

AUTOMOBILE ROAD ACROSS COUNTRY

Commission Plans a Splendid Highway From Atlantic to Pacific.

CHOOSES SOUTHERN ROUTE

New Road Will Also Extend From New England to Florida, and From Los Angeles to San Francisco.

The automobile craze in America promises to build a great road across the United States. In the long run this will be profitable for the whole country as the proposed auto highways can be used for vehicles of all kinds.

The most gigantic project ever undertaken in the road-building line will be the transcontinental highway for automobiles and vehicles of various kinds. The project is to build a great road from the Atlantic to the Pacific.

There are very few Southern States through which automobiles cannot be driven at all times of the year. The latest proposed driveways are from Boston to New York, from New York to Long Beach, Florida, from Florida to the Atlantic coast and from the Atlantic coast across the Southern States into Texas and thence across the Lone Star State through the southern part of New Mexico and Arizona.

The scheme is said to be in the hands of Mr. Shaw of Boston, the man who is now toward securing the establishment of the Boston-Worcester trolley, and who was decidedly interested in the proposed line between Boston and Providence.

Mr. Shaw has enlisted the interests of many of the leading capitalists of Boston and New York, as well as those of the leading financiers of the United States.

John B. Kelly, of the Kelly Auto Company, will return from San Francisco Tuesday where he went to purchase four cars of his own stock early in the winter and will be unable to fill any more orders till the arrival of his cars from the East.

Keats Back From California. H. L. Keats, manager of the Keats Auto Company, returned from California early last week. With a party of friends he went to San Francisco last week ago with the intention of touring Southern California, but the continual rains prevented the trip.

For Inland Empire Trade. Manager Moore, of the Moore Automobile Company, of Walla Walla, is in Portland and will here will order several cars of his own stock early in the winter. He will also order a line of Oldsmobiles. This company is practically the only concern of its kind in the Inland Empire.

Weather Holds Back Business. Owing to the continued cold and rainy weather the automobile dealers of Portland report few sales during the past few weeks. It is impossible to do any driving while the ground is frozen as the tires

are quickly out of place. A big rush of business is looked for in the Spring when the roads become good.

In the project of mapping out a suitable route from New York to Ormond Beach, Fla., extending which up to the present has never been discovered. R. H. Owen and party, of Cleveland, O., are accomplishing results of importance to thousands of motorists. In the short period of a few weeks they have mapped out a route to the country south of Mason and Dixon's line, and every member of the self-appointed commission feels that a route will be found which will be a great improvement upon the existing one.

Up to the present time the party which has been making the trip has covered comparatively few miles of really bad roads. For the most part the road leads through a very hilly country, almost mountainous at times, but at that they have made good time. The party of tourists are keeping a log of the entire trip, and in their notes say that the road so far has been very beautiful and interesting.

More elaborate decorations than have ever been seen in a motor exhibition in this country, and the most magnificent display of machines ever brought to the Madison Square Garden automobile show, which will be opened next Saturday night.

The show will continue through the following week. This will be the seventh annual show held in the Garden and the second held under the auspices of the Association of Licensed Automobile Manufacturers, the members of which recognize the value of the Garden as representing the basic element of the gasoline explosive engine.

An entirely different set of machines, therefore, will be seen in this show than in the Automobile Club's show last month in the Grand Central Palace, as the exhibitors of that show were members of the independent organization. The general tendency in the improvement of automobile construction, as observed

Judging from the interest displayed by motorists, the exclusive highway for automobiles from New York to Boston is beginning rapidly to assume definite form. The route would be through the highlands over private property between two cities. Companies are to be formed in Massachusetts, Rhode Island, Connecticut and New York to handle the matter in their respective states.

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BIG AUTO DISPLAY

Madison Square Garden Show Will Be Elaborate.

ALL LATE IMPROVEMENTS

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SCOPE OF INDUSTRY

Automobile Trade Increasing With Great Rapidity.

FACTORIES ARE IMMENSE

Madison Square Garden Would Be Lost in Single Room of Gigantic Plants Covering Ten to Twenty Acres.

While nearly every one is aware of the growth of the automobile trade, it is almost impossible to realize the tremendous strides the industry has made in the past three years without a personal visit to the factories, says a writer in a New York paper.

Last week I made a visit of some of the leading factories in the Middle West (Chicago) those who are going to exhibit their product at the coming show in the Madison Square Garden and what I saw was simply amazing.

Before leaving New York I was under the impression that the Madison Square Garden was a pretty big place and the proposed \$75,000 which is to be spent in decorating that structure seemed a tremendous sum of money to lavish on a show that would last only a week.

Inspecting some of these extraordinary automobile plants, which cover from ten to 20 acres apiece, the Garden, big as it is, seems a very small and petty affair.

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TOURING CAR WINS

One Family Limousine Auto Does Work of Five Horses.

BIG SAVING AS TO TIME

Service More Satisfactory in Every Respect Than That Given by the Old-Fashioned Carriage and Pair.

A few days ago an owner of a touring car of the Limousine type handed to us a schedule of the trips made by his car in one day, says an Eastern exchange. We decided to publish this schedule, as it appears to be filled with interest, both from the facts it contains and the possibilities it suggests.

Here is a family which has heretofore employed five horses and two men to transport its various members on their daily rounds of business, shopping, social functions and domestic service.

The schedule is a strenuous one, but the service it indicates is little greater than that of the Limousine. The owner assures us that the Limousine averages about 60 miles per day, including Sundays. His residence is about four miles from the city, and he has to travel through crowded streets. The same trip uses up 21 minutes behind horses, if they hurry, and 35 minutes by streetcar, if you catch a car promptly.

All in a Day's Work. Here is the day's work: 8:00 A. M.—Mr. A. to office and return to house. 8:40 A. M.—Children to school and home. 9:00 A. M.—Delivery of packages. 9:30 A. M.—Seven stops. 11:30 A. M.—Trip to depot to meet Mr. B. 12:30 P. M.—Trip to Mr. A's office. 1:30 P. M.—Three business calls after-ward and return trip to house. 2:30 P. M.—Return to Mr. A's office. 3:00 P. M.—Six calls (one at a distance). 3:30 P. M.—Trip to Mr. A's office. 4:00 P. M.—Trip to Mr. A's office. 4:30 P. M.—Trip with six passengers to theater and return. 10:40 P. M.—Return to house. 1:30 A. M.—Trip downtown to an office. 2:00 A. M.—Return of doctor to his home.

Total. Now, then—the value of the five horses consumed, the four men and the thousand and one harness implements, was much greater than the cost of the faithful car. Much Cheaper, Too. The chauffeur is a very competent man, and he receives almost as much as the two coachmen who are displaced. But of the crank horse as much as they did and his livery costs less, naturally.

Outside of the matter of wages the saving in cost of transportation in this family is found to be over \$25 per month, which, when added to the schedule, you will notice that it totals 103 miles. Now, three teams of horses, employing three drivers, could have done the same amount of work, but all six horses would have required a full day's rest on the following day.

On the other hand, the Limousine, after running 103 miles, was ready at a twist of the crank to start on a greater mileage on the following day. When it is realized that motor-car tourists think nothing of runs of 300 miles or more, it is not surprising that the Limousine can see that the schedule shown was not hard service over smooth city pavements.

This family was not in the slightest danger of being overtaken by a team which would most certainly not have been the case had they ridden behind horses in these days of fast street-car service, automobiles and congested street traffic.

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SPEED RECORD FOR WORLD STILL HELD BY AUTO CAR

Marriott's Mile in 22.5 Seconds Marvel of the Age—Locomotive Supreme for Distance Work Because of Speed.

THE human mind, aided by the wonderful human intellect, continues to push the limit of speed, and the limit has not been reached, says a writer in an Eastern exchange.

When Marriott set an automobile whizzing along the beach at Ormond Beach, Fla., at the rate of one mile in 22.5 seconds the world stood aghast. This marvelous accomplishment, which invited the world to challenge, was made possible by the fact that the car was a special one, built for the purpose.

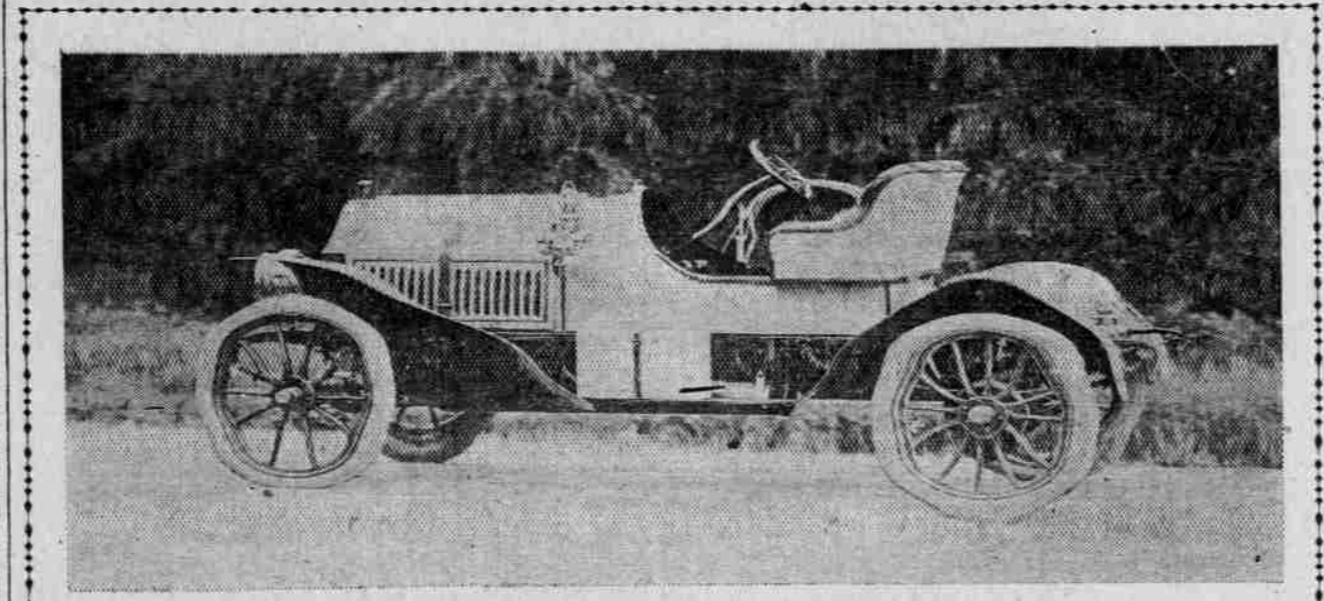
As it came early in January, Marriott's feat was the first record since 1906. As the spring season rolled around record after record were being made, but the records were falling as rapidly as the buds were growing. Every day the papers were filled with reports of new records.

Another Cleveland company which is located in the country and is known as the Royal Motor Company, which manufactures the Royal Tourist car. Heretofore their output has been rather small, but they have recently increased their output to 200 cars a month. In spite of two big additions their present plant has been found far too small for its present working force of 600 men, and a plot of ten acres has been bought on the Grand Boulevard for the erection of a great steel and concrete factory which will be completed this year. The company has increased its capital stock to \$200,000 and its officers expect to have its new factory ready in time to build its 1908 models there.

Another notable addition to Cleveland's new factories is the model plant erected by the White Sewing Machine Company. This plant, which is located in the city, is a fine example of modern factory architecture. It is a two-story building, with a frontage of 100 feet and a depth of 50 feet. The building is covered with a terra cotta and is a fine example of modern factory architecture.

WINTER AND SPRING CALENDAR OF AUTO SHOWS.

- January 12-19—Seventh annual show of Association of Licensed Automobile Manufacturers, Madison Square Garden. January 19-25—Show of Automobile Club of Maryland and Dealers' Association at Baltimore. January 21-25—First show of Automobile Dealers' Association of California at Morley's, Rich, Los Angeles. January 23-February 2—Washington Automobile Dealers' show, Dupont square, Washington, D. C. January 24-25—Chicago automobile show at Coliseum and First Regiment Armory, Chicago. February 11—Tri-State Automobile and Sportsman's show Association's exhibit at Light Guard, Detroit. February 18-23—Fifth annual Buffalo automobile show, Convention Hall, Buffalo. February 23-March 2—Second annual automobile and power-boat show at Auditorium, Portland, Me. March 4-10—First annual automobile show at Convention Hall, Kansas City. March 9-16—Fifth annual show of Boston Automobile Dealers' Association, Mechanic Hall and Horticultural Hall, Boston. March 18-23—Automobile and power-boat show, Infantry Hall, Providence, R. I. April 1-6—St. Louis show at Val Aiaa building. April 8-13—First annual show of Automobile Manufacturers' Association, Duquesne Garden.



TYPE OF FOUR-CYLINDER RUNABOUT NEW TO PORTLAND. The above cut shows the Thomas runabout, the first of this type to arrive in Portland. This style of automobile is available either as a runabout or racing car. It has four cylinders and can make 75 miles an hour. This machine was brought here by H. L. Keats & Co. and sold to Frank A. Moore, of Walla Walla, who will use it to tour California.

typical of the earlier show, will also be typical of the Madison Square Garden exhibit. No freaks, no startling novelties, will be seen. Six-cylinder machines will be one of the features, and the high-powered turtle-back runabouts now becoming so popular will be shown by 20 different manufacturers. Some of these runabouts will be the most elaborate in fact, being specially designed for private speedway use, with an eye to the future.

"Splash lubrication with oil kept at a level by a pump is apparently the new thing doing a large number of cars being lubricated in this manner. Another little detail is that cotter pins are almost obsolete, lock washers being used in their place. In ball bearings the full type seems to be in favor instead of the split type. One of the most important innovations that was seen was an exhaust valve with cam shaft so arranged that it could be advanced 80 per cent, making it possible to use the exhaust as a brake.

As to the size of the Chicago affair, Manager Miles points out that it will have fifteen more exhibitors than did the effort of the independents in New York last month, while it will have 12 more than will the A. L. A. M. event, which opens in Madison Square Garden, New York, next Saturday.

A touring car is not a luxury, says a dealer. "It is a necessity. With it the long progress to business, the slow progress of afternoon social engagements and the frequent calls for errands, which were made a pleasure instead of a burden. "The distance between a business man's residence and any point in the city is cut in half, and the time required to reach one can make it nearly doubled by the car. And best of all one's progression is not a series of bumps and jerks, but rather a smooth glide that rests you as you ride."

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