

LINCOLN HIGHWAY PLAN IS OUTLINED

Overland Trail May Be Improved as Memorial to Emancipator.

FUND REACHES \$10,000,000

Subscriptions Will Be Received in Portland by Frank C. Riggs and Forwarded to Emory W. Clark, Treasurer of Association.

A proclamation was recently received by the Oregonian from the officials in charge of the Lincoln Highway Association, in which their findings were set forth with regard to the best possible trans-continental route. It is of interest to motorists throughout the country.

In this proclamation those responsible for this proposed highway memorial to Lincoln admit that they have not any power actually to force the route in any given state or county. What they desire to do is to show by plain statements that this road is, in the opinion of capable judges, the best that can be obtained.

Their reasons are fourfold and brief but to the point. First, for nearly a century the route has been the main overland trail, and that part lying west of Chicago is known by that historic name. Secondly, it is the most direct and most practical route as to grades, curves and general topography. Third, it is to the greatest extent improved and marked throughout its length. Fourth, it is the greatest population and can be established as a fitting memorial highway at the least cost.

There is an appeal to all those who have the power to dedicate, re-mark and re-name the highway with the Lincoln insignia, a long arrow, placed horizontally with a large L on a white background with a red stripe above and a blue one below, and the words "Lincoln Highway."

Of the money required, no less than \$10,000,000 has been raised, and all concerned are anxious that the work should proceed at once, so that subscriptions, whether large or small, will be welcomed.

The route touches Salt Lake, whence tourists soon will be able to travel comfortably to Portland via Twin Falls, Boise and the Mount Hood road in case they prefer to go down to San Francisco and then up via the Willamette Valley route.

MACK TRUCKS ARE CHEAPER

First-Cost Argument Raised by Purchasers Met by Manufacturers.

A great many firms already have used motor trucks to advantage, but although the stride in supplanting the horse has been rapid, many firms have been deterred from purchasing motor trucks, first on account of the price, and secondly because of the immediate cost investment required.

Some firms who could not keep their motor trucks in constant use found the horse cheaper, since the investment cost of the motor truck considerably higher. Such firms not being able to keep their gasoline trucks constantly in service, did not relish the higher first cost of the motor truck, because they could not keep the money invested during working hours.

Almost with one blow, the International Motor Truck Company, one of the largest, if not the largest, manufacturers of trucks in the country, has done away with this objection. "First of all," says F. C. Atwell, local manager, "they have made radical reductions in price, but in order that every business man now employing horses can purchase gasoline trucks they have inaugurated a new selling policy which does away completely with the tying up of large sums of money for financing the purchase of a truck or a fleet of trucks. This they have done by offering to sell trucks on a 25 cent cash basis, and the balance in 12 equal payments distributed over an entire year. Moreover, if the buyer wants to pay cash, the company offers a discount for his money."

"Now that the company has inaugurated this new policy, they have largely increased their manufacturing facilities, and can thereby offer not only a standardized product, but with wider sales can render even greater value in the mechanism of the truck itself than has heretofore been possible."

Officer Too Prompt.

Such a quick response to a call was made by Motorcyclist Officer Barr, of Denver, Colo., that he was mistaken for the burglar still prowling around, and very near lost his life as a result. Mrs. M. L. Walker phoned a call to police headquarters that someone was trying to open a window at her home. Motorcyclist Barr was detached to the Walker home, and by the time Mrs. Walker had got upstairs from the telephone the officer was hurrying across the lawn. Not dreaming that sufficient time had elapsed for aid to reach her from police headquarters, Mrs. Walker mistook Barr

for the burglar, and taking a revolver from a writing desk, fired at him. She was greatly surprised when she learned that the officer had made the run on his motorcycle after she had telephoned the call for aid.

NEW TERRITORY IS VISITED

Trip From Tacoma to Quinault Reservation Made for First Time.

In this day and age it is difficult to find a locality which has not been visited by some venturesome automobilist.

The most recent explorer of wilds unknown to the average automobilist is Jack Crostan, Buick agent at Tacoma, who enjoys the distinction of having driven the first car that ever reached Teholah, in the Quinault Indian Reservation, nine miles from Moclips and 139 miles from Tacoma.

This is a most difficult trip. In order to reach the reservation it is necessary to travel over some roads that are almost impassable, on account of the soft sand pockets and loose gravel. It was necessary to sand one of the steepest hills in the State of Washington, and Mr. Crostan considers himself fortunate to have been able to negotiate it.

Owing to the fact that the Buick was the first car to be driven into the reservation, the Indians were much excited and some of them ran upon seeing the motor. Mr. Crostan, without any means of locomotion, before leaving Mr. Crostan took a party of 12 Indians in his car and gave them a "joy ride."

FIGHT MADE FOR AUTO

BLANCO WINS HOT BATTLE FOR AMERICAN MACHINE.

Chauffeur Also Another Spoil of War in Mexico—Fend Rages Over Studebaker Car.

BROWNSVILLE, Tex., Sept. 19.—In a bloody battle, yet fought in the present series of Mexican civil wars was the one which General Blanco, of the Carranistas, recently brought on at Matamoros.

The spoils for which Blanco's army and the federal troops fought to the death, in addition to the City of Matamoros, was an American-made automobile, a veteran Studebaker car that had become famous throughout the feud-ridden deserts of Northeastern Mexico, first in the service of Diaz, then of Madero.

Blanco won the battle and the automobile. Another spoil of war was Jesus Gonzalez, chauffeur. Signor Gonzalez has always driven the car. He is indifferent to a little matter like changes of ownership. All Generals took alike to him, regardless of standards and political affiliations. With Gonzalez at the wheel and a heavily-armed escort of six or seven men clustered about the steering board, General Blanco daily heads out across the trackless desert, inspecting his outposts and guarding against federal attacks.

Throughout the wilderness spreads the fame of this rebel chief, who makes his rounds in an automobile. Back in the hills from Monterey General Quilias, federal commander, is getting ready to come back for "his" automobile. In the meantime he has bought a Louis Bruyay, Studebaker dealer here, who sold the car, that it has been "stolen" and affirms his right to ownership by giving the motor number.

Up to date Bruyay has refused to identify himself with either party, there having been no occasion for mechanical or other attention to the car, despite the terrific service asked of it.

REFUGEES TRAVEL BY MOTOR

Party From Oklahoma May Settle in Yamhill County.

The Pacific Northwest seems to be the Mecca of many of the former residents of drought-stricken Kansas and Oklahoma. Among the refugees to arrive in Portland this week were Mr. and Mrs. W. W. Brown and son, J. F. Brown, the latter accompanied by his wife and son.

The party left their old home at Oklahoma about five weeks ago in their 1906 two-cylinder Buick touring car, carrying a complete camping equipment, and did not sleep indoors during the entire journey. They experienced no particular difficulty in accomplishing the long journey, and the elder Mr. Brown is authorized by the statement that but \$2.10 was expended for repairs on their 2-year-old car, although \$80 was spent for tires during the journey.

The Brown families had intended going to Southern California, but upon reaching Ogden, Utah, abandoned their original intention, owing to the long stretch of desert across Ogden and Los Angeles, and wended their way northward to Portland.

The party has gone to McMinnville, with a view to locating permanently in Yamhill County.

Butte Run Is Success.

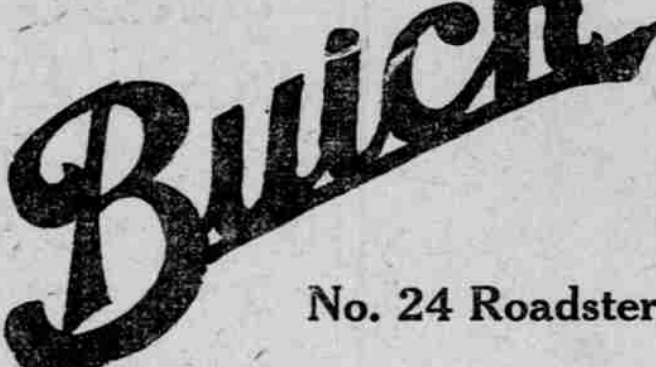
The success of the first run of the Butte (Mont.) Motorcycle club, held last week, is making the members of the club regret that these sociability runs were not begun earlier. This is the first run held this season by the Butte club, but it is not going to be the last event of this sort, as already plans are being laid for a fishing trip in the near future. Butte has a thriving club of practically 100 members.

Chinese Suffragist Awlch.

One of the interesting features of a picnic and banquet held by the Progressive party at Chicago on August 30 was a special motorcycle brigade of women. These women motorcyclists formed one of the main divisions of the parade to Riverview, where the outing was held. Among the riders was Marian Moy, a 13-year-old Chinese girl, who is an enthusiastic motorcyclist as well as a suffragist. Miss Moy appeared in Chinese costume,

San Francisco-Portland Road Record

Established by a



No. 24 Roadster

A fully equipped Buick roadster this week covered the 741 miles from San Francisco to Portland in 40 hours 50 minutes, or at the rate of 18 1/2 miles per hour.

You can buy a better Buick roadster than this one for

\$1060.00 Portland

including electric generating, starting, lighting and ignition, the Deleo system. Electric horn and speedometer also included at the above price.

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MEL G. JOHNSON, Manager.
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SILENCE IS OBJECT

Sliding Sleeve Valve Eliminates Noise in Motoring.

INVENTOR FIRST DERIDED

F. J. Pardee, Stearns Sales Manager, Tells of Device Used by C. Y. Knight to Make Success of Valuable Invention.

Almost every motorist knows of the great struggle for recognition that Charles Y. Knight had to undergo before finally, after being spurned by American automobile men, his patent, the sliding sleeve valve motor, was accepted by the Daimler Company in England. Yet there are few men who knew Mr. Knight personally in those days who have ever come out here able to tell of the man from an intimate viewpoint.

F. J. Pardee, the recently appointed sales manager for the West for Stearns-Knight cars, was in the city all last week paying a visit to the Moores Motor Car Company, distributors for Oregon of the silent car. At the time Mr. Knight was trying in vain to secure recognition Mr. Pardee was the agent in Chicago for one of the most popular high-priced poppet valve cars.

"I knew him well," said the visitor only the other day. "He originally drove a poppet valve motor, but as I know was not in any way connected with mechanics; in fact, I do not think that he had had any mechanical training whatever and was not at the outset even of a mechanical turn of mind."

"One day the idea suggested itself to him of having a system now known all over the world, namely, a sliding sleeve valve, which would eliminate valve poppets. He used to go around talking to people. He would talk to many of the dealers in the city and they all, with one exception, laughed at him. They used to speak of it rather as an obsession of a private owner and private owners with obsessions are often looked upon by dealers as cracks."

"This much I will say for myself, I did not laugh at him; he heartily encouraged him and I have ridden many hundreds of miles with Mr. Knight in the first sleeve-valve motored car that he ever made and which is still running today. He made two of them, and the other is also running, down at Reno, where it was put to use as a stage of some sort, I think. Anyhow, they never have been scrapped."

Invention Is Improved.
"After he had first built his engine with the sliding sleeve valves Mr. Knight went on improving, eliminating this and adding that, all the time picking up mechanical knowledge, which he assimilated with extraordinary rapidity. The rest, of course, is a mere matter of history. All the big companies abroad have come to the silent Knight engine, and the Stearns Company has pioneered it here."

"And my belief in it led me to chance. Perhaps, from the interest I took in it through knowing Mr. Knight, I watched it a trifle more carefully than others, and was more ready to believe in it,

through knowing the man, but, be that as it may, I consider myself, like all Stearns owners, unwilling to go back to the poppet valve type, and my experience as agent for the latter with no mean car, but with one generally considered to have the best poppet valve engine of them all.

"People today will have silence. You can get it in a new poppet valve car for a time, but you find after a few thousand miles that there is more noise and after a certain mileage has been covered there is an increasing volume of noise which cannot be quieted. With a Knight type engine your silence lasts and you develop more power instead of less almost for an indefinite mileage. Tests have proved it, customers have testified to it and there are still running the old Knight-type engines, just as sweetly as ever with their original sleeves in, which have done more than 200,000 miles."

CARTERCAR OPENS AGENCY

M. J. Mitchell to Sell Machines at Vancouver, B. C.

After spending several days at the Cartercar factory to satisfy himself in regard to the Cartercar, M. J. Mitchell, of Vancouver, B. C., has completed negotiations for the British Columbia agency and will begin selling cars at once. The new firm will be known as the Cartercar B. C. Company, with a salesroom at 723 View street, Victoria, and will handle the Cartercar exclusively.

Mr. Mitchell was given a thorough demonstration of the Cartercar over the worst Michigan roads that could be found and he pronounced it just the car that the buyers in his territory were demanding.

Mr. Mitchell will be active head of the new agency, but W. M. Mitchell is also a member of the firm. They are prominent business men of Victoria, and their progressive methods are shown by the fact that they have placed an order for several hundreds of Cartercars, to be delivered immediately. It is expected that they will open up a branch agency at Vancouver in the Spring of 1914.

RUMOR IS DENIED BY STUTZ

Racers Killed at Nashville Not Representatives of Company.

It has been rumored repeatedly that William Sherrod, driver, and "Gooch" Brown, mechanic, who were killed at Nashville, Tenn., September 1, while driving a Stutz racing machine in the feature event of the day, were associated with the Stutz Motor Car Company of Indianapolis. Harry Stutz, president of the company, denies that the men were in any way connected with the firm.

In speaking of the accident that resulted in the death of the two men, Mr. Stutz said: "This company does not sanction racing on one-mile tracks and we will not permit any of our drivers to compete in events held on tracks of that size. The men who so unfortunately lost their lives were not associated with the Stutz company; they were competing in the Nashville events entirely independent of this company."

Employees Drink 328 Gallons.

On one day of the recent warm wave the office employees of the Studebaker Corporation's plant in Detroit drank the contents of 35 six-gallon bottles of distilled water.

Motorcyclists Are Millionaires.

Another bridal couple to take their honeymoon trip by motorcycle, not because of the economy of this means of travel, but for the pure joy they find in motorcycling, is Mr. and Mrs. Holz, of Evanston, Ill. Mr. Holz is rated as

a millionaire, and could take his bride on any sort of a trip that he desired, but he prefers the motorcycle, and so they are going to journey to the Rockies awhel. And Mrs. Holz is just as enthusiastic about the sport as her husband. A few weeks ago I. L. Hubbard, son of an Eastern railway magnate, and his bride abandoned the comfort of a private Pullman car to complete their honeymoon on a motorcycle.

Tire Expert Is Veteran.

During five years of uninterrupted service, George Benninger, foreman of

the tire-mounting and repair department at one of the Studebaker plants in Detroit, has mounted on wheels and rims a quarter of a million automobile tires. He has a record of mounting with his own hands 310 tires in one working day.

Car Goes Far Without Repair.

C. H. McCausland, New York representative of the Kissel Kar, has received word from W. B. Stafford, of the Safford Ink Company, saying he has thus far driven his Kissel Kar

"6-60" over more than 3000 miles of European roads and up to date no trouble has been encountered. "Since my last to you," Mr. Stafford writes, "the car has been through a grueling test and came out with flying colors. On top of the Stelvio, where we spent a night, we drained the water out of the radiator and it was well we did so, for next morning everything was frozen and there was two inches of snow on the ground. Have been all through the Dolomites to Venice and across to Aix-les-Bains, France, before coming to Switzerland."

Oregon Moline Plow Co.

105-7 Union Avenue North, Portland, Oregon.
East 92—C 3041.

Branch at Spokane, Wash.

MAP SHOWING ROUTE OF THE LINCOLN HIGHWAY, WHICH FOLLOWS OLD OVERLAND TRAIL OF THE PIONEERS.

