

REX-TIGARDVILLE CAMPAIGN OPENED

Riggs Will Wage Lively War to Abolish Disgraceful Stretch of Road.

\$9255 IS STILL NEEDED

Improvement of Short Piece of Highway Will Afford Direct Route Between Portland and Valley Towns.

With men at the helm who are being spurred on by an enthusiasm that promises success, the campaign for subscriptions to the Rex-Tigardville road fund promises to be one of the shortest and most effective efforts that has been made in behalf of the movement for better highways in Oregon.

Frank C. Riggs, president of the Rotary Club and one of the state's most active good roads advocates, will have direct charge of the campaign. Mr. Riggs has been elected to the board of governors of the Yamhill Commercial and Auto Clubs' Good Roads Association, which organization has fathered the move for a new road between Rex and Tigardville.

Estimates made after a thorough investigation place the cost of the work at approximately \$16,000. It is figured that the eight miles of highway can be turned from a treacherous mud and dust hole into a fine nine-foot macadam road for that amount. There already has been subscribed \$6845.50 and \$2750 has been collected and spent. It now remains for General Riggs and his lieutenants to collect \$13,254.50, \$2599 of which has been subscribed.

Riggs Succeeds Waagoner. In taking up the active direction of the subscription campaign Mr. Riggs relieves George E. Waagoner, president of the association of this work. Mr. Waagoner has handled the work since it was started and it was largely through his efforts and those of J. C. Almsworth, president of the United States National Bank, that the \$6845.50 was subscribed.

As a starter, Manager Riggs has prepared a statement that will be mailed to all motorists and business men. Contained in the circular are the following statements:

The Rex-Tigardville road is an eight-mile stretch of impossible and almost impassable road forming the main gateway to Yamhill County and the Willamette Valley via the west side road to Salem. This road is located on the edge of Washington county.

New Road Being Built.

The roads from Portland to the Washington County line are finely improved. Portland now is spending thousands of dollars in cutting a new boulevard on the side of the hills, which will connect with the already improved road to the county line, making one of the finest drives in the world.

The roads in Yamhill county beyond the miserable highway in question are well improved and passable at any time of the year. This short stretch makes them inaccessible from Portland, except for a few months in the summer, when the Rex-Tigardville section is so dusty as to make it a disagreeable feature of an otherwise pleasant trip.

Washington County cannot be expected to improve this road, which leads to no town or market place, but passes through a rough and thinly settled section of that county. The County Court of that county has made a liberal subscription to the road, but it is a matter that interests Portland more than Washington County and Portland must provide the funds to complete the work.

\$9254.50 is Subscribed.

About eight months ago the good road enthusiasts of Yamhill County organized the Yamhill Commercial and Auto Clubs' Good Roads Association for the purpose of assisting Washington County to grade and rock this road, it being estimated that \$2000 per mile, or a total of \$16,000, would complete the work.

By hard work the following amounts have been secured by public subscription:

Table with 2 columns: Location, Amount. Includes Portland (\$4185.50), Newberg (\$2520), Dundee (\$200), Sherwood (\$400), McMinnville, Dayton, Rex (\$200).

Total received by public subscription \$9254.50

In addition to the above, the County Court of Washington County subscribed \$2000, making a total of \$11,254.50, which means that \$5500 still is raised about \$5500 to complete this road.

For the above sum \$2575.50, or about half that subscribed, has been collected and the greater part of it spent on grading about two and one-half miles and rock and about three-quarters of a mile, installing machinery and purchasing tools, etc., before work was stopped last fall on account of bad weather. There are no salaries being paid to anyone connected with the work other than the wages for actual work that is being put on the road.

Aid of Convicts Promised.

If a sufficient amount can be assured to complete this work successfully, we have assurance of assistance from Governor West in providing convicts to assist in the work, which will permit of a better road being built than otherwise.

It will open up and make available for use thousands of acres of beautiful country that without this road will not be attractive to the land buyer and homeseeker.

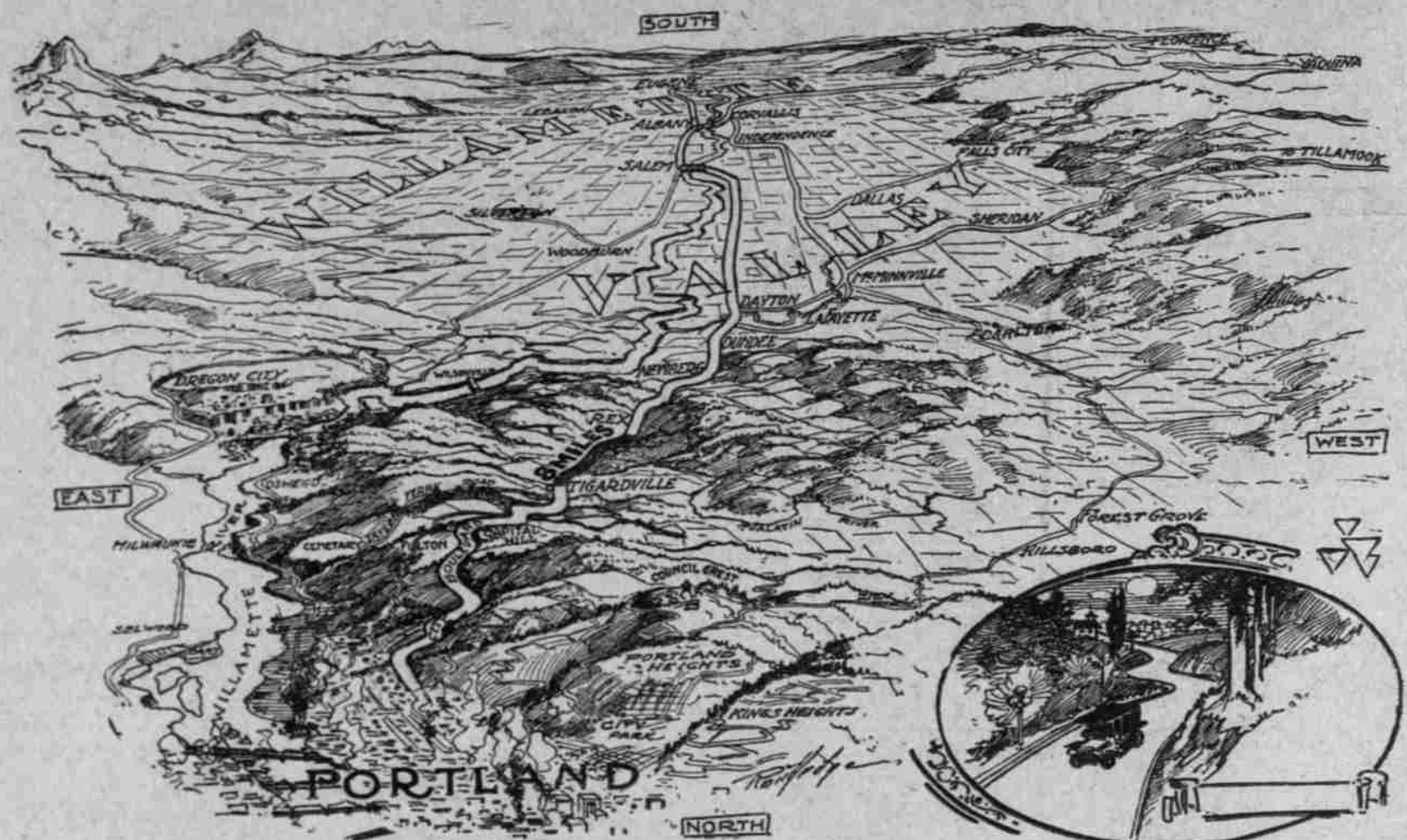
Development of this rich territory will mean more business for everyone. It is the country districts around Portland that must be developed if our city is to continue to grow in future years as it has in the past five years.

Road Means Much to Autoists.

The improvement of the road will open up some 1200 miles of road in the Willamette Valley, making it accessible in winter as well as summer. It will provide a beautiful ride to Salem and the Willamette Valley over good roads instead of through dust or mud. It will provide beautiful trips into Yamhill County and into the seaside resorts of Newport, Bayview and Yaquina Bay.

It will provide splendid opportunities for country homes that will be readily accessible by motor cars any month in the year. Six Portland automobile dealers have liberally subscribed to the project, and Mr. Riggs, being one of the clan, is confident that he can induce the rest of his colleagues to come to the front with some coin. Prominent Portland business men have been quick to realize the benefits to be derived from the improvement of the road and

ACTIVE CAMPAIGN STARTED TO COLLECT MONEY NECESSARY TO COMPLETE IMPROVEMENT OF REX-TIGARDVILLE ROAD.



Map shows direct benefit merchants of Portland would receive by improving the eight miles of bad road between Rex and Tigardville. It would mean a direct route to this city from all Willamette Valley towns shown on the map. The inked part of the road is the only portion not in good condition.

have made large donations, some going as high as \$250. In sending subscriptions to the fund, checks should be made payable to J. C. Almsworth, president United States National Bank, Portland.

All disbursements will be made through the office of William Whitfield & Co., public accountants.

Macadam Center Planned. Grading work has been resumed. There is less than seven miles to be graded. This will be done immediately, giving a fine dirt road for early summer travel. The spreading of crushed rock will be started June 1. The road will be 30 feet wide from ditch to ditch. The aim of the men directing the work is to build a macadam surface nine feet wide. This can be done with \$16,000 with the aid of convict labor.

President Waagoner has secured the promise of the County Court of Yamhill County to put a top dressing on the road connecting with the Rex-Tigardville stretch and ending at the Polk County line.

Roads beyond Rex are said to be in first-class condition. A permanent road from Yaquina Bay to Portland City is being built. When this and the Rex-Tigardville work is completed, Portland motorists will have the opportunity of making a tour from this city to Yaquina Bay and return in a day. This is considered one of the most delightful trips in Oregon when made over good roads.

DOOM OF CUT-OUT NEAR WAR AGAINST NOISY DRIVING BRINGS RESULTS.

Evidence Given to Prove That Use of Device on Good Car is Not Necessary.

The automobile muffler cut-out is doomed.

After a battle that has lasted for years, a battle in which sanity and sportsmanship have been arrayed against ignorance and intolerance, a large number of cities and communities have passed laws which prohibit, either for the entire day or that part between darkness and dawn, the annoyingly noisy tactics of the cut-out fiend.

London has taken the lead, and Europe is falling into line. New York's aldermen have some prohibitive legislation before them which will probably be passed.

That such laws will become general in a very short time is the hope of a large and powerful element in the automobile industry. Thoughtful men know that the cause of motoring is often hurt by the malicious driver who takes huge delight in making his car roar at pedestrians on crowded crossings and tears through residence districts at night like a raging juggernaut.

There has always been argument over the advisability of equipping cars with cut-outs. Some manufacturers have refused to install such an appliance, maintaining that there is no need for it in a car with a well-designed silencer. Others assert that their cars require a cut-out at times, in order to avoid stalling the motor. To a great extent the differences appear to be in design. That cars can be built to do silent work satisfactorily and quietly has been proven by the Studebaker Corporation and the Packard Motor Car Company. The E-M-F '26, Flanders '28 and powerful elements in the automobile industry.

It is also noteworthy that these cars have attained wide fame for their quiet qualities, a result, perhaps, of the fact that the cars never exhaust except through the muffler.

In view of the prevailing variety of opinion, the Automobile Club of America recently decided to make a series of systematic experiments which would firmly establish the facts in the case. The results were embodied in a lecture by Professor F. R. Hutton, chairman of the club's technical committee.

To the amusement of the club members and their chauffeurs, Professor Hutton plainly proved that a motor develops just as much power when muffled as when exhaling direct from the cylinders. Test after test was made from the platform, at motor speeds both high and low, and with the same result. There was a narrow range of medium motor speeds where the un-muffled motor seemed to develop a fraction more power, but this advantage vanished as the speed grew greater or less.

In view of Professor Hutton's conclusions, the one subterfuge advanced for the muffler cut-out is not likely to receive the noise-makers much longer. Motorists and public will surely rejoice in the near future over the official squelching of a long-standing nuisance.

St. Louis has a new anti-noise automobile ordinance, which makes unlawful the use of the muffler cut-out and provides that automobile warning signals shall be sounded only as a warning of danger.

TESTS ARE EXACTING

10,000 Inspections Made in Building Auto.

ALL MATERIALS ANALYZED

Great Precaution is Taken in Selecting Stock That Goes Into Modern Car—Much Steel Rejected.

Over 10,000 different inspections are necessary before a well-made motor car is ready to be placed on the salesroom floor. This interesting fact came out during a recent trip of a party of visitors through the factory of a prominent manufacturer.

This seemingly extraordinary number of inspections is explained by the fact that every part of the car is made in the factory, and even the nuts and bolts used by the workmen are made under the direct supervision of the factory experts.

From the raw material until the car finally leaves the factory each individual part is subjected to from five to 14 inspections and tests, which insure in strictness as the car nears completion.

All Materials Tested. Take, for instance, the raw material, which is received at the factory in the shape of steel ingots. Each bar of steel, bronze and aluminum is numbered and a hole is then bored in it. The metal shavings are placed in an envelope bearing a number corresponding to that of the ingot, and these shavings go to the chemists for analysis. If they fail to come up to the specifications the bar is rejected and returned to the steel mill. Then, after the forgings and rough castings have been made, they are again inspected and analyzed.

After this procedure the real construction work of the car is begun. Every day the entire staff of foremen meet to formulate a plan for the day, and to decide what limits of hardness, measurement, etc., shall be set for the day's work. The recommendations are put on the "operation sheets," which then go to the workmen for execution. The minuteness of the foreman's calculation may be inferred from the fact that the outside limit of variation in gauging the motor's parts is one-thirtieth of one-thousandth of an inch.

Rigid Inspections Made. The operation of the tests for hardness is one of the most interesting features of the entire inspection process. Before going to the stockroom for the first time, an instrument called a "scleroscope" is used to determine the degree of hardness. This intricate device determines the amount of carbon in the various parts.

The method of inspecting the assembling of the motor is most interesting. The parts are drawn from the stockroom and assembled into "units." Every motor is divided into 23 separate units, all of which are drawn separately from the stockroom. After the units are assembled they are put back, then drawn by another department, inspected and re-assembled. After this rigid inspection the motor is ready for its initial testing.

Weak Spots Sought. One of the first tests to which the complete motor is subjected is on the "lapping stand," a test that continues on an average for seven to 10 hours for each motor. On the "lapping stand" the motor is not run under its own power, but is pulled by another motor, the object being to free up the new "job," as it is technically labeled. Another rigid test is the fan test, during which the motor drives a large fan for a period ranging from 10 to 12 hours. Naturally the weak spots, providing there are any, crop out under this grueling strain.

At this point, in the process of building, the motor is taken apart, re-inspected and re-assembled for the horse-power test. The dynamometer is used in this inspection. It is an interesting fact to note that while the car which the motor drives is rated at just so many horse power, the motor has to have at least 15-horse power in excess of that rating in order to pass inspection. After the horse-power test, the motor goes to the chassis department and is installed.

The rear axle, which is a big factor in every car, is assembled in units, just as the motor. It is tested on the stands for quietness, and this constitutes one of the most exacting tests in the whole routine. After being finally passed, the rear axle, too, goes to the chassis department and is installed in a test car. Everyone is no doubt familiar with the tests that now come to the car, for the outdoor test is what the public

sees most of, when the jumper-clad mechanics take the striped chassis out on the street. Many cars, however, are tested on the Indianapolis Motor Speedway where the irresistible temptation of the tester to "beat it" results in bringing out every weakness in a very short time, with a thoroughness that exceeds road or hill testing. All the engines must show a certain high mileage on the 2 1/2-mile track and the test is continued for two, and often three days.

After the speedway test the motor is thoroughly cleaned and inspected, valves ground and carbon removed, after which it goes to the paint shop. From there to the final assembling department where the bodies, fenders, accessories, etc., are installed. Still another rigid test is imposed on the completed car before the final O. K. is stamped on the ticket.

Generally speaking, there are about 12 inspections of completed parts and from one to 15 for every minor piece of material. It takes time and great expense to conduct such tests but every motor car manufacturer will affirm that it is necessary in order that every buyer may get the best product of the factory.

MILITARY AID WANTED

VANDERBILT CUP MAY BE RETURNED TO LONG ISLAND.

Schimpf Says Race Can Be Run There If Course is Properly Patrolled.

NEW YORK, April 6.—It is not impossible that the Vanderbilt Cup race of 1912 will find its way back to Long Island. This much was developed in a recent talk with William Schimpf, of Brooklyn, chairman of the contest board of the American Automobile Association. According to Mr. Schimpf, the rule requiring military protection for courses over which road races are run under the sanction of the National body is not inflexible and can be revised informally at the discretion of the members of the contest board.

"The drawback in the matter of holding road races on Long Island is this," said Mr. Schimpf, "that we cannot see in view of what has happened in previous years, how a contest can safely be held unless military protection is insisted upon. Any race of the fame of the Vanderbilt Cup, held close to the most congested center of population in America, is certain to draw an enormous assemblage.

"Personally, I would like to see the race brought back to this part of the country. The Vanderbilt is the Long Island classic, and that should be its home, but, as an official of the contest board, I certainly would hesitate to

take the responsibility of sanctioning such a contest unless absolute assurance of safety to the spectators and the contestants could be given.

That is the situation as it stands today. The contest board has the power to sanction a race anywhere, but if it does allow the holding of the Vanderbilt Cup race at Riverhead, or on any other part of Long Island, it will only be when we are certain that the protective measures will be all-sufficient to insure entire safety to all."

Maxwell Back at Helm.

Having entirely recovered his health after an illness of many months, J. D. Maxwell, president of the Maxwell-Briscoe Motor Company, and vice-president of the United States Motor Company, has returned to New York, where he will make his headquarters. Mr. Maxwell was warmly welcomed by his old associates. In renewing his activity on behalf of the United States Motor Company, he has met an ardent desire of the organization.



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