

## RICH AND POOR TOIL TOGETHER ON ROAD

Army of 5000 Michiganders Build 250 Miles of Highway in One Day.

## WOMEN ALSO LEND A HAND

Aged Men and Lipping Children Help Change Corduroy Route Through Swamp From Impassable Lane to Thoroughfare.

Two hundred and fifty miles of good road built in a day is a record made by 5000 Michiganders from many walks of life. Women of the northwestern part of the state, through which the new highway runs, also are entitled to much credit for, while the men worked on their road, the women cooked for "the crews." Following is the story of the work as published in the Washington Herald.

"As a result of the labors of these Michiganders on Monday, May 5, there now is an unbroken line of gravelled highway for over 250 miles from Day City, to Mackinaw City, where two days before there was a mile after mile of corduroy road, sand holes, and swamp lands.

"Mayors of cities and towns, state officials, millionaire lumbermen and mill men slaved in the hot sun, hewing with picks and axes at corduroy road slabs, throwing stones, shoveling sand and gravel, leading plow horses or performing other of the innumerable tasks which form part of the work of road-building. In this picture you have an idea of the spirit which animates Northwestern Michiganders.

**Early Arrivals Noted.**

"T. G. Dufosse, Mayor of Alpena, went without his breakfast that he might board the car to which as leader of his 'gang' he had been assigned for the day. William A. Comstock, regent of the University of Michigan, left his home at 4 o'clock in the morning. The Fletchers, Gilchrist, Richardsons, Johnsons, Churchills—all names which stand for millions in wealth and vastly more in prominence and prestige in Northwestern Michigan—had family representation of at least one and in most cases more on the bee. They sweated side by side with the lowliest farmers and laborers of the district.

"They did what seemed well-nigh impossible in the big swampy, Peulack township, Presque Isle County, just over the Alpena line. Corduroy which was laid a generation or more ago, and had long been the terror of motorists, had been removed or so completely covered with a foundation of stones and earth, gravelled on top, that it will never again jar the backbone of the good-roads enthusiast.

"It is difficult to tell the story of the Huron highway bee day in a single breath. It's too big. Nothing has ever been said of the women who walked over country roads, all the family horses being at work on the bee, to prepare meals for their men at noon time and serve them on large tables or carry the food to them as they worked.

**All Take Part.**

"Old men who could hardly have lifted a shovel, doddered at pick and shovel or led horses pulling plows. They had to take part in the enthusiasm of the day in some way. Little boys and little girls, too, were plainly, some couldn't speak English at all, followed their daddies and big brothers with pails of water. The water-carriers were as numerous as the workers in some cases.

"Men of Northwestern Michigan that men plodded their weary ways home and sank to contented repose on banks of high and low degree, thoroughly satisfied with the accomplishment of what they had been dreaming of for months.

"The importance of this Michigan spirit to the automobile world cannot be magnified. It is the individual demonstration of the age of progress which has prompted scores of the biggest motor car manufacturers in the country to donate a share of their earnings to the fund for building a corduroy highway that will be unequalled even in Europe, the 'home of good roads.'

"With a display of even a part of this spirit in other states, our country would soon be criss-crossed with a network of highways that would bring unbounded joy to those who had longed to possess an automobile, increased prosperity of the 'backbone of our Nation,' the farmer, and lower cost of living and better conditions to every citizen."

**What the Row's About**

LAWSON, who sells Studebakers, seems to have all ordinary Jonah men beaten off the face of the earth. He lost a \$55 diamond ring not very long ago and quite a small bunch of automobiles with it. A short while afterwards he lost his watch and then later still lost his watch fob. One of the first things he did was to go and have another fob made, and then he went to the fact that this lot is substantial. One of the numerous officials sent him word the other day that it must be moved and generally put in good condition. Wildrick wanted it to grow out of sight, so that no one should know how valuable it was. He offered the job to his salesmen at a high rate of pay, but they all turned it down as not being so advantageous as selling Michiganders; so then he had the nerve to offer it to the automobile editor as a nice opportunity for a summer vacation. Recent reports indicate that he has followed the advice of Jeter Fogg and that his son's doing it.

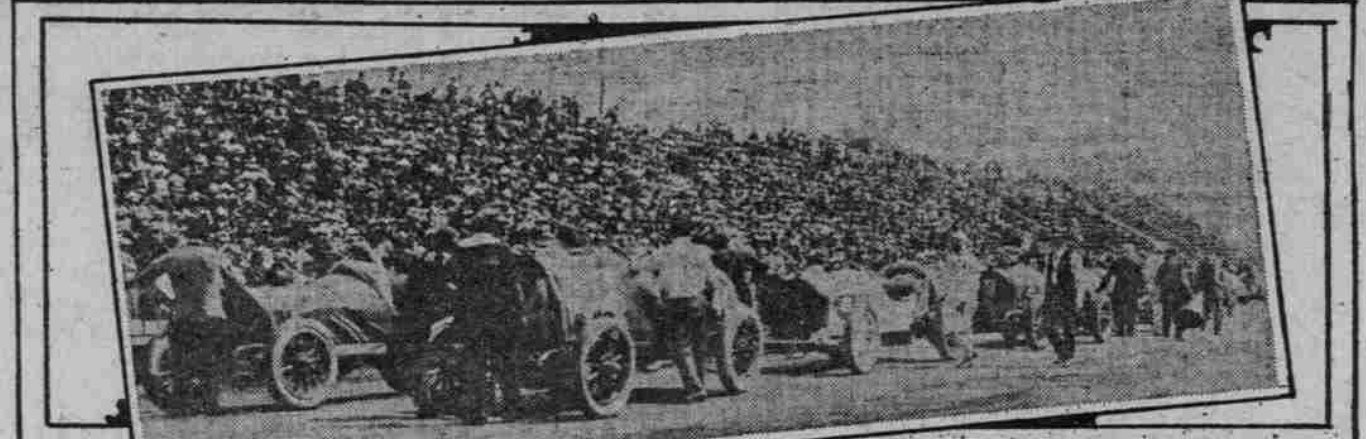
Just as an instance of the fact that there are some automobile men making good money. W. A. Wildrick, the Michigan Wolverine, owns a lot. (No need for all you others to get jealous.) But the trouble he's having with this lot is substantial. One of the numerous officials sent him word the other day that it must be moved and generally put in good condition. Wildrick wanted it to grow out of sight, so that no one should know how valuable it was. He offered the job to his salesmen at a high rate of pay, but they all turned it down as not being so advantageous as selling Michiganders; so then he had the nerve to offer it to the automobile editor as a nice opportunity for a summer vacation. Recent reports indicate that he has followed the advice of Jeter Fogg and that his son's doing it.

Mann and Jagger are now in together at the Nob Hill Garage, when their new place is ready. In addition to present quarters, they will have the biggest garage in the city. They also have a fine line of Buick, American and Henderson pleasure cars and the Lippard-Stewart truck. Some combination! The Moore boys are lucky to have obtained Mann's old quarters up on Twenty-third street, just off Washington, as they will have plenty of space to show off the lines of the Stearns-Knight.

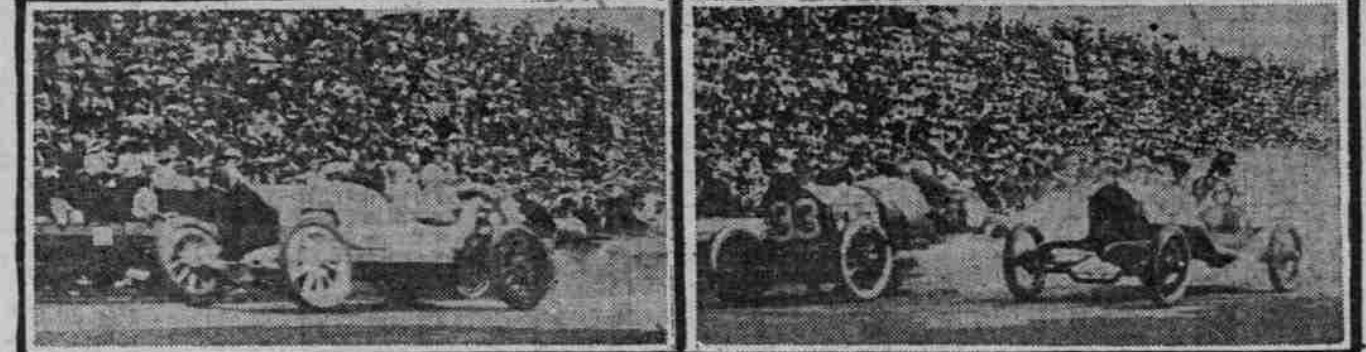
McCarthy, more commonly known as Mac, has got the Paige headquarters fitted up in fine shape. The offices are extensive and at the back the walls are tastefully paneled in mahogany finish, with mahogany furniture and with a Paige car in the window. As Mac says, "What more can you want?"

## TACOMA AUTOMOBILE RACES MEET DRAWS OUT A HEAVY ATTENDANCE

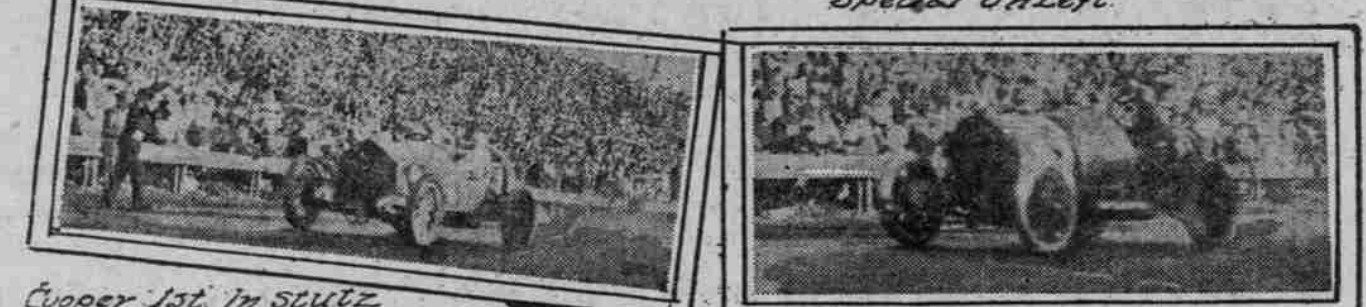
Small Cars Show Well—Several Remarkable Performances by Individual Drivers Are Recorded—Meet Suggested for Portland During Festival.



Line up for the Big Race



Start of Golden Potlatch Race. Lewis on Right Endicott in Little Speed on Left



Cooper 1st in Stutz



Lewis 2nd in Fiat



Parsons Getting Checked Flag in Inter-City

third place through running over a dog, also met with great sympathy when finally towed back with a broken axle.

When Hughes Hughes, dean of racers, burned out his bearings on Saturday, he made no attempt to get the car in shape for the following day, but as soon as the races were postponed until Monday he set to work to repair his machine, and Brawley, the Seattle agent for the Stutz, did the generous thing in stripping down a Stutz Bearcat so that he could use any parts he wanted. Hughes worked all night and arrived on the course about three minutes before the race was due to start.

Then there was Endicott, who had a little Endicott Special of his own. He lost the whole top of his radiator in the Potlatch, and had to stop for water every three times round, but this he repaired, and the next day the car ran most consistently. Endicott will have two similar machines, only of larger bore, next year and says they will open people's eyes.

**Kennedy Performs Well.**

Another good performance was that of Ed Kennedy, one of Morris' drivers, who was at the Portland meet, but did not drive here. Morris, who had previously offered his Keeton parts to Hughes to use if he liked, loaned Kennedy to the National driver, Taffey, whose shoulder had been too badly sprained in the accident on Sunday to permit him to drive. The National was only a patched up car, her front wheels badly out of alignment and one or two things about her loose. She was flagged three times for repairs, and it was hard work to keep her on a straight course, but Kennedy never gave up, and took the turns with reckless abandon.

Much already has been written of Cooper's steady consistent driving and the clockwork running of the Stutz, but there is one little thing which shows the spirit of the big men.

**ROAD CONDITIONS EN ROUTE TO TACOMA.**

Until recently motorists have been advised to ship to Kalama, but all accounts now agree that this is unnecessary, and that the roads are in a good to a very fair condition. Rain soon makes them muddy, with pools of water, but the recent fine weather has dried them up until now what trouble there is arises more from dust than anything else. In places they are bumpy, especially between this city and Ken. It would seem that the best way to take the trip is to cross to Vancouver, leaving Portland soon after mid-day and take it easy to Kelso, putting up there for the night. From Portland via La Center, where one turns to the left, Woodland is a 31 1/2 mile route, and from Woodland to Kelso is another 22 1/2 miles, the road following the railway a great deal of the time.

By starting out the following morning early the trip to Tacoma can be made comfortably, as Chehalis, 44 1/2 miles away, can be reached in time for an early lunch, and the trip from there to Tacoma made comfortably afterward, the distance from Chehalis being 65 miles. Do not take the left-hand road at Tenino, which leads to Olympia, but continue on to the right toward Yelm, as the road has been improved recently and follows the railroad practically all the way in. It is also considerably shorter.

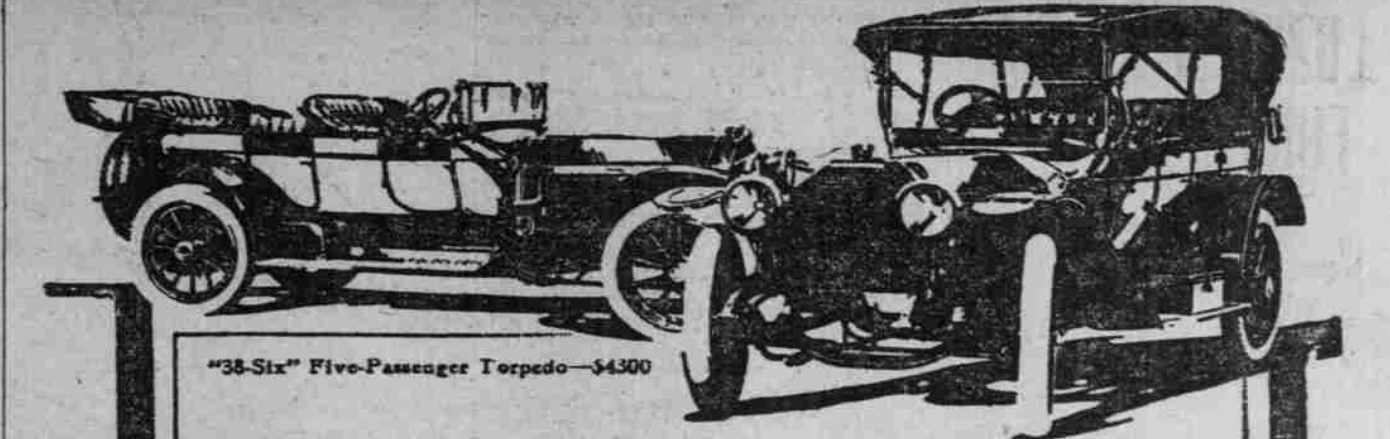
**Little Cars Kindly Treated.**

There were all kinds of human touches about the races. Perhaps the best of all was the hearty treatment given the drivers of the little cars. The bliss race-gear is so apt to laugh at the steady if somewhat monotonous plodding of the smaller cars, which rely on absence of time wasted through tire changes and engine trouble, gasoline and oil renewals and such like to bring them up in the races. Even the big drivers commented on the enthusiasm which greeted the appearance of the midgelets.

In the Inter-City race there was the little Buick, going round after round without stopping, never showing any extraordinary burst of speed, yet always on the job. Its driver, in fact, is a great tribute to the enthusiasm of the inhabitants of the little place Elma, Wash. Practically the entire village was up to see the car perform, and its entry had only been secured through a number of the inhabitants sharing to defray the entry cost of \$100. On both seats was painted the word "Elma," and each time it made the turn there was an outburst of cheering.

**Dog Causes Loss of Place.**

Then there was the performance of the Hudson and the Studebaker. The former was a real veteran, having been used as a delivery wagon for the last two years. The Studebaker, which lost



"35-Six" Five-Passenger Torpedo—\$4300

## THE PEERLESS AND THE MICROSCOPE

PROPER heat treatment will make a five-inch plate of armor strong enough to resist an impact that would penetrate an untreated plate of the same steel a foot thick. Both plates look alike except under the microscope.

The microscope is the safety gauge in the Peerless factory. Every vital steel part of a Peerless is given the precise heat treatment that will develop its latent power and raise it to the highest specific efficiency—in hardness, toughness, strength or elasticity. The composition of steel is important, but heat treatment is vital. In the Peerless factory it excels the resources of the universities and of the best steel mills. It establishes the Peerless Sixes as the safest cars in the world.

Peerless New Models are available in three powers—"35-Six," "44-Six" and "40-Six," each a car of unexcelled detail, Electric Starting and Lighting, Irreversible steering gear, Specific heat treatment of all steel parts, Rigorous selection and inspection of all materials, Maximum safety, comfort and beauty. Seven body types. Prices \$4300 to \$7200.

**H. L. KEATS AUTO COMPANY**  
Broadway and Burnside Streets  
Dealers also in Peerless Trucks



## RUN BY NOVICE FINE

New Car Taken From San Francisco to Butte.

## NO EXPERIENCE IS HAD

Arthur S. Tullock Says Entire Secret of Driving Auto Is to Get in and Drive—Trip Is Made Without Mishap.

For the benefit of those who, through lack of experience, may be deterred from owning and driving motor cars, Arthur S. Tullock, of Butte, Mont., comes forward with a unique experience.

"The way to learn driving and caring for an automobile is to drive one and take care of it," maintains Mr. Tullock, who has just placed to his credit a novice trip which is probably unique in motoring annals.

Mr. Tullock was in San Francisco when he decided to buy a Studebaker car and drive it overland to his home. Up to that time he had never sat at the wheel of a motor car. With a

friend whose motoring experience was similarly limited, he started, taking along a mechanic and a Studebaker instruction book for purposes of insurance. But he found the operation of the car so smooth and the work of driving so simple that the helper was sent back after the first day's run.

Over three mountain ranges to Los Angeles—a more direct course was impractical on account of the snow in the mountains—ran the route; then across the Mojave desert, the car carrying reserve supplies of water and gasoline. From Big Pine, Cal., to Goldfield, Nev., the road jumps a matter of 7000 feet, but novice Tullock never paused. Between Goldfield and Ely but one other car was met, another Studebaker, which, like Tullock's, was merely bowling along the mountainous, desert road.

Crossing the Continental Divide, Tullock and his comrade had to shovel their way for hundreds of feet through deep snow, but they kept coming. It rained and snowed alternately, but they put on chains and plugged through. A party of Tullock's friends motored

out from Butte to meet him. He came sliding along through the alkali mud as debonair a tourist as one could ever hope to see, with every detail of his car in perfect order, after a journey which many an experienced motorist would view with apprehension, even with the most favorable road conditions.

**This Practice Dangerous.**

Though the habit of starting a motor with a sudden roar and then rushing back to the throttle lever to slow down is quite common, it is by no means good practice, either from the point of view of the motor itself or of the persons who are forced to listen to the racket. If the motor refuses to start easily with the throttle only partly open, the difficulty can be surmounted by giving the crank a turn or two with the switched off and then cranking with the throttle partly closed and the ignition on. The idea is simply that the first turn fills the cylinders with good, rich gas and leaves the motor ready to start readily when the spark passes the gap.

## THE MIGHTY MICHIGAN

The car that answers every demand you can make of an automobile.

**Michigan Auto & Buggy Co.**  
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Phones: Main 3966, A 5626 16th and Alder

## STUTZ WINS

Victor in Every Race at Tacoma Montanara July 4, 5 and 6

This famous car is now sold by THE NOB HILL GARAGE & AUTO CO., 690-706 Kearney Street, who are also agents for the popular AMERICAN UNDERSLUNG (1914 models now here), and the LIPPARD-STEWART COMMERCIAL CAR.

These Three Are Always the Winners in Their Respective Classes

With our added facilities of 20,000 square feet of space we are in a position to render the best service in the city. Why not get the best? It is the most satisfying in the end?

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