

PLEAS IS MADE FOR PACIFIC HIGHWAY

"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.

Eloquent and forcible was the plea for the improvement of the Pacific Highway, made by Frank B. Riley, vice-president of the Pacific Highway Association...

"The ordinary variety of good-roads meetings is commonly made up with a discussion of the highways of the future—the roads that are some day to be projected, improved and enjoyed."

Counties Have Duty. The Pacific highway in Oregon belongs to the counties which it traverses. The various counties have the control of, and hold in their hands, the destinies of the respective sections of this road.

The unit of a great road system is the trunk highway. Once having constructed an artery, whether it runs north and south or east and west, the trunk highway is the backbone of the system.

Way Shown to Minimize Upkeep 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. Kearsy Auto Company, has a few recommendations to make to the Police Commissioners regarding the operation of the police auto patrol.

Benefits Are Manifest. "There is no longer any need for a group of county judges and commissioners to discuss the value of good roads. You, better than any other body of men, can eloquently and warmly enumerate the glimmering array of benefits which follow upon the building of a decent road."

More Caution is Urged. It has been said 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.

AUTOMOBILE TRUCKS A JOY TO CENTRAL OREGON MERCHANTS



STOPPING FOR LUNCH ON THE DESERT.



BURNS PEOPLE INSPECTING TRUCKS.



DELIVERING SUPPLIES TO RANCH.

of our future. It means greater financial elasticity and vitality, the solution of the high cost of living, the cessation of the paucity migration from the country to the cities, where there remains to be tackled the problem of the cost of high living.

BURNS AGREES AUTO MOTOR TRUCKS RELIEVE TOWN OF TRANSPORTATION PROBLEM.

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 scheduled time after a two-day journey from Bend.

LIVING EXPENSES ARE CUT POWER WAGONS Haul Merchandise to Central Oregon Town for Much Cheaper Rate Than Horse-and-Wagon Schedule.

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 for the round trip with horses.

Route Traverses Desert. The distance between Bend and Burns is approximately 140 miles. The route traverses an arid desert waste, where roads are virtually an unknown luxury and human habitations are few.

When C. C. Harrison, who is at the head of the Central Oregon Trucking Company, hatched the motor truck idea to the Burns merchants they were skeptical. Indeed some of them even laughed at the scheme.

When the new auto patrol arrives, 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.

The department heads should see to it that chains are used when the streets are the least bit slippery; for the automobile usually is going at such speed that a sudden application of the brakes can only result in the car skidding.

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R. G. Barker, manager of the Michelin Tire Company, of California, was at the Portland Michelin agency last week.

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 intense 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 motor car building:

"Underslung construction," declares Mr. Haines, "simply means that the weight of the automobile is hung below the axle 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 movement are of paramount importance, engineers have used the underslung construction, its application to the automobile is new for one reason alone, and that is tendency to skid or 'tumble'."

Economy is Claimed.

"Foremost among the advantages claimed for the underslung construction is the fact that 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 'tumble'."

Comfort and Safety Obtained.

"Comfort in riding is another distinct advantage of the underslung type of construction. The spring suspension of large wheels eliminates the annoying vibration so that the sensation experienced by the car's occupants is one of gliding rather than riding."

CONSTRUCTION OF UNDERSLUNG TYPE OF MOTOR CAR.

The position of the motor makes possible 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 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 upper side shaft of wearing on another tire economy is not a theory or vain vision with cars of the underslung type. Records prove it to be a reality.

DOBBINS' BLOWOUT CHAINS A PLEASED USER

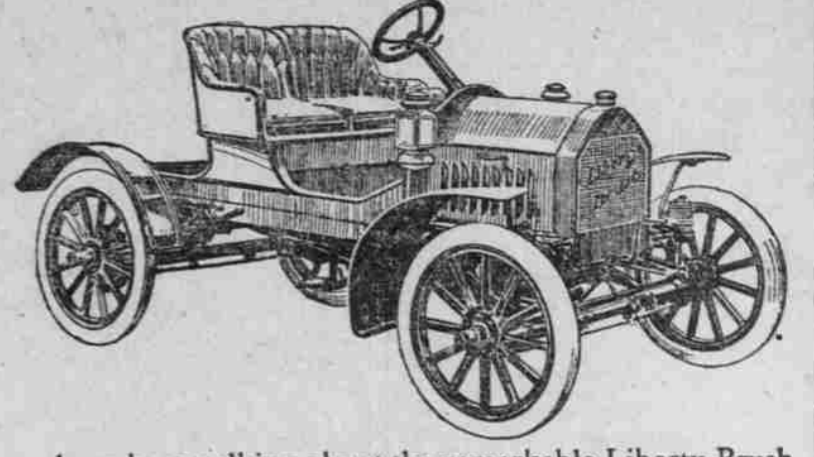
For Sale at All Supply Houses and Garages. PORTLAND, Oct. 27, 1911. Mr. F. W. Todd, Agt. Dobbins' Blow-out Chains, Portland, Oregon.

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 held me 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 have replaced when 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.

Liberty-Brush Is Here!

A Motor Car In Reach of Everyman

\$350



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 price.

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,

MAIN 8121 A-7612 Oregon Brush Auto Co. 531 Alder St. Distributors 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 of demonstrating 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-third of the running of this last race began the foreign drivers, notably those of France, were leading the earth.

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. The accomplishment, however, of the race is past, and I am convinced that there will not be more than one more official attempt to end it.

"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."

"The public is no longer interested in an event which was evident at the recent running of the Vanderbilt, a fact that was largely illustrated by the abandonment of the race itself at Savannah. There has also been steadily decreasing attendance at all

the meets for three years, with the sole 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 from racing is the needless waste of human life. In the development of almost every item of human progress there has been a necessary list of deaths. This has to a certain extent justified deaths in aviation, but deaths from automobile racing are not necessary, and the sport has well been termed 'barbaric'."

"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,

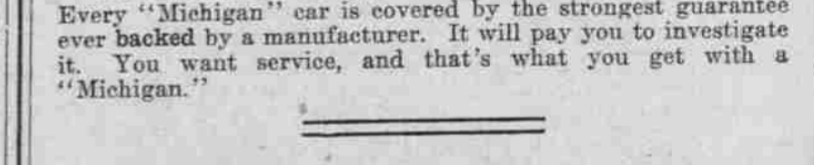
steel and clothing industries, and racing can never help it do this."

Another New Truck Likely.

The recent addition to the engineering staff of the Studebaker Corporation of Albert F. Mals is taken as an indication 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. Planders, general manager of the concern, but it is expected soon.

Mr. Mals joined the Studebaker Corporation in the role of consulting engineer. He formerly was connected with the engineering department of the Daimler, Benz and other European factories. His designs in America have been prominent in endurance and other commercial vehicle tests, in which they have shown good quality.

The MIGHTY MICHIGAN



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 it. 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.

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.