AUTOISTS' SLOGAN IS "GOOD ROADS"

A. G. Batchelder, of American Automobile Association, Entertained in Portland.

NATIONAL HIGHWAYS NEXT

Automobile Clubs Representing Approximately 700,000 Road Users Co-operate With Government in Making Improvement.

Spreading the doctrine of "good roads; quick development," A. G. Batchelder, chairman of the executive committee of the American Automobile Association, is now on an extended tour of the West, meeting good roads enthusiasts at every chance and talking before development meetings whenever the opportunity presents itself. He arrived in Portland Friday.

Mr. Batchelder was met at the train by W. J. Clemens and H. L. Keats, of the Portland Automobile Club, and met with the directors of the club yesterday. During the meeting he outlined the policy of the Three A's policy regarding the good roads movement. The Portland club is a member of this Association. He pointed out the imperative need of National co-operation and the vast importance of this movement.

"Since travel is no longer local and roads affect everybody, it is the plain duty of business men through organization to give their great influence to highway improvement," said Mr. Batchelder. "And so it is equally true that the motorist who uses the roads most must concern himself in a duty which properly devolves upon him.

"Years ago it was the cyclist, looked upon almost as a visionary, who fought for good roads. His place has been taken by the motorist and with a vehicle both time-saving and economical. Now we motorists have no hesitation in working brazenly and openly for good roads. In all parts of the country automobilists are actively allied in one form or another with the American Automobile Association, which has 44 state bodies, nearly 400 clubs, representing in organized form nearly 700,000 active road users.

"In New York and other states we have established co-partnerships between the state and ourselves in the payment of a substantial annual registration fee in lieu of all taxes, providing every dollar shall be used in the maintenance of improved roads.

"After state roads and a highway commission with help to county and township roads, the next logical step is a National system of roads to supplement the state systems. We must not get sidetracked on this proposition of National roads.

"Unquestionably the first call is this Nationalizing of the Nation by National roads connecting all parts of the country. As we know one another better our sectionalism subsides and fades away. President Taft, not long ago in New York City in a speech at an automobile dinner, admitted that the General Government had the power of promoting interstate commerce to build National roads. The President ventured, however, to question the wisdom of opening that method of spending Government money; but as the people have decided other things, and will decide them more in the future than in the past, they will figure out if we can afford this great boon of National roads communication.

"Once upon a time, when travel was local, we were satisfied with almost any kind of a road. Now we are after something better. It is in great degree because of the coming of the self-propeller vehicle. People in large numbers tour abroad and not at home. Through roads will enable many to see their own country, besides accelerating highways improvement from Coast to Coast.

The stimulus of trans-continental routes would be astounding. The trans-continental idea appeals to the imagination. It is American in conception and typifies the progress of the west, which quickly absorbs and utilizes anything new possessing merit. There is a bigness and broadness in the West which is not always found in the East.

"A trip from Coast to Coast in an automobile, with its possibilities for an intimate examination of the country, is an education incomparable to anything else. This interstate touring is doing more to make us a great Nation, to distribute our population, to make us realize the needs of one another more thoroughly than anything else which has come to us since the signing of the Declaration of Independence."

EXTRA VALVE SETS ADVISED

Hints Given Autoists for Added Enjoyment of Country Touring.

"It is always a good plan to carry a package of extra valve parts, such as valve insides, valve caps, washers and dust caps," said J. E. Maxon, Warren agent for Oregon, in giving a few suggestions for motorists on country tours. "These can be bought for a few cents, but do not judge their value by their cost. At times they are invaluable.

"The small rubber-tipped valve inside, which is really the valve proper, sometimes leaks after it has grown old in service. It can be taken out without difficulty by inverting and inserting the notched valve cap and using it as a screwdriver. When the valve inside is removed it is only the work of a moment to fit a new one.

"A leaky tire valve is sometimes responsible for a fault blamed on a 'slow puncture.' When pumping up a tire, if the pump handle comes up of its own accord after pushing down on the inflation stroke, a leaky tire valve may be looked for. If the autoist carries a spare set of valve parts he is all right, but not so his less thoughtful neighbor who left his in the garage."

Neracher Gets Willys Plum.

Carl A. Neracher, who has been chief engineer of the Garford Company, Elyria, O., for several years, has been appointed consulting engineer of the Willys-Overland Company and all other Overland and Willys properties. Mr. Neracher will make his headquarters in Toledo, where the various engineering departments will be centered, leaving only a working force of subordinate engineers at the factories proper.

Mr. Neracher's experience extends over a period covering the development of the automobile industry from its inception. His latest achievements are the Garford "Six," admittedly one of the finest developed six-cylinder machines in America, and the Garford five-ton truck. He is one of the most prominent engineers connected with the motor car industry.

HEAD OF THREE A'S EXECUTIVE BOARD AND MOTORISTS WHO WELCOMED HIM ON HIS ARRIVAL HERE.

LEFT TO RIGHT, H. L. KEATS, W. G. BECK, A. G. BATCHELDER AND W. J. CLEMENS.

WORK GOES AHEAD

Production of Power Wagons Increases Heavily.

FAST DRIVING IS CENSURED

Manufacturers of Commercial Cars Seek to Eliminate Overloading Menace and Favor New Warranty for Trucks.

Manufacturers of commercial vehicles at a convention last week made progressive strides toward the general work of standardization of motor trucks. Caution plates to guard against overloading and overspeeding, a somewhat changed form of standard guarantee and a division of the work of standardization with the Society of Automobile Engineers were favorably acted upon at the meeting, which was held at the Detroit headquarters of the American Automobile Manufacturers' Association.

The purpose of the caution plate is to warn people against overloading and overspeeding, which will invalidate the warranty if indulged in. The suggested plate is intended to be separate from and supplemental to the maker's nameplate on the dash and to be attached preferably to the back of the driver's seat, where it will confront the man who is doing the loading.

New Warranty Adopted.

It will include the factory rated speed of the machine, the weight of the chassis, the standard weight allowance in accordance with the table of allowances as recommended at the March convention; the useful load capacity, exclusive of body allowance, and the total weight of vehicle, body and load. In addition it was recommended that the plate should show the weight of body actually fitted to the chassis and the actual useful load capacity with the real body weight deducted.

The meeting recommended for adoption a new draft of a standard form of warranty for motor trucks substantially the same as recommended at the previous meeting, but embodying slight changes which makes it acceptable to a larger majority of manufacturers.

A report on the compilation of statistics of commercial vehicle production was submitted. This showed that while far from complete the figures supplied by about 80 companies manufacturing gasoline vehicles give a total of more than 18,000 sold up to the end of last year, and valued at approximately $35,000,000. Three-fifths of this production was in the year 1911, the reported output of last year exceeding by about 75 per cent the production for all previous years combined.

These figures are incomplete, however, as about 275 companies are now offering trucks and delivery wagons in the market and while many of these are new, or have never sold commercial cars prior to 1912, it is known that at least 65 companies that have been making such vehicles for more than a year have failed to send in a report of production from their factories. The statistics, which are of a confidential nature, will be furnished to those companies that have assisted in the work of giving their own figures.

Standard Heights Sought.

Reports were also made of progress in the matters of investigation of frame and platform heights from the ground, with a view to determining whether or not it would be feasible to establish standard heights; investigation of tire mileage in different cities as related to topography and street pavements, and proportion of chassis weight to useful load capacity. Data in hand are insufficient for any recommendation at the present time, according to a majority vote of the committee having this matter in hand.

Results of a conference between the commercial vehicle committee of the National Association of Automobile Manufacturers and H. F. Donaldson, C. F. Clarkson, manager, and W. P. Kennedy, chairman of the truck standard committee of the Society of Automobile Engineers, were reported to the convention. At that meeting it was decided that the manufacturers' association would confine the standardization work to characteristics affecting trucks, while the Society of Automobile Engineers will devote itself to determining prevailing practice with regard to units of the structure and publishing its finding as recommended practice.

Automobile insurance rates applying to motor trucks were brought up as a subject that seemed of sufficient importance to warrant investigation and the subject was referred to Mr. Marvin, of the National Association of Automobile Manufacturers.

Another meeting will be held in New York, November 27.

TILLAMOOK ROADS IMPROVED

C. F. Wright Tells of Good Work Being Done Around Bay City.

Extensive road improvement work is now being carried on in Tillamook County and a fine gravel road is being made from Tillamook through Bay City and Garibaldi Beach and on around the bay. The work is being rushed as fast as possible.

"Tillamook County has done a great deal in improving its roads during the past two years," said C. F. Wright, of Ballou & Wright, after his return from the Tillamook country last week. "There is much activity around Tillamook and I understand the same vigorous work is being doone in other parts of the county. There is a noticeable air of prosperity around the country that was lacking when I visited there about this time last year."

AUTO IS REAL CONTENDER

Railroads Finds Cars Factors in Various Ways.

OLYMPIA, Wash., June 29.—(Special.)—Although it is not generally known, the automobile for passenger and freight service is a factor with which not only interurban, but steam railroads have to contend. This was brought out at a hearing before the Public Service Commission at Granite Falls, on the Monte Cristo branch of the Northern Pacific Railway.

The protestants who live along the line cited that while the automobile is more expensive, it is much speedier and more satisfactory. Testimony taken by the Commission showed that if a person living at Granite Falls or at any other place along the road wanted to go to Everett to transact business, he would have to leave in the evening, get into Everett late at night and then remain over one day, leaving on the following day at 7 o'clock in the morning. As a result of this schedule automobile stage lines have been established between Granite Falls and Hartford, the latter being on the main line of the Northern Pacific, and these stages not only get the passenger business, but pick up a vast amount of freight.

When the residents demanded better service from the railroad the officials informed them that the line did not pay and that therefore better service could not be given. The fight was taken before the Public Service Commission and it has been agreed that the railroad, for a period of 60 days, will establish a service of two trains a day each way, so that the residents along the line may get to Everett and back the same day, while persons living in Everett may visit along the line and return the same day. In the event the patronage is such that it is clearly shown that the service will pay, then the Commission will order that the two trains a day be retained. If not, then the old schedule will be resumed.

It is said that the auto stage line between Granite Falls and Hartford is not the only one that does a thriving business in competition with the rail lines. The milk truck service between points in the White River Valley and Seattle and between Tacoma and Puyallup is said to cut into the revenues of the Puget Sound Electric Company in no small degree.

Bills of interest to motorists continue to be introduced in the House of Representatives, among them being one by Mr. Warburton, providing for an appropriation of $25,000 for the construction of a wagon road through the Olympic National Forest, in the State of Washington.

FEW CHANGES IN AUTOS

KEATS TO TAKE AGENCY FOR TWO MORE STYLES.

Tendency Is to Luxury in Fittings and Ease in Riding—Six-Cylinder Cars Popular.

Refinements in upholstery and easy riding qualities will predominate in changes in new models, declares Harry L. Keats, after a six weeks' visit in the East, during which time he inspected the 1913 lines of many companies. After carefully considering the open field, Mr. Keats concluded to stick to his old standbys, the Chalmers, Pope-Hartford, Peerless, Chase and Hereschoff.

"American automobiles have reached that state where there is little room for mechanical improvement," said Mr. Keats on his return. "The designers now are turning their attention toward luxurious fittings and making machines as easy riding as possible. I learned that radical changes in mechanical construction will be exceedingly few in American cars for the coming season and that virtually every maker is figuring on improving the refinements of his product and nothing else."

Mr. Keats has decided to take on two new lines, a cheap gasoline car and an electric. He would not divulge the names of the cars.

"Every car I handle for the 1913 season will be equipped with a self-starter," he continued. "The mechanical cranking device has proven a popular feature and I am convinced that it is one that the buying public wants.

"The new gasoline car I plan to get will prove a sensation in the Northwest market. I have contemplated this move for some time and while on my trip discovered a cheap car that I think will prove highly popular here. I will have the agency for an electric also."

Because of his 1912 record sales of Chalmers cars Mr. Keats' territory has been enlarged for this machine. From now on his district will include the entire states of Oregon, Washington and Idaho as well as British Columbia. Heretofore the Tacoma field has been handled by another firm.

"I am not prepared to say just what the specifications for the 1913 Chalmers will be," said Mr. Keats, "but I was more pleased with the new models than anything I have ever seen.

"One thing I noticed was that the manufacturers generally are planning six-cylinder models for all cars selling over $2500. The buyers paying this price, it seems, are demanding that they get a six-cylinder car.

"On all sides I saw great evidence of prosperity. Factories are being enlarged and organizations generally increased to handle the mammoth business expected to develop during the next year."

The automobile school started by Fire Commissioner Cole, of Boston, to prepare men for the proper handling of the $50,000 worth of new motor fire apparatus which he is planning to purchase, is proving very successful, and there will be plenty of skilled drivers.

Marion

Building a Bigger Company

SATISFACTION is the closest kin to expansion. It has caused the recent expansion of the famous Marion Motor Car Company.

This old company, manufacturing the famous Marion Car, now steps into the front rank of producers. Its capitalization has been increased more than $1,000,000, factories enlarged and facilities generally improved. All of this comes as the result of the complete satisfaction furnished thousands of Marion owners through the ten years of success.

Accorded the most faithful support by thousands of Marion owners, we have been forced to expand. We plan to build, in coming years, the same powerful, serviceable and excellently designed Marion of old; we will build it better—when possible. Men of reputation throughout the industry have lately joined the Marion forces.

Every one of the Marion dealers and owners benefits immediately. Sales and owners' service policies are being broadened. Increased facilities mean incrased co-operation for you. Though our factory is enlarged we will be no less courteous.

We want motorists to enjoy the unique satisfaction Marion owners have had for ten years. Ask them about it.

Model "Thirty-Seven," $1,350 Fully Equipped

Five-passenger, fore-door Touring; Forty horsepower; motor 4x5; wheel base 112-in.; tire 34x4, quick detachable. $1350 includes equipment as follows:

Fine mohair top and curtains; fine mohair and rubber top boot; $30 Warner Speedometer; genuine plate glass wind shield; Prest-o-lite self-starter; Prest-o-lite tank; full set five (5) lamps; full set tools, repair kit, etc.

"Bobcat" Roadster (Model 36) $1,350 Fully Equipped

Two-passenger Roadster; forty horsepower; motor 4x5; wheel base 112-in.; tires 34x4, quick detachable. $1350 includes equipment as follows:

Fine mohair top and curtains; fine mohair top boot; rubber driving apron rolled on dash; $50 Warner speedometer; Prest-o-lite self-starter; Prest-o-lite tank; full set five (5) lamps; full set tools, repair kit, etc.

Made in Indianapolis by Marion Motor Car Company

Crowe Automobile Co., Sixteenth and Alder Sts. Portland, Or.

Marion "48"—$1750 Fully Equipped

Five passenger, fore-door touring; forty-five horsepower; motor 4½x5½; wheel base 120 inches; tires 36x4, quick detachable; nickel trimmings throughout. $1750 includes equipment as follows: Fine mohair top and curtains; fine mohair and rubber top boot; Zigzag plate glass wind shield; $50 Warner speedometer; Prest-o-lite self-starter; Prest-o-lite tank; full set five (5) lamps; full set tools, repair kit, etc.

WOMEN DRIVERS LAUDED

FRED HOWE SAYS FEMININE PILOTS ARE BEST.

Number of Members of Fair Sex Operating Autos Increasing With Great Force.

Simplicity in motor car construction has done much to enlarge the list of women drivers. Feminine pilots have increased with great rapidity in the past year and it is now a common sight to see a woman at the wheel of an automobile skillfully wending her way through crowded streets.

"Wherever one may travel he will find the number of women drivers increasing with great force," said Fred Howe, district manager of J. W. Leavitt & Company, which has the Overland and Kissel cars, while commenting on this fact. "The present-day motor car has become so simplified and so easily handled that a woman can manage a gasoline car as readily as a man.

"The motor car has accomplished wonders for womankind. It has probably done more for the housewife and her children than for any other class of tourists. The automobile has taken her out of doors and away from her household cares. It has afforded her exercise, pure air and sunshine that would not be secured if not for the automobile.

"Especially has the farmer's wife been benefited by the advent of the motor car. The motor car has wiped away broader lines in the vast farming districts and has made it possible for the women to attend church, visit distant neighbors, widen their social activities, shop in the larger towns and has brought them in contact with the outside world.

"Women drivers are increasing by the scores each week. As a rule they are better drivers than the men. They are not speed fiends and operate a car with more care and wisdom than do the majority of men."

MICHELIN

Quick Detachable Clincher

Just as superior to other Tires as Michelin Red Inner Tubes are to other tubes

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No-Rim-Cut Tires

10% Oversize

100,000 Sold Monthly

For the first time in history, the demand for one tire is almost 100,000 monthly.

Some 200,000 men have already adopted it.

It is a new-type tire—a patent tire—the Goodyear No-Rim-Cut tire.

It cuts tire bills in two, and has proved that fact to hundreds of thousands of users. As a result, this tire has become the most popular tire in existence. You should know this tire.

What 200,000 Men Know

This tire—which far outsells all others—has been tested out on some 200,000 cars.

Its place today is due to the verdict of 200,000 users.

It is the final result of 13 years spent in tire making. So there is nothing accidental about this success. It is not any fleeting sensation.

The verdict of those 200,000 users is bound to be your verdict, too.

Our Patent Type

The No-Rim-Cut tire is a patent type. It forms the only way known to make a desirable tire in which rim-cutting is impossible.

Rim-cutting occurs on 23 per cent of all the old-type tires. That is shown by careful statistics.

Rim-cutting has never occurred, and can never occur, on our No-Rim-Cut type.

In addition to that, we make these tires 10 per cent over the rated size. And that 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

So No-Rim-Cut tires, on the average, save 23 plus 25 per cent.

So many have proved this that the demand for these tires has doubled every eight months, on the average.

And you will demand them, and always insist on them, when you once try them out.

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.

GOODYEAR AKRON, OHIO

No-Rim-Cut Tires

With or Without Non-Skid Treads

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