

LIGHT TOURING CAR TOWS MANY AUTOS WITH SMALL EFFORT

Machine Which Weighs but 1700 Pounds Performs a Task That Causes Wonder.

CHEVROLETS ARE IN NOW

Regner & Fields, Local Distributors, Receive a Shipment of Cars for Needs of the Trade Territory.

A 1700 pound light touring car pulling a large box car containing a car load of automobiles, which altogether weighed about 50,000 pounds, was the unusual sight at one of the east side freight yards last Friday.

A carload of Chevrolets consigned to Regner & Fields, local distributors, arrived in Portland last week and was switched over to one of the east side yards for unloading. Here was an opportunity to test the pulling power of a Chevrolet so one of the '490' models was chosen by Mr. Fields to pull the car.

Bystanders said it could not be done with a light touring car, but knowing the past performance of the Chevrolet, Fields drove the car down and hooked a cable to the rear trucks of the freight car and attached it to the automobile. Without any undue effort the little car snorted and pulled the big car along with the ease of a locomotive.

This unusual performance adds another feather to the Chevrolet's cap, says Roy Fields, "and this is another demonstration of the power and endurance of this popular car."

One of the largest orders for electrically equipped automobiles in Multnomah county, by any dealer for 1918 allotments was signed last month by Regner & Fields, local Chevrolet distributors, according to Roy Fields, manager of the firm.

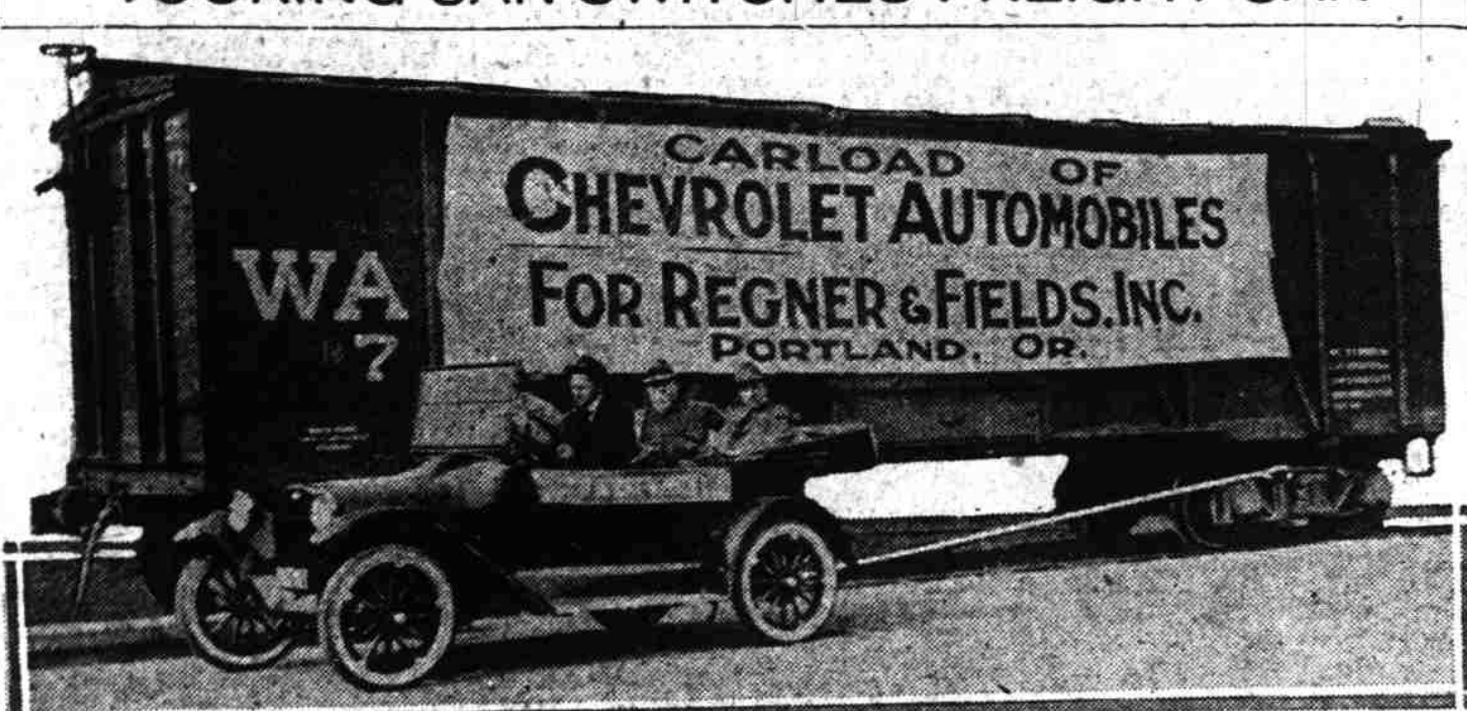
"We have just signed an order for 715 cars to be delivered for our 1918 allotment, said Mr. Fields, "and the Chevrolet has shown one of the most marked increases in the sale of electrically equipped automobiles in the state of Oregon."

"We feel that this remarkable showing is due to the wonderful performance of the Chevrolet in the many tests on the Pacific coast. In the state of Oregon we have jumped from the seventh place to the first place. Already the sale of Chevrolets in Oregon have reached the high number of 1061 for this year while for the year 1916 the number of new cars totaled 492.

Speeds to Overtake Funeral; Fined \$25

Haled before the judge of the traffic court and asked what he had to say against the charge made by the officers that he was exceeding the speed limit exceedingly, the arrested one offered as his excuse that he "was chasing a funeral," says a writer in the current issue of American Motorist. Even in New York, where excuses are many and original, this was the limit, and the judge so intimated. The prisoner explained that he was an undertaker, and that the funeral cortege had left the church before he noticed that the pallbearers had been forgotten, whereupon he grabbed the bearers and set out to overtake the funeral before it reached the cemetery. The judge admitted the novelty of the explanation, and in recognition thereof he said the fine would be only \$25, whereas had the accused trotted out any of the good, old-time excuses he would have fined him all of \$25.

TOURING CAR SWITCHES FREIGHT CAR



"490" Chevrolet spotting carload of Chevrolets in an east side freight yard.

MOTOR AND TRUCK RECORD OF WEEK

The following temporary police permits were obtained in Portland during the week by new car owners, pending the arrival of state licenses, according to W. O. Wilkins, publisher of the Automobile Record: C. E. Harding, 261 Hassalo, Ford. Joseph Crawford, Oregon City, Or. G. M. C. truck. Oregon Transfer company, 414 Gillman, Moreland truck. John H. Besson, Sellwood hospital, Buick. J. F. Wood, courthouse, Chalmers. Ralph I. Thompson, 551 East Thirtieth street north, Dodge. L. A. Andrus, 817 Lewis building, Dodge. Allen & Lewis, Front street, Dodge. C. Duke, Gresham, Or. R. R. A. Ford. Joseph Keho, 530 East Nineteenth street north, Hudson. D. S. Paige, 485 East Twelfth street north, Reo. J. F. VolKoun, Wells Fargo building, Dodge. B. Friedman & A. Silverman, 354 Third street, Republic truck. F. C. Pleslev, Coouille, Or. Dort. J. D. Lindsay, 35 Russell, Maxwell. Fred Helmhuber, 411 Sumner, Chevrolet. R. H. Linsev, 1084 East Washington, Buick. A. W. Davis, 6023 Eighty-eighth, southeast, Overland. H. M. Hansen, 1179 East Taylor, Ford. J. J. Davis, 241 Everett, Ford. Pacific Fruit & Produce company, East Second and Alder, Jeffrey truck. Lily E. White, 348 Fourth street, Dodge. G. A. Brown, 709 Johnson, Ford. William Reid, 410 East Eleventh street north, Overland. G. S. Botford, 485 Davenport, Maxwell. William J. McKeown, Gresham, R. 1, Chevrolet. Mrs. Walter Cline, 404 Chetopa apartments, Liberty. L. D. Howard, R. F. D. "A," Ford. J. Cernetto, box 950, 153 Columbia, Ford. E. L. Thompson, Chamber of Commerce, Winton. C. W. Winger, Milwaukie, box 143, Oakland. J. D. Nelman, Beaverton, Or. R. J. Gaylor, Bangham, 1883 East Gilliam, Ford. A. August Obriet, box 148, R. 1, Gresham, Republic truck. Maxwell Henderson, Multnomah hotel, Bertha Kreuthleier, 851 Uphur, Ford. W. M. Jackson, 142 East Thirtieth street, Dodge. J. Blake Troch, 80 North Broadway, Paige. K. R. Zentner, 1151 East Morrison, Dodge. R. L. Macleay, 1000 Lewis building, Chalmers. W. E. Planders, 685 East Forty-second street north, Overland. R. Hamburg, 615 Powell, Chevrolet. L. Zeiss, 1199 Halght avenue, Maxwell. Stephen Pesznecker, Estacada, Or. Dodge. De Chester, Moores, 409 Medical building, Overland.

Increase Indicated By Federal Figures

Government figures, based on statistics completed July 1, as compared with one year ago, indicate that there are 45,531 car agencies, garages, repair shops and supply houses, an increase of 4819, the total including Hawaii, West Indies, Canada and Mexico. Dealers now number 27,052 as against 25,924; garages number 24,483 as against 23,686; repair shops number 13,161 as compared with 12,171; companies having supply departments, 7223, as compared with 6675; supply dealers exclusively, 2433, as compared with 2503 for 1916.

AUTOISTS ENCOUNTER HARD GOING IN COAST MOUNTAIN HIGHWAYS

Portland Party on Fishing Excursion in Tillamook Co. Finds Rain-Soaked Roads.

Although the glorious autumn weather of recent days made for ideal touring in the Willamette valley, motorists who drive towards the coast will not find such ideal conditions, according to J. G. Seed, who has just returned from an extended fishing trip to several of the coast streams.

Muddy roads that were slippery and difficult to negotiate were found on the Salmon river road and the Tillamook road to Hebo.

Last week Mr. and Mrs. Seed accompanied Mr. and Mrs. C. Danton in their Willys-Knight on a fishing excursion on the Salmon river. Between McMinnville and Sheridan a detour of about eight miles was necessary on account of paving operations on the main highway.

Turning off on the Salmon river road, they followed through the timber up and down steep grades one after another and along the tops of hills until they came to what looked like Salmon river, but proved to be the toll gate. A fare of 75 cents was extracted from the Willys-Knight party and inquiries about the road ahead were given encouraging answers, but the road was so bad that they turned when miles of corduroy and frequent chuckholes were encountered. Three miles an hour was fast speed for this road and Seed says it is no place for a large car.

On reaching Salmon river they were rewarded with good fishing and were participating in this fact when clouds of the big black variety that have a meaning all their own appeared. Immediately camp was broken and all the participants were hurriedly packed and the car was driven to a place where the road was better.

The road was then taken to the Nestucca river near Beavert, where the recent rains provided good fishing. A good deal of road work is being done on the stretch between Hebo and the Grassy road. Crushed rock is being used for surfacing and in one place, where grading had just been completed ready for rock, rains had made it a veritable sea of mud and a Ford Buick had to be towed to the road.

Road commissioners expect to have this portion of the road surfaced so as not to interrupt traffic. On the whole the northwest distributors of Mitchell cars has been secured for a term of two years and will be in charge of A. L. Smith, sales manager of the automobile department. The wholesale, second hand and service departments will remain in the old location on East Morrison street.

Elgin Car Scores In Jumping Test

Before a large interested group of military experts, an Elgin Six stock touring car proved that it could jump a trench and clear a high obstacle with strenuous strain without damage, according to a report received by A. C. Stevens, local distributor. At Fort Sheridan, Ill., recently, a strictly stock Elgin touring car jumped four and a half feet clear of the ground and proved to the satisfaction of the hundreds of army officers and soldiers who witnessed the test that it could hurdle army trenches. In order to perform this unique feat, the car approached the mark a speed of more than 45 miles an hour, rising on a slight incline 18 inches high at the point of jumping off. The car hurtled through space and alighted safely at a distance of 60 feet and 6 inches. The performance was repeated immediately afterward with equal success.

The Elgin Six holds the world record at jumping having cleared 7 feet at Belleville, Ill., on June 18, 1917.

Mitchell Salesroom Established on Row

Mitchell, Lewis & Staver company opened up their west side salesroom on the automobile row last week in the Beck building, corner of Broadway at Oak street. This downtown location of the northwest distributors of Mitchell cars has been secured for a term of two years and will be in charge of A. L. Smith, sales manager of the automobile department. The wholesale, second hand and service departments will remain in the old location on East Morrison street.

Daring Auto Driver To Join Air Squadron

Eddie Rickenbacher, Detroit's popular racing star, member of the former Maxwell racing team, has been interviewed by Paris editor of the Paris edition of the trip over to Europe with the Pershing expedition, for which he is driving, was very dull. He wanted to see a "submarine party" as a diversion, but no submarine appeared to give the gunners a chance. "Rick" was inspired by the spirit and confidence in the outcome as dis-

RECORD TIME MADE FROM PORTLAND TO SAN FRANCISCO BAY

W. S. Dinwiddie and W. J. Byrne Reach Point Near Benicia in 28 Hrs. 5 Min.

RUN MADE IN A HUDSON

California's Unpaved Roads Declared to Be Worse Than Oregon's, Especially in Mountains.

One of the fast trips made between Portland and San Francisco bay was made a week ago by W. S. Dinwiddie, W. J. Byrne, of the C. L. Boss Automobile company, in Mr. Dinwiddie's new Hudson Super-Six, according to detailed records brought back from San Francisco last week by Mr. Byrne. Mr. Byrne drove the car the entire distance and did not get out of the fact that they arrived in Cordelia late at night after the Benicia ferry had stopped running, they might have established a record between Portland and San Francisco.

The actual running time from Portland to Cordelia was 28 hours and 5 minutes, or at an average of 24.96 miles per hour. After reaching Cordelia they were informed that it would be impossible to get across the bay, so proceeded on to Sausalito via Napa and San Rafael in a leisurely manner to catch the first ferry in the morning. Their running time to Sausalito was 32 hours and 5 minutes, or at an average of 23.87 miles per hour.

The best time of the trip was made between Portland and Medford, which was 14 hours and 5 minutes. Leaving Portland at 5:10 Monday morning, they arrived in Medford at 7:15 the same evening. Spending the night in Medford, the run was continued early the next morning and Cordelia was reached at 12:30.

The record time between San Francisco and Portland was made some years ago by a Buick in 39 hours of time, but allowed for stops and marks the difference between the departure in San Francisco and the arrival in Portland. At that time the motor dealer in poor condition and could be lowered by the right effort.

Anxious to get his new Hudson to San Francisco, where a few business deals required his immediate attention, Mr. Dinwiddie and Mr. Byrne determined to drive the car down. Accompanied by John Ker, the fast time made to Medford, where a fourth party was added.

The first stretch of bad road was encountered in Pass Creek canyon, where about 18 miles were rough. About eight miles round road were found in Wolf creek canyon.

The worst road encountered on the whole trip was found in California between Dunsmuir and Redding, says Byrne, and it was the worst it has ever traveled over. Short turns, steep grades and a road bed of holes and ruts for 35 miles made very unpleasant going. California has some very good roads on the level stretches, but the mountains where they most need them, very little has been done to remedy them. Californians crow a good deal about their roads, but they should travel over this stretch and learn something about actual conditions. The unpaved roads in Oregon are much better than the unpaved ones in California.

Following is the log of the trip: Leave Portland, Monday, 5:10 a. m. Leave Oregon City, 6:45 a. m. Leave Canby, 8:07 a. m. Leave Salem, 9:05 55 miles. Arrive Albany, 8:30 a. m. Leave Albany, 8:15 a. m., 85 miles. Leave Corvallis, 8:50 a. m., 136 miles. Leave Eugene, 9:50 a. m., 157 miles. Leave Cottage Grove, Pass Creek canyon, Tillamook, 10:15 a. m., 157 miles. Leave Drain, Pass Creek canyon, 11:40 a. m., 175 miles. Leave Yoncalla, 12:00 a. m., 189 miles. Leave Sutherlin, 12:40 a. m., 197 miles. Arrive Roseburg, 1:15 p. m., 210 miles. Leave Roseburg, 2:15 p. m. Leave Gladys, 3:15 p. m., 243 miles. Leave Grants Pass, 5:45 p. m., 287 miles. Arrive Medford, 7:15 p. m., 321 miles. Leave Medford Tuesday, 9:00 a. m., 321 miles. Leave California state line, 7:20 a. m., 358 miles. Arrive Yreka, 8:15 a. m., 383 miles. Arrive Red Bluff, 9:15 a. m., 413 miles. Leave Weed, 9:45 a. m., 413 miles. Arrive Sisson, 10:10 a. m., 423 miles. Leave Sisson, 10:25 a. m., 423 miles. Arrive Dunsmuir, 10:40 a. m., 432 miles. Arrive Dunsmuir, 10:50 a. m., 457 miles. Arrive LaMoine, 12:15 a. m., 457 miles. Leave LaMoine, 1:15 p. m., 500 miles. Arrive Redding, 3:45 p. m., 532 miles. Leave Red Bluff, 5:30 p. m., 532 miles. Arrive Willows, 7:00 p. m., 579 miles. Leave Willows, 7:30 p. m., 597 miles. Arrive Maxwell, 8:00 p. m., 597 miles. Leave Maxwell, 8:20 p. m., 627 miles. Arrive Napa, 12:20 p. m., 627 miles. Arrive Woodland, 9:40 p. m., 645 miles. Arrive Woodland, 10:15 p. m. Arrive Dixon, 11:15 p. m., 673 miles. Leave Dixon, 11:30 p. m. Arrive Cordelia, Jameson canyon, 12:30 p. m., 701 miles. Arrive Napa, Jameson canyon, 1:45 a. m. Leave Napa, 2:15 a. m. Leave San Rafael, 4:20 a. m., 752 miles. Arrive Sausalito, 5:00 a. m., 756 miles. Actual running time Portland to Cordelia, 28 hours, 5 minutes, average per hour, 24.96 miles. Actual running time Portland to Sausalito, 32 hours, 5 minutes, average per hour, 23.87 miles.

No Gasoline Sold, Sunday Tours End

The action of many dealers in gasoline and accessories in Texas in closing their establishments on Sunday has brought about a remarkable condition in touring in that day. It is now almost impossible for long trips to be made in any part of Texas on Sunday, as no gasoline for the exhausted tanks is obtainable.

The great driver said that he did not intend to remain an automobilist, but would join the Lafayette squadron in Yand, where he hopes soon to gain glory hunting the Boche. He expressed his admiration for the French aviators and for Guynemer in particular. The French paper said that Rickenbacher's knowledge of explosion motors would be very valuable to his chiefs.

HISTORY OF AUTO UP TO TIME IT IS JUNK OFFERS VARIED TALE

Silent Forms in Auto Graveyards Once Moved and Made Racket.

FIVE PERIODS IN LIFE

After Junk Dealer Sells Old Parts Old Form Is Resurrected, So to Speak, and Takes New Form.

The automobile graveyard, like the human graveyard, is filled with silent forms. In life these forms, in the shape of wheels, gears, pistons, crank shafts and what not, were a part of the automobile world. They moved, they made a racket, they went through the stages of life, they were used, and complained, but still they kept going, until at last, they gave up the ghost.

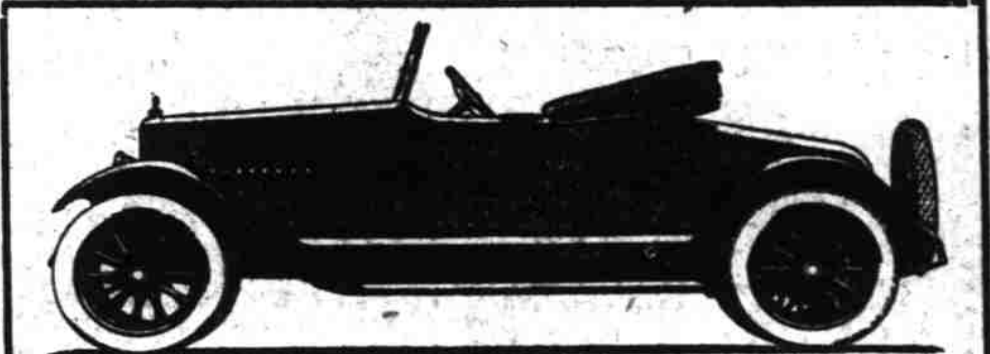
The automobile graveyard—the automobile junk pile! What a story each junk pile could tell if the history of each car and each part of a car, could talk. There lies an old, old Packard, of the vintage of 1903. Here lies a Ford of the 1902 variety. In that pile are a couple of Hupmobiles, a Winton, a Buick and a Maxwell. Each has a story, untold. Each has traveled, at the least, tens of thousands of miles. They were "good old cars," but finally iron and steel, and copper and brass, and leather and wood went to pieces and then the junk man got them.

The life of a car is divided into five periods, as a general thing. First, it's a new car, epic and span, right out of the shop and happy is the owner who grasps the wheel and starts down the boulevard with it. He drives it thousands of miles, possibly 50,000, or even 100,000 miles. Then, no doubt, if he can afford a new one he trades in the four and five year old car and gets it. That's the close of period No. 1.

The car is then overhauled, given a fresh coat of paint and sold. The new owner may keep it until it will run no more or trade it in himself at a later date for another car. But in any event he will have tried it out, run it a few thousand miles, and sent

it farther on the road toward the graveyard. Owner No. 3 follows about the same program. He gets what he can out of the old boat, tries it out under all kinds of conditions and does not spare it, because, you see, it's a second hand car at the best. Finally a trader gets it and he may swap it for another car before night, especially if it doesn't run to suit him. The car may still change hands several times, but eventually it goes the way of all old cars—dies, a natural death and ends up in the automobile graveyard. Then the junk man gets busy and

takes it apart. One wheel is still good and he puts that aside. The headlights are battered up, but can be repaired, and he saves them also. Perhaps one fender is still worth something and that, too, is saved from the junk pile proper. If there is any brass or copper, you may be sure this will be sorted out from the rest of the metal, for these bring high prices—especially in war times. Finally, when he has saved everything that is worth saving, he scraps the rest of the car. Even the body—the body which once was shiny and new—is broken up and it may even find its way into the kindling pile.

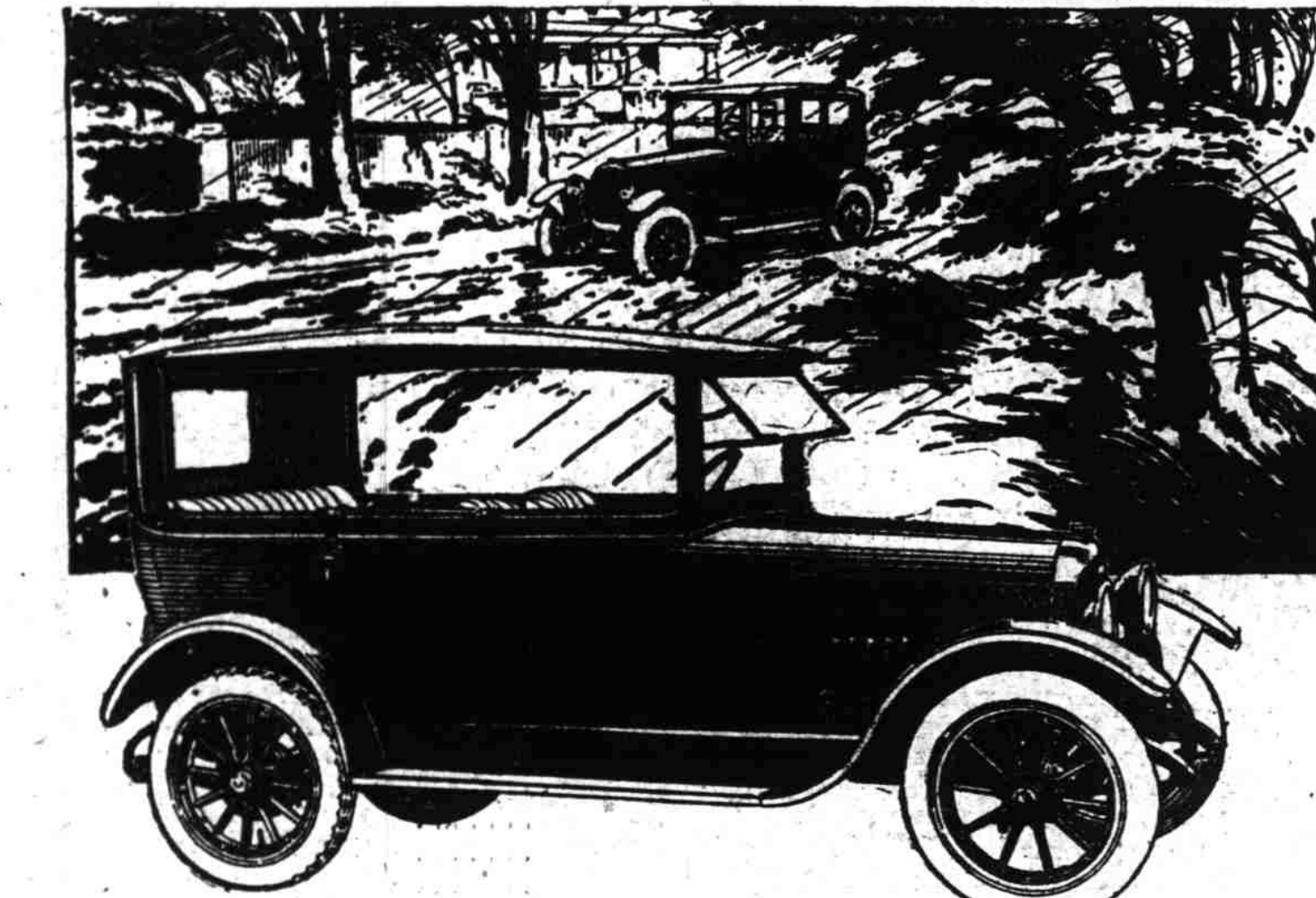


The Hal-Twelve

Something more than power; something more than smoothness; something more than economy—a combination of all. Such is the Hal-Twelve valve-in-head motor. It develops 87 horse power, is gentle, and is sparing on fuel.

Western Motor Car Sales Co. Distributors for Oregon and Southwest Washington Broadway and Burnside

MAXWELL Most Miles per Gallon Most Miles on tires \$950 F. O. B. FACTORY. A motor truck must submit, and PASS, the acid test of COST. That is the test we want you to apply to the one-ton Maxwell truck—its first cost—and its operating cost. A Maxwell truck—which is a REAL truck, worm-driven—sells at a price that can not be met in any other motor vehicle of like efficiency, durability, and economy. A Maxwell truck will cover 100 miles in a work day—twice the distance covered by two teams and two drivers. It will do this at an operating cost of less than that of one team of horses. Moreover, it is of a size and capacity adapted to the needs of almost every form and phase of commerce, industry, or farming. The question is not, "Can I afford to have a Maxwell truck?" The FACT is, Mr. Business Man, you can not afford to be without one. One-ton Truck Chassis \$865; Chassis with cab and windshield \$900; Chassis with cab, windshield, and Stake Gate Body \$950. C. L. Boss Automobile Co. 615-617 Washington Street



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