

NATIONAL CLUB'S OFFICIALS SCORED

Federal Aid for Good Roads Movement Not at Hand, Declares Oldfield.

LOCAL ACTIVITY ADVISED

Heads of Motorists' Organization Charged With Deluding Auto Clubs Regarding Extent of Their Operations.

BY BARNEY OLDFIELD. (Copyright, 1912, by Barney Oldfield.) The Federal aid to good roads meet-

where an automobile covered with dust, grease or mud can go in one door, unlightedly, and come out another door in 15 minutes, as clean as if the whole night force of a garage had worked on it. The brass is polished and the floor mats and rugs cleaned thoroughly. This "clean-em-quick" business is a great convenience for the average motorist, who often wants his car cleaned without waiting all day for it, in addition to tipping every scullion from the front to the rear of the garage.

In several cities laws have been passed to regulate the kind of warning signal to be used on automobiles. Many of the ordinances prohibited any but the bulb horn signal. Mechanical devices of all kinds were barred. The reaction has come in several of these cities. The police report many accidents to pedestrians and that the signals were insufficient. There is no denying that the ordinary bulb horn is not the proper warning signal. Most Aldermen who voted for the horn ordinance knew this. It was the indiscriminate use of the loud and startling signals, by joyriders and hair-brained chauffeurs, that caused the limit of patience to be passed. The use of all kinds of warning signals should be allowed, but the persons who use them when not necessary should be sent to jail.

The chauffeur graft system is again the cause of much complaint from owners and dealers in accessories as well. The dealers, who are forced to give rebates and commissions and refund money on articles returned by

SPEED KINGS ARE GROWING JOYOUS

Racing Calendar for Coming Year Filled With Many Attractive Events.

HIGHER STANDARD RAISED

Number of Hill Climbs Out, but Importance and Purposes of Many Speedway and Road Contests Given Boosts.

NEW YORK, Jan. 27.—(Special.)—Promoters of race meets the country over are filing their 1912 plans and re-

\$175 Given Away

Send Us the Names of the People You Know Who Intend to Buy an Automobile.

To the person from whose list of names we sell the greatest number of cars we will give

- First Prize \$100 Cash TO THE NEXT
- Second Prize \$50 Cash TO THE NEXT
- Third Prize \$25 Cash

A few minutes of your time and a 2-cent stamp may win one of these prizes. It costs you nothing. Simply mail us your list. We do the rest. Lists of names may be sent us until March 31st. Prizes will be awarded May 1st.

CROWE AUTO CO.

SIXTEENTH AND ALDER Distributors of Rambler, Stutz, Marion and Krit Motor Cars and Mais (Gear Driven) Trucks.

motor car manufacturers and has an exquisite finish, even to the most minute detail. The Nob Hill Garage & Auto Com-

pany, which has the agency for the Alco trucks and pleasure cars, will receive a shipment of commercial vehicles early next month.

"Now Just for That"

Everybody Must Get Their Auto License from

Archer & Wiggins Company
Oak Street, Corner Sixth
Dispensers of Auto and Sporting Goods

AUBURN

Auburn Motor Car Co.
ROBT. SIMPSON, Mgr.
505-7 Burnside Street
A 7339, Main 2674.

BALLOU & WRIGHT

Largest Stock

Automobile Accessories

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Tires, Monogram Oils
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Columbia Carriage & Auto Works, Agts.,
209-211 Front Street. Phone Main 2392.
General Auto Repairing. Bodies and Wheels Built to Order.

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STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES.
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Crowe Auto Co.

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RAMBLER STUTZ MARION K-R-I-T
MAIS TRUCK (Gear Driven)
The Best American-Made Truck
Distributors for Oregon and Southern Washington.

Vehle JOHN DEERE PLOW CO.

Northwest Distributors,
EAST MORRISON AND SECOND STS.
Phones: E. 3887, B 1625.

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The car that comes fully equipped
Best for the Money
Ford Motor Car Agency
A. J. Edwards, Sec. and Mgr. E. 8th and Hawthorne Avenue. Phone East 648.

"Firestone" TIRES

Vulcanizing & Retreading. R. E. BLODGETT, 29-31 N. 14th. Main 7005.

OVERLAND CARS

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Distributors for Oregon, Washington, California and Nevada.

THE AMERICAN

1912 UNDERSLUNG.
A Car for the Discriminating Few—The Safest Car on Earth.
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Nob Hill Garage & Auto Co., Inc.
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74 SIXTH AND 311 OAK STREETS

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COMMERCIAL AND PLEASURE CARS
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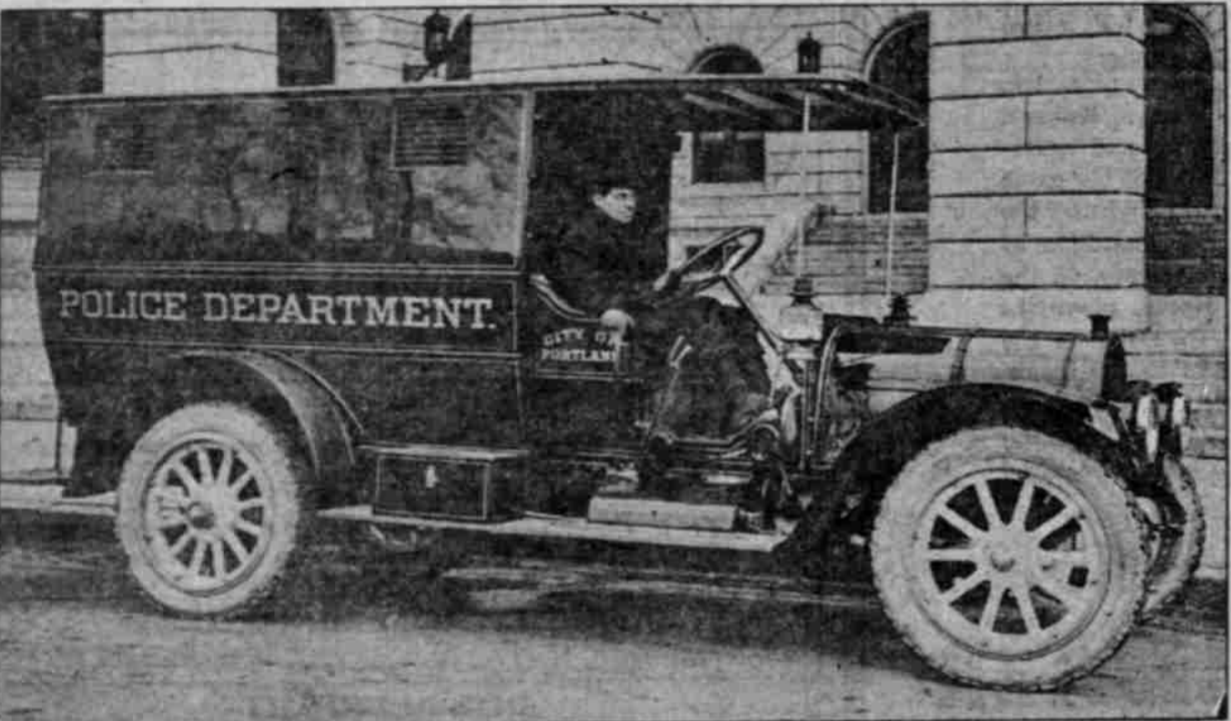
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MOTORCYCLES

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POLICE DEPARTMENT NOW HAS MACHINE BUILT FOR ROUGH USE IN PUBLIC SERVICE



A. L. SHORT AFTER TESTING NEW POPE-HARTFORD POLICE PATROL. Designed to withstand the severe strain of public service, the Pope-Hartford police patrol was delivered to the city by the H. L. Keats Auto Company last week. The chassis contains no touring-car parts. It embodies all the latest features to keep the machine in good condition, declares C. H. King, sales manager of the Keats company.

ing was held in Washington and the delegates have returned home. Most of them returned with an abundance of promises to their respective clubs and constituents. Many of them have been quoted as saying that there will be immediate action taken on the Federal good roads bill and that within a few months a Government will begin the construction of National highways.

Such statements are far from the facts, for the most optimistic members of the National Association, which called the meeting, do not believe that there is any chance for real action to be taken on the bill for at least a couple of years and that the actual work cannot begin until long after bills are passed, much time being consumed in the preliminary surveys for all Government work of this character.

In the meantime much valuable time will be wasted by automobile clubs and other organizations seeking to hasten good roads in their section. With the promise that the "Government will pay for it," there is small chance that the states and counties will appropriate a lot of money for road-building. After a series of delays and postponements of action, it will finally be realized that the states and counties will have to do the work anyway.

Something like \$50,000 is collected each year from individual members and clubs by the National Association, with headquarters in New York. These states and individuals read the bulletins and circular letters issued from headquarters every week or so and most of them believe that everything possible is being done in a National way. The truth is that if this National movement was dropped the state associations would see no real reason for supporting the expensive suites of offices in New York and pay the salaries of a lot of high-priced officials.

Mark my prediction, there will be no passage of Federal bill to construct good roads outside of the Government's own property, National parks and reservations. These National associations officials know this. I know they do, for the same Senator who told me the case was hopeless, also told them.

There is the best chance in the world to get Congress to pass a bill to appropriate a lot of money for the survey of a series of highways, crossing every state. From these highways the states could lay their own plans for statewide movement to construct its own good roads. This is the angle that should be worked on. President Taft, in his address before the Automobile Club of America, which, however, is not the National Association referred to above, stated most emphatically that the Government could not undertake to build good roads. He gave excellent reasons why it was impracticable from a Federal standpoint.

I sincerely hope that the state associations and clubs will realize that most of the Federal aid talk is done in the bulletins issued from New York and that aside from the Congressmen dishing out the Federal aid, they keep their constituents who called on them in Washington to attend the meeting, there is practically no hope for the Federal bill. Keep hard at work in your own state and spend what money you can spare from your club treasuries within the limits of your territory.

chauffeurs, do not like the practice any more than do the employers who are being robbed. But they cannot help it. Nothing short of a drastic law which would stop the practice of the dishonest chauffeur, who seems to consider his employer as legitimate prey. Not only do the fellows get a commission on all the stuff they buy, but they often buy unnecessary articles and then return them, demanding a cash refund.

The newest thing in boulevard pavements is the "leather surface." The cost of the new surface will probably be a little too high for universal adoption, but from Birmingham, England, comes the report of laying and testing city blocks of the new pavement. The base is of waste and shredded leather, reduced to almost a pulp and mixed into a batter of tar and bitumen and spread over a surface of concrete roads. When the composition settles and dries it affords a smooth cushioned surface which does not get greasy and is not affected by the heaviest of motor trucks. It is not affected by water and gives the horse a sure footing, besides being noiseless.

FACTORY MEN ARE AIDED

BOWLING ALLEYS BUILT FOR AUTOMOBILE BUILDERS.

Willys Presents Employees With Handsome New Quarters in Which to Spend Idle Hours.

Another important step in the plans of the Willys-Overland Company to give to its men social opportunities during leisure hours, is the completion and dedication of handsome bowling alleys and gaming rooms in the basement of the new building just erected in Toledo.

President Willys has already done much for his men in this respect. Last Summer he presented them with a handsome clubhouse on the shores of Lake Erie, a few miles from the city. Here they can enjoy dinners, boating and fishing.

In his presentation of the new bowling alleys to his employees, he made an address in which he expressed his appreciation of their loyalty and devotion to the company. He stated that the men in the shops and stated that his coming to Toledo was the greatest "strike" in his career.

Edward Fisher, representing the men, responded for the employees, thanking Mr. Willys for his consideration and interest in them and promising him the fullest measure of loyalty and regard.

quests for sanctions at the American Automobile Association contest headquarters. Although it is too early to obtain a complete idea of what this year's speed calendar will offer, the tendency appears to be toward fewer but bigger meets. There will be fewer mile track events and hill climbs, but the speedway and road contests will be made more important and richer in prize money.

For example, Santa Monica will be made a \$2,000 race. It will be held on May 4 or 11 over the excellent course at that place. The world's road-racing record of 74.5 miles an hour for 102 miles was made by Herrick in a National at Santa Monica last Autumn. Even these figures are expected to fall, however, before the attacks of the big cars and drivers that a race worth \$25,000 will attract. The eight-mile course at Santa Monica permits great speed. It is practically a boulevard, wide enough for three machines to race abreast and rounding through the country with only one sharp turn.

Big Races Scheduled. Then there will be the Elgin National on a larger scale than was ever before attempted and the Grand Prize and Vanderbilt, although where, none can tell. That Indianapolis had doubled her prize money, making it \$50,000 for the 500-mile race there next Memorial day, is not new; but now comes word that the Los Angeles Motordrome will put on a big contest at the time when the fast cars are at Santa Monica.

The only important contest in doubt is the Fairmont Park event. Strong opposition has been developed against it in Philadelphia by Dr. J. William White, of the park commission. His points are:

Speed Contests Decried. "The event is dangerous to the lives of both the participants and the spectators."
"It has served no good purpose."
"It has aroused a feeling of blood lust in the hearts of spectators."
"It is calculated to arouse ill-balanced persons to emulate the speed kings by driving their cars over traveled roads at a dangerous rate."
"Only the most remarkable good fortune has so far prevented tragedies in the park, which would do great harm to the city."

It is on record that the members of the park commission first granted permission for automobile racing in the "people's playground" because they recommended in their report "that with proper safeguards thrown around the course and in view of the fact that it would afford a great deal of pleasure to many thousands of people the application should be granted." Those who have watched the growing interest in the race know how well the people have availed themselves of the opportunity.

The event may be viewed without cost of admission and in the last four years it has given to charity alone \$17,318.

Meets Aids Charity. In 1909, the second season for the race and the first year that charity shared in the proceeds, \$7417 was given over to the trustees of four of the city's charity and philanthropic enterprises: The Rush Hospital, White Haven Sanatorium, Children's Aid Society and the Pennsylvania Society for the Prevention of Tuberculosis.

The following year the same number of institutions equally shared in the profits, which amounted to \$627. This sum went to St. Mary's Hospital, the Home for Crippled Children, Mount Sinai Hospital and the Police Pension Fund. While the profits were not so great last year, the number of persons who were amused by the race was as large as in former years. The sum of \$3636.50 was turned over to the Park Guards and Police Pension Fund.

The Diamond SAFETY TREAD TIRE

The skid problem is not that of stopping the skid—it is preventing its start. Tires never skid on clean dry pavement. The only way to prevent skidding on wet, muddy, greasy pavements is to clean the pavement so that the tire tread can get a firm grip.

The Diamond Safety Tread Tire cleans the pavement as a squeegee cleans a window. It is the only safety tread that is really safe, the only one that solves the skid problem by knowing what it is. The Diamond Safety Tread is not simply a matter of buttons, knobs, ridges, or ornamental designs—its cross and parallel bars are based upon a scientific principle.

They cut through and clean away the film of water, mud, or grease that prevent any other tire's getting a firm grip on the pavement.

The Diamond Safety Tread Tire is an all-year-round tire. It gives even Greater Mileage than the regular Diamond Tire—and the regular Diamond Tire is Greatest in Mileage among smooth tread tires.

At your Dealer—or
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PENNSYLVANIA VACUUM CUP TIRES

for wet and slippery streets are THE BEST NON-SKID TIRES IN THE WORLD.

They will not skid in any direction and are guaranteed for 4000 miles actual service.
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