

LIGHTNER BRINGS JOY TO MOTORISTS

Pacific Highway to Be Improved Immediately in This County.

COAST TRUNKLINE FAVORED

County Commissioner Says That "Road of Three Nations" Means Much to Entire State.

Believing that the Pacific Highway is to be the greatest boulevard for tourists and for the transportation of commercial commodities in the entire West, County Commissioner Lightner and other members of the County Court have completed arrangements to make the part of the road through Multnomah County the model of the entire highway between Canada and Mexico. Orders have just been given A. H. White, Supervisor of Road District No. 2, to begin at once the resurfacing and improving of the White House road, which forms the main part of the Pacific Highway in Multnomah County from the city limits south to the county line.

Work is to be started as soon as the crushed rock can be produced at the Taylor's Ferry rock quarry near River-view Cemetery. This rock is to be used in laying a surface on the road which will make it probably the best thoroughfare in the county.

Opening of Season Awaited.

At present the road is in poor condition in many places, owing to the heavy automobile traffic of the last two years. Temporary repairs have been made in various places to hold the road in shape until the present road-building season is opened and the rock can be laid under proper conditions, and for that reason the road has been rough in some places and good in others. The only part which will not require resurfacing is a mile stretch from a point near the south end of the River-view Cemetery to a point near Riverdale. This stretch is considered the most perfect stretch of macadam roadway in the state. It is as smooth as a paved street and as straight as an arrow for about a mile, forming a perfect driveway.

South from this stretch the road has been worn badly in many places by the automobiles. In some places the strain has been so heavy during the rainy season that the entire surface has been worn off and the tires of the wagons and automobiles passing along the road are treading on the macadam base which naturally is rough. No repair work will eliminate all this and make the road as perfect as along the straight stretch to a point near Riverdale.

The White House road is one of the most heavily traveled thoroughfares in the state. This is because of the unusually fine scenery on all sides and the rich farming lands through which the road passes, not only in Multnomah County but also in Clackamas. The road, which is known as the Macadam road, as far as the city limits is paved to South Portland. From there it is macadamized and owned for a distance of about a mile south by the city. From there to Clackamas County it is owned by Multnomah County.

Scenery is Beautiful.

The beautiful scenery begins in South Portland. On one side is the river with one bank fringed with lumber mills and the other with stately pines and pretty foliage, and on the other side of the road is a hill covered with natural beauty. The road winds about through several miles. At Riverdale a beautiful residence district is encountered. On both sides of the road are stately residences, with lawns and flower beds. The residences in this district are declared by tourists to be the most ideal in the country. All overlook the river. On the opposite side of the river is the Golf Links, which at this season of the year presents a beautiful appearance.

"The Pacific Highway is a highly important project," said Mr. Lightner yesterday, "and in my official capacity I want to do everything I can to make it a success. I can think of no better investment than making the Multnomah County portion of this thoroughfare the model of the entire road. It serves more than one purpose. In the first place, it forms a beautiful boulevard for the people of Portland as well as for the residents of other towns and cities of the county and surrounding counties. In the next place, it forms an artery for commercial traffic."

"The Pacific Highway courses a great farming district and brings the farms closer to the markets in Portland by giving a good road."

"It must be true that every mile the farmer has to haul his products it costs him something. This cost can be reduced to a minimum by furnishing roads which offer the least resistance to a quick trip to the Portland markets. The value of a good roadway extending from Canada to Mexico cannot be overestimated, and I believe it is the duty of every county and city in Washington, Oregon and California to do its best to improve the highway. I am sure that Multnomah County will do all it can. I am a firm believer in good roads and am ready and willing at all times to do anything I can to help along the cause of good roads."

TRUCK HAS VARIED CAREER

Moving of People, Furniture and Fruit Part of Auto's Work.

The Peerless three-ton motor truck operated for a year by the M. Sweeney Company, of Fall River, Mass., has probably had as busy, varied and interesting a career as any truck in the country.

It has been used night and day, with two shifts of men working it, and has traveled more than 2900 miles. In the daytime it does general trucking and moves household goods. On Sundays in the summer passenger seats are fitted on and it takes excursionists to the ocean beaches. In the strawberry season it has regularly carried two truckloads of strawberries every night from Fall River to Providence.

The dense population of that part of Massachusetts where many cities of considerable size are not far from Fall River, has caused it to be used often for transporting interurban freight, and has largely increased the mileage it has traveled.

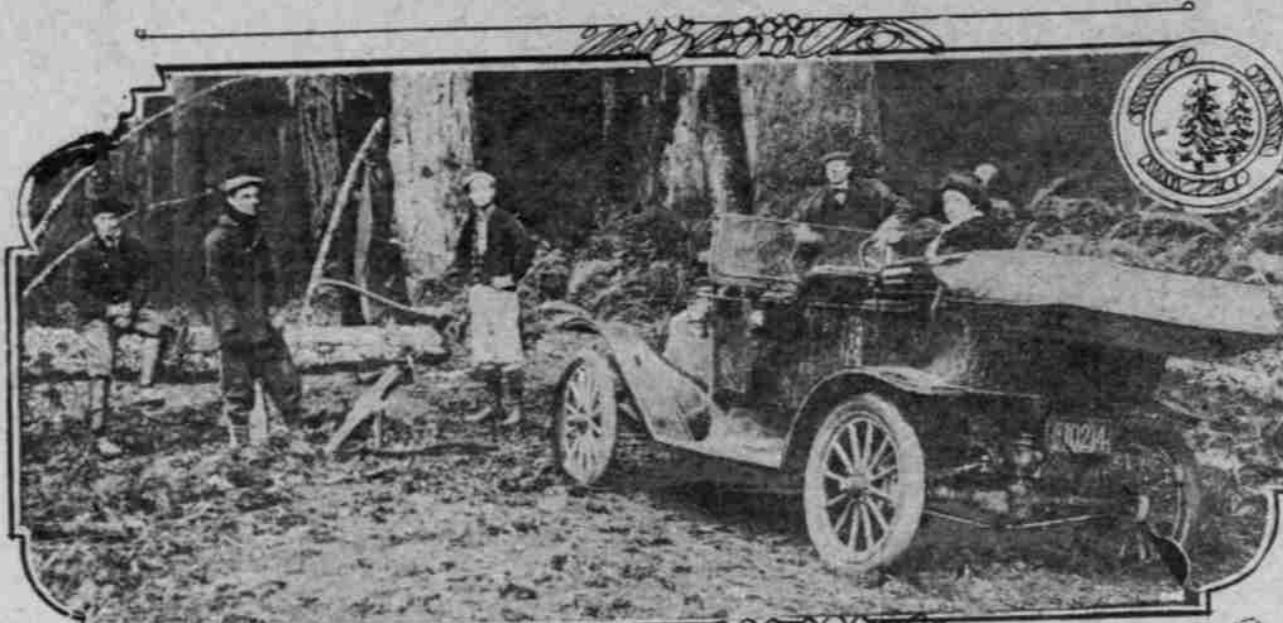
DICKSON'S REPLY DEFENDED

Batchelder Says Racing Should Remain in Control of Three A's.

When George M. Dickson, general

FEMININE DRIVER CAPTURES HONOR COVETED BY NORTHERN MOTORISTS

Mrs. H. W. Doherty Is First Automoblist to Motor to Gates of National Park on Mount Tacoma in 1912—One Machine of Party Disabled by Treacherous Road.



Fallen Tree Blocks Path of Car.



Bad Road Be- lieves Ashford and Park Entrances

Where the Road Was Considered Good.



Snow No Barrier to Auto

Park Roads Covered With Snow.

A yearly event always certain to take place in Seattle and Tacoma is to see who can first reach the National Park gates on Mount Rainier ahead of the touring season. That it is of great interest and worth considerable hard work to claim the honors is evinced by both Seattle and Tacoma automobile dealers calling up the nearest point in the park, asking the condition of the roads.

What proved to be a successful effort in securing first honors for the 1912 season fell to a party of eight in two Flanders "20" cars, who not only succeeded in reaching the National Park gates, but ploughed on more than six miles further through deep snow, to within a short distance of the National Park Inn, at Longmire Springs. Where heretofore the drivers have

always been men, this year Mrs. H. W. Doherty, wife of a prominent Tacoma motorist, and herself an enthusiastic devotee of the automobile, claims the honor.

The party left Lakeside Inn, 28 miles out on the mountain road, at 4 o'clock Sunday morning. The two machines were held up on account of the road being washed out by the Nisqually River, which had overflowed its banks. After conference with an engineer of the Tacoma Eastern Railroad, and through the kindness of the railroad officials, the two machines were allowed to follow the railroad right-of-way between Alder and Ashford. From Ashford to the National forest reserve boundary, more than 40 miles from Tacoma, the county road was in very good condition, but inside the reserve the drivers found going an absolute torture; the highway being narrow,

replete with chuckholes, stumps, mud, and almost every imaginable vibration-producer. From seven miles through to the Forks, there was nothing but low-gear work, the road leading through mud which at times buried the hubs. From the park entrance the fight through more than five miles of continual snow occupied much time. An accident that delayed matters occurred when the second car, following in the tracks of the pathfinder, struck a rock which the first car had passed safely, cracking the transmission case, and from this point back to Tacoma the first car had a double load in towing the second one.

Auto to Be Publicly Rebuilt.

Portland motorists will be given an

excellent opportunity of learning how an automobile is assembled when mechanics start to rebuild the Flanders "20" at the E-M-F Northwest Company tomorrow afternoon. The parts of the machine have been on exhibition for several days, and attracted wide attention. The car that was taken apart was the one that made the now famous trip to Hazelton, B. C., pathfinding the Pacific Highway.

Due to the good showing made by hose trucks Shreveport Ala., is now considering the purchase of an automobile engine.



There's Always THE ONE Here it is START-LITE

ASK TO SEE IT

Chanslor & Lyon Motor Supply Co. Mar. 1018 627 Washington Street A 7633

To Get What You Pay For--- Invest in an E-M-F "30" or a Flanders "20"

THERE IS NO NECESSITY for you to take chances in buying an automobile. The purchase of a car today need be no gamble—that is, if you look what's behind, as well as what's in front—what's INSIDE, as well as mere appearance. It's what you can do with it, and in it that counts and that means SERVICE—pure and simple.

BE SURE OF GETTING QUALITY SERVICE as well as quantity. The most uninitiated readily understand the supreme service of a factory branch, such as ours offers—with its \$50,000 worth of parts—with its specialists to adjust special parts only—an expert who makes minor adjustments only, and so on; advantages that are possible only in dealing direct.

THEN CONSIDER THE CAR ITSELF: Has it got in it what you think? Automobiles are like men. Only a real test proves them. The man who sits behind the wheel of an E-M-F "30" or a Flanders "20" is going to tell you: "Here's the real car. It has the goods—I have driven it and believe me, I know."

WE KNOW THE BIG ARGUMENT FOR ANY CAR doesn't lie in pictures or flowery words. No! You get the real test out on the country roads when you drive the car through mud and sand or up steep hills. We know, because we have tested them. During the past year our cars have: First—Broken world's speed records 1-20 miles. Second—Won in record-breaking time the most important hill climbs in this country. Third—Proved by service in the hands of owners, by victories in numerous Reliability Runs, by Glidden Tour Pathfinding and "First to Hazelton" pioneering.

ISN'T THIS THE KIND OF CAR YOU WANT? With quality second to none at any price, of speed, handsome appearance and tireless endurance, backed by a direct factory service and parts department? Don't you want to get what you pay for? Then invest in an E-M-F "30" or a Flanders "20" and cut out taking chances.

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There are many reasons why the RAYFIELD CARBURETOR has met with phenomenal success, but the principal reason for its popularity is due to the fact that it never fails to accomplish more than is expected of a carburetor, and makes good in every branch of the automobile industry.

OUR CLAIM FOR ECONOMY is established more firmly than ever through the performance of cars in the various ECONOMY RUNS throughout the country.

THE RELIABILITY OF THE RAYFIELD cannot be questioned when it is known that thousands of miles have been covered by hundreds of cars, on BAD ROADS, VARYING TEMPERATURE and SUDDEN CHANGE OF ALTITUDE, without carburetor trouble or change of adjustments.

OUR CLAIMS FOR MORE POWER have been fully established in the various HILL CLIMBS where power and speed is a factor. IN TRUCK RUNS, where excessive power is necessary in pulling heavy loads on country roads through mud and sand.

THE RAYFIELD CARBURETOR is proving its superiority for use on COMMERCIAL VEHICLES. It has never failed to develop GREATER POWER and ENDURANCE with less gasoline than any other carburetor.

THE RAYFIELD CARBURETOR HAS MADE GOOD ON MOTORBOATS. In many speed contests throughout the present season RAYFIELD equipped boats have won. The Kisty Hawk, now holding the WORLD'S RECORD in her class, uses the RAYFIELD.

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