"Road of Three Nations" Advocated Before Oregon County Officials.

TRUNK SYSTEM IS PRAISED

Object and Benefits to Be Derived From Famous Road Explained to Judges and Commissioners by Frank B. Riley.

Elequent and forcible was the plea for the improvement of the Pacific Highway, made by Frank B. Riley. vice-president of the Pacific Highway vice-president of the Pacific Highway
-Association, before the Oregon County
Judges and Commissioners, assembled
in annual session here last week. Mr.
Riley, who is one of Oregon's firmest
advocates of better highways, pointed
out the great gain to be made by the
improvement of this trunk and the
manifold benefits it will bring to the
counties through which it passes. He
said in part:

maid in part:
"The ordinary variety of good-roads meeting is commonly made up with a discussion of the highways of the future—the roads that are some day to future—the roads that are some day to be projected, improved and enjoyed. I want to talk to you about the reality of at least one road which the people of the United States and Europe have come to recognize as the first real National highway in America, and which has been plotured and described by the press and magazines in this country and abroad as the longest, continuous international highway in the world.

"The statement by a facetious speaker at this meeting that the Pacific Highway began in the Arctic snow and

er at ints meeting that the Pacific Highway began in the Arctic snow and ended under the palms of the tropics was not as much a joke as was intended. The road is built, and every mile of it is traveled every day in every year, from Vancouver, R. C., to Tia Jusna, the Mexican border town. The Juana, the Mexican border town. The Canadian government is extending the Pacific highway today northward to Hazelton, R. C., which is 80 miles south of the Alaskan border. Pathfinding cars are struggling northward to Dawson, demonstrating the route upon which improvement will begin as soon as the Canadian engineers and road-builders have reached Hazelton. A path-finding car enjoying the assistance of the Mexican people is blazing the trail from San Diego to the City of Mexico.

The Pacific highway in Oregon be-longs to the counties which it trav-erses. The county authorities of the various counties have the control of, and hold in their hands, the destinies of the respective sections of this read. The Pacific Highway Association has The Pacific Highway Association has selected these sections; has tled them together; has given the resultant continuous road a name; has admirably marked it with signs of simple, strong design and it is for you to maintain these signs and to see that this great north and south road—the golden chain that binds the last West—receives its share of improvement and maintenance. We want to make it efficient for the movement of freight and produce, and we want to make it popular as a route of travel so that it will create the need, and stimulate the desire, and crystallize the sentiment for more good roads.

The unit of a great road system is the trunk highway. Once having con-structed an artery, whether it runs north and south or east and west, the building of laterals and feeders fol-lows closely; then come more trunk lines and more connecting branches. We cannot build all the roads at once. The first road that most of us want is that particular thoroughfare which passes our front gate or which leads from the barn to the platform where from the barn to the platform where we ship our produce. But let us build a main line first and demonstrate its economic and social benefits. There is no incentive to the building of later-als and branches so vigorously effec-tive as the demonstration of a good trunk highway.

"Many of you may have the idea that the trunk railroads which are being extended all the time will lessen our dependence upon the common or county

extended all the time will lessen our dependence upon the common or county roads and that we will have presently little need of the Pacific highway or of any elher important road for the movement of freight. However, the traffic census of those countries in Europe which are net-worked alike with railroads and with superb systems of wagon roads show that the movement of freight over the wagon roads is one and one-half times greater than all the tonnage moved by all the railroads.

Road's Use Is Varied. "It has been stated that the Pacific "It has been stated that the Pacific highway is essentially a scenic highway for the motor traveler. I think the road passes through a fertile region and the use to be made of it by those who live in the country through which it passes for the purposes of communication, social intercourse, commerce, the parcels-post, and the rural free delivery will probably always exceed its utility as a route for pleasurable travel merely. However, there is nothing quite so productive as the investtravel merely. However, there is nothing quite so productive as the investment in a tourist. Given an opportunity to penetrate into the heart of the Oregon country by an all-the-year-round road, there is no over estimating the numbers in which he will come. The Pacific Coast is the recreation ground of America. Here we have all the enchanting varieties of climate, the fruitful valleys, the tumbling mountain streams, the forests of pointed fir, the towering mountains in

mountain streams, the forests of pointed fir, the towering mountains in the key clutch of glaciers—all, indeed, of which Europe can boast. The Pa-cific highway is helping to draw the curtain from the face of these wonders; is tempting the American tourists to see America first; is enticing the prospective small land and orchard owner to find out for himself the opportunities in the Williamette Valley, as he never can discover and know them atimately by a journey made over the

Intimately by a journey made over the railroads alone.

The Pacific highway will promote traffic between the cities, help the farmer to market his produce and will encourage the tourist to come among us.

Benefits Are Manifeld.

There is no longer any need for a group of county judges and commissioners to listen to or enter into an academic discussion of the value of good roads. You, befter than any other body of men, can eloquentily and warmhearity are men held unit in charge of the his duty to see that it is properly cared for. To avoid unnecessary repair bills, the car should be inspected each day. This would take you know that the good road means a revival of the rural church, the improvement of the district school, and as a sure result, the raising of the standard of citizenship. You know that the good roads multiply the small land owner and that in the ensuing even distribution of population and wealth shall lie much of the solid prosperity

AUTOMOBILE TRUCKS A JOY TO CENTRAL OREGON MERCHANTS







Motor Trucks Relieve Town of

Transportation Problem.

LIVING EXPENSES ARE CUT

Power Wagons Haul Merchandise to

Central Oregon Town for Much Cheaper . Rate Than Horse-

and-Wagon Schedule.

Two three-ton motor trucks brought joy to the merchants of Burns, Or.,

November 29, when the first automobile freight line entered the town on sched-

Bend. Burns business men are not quite so much interested in the pro-posed railroad from Vale to Burns

posed failroad from vale to burns now, as they were a few weeks ago. The coming of the motor truck an-swers their purpose very satisfactorily and is such a vast improvement over the horse that they are contented to

wait until the steel rail magnates see connect their hamlet with the world.

untside world.

Until the memorable date noted above, all merchandise carted into the Central Oregon town came via horse and wagon from Vale, Malheur County. The route between those towns is such that it took 21 days

Route Traverses Desert.

The distance between Bend and Burns is approximately 140 miles. The

forms is approximately two miles. The route traverses an arid desert waste, where roads are virtually an unknown luxury and human habitations are few. The only town encountered on the trip is Riley, which, if it were on a railroad, would be designated as a water

When C. C. Harrison, who is at the head of the Central Oregon Trucking

would not even entertain the proposi-

of our future. It means greater fi-nancial elasticity and vitality, the so-jution of the high cost of living, the cessation of the high cost of living, the cessation of this panicky migration from the country to the cities, where there remains to be tackled the problem of the cost of high living.

"The Pacific highway is a chain of linked roads. We want you To improve your link and bind it securely the this couldness that not the last West.

in this golden chain of the last West.

"The sign posts of this great road command respect and have enloyed the loyal protection of all people along its entire length, except, I am grieved to say, in one or two places in the Willamette Valley. Here on one or two occasions the village cut-up or the near-humorous farmer has delib-erately reset one of the signs so as to guide the traveler into a blind road and into an unfamiliar and out-of-the-way locality. This conduct has in it much of the piquant eleverness of striking a bidden guest over the head just as he is about to cross your threshold. In one instance, at least, it has so incensed and outraged a propective investor that nothing would so surely throw him into a frenzy of anger as the mere mention of the locallty in which he had been misdi-rected and in which he had expected

MORE CAUTION IS URGED

WAY SHOWN TO MINIMIZE UP-KEEP OF POLICE AUTO.

C. H. King Says Drivers of Department Patrol Abuse Machine by Reckless Driving.

C. H. King, sales manager of the H. L Keats Auto Company, has a few recommendations to make to the Police Commissioners regarding the oprepair bill for the department automobile for the mouth of November was bile for the mouth of November was deemed excessive by one of the Board and also by Chief Slover. Mr. King pointed out that if the men driving the machine would exercise a little more caution and spend a few minutes each day tightening up boits and nuts, when there are any loose, the city will be saved considerable money that otherwise will be necessary to spend for

Its upkeep.

The city officials later changed their views regarding the bill, after it was pointed out that nearly all the expense was incurred when the auto was amashed in a collision with a downtown curb. The automobile company is not charging the city rent for the machine now in use. The new patrol will be now in usc. The new here early next month.

now in use. The new parrot will be here early next month.

"You can't take an automobile and run it into the curb, drive it at a speed of 40 or 50 miles an hour and then stop it in as many feet, never give it the slightest attention and expect it to be run without repairs," says Mr. King.

"While a police department automobile caunot be operated with the same caution as a family car or a truck, there are times when excessive speed is useless. It has been the case in the past that the machine is raced through the city at break-neck speed when there is no need of it. Many times the auto is not brought to a gradual stop, but all the brake power is applied simultaneously.

EXPERT EXPLAINS NEW STYLE CAR

Underslung Construction Said to Enhance Safety and Joys of Motoring.

METHOD GAINS POPULARITY

Idea Originating With Locomotive Designers Successfully Carried Out by Automobile Builders.

Prospective automobile purchasers the country over have manifested of late an intense interest in the merits of underslung construction, as applied to automobiles. So incessant has been the call for a brief summary of the advantages of underslung cars that Fred W. Haines, of Detroit, an authority on underslung construction as well as the designer of many of the more popular models. has given out the following interview on this method of

lowing interview on this method of motor car building:

"Undersiung construction," declares Mr. Haines, "simply means that the weight of the automobile is 'slung' below the axies instead of 'balanced' above them. In the manufacture of automobiles it is merely the new application of an old principle, For years in locomotives, railway cars, trucks and other vehicles, where safety and ease of riding at high speed were necessary, engineers have used the underslung construction, its application to the automobile is new for one reason alone, and that is its cost. Designers have for years realized its advantages and its merits have long since won the approval of the best engineering practice. Until recently, however, the cost of building an undersiung car has precluded the adoption of this type of construction by any but the makers of of building an undersiung car has pre-cluded the adoption of this type of construction by any but the makers of the highest-priced automobiles. The advent of the modern moderate-priced undersiung car is due to the efficiency of the present-day large scale produc-tion; it is the direct creation of the phenomenal progress which the auto-mobile industry has witnessed in the last few years. last few years.

'Economy Is Claimed. "Foremost among the advantage claimed for the underslung construcclaimed for the underslung construction is the safety which it insures the
occupants of a car. A low frame makes
possible a low center of gravity, and
the result is the reduction to a minimum of the tendency to skid or 'turtle'. The significance of this advantage will be readily appreciated when
it is realized that skidding is the cause
of a surprisingly high percentage of
automobile accidents.

"Another factor of safety lies in the
peculiar spring suspension and general

"Another factor of safety lies in the peculiar spring suspension and general design of the car, giving, as it does, immunity from spring breakage. The recoil of all springs is upward, thus reducing the rebound and violent joit so noticeable with other types of cars. Furthermore, if either the front or rear spring should break, such breakage will in no wise interfere with the control of the car. The remaining springs will hold the frame in place just as a rectangular body supported at three-corners could be released at the fourth corner and sustain weight. corner and sustain weight.

corner and sustain weight.

"Contrary to the impression entertained by many people, the low frame of an undersiung car does not jeopardize the safety of its occupants in clearing irregularities in the road. The clearing irregularities in the road. The dustpan of an undersiung car is flat and there are no projections below it. Equal road clearance is maintained throughout and the pan is no lower by actual measurement than the low-hanging flywheel and other projections of the ordinary type of car. Until a ruler is brought into service the ordinary type of car. dinary car may appear to have a great-er road clearance, but actual measure-ment disproves this supposition.

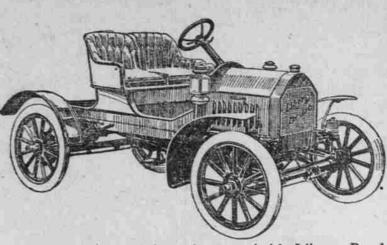
Comfort and Safety Obtained. "Comfort in riding is another dis-tinct advantage of the underslung type of construction. The spring suspen-sion and large wheels eliminate the ansion and large wheels eliminate the an-noying vibration so that the sensa-tion experienced by the car's occu-pants is one of gliding rather than rid-ing. No type of construction makes for easier riding qualities. The low frame further makes possible easy exit and entrance: there is no climbing into the car. Accessibility of parts is another great convenience to the operator, and all mechanical parts can be reached

towns is such that it took 21 days for the round trip with horses. The automobile truck, making the longer haul from Bend, the terminus of the Oregon Trunk, makes the journey in two days. Naturally, the expense of getting life's necessities to Burns has undergone a substantial cut and the consumer is relieved, in a great measure, of the strain of the high cost of living. all mechanical parts can be reached conveniently.

"The position of the motor makes pessible a straight-line drive, which means less power is required from the motor to obtain certain results. A reduction in the power required means a resultant reduction in the gasoline and oil consumption. Furthermore, all understower cars can be equipped with and oil consumption. Furthermore, all underslung cars can be equipped with larger wheels without raising the car too high from the ground. Larger wheels mean a greater tire mileage, a condition also made possible by a spring construction which relieves the usual side lash so wearing on tires. The economy is not a theory or vain vision with cars of the underslung type. Records prove it to be a reality. "I might go on indefinitely to expeund the advantages of underslung construction. The best testimonial of its worth is the great increase in the popularity of underslung automobiles both in the United States and England."

Liberty-Brush Is Here!

A Motor Car In Reach of Everyman



MOTORISTS everywhere have been talking about the remarkable Liberty-Brush automobile for \$350. They have been wondering how it is possible to build a motor car for such a price. You have heard it discussed.

The Liberty-Brush is here-in our show-room for your inspection-on the street for your trial. When you see it and ride in it you will wonder still more and your enthusiasm will be as great as ours. We want you to investigate the Liberty-Brush carefully, for it has established history in motordom since it was announced. Its appearance and performance are as wonderful as its

It will be well worth your while to investigate this Liberty-Brush now. There are scores of ways in which it is invaluable to you regardless of your occupation.

The family can run to the station or the store, or take afternoon drives. Salesmen can cover more territory in shorter time-saving expense of livery bills and increasing revenue. Architects, Builders, Bakers, Commercial Travelers, Farmers, Grocers, Insurance Men, Sewing Machine Salesmen, Physicians, Storekeepers are using Liberty-Brush cars.

It is easy to examine the Liberty-Brush, and we are glad to answer your questions. Ask us to tell about the Abernathy kids, ages 9 and 6, who drove a Brush from New York to Oklahoma City; or of R. F. D. Carrier Ingersoll, who drove 25,000 miles at an average cost of 11/5 cents a mile. Or ask about the Brush economy contest in which the winner ran 100 miles for 39 cents and 98 of 109 cars ran for less than, a dollar.

Let us explain how the United States Motor Company "cares for your car wherever you are." We represent the Liberty-Brush here and we want you to know it. We will call for you if you let us know your address and we can take you any place in our Liberty-Brush that any automobile can go.

MAIN 8121 Oregon Brush Auto Co. 531 Alder St.

Distributers for State of Oregon. Some good territory still open for live, established dealers. Write today.

DEATH OF RACING NEAR

EXPERT SAYS VANDERBILT CUP EVENT IS DUE FOR DISCARD.

Manufacturers Through With Track Meets, Is Opinion of Man Who Is Close to Auto-Makers.

NEW YORK, Dec. 16 .- (Special.) --Waning public interest, the uselessness nstrating how fast cars can travel and the needless waste of human life are fast putting automobile racing in the discard. For three years attendance at the big races has steadily decreased. The recent running of the Vanderbilt cup race at Savannah, despite the fact that phenomenal speed was attained by the cars, was not an unqualified success, and today Alfred Reeves, former member of the Vanderbilt Cup Commission and the racing board of the American Automobile Association, predicted that about one more running will end that classic.

"It is not to be denied," said Mr., Reeves, "that the Vanderbilt trophy did a lot for the automobile industry. It has accomplished all that William K. Vanderbilt set out to do when he offered the trophy, proving that America can produce the best cars and nerviest drivers of the world. When the running of this last race began the foreign drivers, notably those life are fast putting automobile racing

the running of this last race began the foreign drivers, notably those 'France, were leading the earth, in speed. For the last four years American cars and American drivers have been in front and it was just this that Mr. Vanderbilt wanted to prove. This accomplished, the usefulness of the race is past, and I am convinced that there will not be more than one more running of it, although I know of no official attempt to end it.

there will not be more than one more running of it, although I know of no official attempt to end it.

"The Vanderbilt will not be the only race to go, however, for all speed contests are now seen to be useless by the majority of automobile manufacturers. When Benjamin Briscoe, president of the United States Motorcar Company, retired from racing a year ago he was condemned by many manufacturers, yet since that time many of these have come to his way of thinking. Buyers of automobiles—to whom races were supposed to appeal—are not looking for speed. What they want is reliability, and it is a fact that 80 per cent of all cars sold are of moderate speed. Accordingly, unlike speed contests, reliability runs are here to stay.

"Five years ago practically every automobile manufacturer raced. Through it there was a great deal to be learned and there was real need of giving cars abnormal tests. Automobiles have now reached such a high state of perfection, however, that the need of these tests does not exist.

"That the public is no longer interested to any great extent was evident at the recent running of the Vanderbilt, a fact that was largely instrumental in the abandonment of the race by Savannah. There has also been steadilly decreasing attendance at all

exception of races at Indianapolis last year, when there was interest in the 500-mile race solely because of the big prize at stake-\$25,000. "Another big factor in determination

of so many manufacturers to retire of so many manufacturers to retire from racing is the needless waste of human life. In the development of al-most every item of human progress there has been a necessary list of deaths. This has to a cartain extent justified deaths in aviation, but deaths from automobile racing are not neces-sary, and the sport has well been termed 'barbaric.'

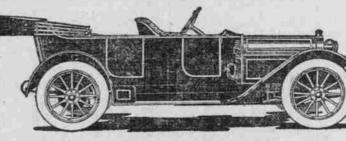
"The time has come for the automo-

the meets for three years, with the sole steel and clothing industries, and rac-

Another New Truck Likely.

The recent addition to the engineering staff of the Studebaker Corporaindication in automobile circles that the E.-M.-F. plant soon will be turning out a motor truck. No announcement to this effect has been made by Walter E. Flanders, general manager of the concern, but it is expected soon.

Mr. Mals joined the Studebaker Cor-"The time has come for the automobile racing industry to stop pandering to cheap notoriety and barnstorming. It is time for the industry to take the place in dignity along with the other great industries of the country, with which it truly ranks. In its solving of the transportation problem it deserves to be considered along with the food,



Five Models, 33 and 40-Horsepower. Fully Equipped, \$1350 to \$1750.

All 1912 models equipped with the Michigan Self-Starter. Every "Michigan" car is covered by the strongest guarantee ever backed by a manufacturer. It will pay you to investigate You want service, and that's what you get with a "Michigan."

Michigan Auto & Buggy Co.

Northwest Branch-W. A. Wildrick, Mgr. Phones: East 1421, B 1345. 369-371 Hawthorne Ave.

Dobbins'Blowout Chains A PLEASED USER

For Sale at All Supply Houses and Garages.

Mr. F. W. Todd, Agt. Dobbins' Blow-out Chains, Portland, Oregon.

Dear Sir.

Complying with my promise to you I wish to advise you that the two sets of chains which you placed on my tire at Roseburg have stood up perfectly, and since my arrival at Portland I am convinced that these chains are the best ever for repairing blow-outs. As you know, the tire which you fitted with these chains I was about to throw away, and they not only brought this tire into Portland in good condition, but I fully expect to get at least a thousand miles more out of this tire.

I regret very much that I had not

I regret very much that I had not known of these chains before I started on my three-thousand-mile trip, as I threw away tires which would have shed on the trip had I been equipped with your chains. I believe it is every man's duty to put his fellow motorist wise to a good thing, and wish to say that you may refer to me at any time and I can most conscientiously and anthusiastically recommend the chains to any one who might make inquiry. They have got the various styles of shoes beaten a city block, and I wish for you all the success in the world in marketing the invention.

Western Sales Manager for Robert Johns, Lumber Exchange Bidg., Portland.

WARREN 40's

are here. A revelation in the manufacturing of a high-grade car at a medium price.

SELF-STARTER, OF COURSE.

PORTLAND-DETROIT AUTO CO.

J. E. Maxon, Manager. Fourteenth and Couch Streets. Phones: Marshall 1565, A 2103.

