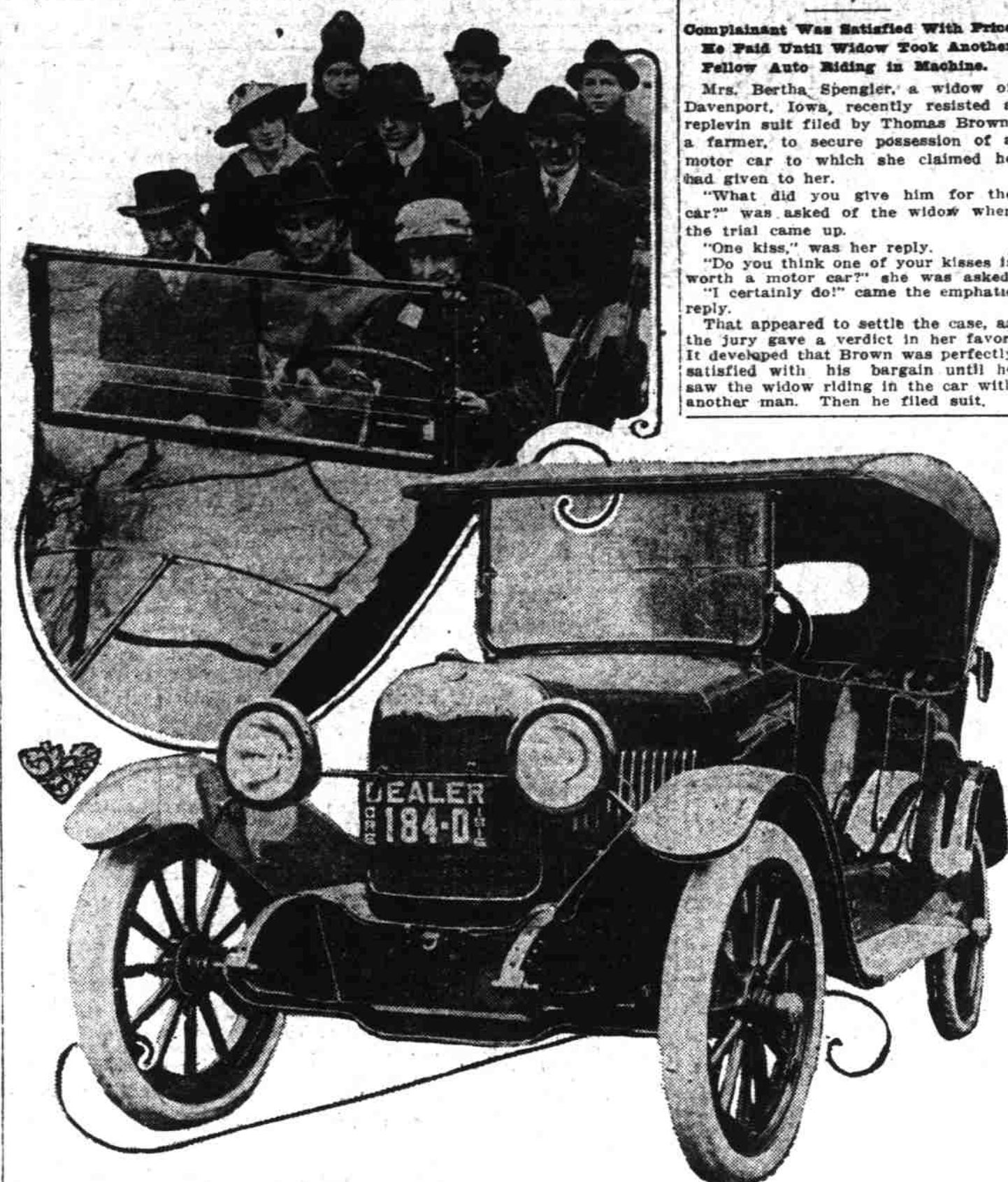
That would make a grand total of 12,500,000 gallons of gasoline used in Oregon in one year. If that were dumped into the upper reservoir at Mount Tabor, 500,000 gallons would go over the spillway, as that reservoir has a capacity of 12,000,000 gallons. If all that gasoline were put into the holder of the Portland Gas & Coke company at Piedmont, almost 5,000,000 gallons would have to be stored elsewhere.

Some idea of what motor transportation really means can also be judged from the fact that the total developed horsepower on all the streams of Oregon is but 163,185 horsepower. In other words it takes almost seven times as much power to move the people of Oregon around in motor cars as it does to do the work of the entire state.

The Portland Railway, Light & Power company uses daily 60,250 horsepower on its city and suburban lines. About 6000 of Oregon automobiles are within Multnomah county. If they were all turning out their rated capacity they would develop three times as much as is used by the West railway system to run its cars.

New Jersey Passes Road Bill. The legislature of New Jersey has passed a bill providing for a bond issue of \$7,000,000 to improve the roads of the state.

TWO FINE NEW CARS SHOWN



Above—The new seven passenger Hupmobile showing the extreme roominess. Back row, left to right—Mrs. O. E. Davidson, A. B. Manley, president Dulmage-Manley Co.; Manley J. Hungerford. Middle row—Miss Marie Aris, Henry C. Baer, Otto Ruedy. Front row—William Connolly, P. F. Howell and Miss Genevieve Vard at the wheel.

Below—The Grant Six, latest newcomer in the auto colony.

New models of the Hupmobile and the Grant Six made their appearance at the store of the Dulmage-Manley Auto company during the week. The new Hupmobile is a seven passenger with low body that appeals because of the extreme roominess of the extra seating arrangement. The Grant Six is practically the standard that was shown here during the January exhibition when it made its first appearance in Portland. Since then it has gone into the hands of several motorists who have had occasion to give it a grueling but satisfactory breaking in. One of the first owners to drive a Grant is George Chambers, secretary of the Portland Automobile club. Mr. Chambers drives back and forth from the Automobile club on the Sandy each day. The car is a compact six of light weight. The motor is a sturdy block type that shows 30 horsepower on block tests. Large manifolds and valves make it a very snappy engine. The Grant factory is making good on shipments and in some way is managing to run the gauntlet of the freight situation so that the local distributors have been fairly successful in getting their cars. The new Hupmobile is built on the standard four cylinder chassis, which made good last year and presents no departures further than the tonneau arrangement, which is novel enough. The extra seats are the widest that have yet appeared. When put in place they form together in such a manner as to make a bench which for upholstery and ease of riding position is hardly excelled by the regular tonneau back. To give additional foot room, the space under the front seat usually devoted to tools and tubes is open the entire width and gives ample leg room to the occupants of the extra seats.

Jury Found Kiss Worth Automobile

Complainant Was Satisfied With Price He Paid Until Widow Took Another Fello Auto Riding in Machine. Mrs. Bertha Spengler, a widow of Davenport, Iowa, recently resisted a replevin suit filed by Thomas Brown, a farmer, to secure possession of a motor car to which she claimed he had given to her. "What did you give him for the car?" was asked of the widow when the trial came up. "One kiss," was her reply. "Do you think one of your kisses is worth a motor car?" she was asked. "I certainly do!" came the emphatic reply. That appeared to settle the case, as the jury gave a verdict in her favor. It developed that Brown was perfectly satisfied with his bargain until he saw the widow riding in the car with another man. Then he filed suit.

COUNTY OF SKAMANIA HAS A SERIOUS ROAD PROBLEM TO SOLVE

Joint Arrangement Between County and State Proved Far From Satisfactory.

DISAGREEMENT HAS RISEN

After Bonding District Heavily for Trunk Highway, It is Evident That Road Will Not Be Forthcoming.

A serious situation has developed in highway work in Mania county, Washington, and the prospect now is that there will be no improved main road through the county this year at least.

Owing to the exhaustion of the state appropriation the work being done under the direction of the state highway department is to be suspended on the five mile stretch between Collins and Cooks. The road is only from 50 to 75 per cent completed.

This piece of road is to form the connecting link between the two pieces of highway being built by the county under a bond issue. As a result of the suspension of work the county when its two ends are completed will not be able to get from one to the other.

There will be two ends of a road but no middle and to drive from Underwood to Stevenson, the county seat, will be as impossible as it is at present.

Out of the situation has arisen strained relations between the county commissioners and the state highway department. It is claimed by the latter that the county agreed to divert a portion of the bond issue to be added to the state fund to complete the Collins-Cooks section. It is admitted by the county officials that there was some understanding to this effect but that it was conditioned that the road should be built on a certain location and was not to cost an excessive amount. There are intimations that the county believes that the state money was not being expended judiciously and was wasted.

The County's View Explained.

The position of the county commissioners is thus explained by Commissioner Shipley: "We had an understanding with the state highway commission that the county would add to the state fund of \$54,960 sufficient to finish the work between Collins and Cooks. When we made this agreement we expected that the state would build on the right of way which had been acquired by condemnation from the S. P. & S. railway and as per plans and specifications approved at that time. But after we had made this agreement the location was changed without consulting the board of commissioners. The cost of the road on the original location was estimated at about \$60,000. The cost on the new location is running far in excess of that figure. We are expected an outlay of from \$3000 to \$6000 we were confronted with a request for \$25,000. We now know that the amount necessary to finish the job is about \$50,000."

When the state began on the work there was available an appropriation of approximately \$55,000 from the state public highway fund. The work was let out to a contractor on a force account basis, the contractor to receive a percentage of 10 per cent. This is a subject of much criticism and to this method is attached one reason for the heavy cost of the work. For most of the distance the road runs along the railway track being in some places only 12 feet distant. This detracts somewhat from scenic effect and adds to the danger risk.

About one mile west of Cooks a concrete wall 700 or 800 feet in length has been put in for protection. At Deadman point, near Cooks, the railway company has protested against further cutting into the bluff which is of a loose formation. It is feared that a deeper cut will weaken the bluff and endanger railway traffic. It is understood that the railway company would be willing to shift its track over in order to give the highway more room if the state would stand the expense.

It is an unfortunate situation in view of the fact that Skamania county has already bonded itself in the sum of \$210,000 to secure a main road through the county. This bonded indebtedness is about \$600 per capita. When the bond issue was made it was planned that it would build a road from the Clarke county boundary to Collins and from Cooks to Underwood, or to the Klickitat county line. This involved about 40 miles of road. It was expected that the state would construct the connecting link between Collins and Cooks. It seems impossible for the county to raise additional funds to contribute to this construction and the only solution seems to be in state aid. This cannot be obtained until the next session of the legislature.

In the meantime the county will not be getting a full return on its bond investment.

Engineering Problems Fizzle.

When the bond issue was voted the county commissioners, lacking confidence in the state highway department, determined to employ their own engineering force. They accepted the offer of the United States office of public roads and rural engineering to furnish an engineer free of charge to direct the work. Under this engineer surveys have been made and two sections of highway have been contracted for. The county is now passing through the experience of other counties in the criticism of engineering cost that is prevailing. Whether this criticism is justifiable or not is

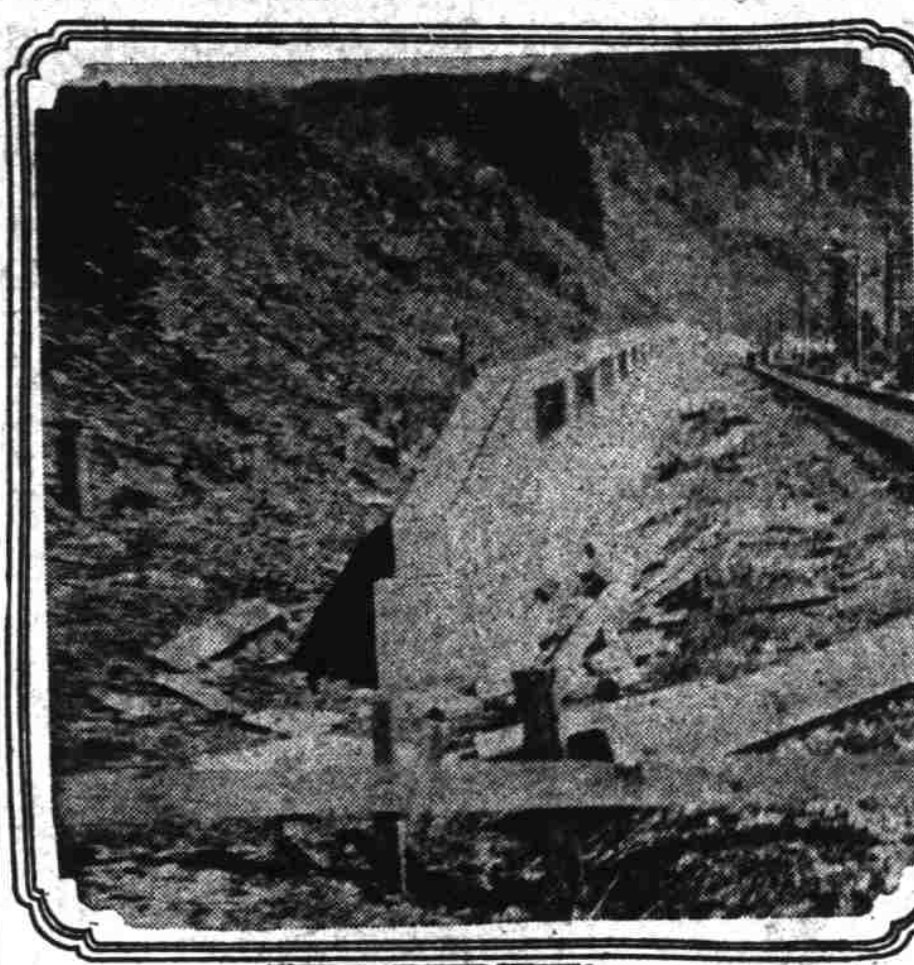
THE INTAKE

O. Ruedy has taken charge of the service department of the Dulmage-Manley Auto company. He has been in similar offices with other automobile concerns and will install a system with the distributors of the National, Hupmobile and Grant. Enlargement of the service department enables the company to carry a very heavy stock of parts.

R. F. Pike who until last week was with the Covey Motor Car company, has joined the Northwest Auto company's organization and will handle the Reo and Cole lines of that company.

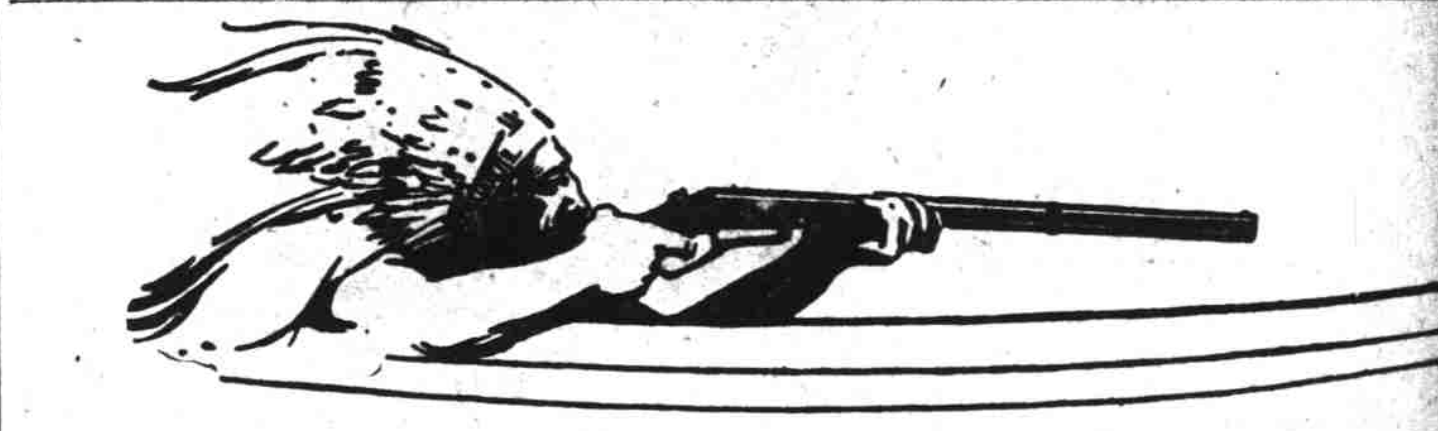
The Marmon Six, the aluminum cylindered car will cost just \$200 more after April 1. This announcement is but another successor to the series of such announcements because of the state of the eastern market and labor conditions. The Northwest Auto company will be governed by that rise on sales after April 1.

ON THE WASHINGTON SIDE



View of section of Skamania county highway that shows proximity to S., P. & S. railroad.

a matter of future determination. If when the work is completed it will not exceed five or six per cent not be considered excessive. Thus far



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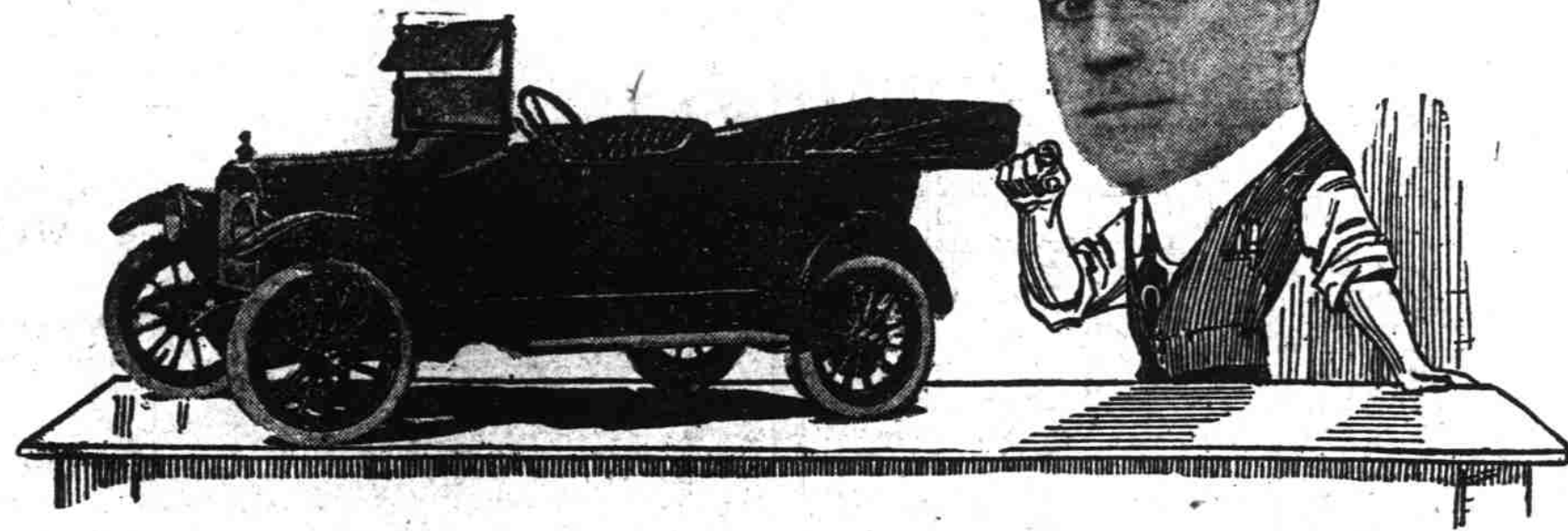
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