

OCEAN TO OCEAN HIGHWAY FEASIBLE

Transcontinental Motor Trip
Demonstrates Practica-
bility of Scheme.

GOVERNMENT AID DESIRED

Plan Is Started to Conduct Cam-
paign in Every State Road
Is to Traverse, That It May
Be Made Reality.

BY PAUL J. FEELY.
It has remained for the men of the West—always alert, always ready to grasp opportunities—to realize the importance of an "ocean-to-ocean" highway. It has remained for the pioneers in the Western end of the automobile game to see through the possibilities of such a scheme—to look through the future and understand the boom that such a highway would bring to motor-ists. For the transcontinental road has ceased to be a dream; it is a possibility.

Instantly there will arise from the skeptics the assertion that an undertaking of such magnitude is impracticable. Yes; to the "nerd wells," a proposition of such a vast scope is not feasible. But to the men of determination, the class that does things, the plan to build a National highway to link East and West, and state with state, does not daunt and that they will accomplish what they have set out to do is undoubted. Not within a few weeks, nor a few months, for that matter, but the road will be built and then the automobile world can thank the people of the Pacific Coast for providing a tour that cannot be excelled anywhere in the world.

Tour Marks Epoch.

When the 13 premier cars in the first tour ever conducted across the continent ended the long joy jaunt at Los Angeles an epoch in automobile history was recorded. The world then knew for certain that a transcontinental tour is a possibility and one filled with the keenest enjoyment. And the pioneers crystallized the scheme for a sea-to-sea highway which has its birth in the brain of a Los Angeles man. When the premier chugged over the Southern pavement there was finished a tour which brought no hardships and which gave and gave a glimpse of scenery rivaling that of Switzerland, and brought straight home the oft-repeated assertion that those who see America first have a pleasurable task.

It was also demonstrated that the American classic, the Golden Road, can be held with the Pacific Coast as its terminus. They clinched the fact that motor traffic to the Pacific Slope is to be twice as heavy during the coming 12 months as in any previous year. And that many autoists who to ahead each year are certain to remain at home and enjoy the sights of their native land. Blazing a route for this great highway the tourists have made the Pacific highway a far greater good for the Northwest than heretofore realized. It is some 4800 miles "hike" over mountains, prairies, deserts and valleys to California, and the route which seems to be in high favor is the old Santa Fe trail. This was followed by the sturdy pioneers who sought the riches of the virgin soil of the West and is the shortest route into Los Angeles. There it would connect with the Pacific highway, thus bringing countless Eastern auto parties to Oregon, Washington and British Columbia. For what is more natural than to extend the tour to this part of the Pacific?

Campaign to Be Made.

It will be the plan of the men who have gone into the National highway scheme to conduct a campaign in every state the roads traverse. The plan is to benefit to be derived from such a boulevard. Much of the country is well supplied with choice roads and the work of connecting them into one main highway will not be such a tremendous task, once it is well on its way. Certain it is that such a route would be a blessing to every state it touched, and that the men who are quickly recognized cannot be doubted. Automobile men of Southern California have taken a determined hold of the proposition. They will endeavor to enlist the moral and financial support of the automobile organizations through whose territory it passes and get them to work for legislation out of the project. The project of the ocean-to-ocean highway is not such a "pipe dream" as it appears on the surface. That it is practicable will be demonstrated. And here's luck to the men who started it.

That the question of good roads is one which affects the man in the street as well as the man in the country is now generally recognized. Furthermore, it follows as a natural sequence that the cost of all transportation is ultimately borne by the consumer. From all over the country come undoubted indications of a belief that the Federal Government should be active in the construction and maintenance of interstate highways. Representative Borland, of Missouri, says in regard to this:

"I insist that if the policy of internal improvements, which has become a settled institution of the Government, is to continue, then the highways of the country shall share in that system as constituting a vital part thereof, and as such be entitled to a square deal. As public highways, they occupy a vital place in transportation, and, belonging to the public, they should be constructed and maintained by the public."

Any way, good roads benefit us at every turn, and bad roads are an extravagance that no people can afford. One thing that the ocean-to-ocean tour just concluded has exemplified is the complete change of attitude of the farmer toward the automobile tourist. The soil-tillers greeted the 40 members of the history-making run with enthusiasm as they passed through the country, and they, after experiencing the unlooked-for hospitality all along the trip, are ready to boost for the man behind the plow.

It isn't so long ago that the farmer was especially antagonistic toward the autoists who skimmed through the country. Now, however, he has learned more about the people, who do their traveling in automobiles, and, like the railroad, the auto is fast gaining favor with the people isolated from the cities. The agriculturist is ready to extend help when needed, and will even hobnob with them when given the opportunity.

One thing that was brought out forcibly, declares the transcontinental motorists, is the fact that the farmer, soon, will become an autoist.

DANGERS OF ROAD FAIL TO DAUNT FAIR AUTOIST

Miss Willow May Fields Drives Father's Big Pierce Arrow Car on Long Motor Journeys Without Mishap.



MISS WILLOW MAY FIELDS.

AN ENTHUSIAST on the subject of motoring is Miss Willow May Fields, daughter of Mr. and Mrs. C. E. Fields, of 475 Pacific avenue, who has been driving the family car for several months and now handles the big Peerless, model '11, in expert fashion. Miss Fields is out nearly every day, making long runs into the country, with a big hamper of appetizing luncheon stowed away under the rear seat, and a number of girl friends as guests.

"I have never had any serious motor troubles," said Miss Fields in an interview, "although I have driven over many rough roads, and made lots of long trips. One of the first things

father impressed upon me, and one which I have always kept in mind, was to treat the car with consideration—to use the ounce of prevention rather than the pound of cure.

"Careful driving and watchful eye upon the mechanism saves much wear and tear, and goes a long way towards keeping one clear of motor troubles. Ours is a fine car, and because we all drive it very carefully, it is just as good today as it was in February, when my father bought it. I have been very much interested in learning all about the machinery and feel sure that I would be quite equal to any ordinary emergency that I might have to meet, so am not the least bit afraid of the long drives."

In the picture Miss Fields is shown at the wheel of the family Peerless.

TOUR IS SUCCESS

Ten Cars Complete Trans-
continental Journey.

JOURNEY MAY BE ANNUAL

Campaign Will Be Started Soon for
Sea-to-Sea Highway—Farmers
Receive Tourists With Open
Arms During Long Trip.

LOS ANGELES, Aug. 19.—(Special).—The thing has been done. The ten premier touring cars, filled with pleasure motorists, that crossed the continent from Atlantic City have been immersed in the surf of the Pacific Ocean, after having been washed in the waves of the Atlantic at the start. The last straits of the great American desert, the water marks of Wyoming and the mud of Colorado roads were removed at Venice, where the transcontinental cars were not only dipped but were washed thoroughly. They emerged from their baths apparently competent to repeat their recent record-breaking run and their recent record-breaking run. Thousands of motoring enthusiasts witnessed the immersion and cheered themselves hoarse when the brass bands were not engaged in shaking music. The cars were run into the ocean under their own power and by their own amateur-driver drivers on a plank chute that was built from the cement walk into the surf. More than 3000 motor cars were parked in the open air garage in full view of the ceremony and thousands occupied places of vantage. All of the 40 occupants of the transcontinental cars on their ocean-to-ocean journey, including the eight women and two boy scouts, were in their seats when the cars were dipped, and the experience was one that was unusually enjoyable, and that has been felt by few. Participating in the final ceremonies were Mayor Alexander of the City Council, Board of Supervisors and

all city officials, together with the Chamber of Commerce, Auto Club of Southern California and the Automobile Dealers' Association.

Messages Are Delivered.

The Boy Scouts of Los Angeles and their brass band, with mounted police and the Mayor, escorted the ocean-to-ocean caravan to the city of Venice Park, the transcontinental cars being arranged in touring order and carrying the flags presented by President Taft in Washington, and other flags of various states, obtained en route. The messages carried by the Boy Scouts in the transcontinental party, headed by Master John G. Monihan, Jr., was delivered to the Los Angeles Boy Scouts at the ceremonies on the pier, following the dipping of the cars. Other features on this programme included the delivery of the messages of the Mayors of Atlantic City, Philadelphia and Los Angeles, and an appropriate address by the latter. An elaborate banquet for the tourists followed the ceremonies on the pier.

The completion of the ocean-to-ocean tour is marked by great rejoicing on the part of all the motorists and the Pacific Coast from Vancouver, B. C., to San Diego. There is a general feeling that the Pacific and Atlantic Coasts have been brought closer together and transcontinental touring by pleasure parties is now expected to become common since the first tour of this kind has been such an unqualified success. It has been proven that there are no unsurmountable difficulties in the way, and when anticipated improvements have been made on the transcontinental automobile highway the trip is expected to be one of unusual pleasure.

No proud emissaries of powerful governments were given the ocean-to-ocean tourists at every point along the great route. Particularly was the friendly spirit manifest in the West. Westerners appreciate the importance of an improved transcontinental highway, and they know it means millions of dollars to them. They will do everything in their power in the coming campaign to raise millions of dollars for the improvement of this road.

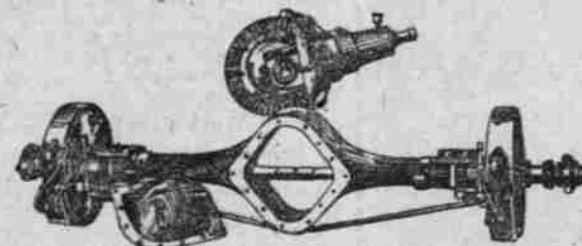
Women Enjoy Trip.

The transcontinental trip was greatly enjoyed by the eight women in the party, and the few hardships they experienced were so novel as to be almost enjoyable. They did not mind sleeping in bunks a couple of nights. Countess de Calatrava, a Spanish noblewoman, in the party, was particu-



Here is an example
in superior axle
construction

Most noteworthy in construction is the rear axle. Heretofore the rear axle housing in most cars has been made up of tubes and castings, riveted together, and when it is decided to take any of the interior mechanism out for inspection, it has been necessary either to remove the rear axle entirely or dig down in the muck and unbolt the contents, thus destroying all adjustment. See how the Speedwell construction has overcome this. The entire contents of the rear axle are mounted upon a plate, which, by loosening a few nuts, can be removed as a unit, without disturbing a single adjustment. The housing itself is a single piece of pressed steel, very light and far stronger than the old type of



axles with rivets or bolts to hold the pieces together. It is the extreme lightness of this Speedwell axle that makes it ride easily on the tires, which is one of the secrets of long tire mileage Speedwell owners obtain. This axle is what is known as the full floating type, in which the shell or housing is extended through the hub of the wheels. On the outside of this housing are placed two large Timken double bearings on which the wheel runs. The floating or driving axle therefore carries no weight. Contrast this with the usual type in which the driving axle is made to do double duty, namely, carry the weight of the car and drive it, in addition to having but a single bearing under each wheel.

Future advertisements will contain further practical hints for discriminating purchasers.

1912 MODELS

12-H Semi-racer, 2 passenger.....	\$2500
12-C Toy Tonneau, 4 passenger.....	2625
12-D Touring Car, 5 passenger.....	2650
12-K Close Coupled, 5 passenger.....	2650
12-G Torpedo, 4 passenger.....	2700
11-H Special, Semi-racer with toy tonneau, 4 passenger.....	2700
12-B Special, Fore-door Touring Car, 5 passenger.....	2750
12-P Touring Car, 7 passenger.....	2800
12-F Special, Fore-door Touring Car, 7 passenger.....	2800
12-E Limousine, 7 passenger.....	2850
12-B Duck Boat, 3 passenger.....	2750
12-A Cruiser, 4 passenger.....	2500

All models have 4-cylinder, 50 H. P. motor; 35-inch wheels; and 11-inch wheels common to all save the Cruiser, with wheelbase of 132 inches.

lary impressed. Speaking for the others of her sex she said:

"Transcontinental touring is wonderful, and I never expect to have another experience so enjoyable. Of course we received more attention than they never given any preceding party for the reason that we were doing something new. However, a party the size of ours will attract much attention for some time to come on a trip of this kind. The injunction to see America first certainly is timely. If Americans knew better what they possess at home they never would go abroad until they have enjoyed their own wonders. Europe has nothing that eclipses the grandeur of the Rockies or the quiet beauty of the Western prairies. I hope to make another ocean-to-ocean automobile trip before long under greatly improved road conditions."

Long Trip Reviewed.

John G. Monihan, manager of the tour, at the banquet tendered the tourists a brief review of the trip. He pointed out the fact that all the ten touring cars that left Atlantic City June 16 and the prairie schooner, baggage car and pilot car, driven by Ray McNamara, came through with no more mechanical trouble than ordinarily would be encountered on a run of six hours instead of six weeks, a larger portion of which was spent in practically trackless and unexplored regions. It was predicted that every car in the caravan could make the return trip in the same manner. However, that is not the plan, as the transcontinental cars will be shipped back to New York and Philadelphia by freight and the passengers will return in Pullmans. Had the tourists known they were to get through in such fine shape, however, it is said they probably would have made their plans to return in their autos.

In the party are some of the most prominent business men of New York

and Philadelphia, who have given all the time they can spare to their vacations, and they will now hurry back East. They will be ready again to take the wheel when the cars arrive home by the slower freight trains.

Already they are talking of repeating their transcontinental run next year, and it is not improbable that it will be made an annual event.

CITY APPRECIATES AUTOS

Portland Wants Bids on Trucks and More Runabouts.

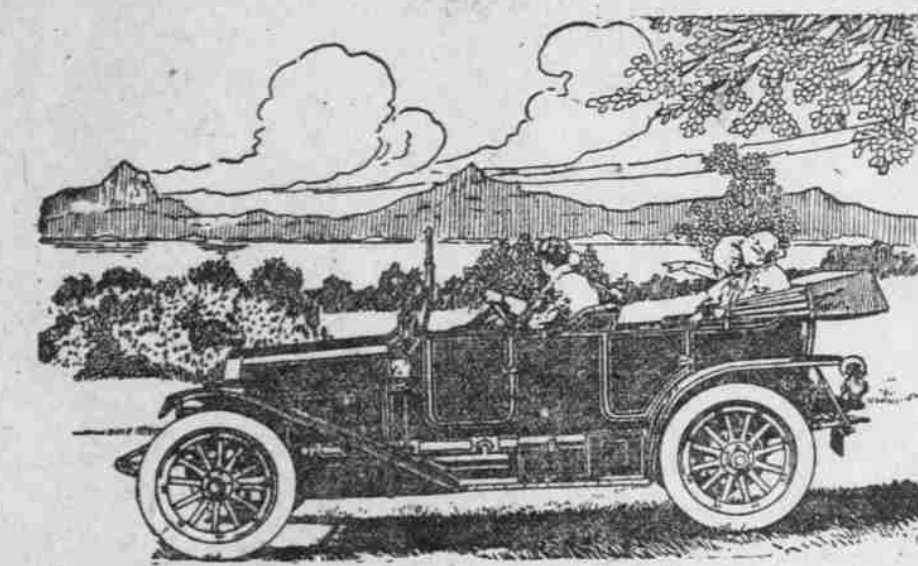
Portland is beginning to look with favor on the automobile as a means of solving the question of transportation which has caused the officials no end of worry. Bids are now being asked for a truck for the Water Department and runabouts for the Chief of Police and head of the Water Department. Mayor Rushlight has further recommended that a truck and runabout be supplied for the East Side. A bid is also out for a police patrol automobile.

The Fire Chief has a car and the two battalion heads are also supplied with fire wagons. There are also two combination chemical and hose apparatus in use. These were acquired recently.

Abbott Agency Is Started.

Recognizing the importance of the territory around Portland, the Abbott Company, of Detroit, will invade this field in a few days. Preliminary steps toward this end were taken Friday when arrangements were concluded with the Portland Motor Car Company, Ross B. Cooper manager, to handle the Abbott product. C. P. H. Root, Northwest manager of the Abbott Company, came to this city and conducted the negotiations.

Cars costing more than \$3000 are on the defensive from this time forward



Speedwell Model 12-G Torpedo, 4 passenger—Price \$2700
Top and windshield extra

TODAY when a prospective buyer is asked more than \$3000, for any type of car, his mind instantly reverts to what he knows about the Speedwell.

His good business judgment insists that if he does pay 60 to 100 per cent more than Speedwell prices, he should, even as a layman, be able to identify at least a part of the additional value he is supposed to get.

Most of us are willing to pay five dollars for a hat with a famous name, but when as many thousands of dollars are demanded for a car—well, folks, now, want their money's worth.

It was inevitable that American business men would, sooner or later, seek the one car—SPEEDWELL—that gives them all that any car can give, at a price which is not excessive even for highest quality.

The defensive position in which the higher priced cars find themselves today was also inevitable.

See the Speedwell tomorrow; you will quickly decide which car must furnish the burden of proof to justify its price.

The Speedwell Motor Car Company, Dayton, Ohio

Speedwell Motor Co.

Phone Marshall 1358 • 533 Alder St., Portland, Oregon

TAFT TO AID CONGRESS

PRESIDENT WILL HELP CAUSE
OF IMPROVED HIGHWAYS.

Chief Executive to Deliver Opening
Address at First National
Good Roads Convention.

President Taft has assured the success of the first annual road congress of the American Association for Highway Improvement by definitely informing the officers that he will make the opening address Monday, November 20, on the subject of the improvement and maintenance of public roads. In accepting the invitation, President Taft made the statement that no single movement before the country today promises such big returns on the money invested. He has repeatedly made it plain that he is heartily in favor of the good roads movement which is spreading over the United States, and that he is willing to do all in his power to further it. He is particularly enthusiastic over the work of correlation and co-ordination that is being done by the American Association for Highway Improvement and the Touring Club of America, and has accepted a regular membership in these organizations. All the road associations in the United States and Canada which are affili-

ated with the American Association for Highway Improvement will take part in the convention. These now number 23 state and interstate organizations. And in addition to the meeting of highway engineers and officials, legislators, manufacturers and others, a large number of automobilists will attend the congress as a result of numerous tours which are being arranged under the direction of the Touring Club of America.

Logan Walter Page, director of the Government office of public roads, will make an address, as will also Senator Swanson, of Virginia. Senator Martin, of Virginia, will likewise make an address. Other men of national prominence who have consented to address the gathering are Dr. Walter Page, editor and publisher; W. W. Finley, president Southern Railway Company; R. F. Yoakum, chairman of the Frisco Lines; W. C. Brown, president of the New York Central lines; Harold Parker, chairman of the Massachusetts State Highway Commission, and most of the leading highway engineers of the country.

New Garage Is Started.

Duhmage & Smith, agents of the Elmore touring car and the Rapid and Reliance trucks, have commenced construction of a new garage at 46 North Twentieth street. The building will be two stories and 50 feet front and 100 feet deep. It will be finished, according to plans, within 60 days.

At a cost of about \$2,500,000 the German city of Hamburg is building twin tunnels under the River Elbe for vehicles and pedestrians.

THE MICHIGAN

33 to 40 Horsepower

The Automobile that leads them all

Five Different Models

\$1350 to \$1850 Fully equipped delivered in Portland.

We can make immediate delivery and save you from \$300 to \$500. Call and be convinced. We carry a Complete Stock of Parts.

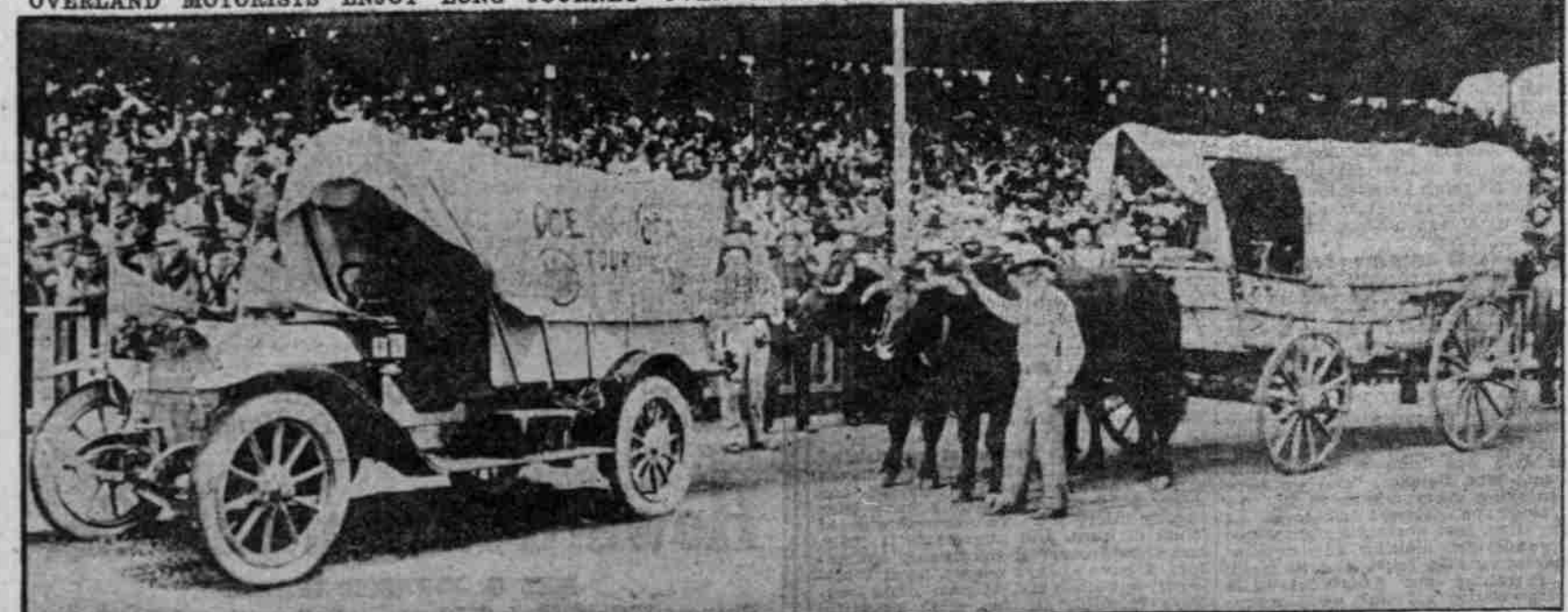
Michigan Auto & Buggy Co.

W. A. WILDRICK, Manager.

Phones—East 1421
B 1345

369-371 Hawthorne Ave.
Portland, Oregon.

OVERLAND MOTORISTS ENJOY LONG JOURNEY OVER DESERT, PRAIRIES, MOUNTAINS AND UNEXPLORED HIGHWAYS



1911, PRAIRIE SCHOONER OF THE PREMIER OCEAN-TO-OCEAN TOURISTS—1865, PRAIRIE SCHOONER OF EZRA MEEKER, ONE OF THE FIRST TO CROSS THE PLAINS.