

ROAD STATISTICS

Lewis Thompson Investigates Conditions Between Portland and San Francisco.

MILEAGE DATA OBTAINED

Portland Architect Makes Journey to Golden Gate and Back and Notes Distances Carefully Between Towns.

If all motorists were as keen boosters for the Pacific Highway as Lewis I. Thompson, Portland architect, the "Road of Three Nations" soon would be a veritable boulevard stretching the entire length of the Pacific Coast.

Mr. Thompson, enthusiastic motorist and a proud member of the Chalmers family, drove to San Francisco and back recently and collected complete data about the Pacific Highway between the Oregon and California metropolises. He will turn his road information over to Frank Fretwell, secretary of the Pacific Highway Association.

Mr. Thompson probably has the most complete mileage data ever gathered for the trip. He watched the speedometer readings carefully between all the towns both ways, and by the use of his figures it would be possible for one not familiar with the route to make the long journey without the slightest difficulty.

Residents Are Favorable.

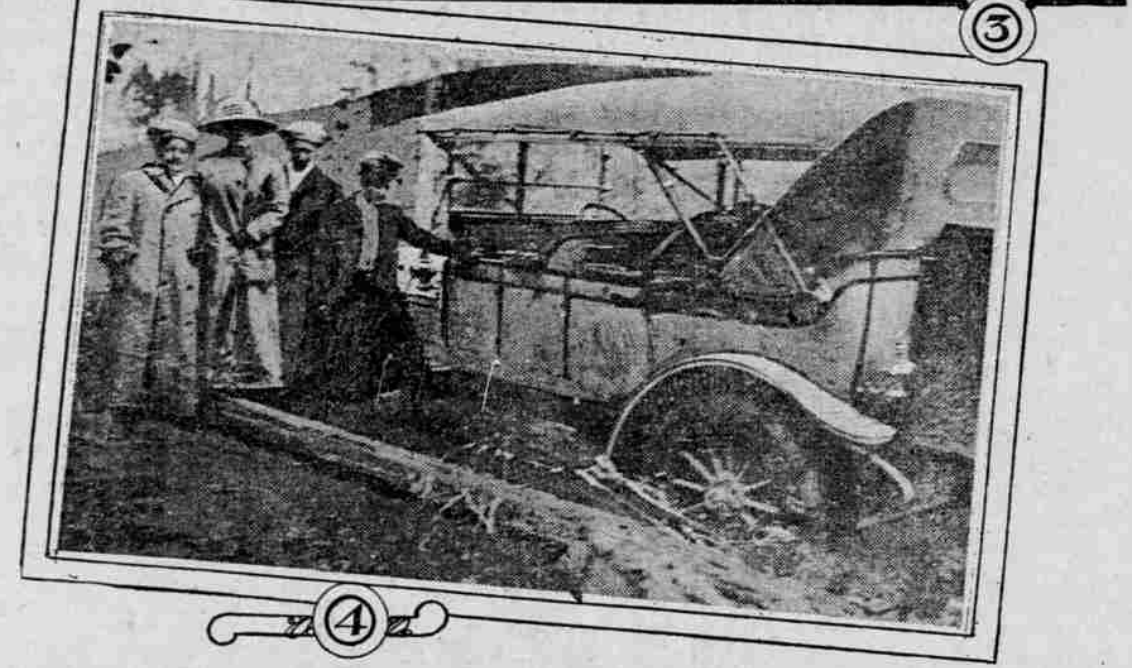
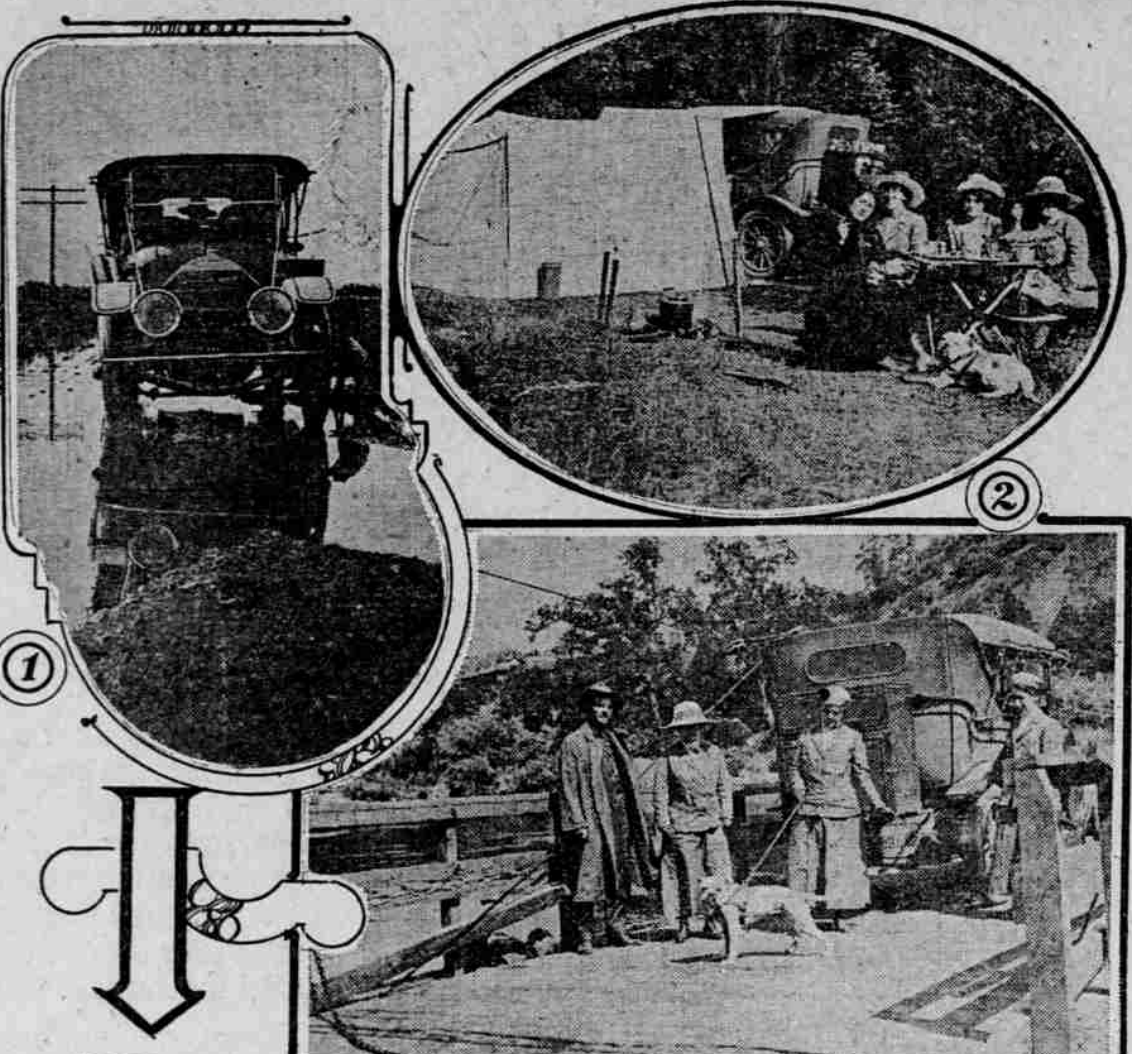
A firm believer in the logic of trunk-line roads and in the future of the Pacific Highway, Mr. Thompson took pains to find out the sentiment about the road from persons along the route. On the whole, it was very favorable, all the farmers appreciating the value the improvement of this highway will bring to their land.

During the long trip Mr. Thompson's Chalmers "30" trundled along without any mechanical trouble. Rough, rutty roads made tire changes frequent.

Following is the schedule of the return trip, with complete speedometer readings, mileage between towns, time between towns and time schedule of each day's run:

Miles.	Stations.	Miles.	Time.
11.6	San Leandro	6.0	15
17.6	Haywards	5.0	12
22.6	Dublin	5.0	12
27.6	Santa Rita	5.0	12
32.6	Livermore	5.0	12
37.6	Altamont	5.0	12
42.6	Hayward	5.0	12
47.6	San Francisco	5.0	12
52.6	Stockton	5.0	12
57.6	Modesto	5.0	12
62.6	Stockton	5.0	12
67.6	Modesto	5.0	12
72.6	Stockton	5.0	12
77.6	Modesto	5.0	12
82.6	Stockton	5.0	12
87.6	Modesto	5.0	12
92.6	Stockton	5.0	12
97.6	Modesto	5.0	12
102.6	Stockton	5.0	12
107.6	Modesto	5.0	12
112.6	Stockton	5.0	12
117.6	Modesto	5.0	12
122.6	Stockton	5.0	12
127.6	Modesto	5.0	12
132.6	Stockton	5.0	12
137.6	Modesto	5.0	12
142.6	Stockton	5.0	12
147.6	Modesto	5.0	12
152.6	Stockton	5.0	12
157.6	Modesto	5.0	12
162.6	Stockton	5.0	12
167.6	Modesto	5.0	12
172.6	Stockton	5.0	12
177.6	Modesto	5.0	12
182.6	Stockton	5.0	12
187.6	Modesto	5.0	12
192.6	Stockton	5.0	12
197.6	Modesto	5.0	12
202.6	Stockton	5.0	12
207.6	Modesto	5.0	12
212.6	Stockton	5.0	12
217.6	Modesto	5.0	12
222.6	Stockton	5.0	12
227.6	Modesto	5.0	12
232.6	Stockton	5.0	12
237.6	Modesto	5.0	12
242.6	Stockton	5.0	12
247.6	Modesto	5.0	12
252.6	Stockton	5.0	12
257.6	Modesto	5.0	12
262.6	Stockton	5.0	12
267.6	Modesto	5.0	12
272.6	Stockton	5.0	12
277.6	Modesto	5.0	12
282.6	Stockton	5.0	12
287.6	Modesto	5.0	12
292.6	Stockton	5.0	12
297.6	Modesto	5.0	12
302.6	Stockton	5.0	12
307.6	Modesto	5.0	12
312.6	Stockton	5.0	12
317.6	Modesto	5.0	12
322.6	Stockton	5.0	12
327.6	Modesto	5.0	12
332.6	Stockton	5.0	12
337.6	Modesto	5.0	12
342.6	Stockton	5.0	12
347.6	Modesto	5.0	12
352.6	Stockton	5.0	12
357.6	Modesto	5.0	12
362.6	Stockton	5.0	12
367.6	Modesto	5.0	12
372.6	Stockton	5.0	12
377.6	Modesto	5.0	12
382.6	Stockton	5.0	12
387.6	Modesto	5.0	12
392.6	Stockton	5.0	12
397.6	Modesto	5.0	12
402.6	Stockton	5.0	12
407.6	Modesto	5.0	12
412.6	Stockton	5.0	12
417.6	Modesto	5.0	12
422.6	Stockton	5.0	12
427.6	Modesto	5.0	12
432.6	Stockton	5.0	12
437.6	Modesto	5.0	12
442.6	Stockton	5.0	12
447.6	Modesto	5.0	12
452.6	Stockton	5.0	12
457.6	Modesto	5.0	12
462.6	Stockton	5.0	12
467.6	Modesto	5.0	12
472.6	Stockton	5.0	12
477.6	Modesto	5.0	12
482.6	Stockton	5.0	12
487.6	Modesto	5.0	12
492.6	Stockton	5.0	12
497.6	Modesto	5.0	12
502.6	Stockton	5.0	12
507.6	Modesto	5.0	12
512.6	Stockton	5.0	12
517.6	Modesto	5.0	12
522.6	Stockton	5.0	12
527.6	Modesto	5.0	12
532.6	Stockton	5.0	12
537.6	Modesto	5.0	12
542.6	Stockton	5.0	12
547.6	Modesto	5.0	12
552.6	Stockton	5.0	12
557.6	Modesto	5.0	12
562.6	Stockton	5.0	12
567.6	Modesto	5.0	12
572.6	Stockton	5.0	12
577.6	Modesto	5.0	12
582.6	Stockton	5.0	12
587.6	Modesto	5.0	12
592.6	Stockton	5.0	12
597.6	Modesto	5.0	12
602.6	Stockton	5.0	12
607.6	Modesto	5.0	12
612.6	Stockton	5.0	12
617.6	Modesto	5.0	12
622.6	Stockton	5.0	12
627.6	Modesto	5.0	12
632.6	Stockton	5.0	12
637.6	Modesto	5.0	12
642.6	Stockton	5.0	12
647.6	Modesto	5.0	12
652.6	Stockton	5.0	12
657.6	Modesto	5.0	12
662.6	Stockton	5.0	12
667.6	Modesto	5.0	12
672.6	Stockton	5.0	12
677.6	Modesto	5.0	12
682.6	Stockton	5.0	12
687.6	Modesto	5.0	12
692.6	Stockton	5.0	12
697.6	Modesto	5.0	12
702.6	Stockton	5.0	12
707.6	Modesto	5.0	12
712.6	Stockton	5.0	12
717.6	Modesto	5.0	12
722.6	Stockton	5.0	12
727.6	Modesto	5.0	12
732.6	Stockton	5.0	12
737.6	Modesto	5.0	12
742.6	Stockton	5.0	12
747.6	Modesto	5.0	12
752.6	Stockton	5.0	12
757.6	Modesto	5.0	12
762.6	Stockton	5.0	12
767.6	Modesto	5.0	12
772.6	Stockton	5.0	12
777.6	Modesto	5.0	12
782.6	Stockton	5.0	12
787.6	Modesto	5.0	12
792.6	Stockton	5.0	12
797.6	Modesto	5.0	12
802.6	Stockton	5.0	12
807.6	Modesto	5.0	12
812.6	Stockton	5.0	12
817.6	Modesto	5.0	12
822.6	Stockton	5.0	12
827.6	Modesto	5.0	12
832.6	Stockton	5.0	12
837.6	Modesto	5.0	12
842.6	Stockton	5.0	12
847.6	Modesto	5.0	12
852.6	Stockton	5.0	12
857.6	Modesto	5.0	12
862.6	Stockton	5.0	12
867.6	Modesto	5.0	12
872.6	Stockton	5.0	12
877.6	Modesto	5.0	12
882.6	Stockton	5.0	12
887.6	Modesto	5.0	12
892.6	Stockton	5.0	12
897.6	Modesto	5.0	12
902.6	Stockton	5.0	12
907.6	Modesto	5.0	12
912.6	Stockton	5.0	12
917.6	Modesto	5.0	12
922.6	Stockton	5.0	12
927.6	Modesto	5.0	12
932.6	Stockton	5.0	12
937.6	Modesto	5.0	12
942.6	Stockton	5.0	12
947.6	Modesto	5.0	12
952.6	Stockton	5.0	12
957.6	Modesto	5.0	12
962.6	Stockton	5.0	12
967.6	Modesto	5.0	12
972.6	Stockton	5.0	12
977.6	Modesto	5.0	12
982.6	Stockton	5.0	12
987.6	Modesto	5.0	12
992.6	Stockton	5.0	12
997.6	Modesto	5.0	12
1002.6	Stockton	5.0	12
1007.6	Modesto	5.0	12

CALIFORNIA PARTY HAVE FINE TRIP IN LUXURIOUS AUTO, THOUGH EXPERIENCE BAD ROADS IN OREGON.



1. "Ten Miles of This," Cottage Grove Road—2. The Party at Miss Ann Collapsible Tent and Garage Combined in Rear—3. Members of the Party (Left to Right), C. Snyder, Miss W. Sutherland, Mrs. C. Snyder, Miss H. McCormick—4. A Specimen of Roads Encountered in Pass Creek Canyon.

TRIP FULL OF FUN

Pasadena Man Goes 1183 Miles in His Automobile.

BAD ROADS ENCOUNTERED

Charles Snyder Arrives in Portland and Tells of Very Muddy Highways Met With in Southern Portion of Oregon.

NATIONAL ROADS URGED

NETWORK OF CROSS-COUNTRY HIGHWAYS SUGGESTED.

Dealer Declares Fine Roads in Country Districts Would Solve High Cost of Living.

Car Well Provided.

Roads Are Muddy.

Stowed Away in the Same Aladdin's box were collapsible chairs and luncheon table, white lights, water bottles, etc., were under the other running board. Electric light was provided, even down to cigar and cigarette lighters, and a special plug was for the illumination of the tent, which had an extra top to it, large enough to cover the automobile.

WHITE CARS PROVE WINNERS

American Autos Showing Worth in Foreign Competition.

After a grueling trial trip, over roads almost impassable, the cars were completely dismantled to note the wear and tear caused by the hard strain. The Europeans were surprised to see the condition of the American machines.

SALEM MOTORISTS EXPLAIN WHY THEY BELIEVE IT IS.

Argument Advanced That This Is in Violation of Amendment Requiring Taxation Laws to Go Before Voters.

MONEY GETS TO TREASURY

SALEM, Or., July 19.—(Special.)—The attitude assumed by William Westin's attorneys of Portland relative to the motor vehicle law affecting speed regulations within the corporate limits of cities and towns is one which has been considered here that those provisions of the motor vehicle law which provide for speed regulations within the limits of incorporated cities and towns are invalid because of the extension of powers to cities and towns by which the Legislature may no longer pass special laws amending or repealing charters of municipalities.

AUTO TAX INVALID?

It is astonishing when one thinks of the attention given the subject of road building during the days of establishment of our Government, that after awhile enthusiasm should dwindle down to such a degree as to be incomparably outstripped by progress made along other lines. But I believe the country is now very much awake. Nearly every body from the President down is talking good roads. It is not an unweighed statement to say that the matter is one of universal importance. Few subjects relating to material interests are so broad in their scope. It touches the interests of the millionaire, the farmer and the mechanic alike.

"A uniform system of good roads will be a great step in the solution of the problem of high cost of living. Millions of dollars are annually lost to the farmer because he is unable to get his produce to market at the right time, and city prices are kept high because produce cannot be obtained. Good roads the year round will contribute as much to prosperity, development and welfare of the entire Nation as the railway, the interurban, the automobile or the telephone to some communities.

"Nothing retards civilization and progress like inaccessibility. The barriers of the forest or rugged hill are oftentimes as effectual as a wall of iron in those communities which disappear within a few years, and the great wealth of natural resources of these regions opened for the enjoyment of millions of people.

"No expenditure of public money will be more profitably made than in building National highways and assisting the states in road improvement."

Centralia Cannery Will Open.

CENTRALIA, Wash., July 20.—(Special.)—At a meeting of the Centralia Commercial Club last night it was decided to operate the cannery in this city next year, the plant having been closed down for the last 13 months. The club will work with the Centralia Fruit Growers' Association in making the industry a success.

NEW LOCOMOBILES TO BE LUXURIOUS

Models for 1913 Show Greater Attention to Comfort and Convenience.

THREE MODELS BUILDING

Motor Stroke Increased—Air Pump Included in Equipment, Driven From End of Countershaft. Electricity for Lighting.

An examination of the 1913 models of the Locomobile shows that not only do they retain all the Locomobile fundamentals, with certain refinements, but also that greater attention than ever before has been given to the tending toward greater luxury, comfort and convenience.

Three models will be built for 1913, the "38," "48," and "58." The "38" is a four-cylinder, 40-horsepower, and the four-cylinder "30." These will be furnished in touring, torpedo, limousine, landulet and roadster bodies. All have been re-designed, and as the changes made on the "38" follow closely those made on the "48," a brief description of the latter only, is given here.

The attention of the observer is naturally first attracted to the newly designed straight line, flush side bodies, which are beautiful in appearance, and incorporate several novel features evolved by the Locomobile designers, together with the most advanced ideas of this country and Europe.

All bodies, including the closed types, are fitted with an aluminum cow shield, which unites the long sweeping lines of the body and the straight lines of the hood in a harmonious manner. The emergency brake and gear shift levers have been placed inside, leaving the lines of the body unbroken, this effect being further emphasized by using concealed door hinges and door handles.

Cars Fitted With Electric Lights.

The equipment is complete. It includes a glass front, so designed as to be an integral part of the car, and also a newly designed cape top. The cars are fitted with an electric lighting system. Current is supplied for the head lights, side lights, tail light, hand light, and the indicator in the closed cars the dome light, corner reading lights and the pillar lamps. The battery is carried in a cradle under the floor boards, leaving the running board free, while the control switch and junction box are located on the dash.

Disco starter for the motor has been installed, the gas being obtained from a tank which is to be carried outside the rear frame. Included in the equipment is an air pump for inflating tires, cleaning the motor and upholstery. This pump is driven from the front end of the countershaft and is in operation only when needed, there being a clutch which cuts it off the shaft at other times. Sufficient hose is provided to reach all tires.

In the closed cars special attention has been given to making them unusually luxurious. An illustration of sterling silver finish is now used on all parts which formerly were finished in brass. The seats are so arranged that all passengers indicate forwardly, and the seats have also been made of unusual width. A unique feature of the lighting system equipment on the closed cars is the small electric hand lamp, which is attached to a long cable and can be used at night by the occupants of the tonneau, or to advantage should it be necessary to change tires.

Stroke Increased.

An examination of the mechanical features of the 1913 "48" Six, shows a few changes, notably an increased stroke in the motor, the bore of which is four and one-half and the stroke five and one-half. Contributing also to this increased power are the increased size of the valves, changes in the inlet and exhaust passages, as well as a new carburetor. This carburetor differs from that formerly used, principally in having a long throat, resulting in a more perfect mixture and permitting much lower gas velocities. It is supplied with a hot jacket and hot air pipe, the quantity of hot air being regulated by a simple device.

No change has been made in the ignition other than the installation of a six magnet magneto in place of the one formerly used.

The entire cooling system, including the pump and radiator, as well as the hot water jackets and connections have been changed so that an ample supply of water may be carried. The location of the pump has been changed to permit of the installation of the generator for the electric lighting system, making necessary a change in the water inlet manifold.

Generally speaking, the transmission, the propeller shaft and universal joints and rear construction are unchanged in design, except that each part has been strengthened to take care of the increased power they are called to transmit.

Numerous other refinements are noticeable, among them new valve lifters and guides. The fan is larger than formerly used and is carried on ball bearings in an eccentric case, making it easy to adjust the belt.

PLAY FESTIVALS ARRANGED

Columbia and Sellwood Parks Scenes of Sports Planned.

Play festivals for the entertainment of the children of the city who participate in the pleasures of the city public playgrounds have been arranged by the City Park Department for Sellwood Park on July 31, and Columbia Park August 25.

The programme of each affair will include sports of all kinds, folk dances, drilling contests and a band concert. Among the athletic events will be contests between children representing the playgrounds of the various parts of the city.

All will be invited to participate and the general public will be invited to witness the doings. Each festival will occupy an entire day.

Clubs to Hold Conference.

A conference between the Harmony, Clackamas, Loran, Minthorn, Stone and Sunnyside clubs, recently organized to work for electric railway connection with Portland, is being arranged for the near future. This matter was discussed yesterday at a joint meeting held in the Harmony Schoolhouse by the Minthorn and Harmony clubs, and it was suggested that a conference should be held as soon as possible in order to secure concert of action. A committee was appointed to arrange a piece of meeting and date. All the clubs have committees on statistics and photographs, and the conference is for the purpose of comparing work accomplished along these lines and decide future plans.

Coal gas first was used as an illuminant just 100 years ago.

Can