THE OREGONIAN TO OBTAIN ROAD DATA

Auto Editor to Publish "What Average Motorist Wants to Know" About Highways.

MEDIUM PLANNED

Regular Information Will Be Obtained From Residents Regarding Conditions of Thoroughfares. Weekly Feature Idea.

For the benefit of the general motor-ing public The Oregonian will under-take to supply week by week in the columns of the automobile section absolutely straightforward data on all the main roads around the city. It will contain just what the average motorist wants to know and not a miscellaneous collection of matter that tells him nothing at all.

Once every week, wet or fine, the automobile editor will set out in his "road information" car to collect information. He will take roads and trips starting with those that are about 15 miles in length or 30 for the round trip, such, for example, as a run to Oregon City and back. Once these short two-hour trips are exhausted, he will continue with longer ones, until by the time the usual holidays have begun the

motorist will have at his command in-formation on some 29 routes. What is more, he will arrange with some reliable man along each route to furnish The Oregonian each week with information as to the state of the road along which be travels regularly. In this way there will be published short comments every week as to where repairs are being carried on, whether any bridges have been washed out or destroyed, where to expect heavy go-ing, any alternative route that is temporarily in better condition, and so forth.

The trouble, heretofore, has been that information as to the different roads has come from varied sources. What is a good road to the hardened tourists, to the man for instance who has traveled across the continent, is a mighty unsatisfactory road for the average city motorist, who is looking for nothing but a pleasant run for his

The automobile editor will endeavor to strike the happy medium. His in-formation always will be of the same nature, so that people who traverse one of the routes he has been over can form their own judgment of the others. In other words, he will put himself in the position of the average motorist: he will not expect to find always smooth going, but he will not say a road is bad just because it is not as smooth as a houlevard. smooth as a boulevard.

will endeavor to collect:
1. Exact distances to and between

given points.

2. Clear warnings of what turns and forks to avoid.

3. The average running time.

4. Gasoline consumption.

5. Places where gasoline, etc., may be secured, with prices charged. 6. Places along the route, if any, where food and water may be ob-Places of interest along or near

Alternative return routes. Photographs of the trip. Map of the road.

The trips will increase in length from 15 to 200 miles, and those who follow them will find a trip for each week that will take them away into Septeminformation ever attempted in this city by any newspaper for the benefit of the general metering public

CHAINS CALLED USELESS

J. W. FLEMING SAYS ONLY VALUE IS IN DEEP SNOW.

Agent Comments On Wear and Tear of Tires Where Protection Is Used-Educational Campaign On.

"Chains are useless on any car except when deep snow or mud is en-countered," is the doctrine of J. W. of the Firestone Tire & Rubber Com-

pany.

Talking along the lines laid down Talking along the lines laid down by his company in its campaign of by his company in its campaign of education, Mr. Fleming declares: "Many motorists seem to feel that the rattling and banging of the chains as they clatter against the fenders provide a sort of immunity against skidding. The fact of the matter is that most of of immunity against skidding. The fact of the matter is that most of these people never think of the terrific wear and tear which tires receive as a result of the chains grinding back and forth on the tread. Often I have seen a practically new tire with the tread almost torn from the carcass as a result of using chains.

"Of course, it is possible that some of these people who are slaves to chains have never ridden on a real non-skid tire. A tire which bears a pattern on the tread is not necessarily a good non-skid. Tires with non-skid letters on the tread clutch and grid letters on the tread clutch and grid. letters on the tread, clutch and gris slippery surfaces with a surety which defies the demon Skid himself. The letters, and the hollows between, on these tires form an element of grip and clutch which prevents skidding sideways, or forward, after aplying

"And then, too, in connection with this question of chains, it should be remembered that chains are not al-ways at hand when you want them. If you start out on a little trip, you can-not tell just when you are going to run into rainy weather or slippery going. If you equip with tested and proved non-skid tires before you start, you will be ready for any kind of road-rough, whatnot," smooth, slippery

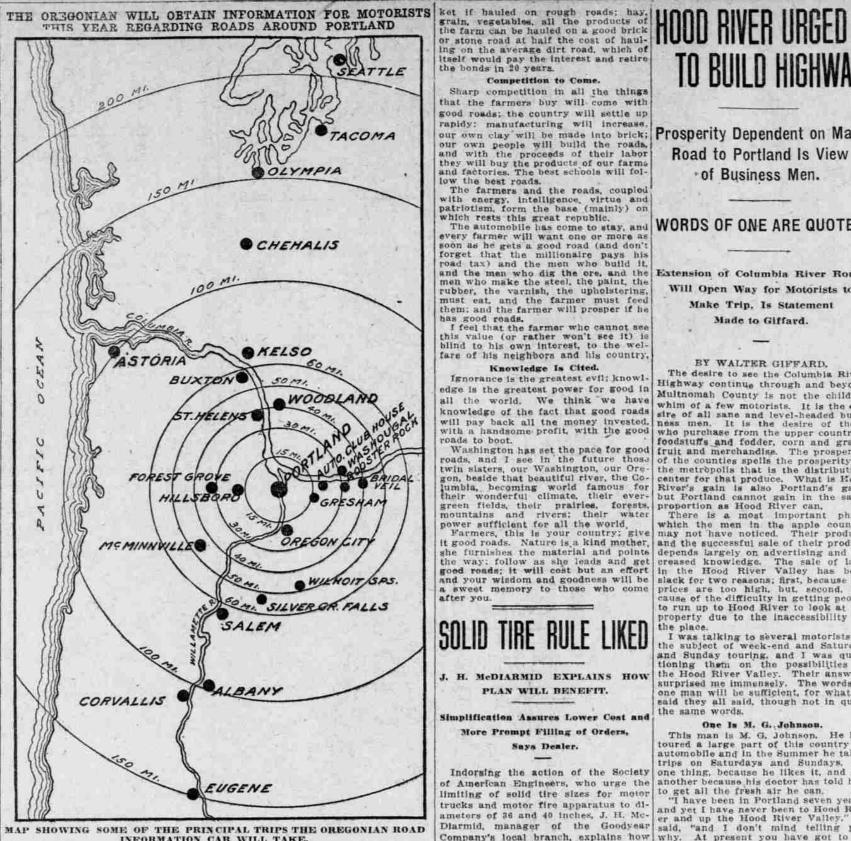
DUAL INTERCITY RECORD MADE

San Francisco Runs to San Jose on Low Gear-Little "Gas" Used.

Automobile records between San Francisco and San Jose and return have been made frequently during the last few years, but a new kind of in-tercity record was established recently by a Franklin Six-Thirty, which made the 110 miles on low gear in nine hours and 26 minutes, and at the same time set an economy record, using but 12% gallons of gasoline to negotiate the

Journey.

The route covered is fully 35 per cent ing all the time. The motor was left running at San Jose for 45 minutes while the parties were at lunch. The car is geared at 12.47 on low and 3.71 on the direct drive on high gear. This means that the car in this test traveled an equivalent of 388 miles on high, or at an average of 47 miles an hour on



MAP SHOWING SOME OF THE PRINCIPAL TRIPS THE OREGONIAN ROAD INFORMATION CAR WILL TAKE,

the direct gear. The motor was also mooth going, but he will not say a sail owed to pull on all down grades, bad is bad just because it is not as mooth as a boulevard.

Here is the main information that he will endeavor to collect:

Company, of San Francisco.

BOY 13 BUILDS AUTOMOBILE

Chehalis Lad Uses Boxes and Home-Made Engine in Real Car.

CHEHALIS, Wash., March 14.—(Special.)—Emil lange, the 13-year-old sor cial.—Emil lange, the la-year-old son of R. C. Lange, of this city, has recently completed the building of an automobile that is a success. Using some small grocery and dry goods boxes for the body, some small iron wagon wheels from a boy's wagon for the running gear and an engine of his own make with a capacity of 2½ horsepower, young Lange has made an auto-mobile that is the envy of the rest of

his friends.

The engine works successfully and with apparent safety and develops all the speed needed to propel the driver along the streets. A hammer, saw, jackknife and other common tools were about the only equipment used in constructing the vehicle. The ladgot his ideas from manual training

COIN IS TO GO FOR ROADS Commissioners Are Assured of Expenditure for Main Lines.

CHEHALIS. Wash., March 14.—(Special.)—Lewis County Commissioners Gray, Long and Teachner visited the State Highway Office at Olympia this week and received assurances that several thousand dollars will be spent at available for surfacing with stone. The sum of \$3000 is also available for grad-ing and building culverts on the Pa-

W. P. Perrigo Tells What Improvements Will Do.

PROSPERITY

Agriculturist Says Good Highways Will Pay for Themselves and on Money Invested.

By W. P. Perrigo, a farmer, of Red-

Why will good roads benefit the farmer?
They are the means by which the gets his produce to market. Without good roads the product of the field, forest and mine cannot be handied; without good roads there can be no real prosperity for the farmer. Ad-mitting that the portion of the country now provided with only dirt reads, has two-fifths of its area developed, I want to state (without fear of contradiction) eral thousand dollars will be spent at once by the state on certain main trunk that the remaining three-fifths improved would pay in taxes for the organization. He reached Portland off of the National Park Highway across Jackson Prairie \$1900 will be available for surfacing with stone. The lands and other property now develuance with conditions locally.

The building of brick and stone roads will eliminate the upkeep of dirt roads, which of itself would pay the interest and retire the bonds in 20 years; the

Competition to Come.

Sharp competition in all the things that the farmers buy will come with good roads; the country will settle up rapidy: manufacturing will increase our own clay will be made into brick; our own people will build the roads, and with the proceeds of their labor they will buy the products of our farms and factories. The best schools will follow the best roads.

The farmers and the roads coupled

The farmer will want one or more as soon as he gets a good road (and don't soon to be seen as the soon as he gets a good road (and don't soon to be seen as soon as he gets a good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good road (and don't soon to be seen as good to be

soon as he gets a good road (and don't forget that the millionaire pays his road tax) and the men who build it, and the men who dis the ore, and the Extension of Columbia River Route men who make the steel, the paint, the rubber, the varnish, the upholstering, must eat, and the farmer must feed them; and the farmer will prosper if he

has good roads.

I feel that the farmer who cannot see this value (or rather won't see it) is blind to his own interest, to the wel-fare of his neighbors and his country.

Knowledge Is Cited. Ignorance is the greatest evil; knowledge is the greatest power for good in all the world. We think we have

the way; follow as she leads and get goed roads; it will cost but an effort and your wisdom and goodness will be a sweet memory to those who come

SOLID TIRE RULE LIKED

J. H. MeDIARMID EXPLAINS HOW PLAN WILL BENEFIT.

Simplification Assures Lower Cost and More Prompt Filling of Orders, Says Dealer.

limiting of solid tire sizes for motor trucks and motor fire apparatus to di-

Viewing the matter from an eco-nomic standpoint. Mr. McDiarmid says: "To the manufacturer of motor ve-hicles this simplification insures a lower cost and more prempt filling of orders. for where the demand is confined to a few sizes the production is more uni-form and orders are filled more prompt-

"The user is assured of a constant "The user is assured of a constant tire supply from the local branches or agents of tire companies. At present there is often difficulty in promptly obtaining tires for a car equipped with what may not be a popular size in its locality. With two diameters as standard sizes this trouble will be ended. "To rubber companies it means simpler manufacturing processes. Unit costs on a few tire sizes made in large quantities naturally will be lower than unit

cent. In designing the car in the first place surplus horsepower and strength are several hundred per cent greater

strength of the car, and will not no-ticeably affect its operation." Sales Manager Visits Portland. Sales Manager Arthur L Philp, the Studebaker forces, March on the road, visiting Western and Pacific Coast headquarters of his

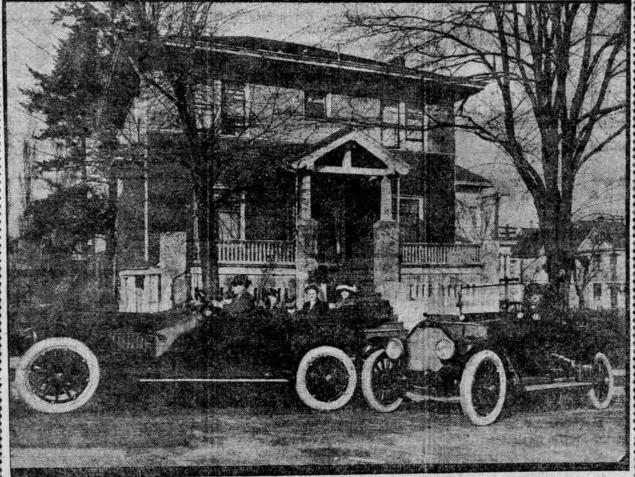
age of the surplus horsepower

Midwinter Run Is Staged.

retiring the bends.

Fruit of all kinds will be bruised, and gasoline. The other contestants averwill not bring the best price in the mar-laged about 17 miles.

......... DOUBLE SALE OF MITCHELL CARS TO BROTHERS FEATURE OF WEEK



IN FIRST CAR H. WEISS, IN FRONT OF HIS RESIDENCE. THE SECOND CAR IS PILOTED BY S. WEISS. BOTH SELECTED MITCHELL SEVEN-PASSENGER SIX-SIXTIES.

Prosperity Dependent on Main Road to Portland Is View of Business Men.

Will Open Way for Motorists to Make Trip, Is Statement Made to Giffard.

BY WALTER GIFFARD. The desire to see the Columbia River Highway continue through and beyond Multnomah County is not the childish knowledge of the fact that good roads will pay back all the money invested, with a handsome profit, with the good roads to boot.

Washington has set the pace for good twin sisters, our Washington, our Oregon, beside that beautiful river, the Columbia, becoming world famous for their wonderful climate, their evergreen fields, their prairies, forests, mountains and rivers; their water power sufficient for all the world.

Farmers, this is your country; give it good roads. Nature is, a kind mother, she furnishes the material and points the way; follow as she leads and get whim of a few motorists. It is the de-

creased knowledge. The sale of land in the Hood River Valley has been slack for two reasons, first, because the prices are too high, but, second, because of the difficulty in getting people to run up to Hood River to look at the property due to the inaccessibility of the alease. the place.
I was talking to several motorists on

the subject of week-end and Saturday and Sunday touring, and I was ques-tioning them on the possibilities of the Hood River Valley. Their answers surprised me immensely. The words of one man will be sufficient, for what he said they all said, though not in quite

One Is M. G. Johnson.

This man is M. G. Johnson. He has toured a large part of this country by automobile and in the Summer he takes Indorsing the action of the Society one thing, because he likes it, and for American Engineers, who urge the another because his doctor has told him to get all the fresh air he can, "I have been in Portland seven years

trucks and motor fire apparatus to diameters of 36 and 40 inches, J. H. McDiarmid, manager of the Goodyear and up the Hood River Valley," he
Diarmid, manager of the Goodyear said, "and I don't mind telling you
Company's local branch, explains how
such an elimination plan should benefit all concerned.

Viewing the matter from an ecoworl't so by train she won't go by boat

there, you have to charter something to take you round the valley. My wife won't go by train, she won't go by boat and I cannot be put to the bother of having to chop and change from one vehicle to another.

"Besides I like to start in an automobile just when I like, go as far as I like and then stop there, if I want to and come back when I like.

"The minute that they get this road through to Hood River I shall go and take a week-end trip. I'll take one of the boys to do the driving and my wife and I will just sit back and enjoy it all. We'll come back either Sunday night or Monday morning as we please, And let me rell you right now that the And let me tell you right now that the first trip will only be the forerunner of many, if what they say of the country is anything like true."

found that the mechanical operation of sons why they could not see their the car is affected only by a small per way clear to carrying out the road work this year; that they might want to improve the roads in the valley first. "Let them build a main road first, then the others will build themselves," he replied. "You just watch the acthat theoretically required, so the small change in wheel diameters one way or the other is but a very small percenthe replied. "You just watch the activity of people who've been slack up to now the minute that they get a main road connecting up the valley. Why, they'll be so anxious to see a network of subordinate roads that they'll get out and work themselves, if necessary, to join them up. I know it, for I've seen it happen.

seen it happen.
"I'm willing to bet at long odds that "I'm willing to bet at long outs that once they get that road through, there will not be a motorist who doesn't make that trip once during the season. Then you'll find it won't be long before there's a return road planned or something of that sort. People will have learned what one main highway, in

good shape, can do for the locality."

Those are not idle words; they are words from a man who has seen the progress that can be brought about by means of good roads and the people at Hood River would do well to bear them is mind.

TEAM OF 3 CARS ENTERS

MAXWELL COMPANY ENTERS LISTS WITH EUROPEANS.

Foreign Buyer Adopts Speed Records as Standard in Purchasing Car. Designer Promises Record.

Ray Harroun, famous engineer and fesigner of racing cars, indorses his erstwhile rival, Bob Burman, in saying that all previous speed records will that all previous speed records will undoubtedly be shattered in the big Memorial day classic on the Indianap-

Speedway, hat European manufacturers will make frantic efforts to regain their lost ground in the American market by building cars that will retain the cup a certainty.

That American makers have awak-ened to the fact that European buy-ers regard speed prowess as indicating the value of a car, is also true. Only a few American manufacturers have taken the matter as seriously as European manufacturers, however, and con sequently the representation will small and the preparations less ca fully made. For example, many Amer ican makers will enter only one car whereas the European hardly ever

Announcement

John A. Walter, Auto Supplies, affiliated

with WALTER'S filling stations. Corner

of Broadway and Ankeny. Marshall 2490.

A FAIR QUESTION When are you going to put on a Diamond Squeegee Tread Tire?

Price and Quality can't be equalled. ARCHER AND WIGGINS

OAK STREET, CORNER SIXTH

Automobile Supplies Sporting Goods

Vanderbilt Cup and Grand Prize Races Best for winners means best for you

Bosch Plugs and Magnetos Win

BALLOU & WRIGHT BROADWAY AT OAK

REO AUTOMOBILES

C. L. Boss & Co. Distributors for Oregon and South. Wash. St. Portland Agency, 615-617 Wash. St.

GASOLINE and OIL TANKS STORAGE SYSTEMS FOR PUBLIC AND PRI-VATE GARAGES. S. D. Stoddard, Representa-tive, 415 Corbett Bldg. Main 1476.

firestone TIRES

Factory Distributors of

NORTHWEST AUTO CO.

Cole, Lozier, Reo Cars

BROADWAY AT COUCH STREET

Main 8887

A 4959

Have You

Power Supply?

and smoky, dirty engines?

Guaranteed Your

You should-and the time to do so

is now — when your engine is being overhauled. Have the piston rings

examined-power guarantee depends

Do you want to repeat last year's

annoying experience with power deficiency — hill-climbing difficulty —

carbon in the cylinder - back-hring

It's simply a question of the piston

ssible where piston rings are de-

They wear quickly, fit

rings. Power depends upon securing proper compression, and this is im

fective. You'll find your old-style,

one-piece rings at the bottom of power

badly at all times and soon lose the

stakes his chances on less than a team assurance that local men would receive the first consideration. The comp has epened an office, renting former office of the Banks Herald. of three.

First to enter the list on even terms with Europeans is the Maxwell Motor Company. Three racing cars designed by Ray Harroun, are now almost ready

A successful peach grower, S. J. T. Bush, in a recent talk at Rochester, N. Y., said that 200,000 bushels of peaches rotted on the trees in one New York county alone in 1912, for lack of cars to transport them to market. by Ray Harroun, are now amount to be for the test under which the designer has guaranteed they will make a lap (24 miles) on the Indianapolis Speedway in less than 1:37, a second faster than any car has ever negotiated a lap

on a few tire sizes made in large quantities naturally will be lower than unit costs among a large variety of sizes.

An elimination of many sizes will finally permit the tire people to self their product for less to manufacturer, dealer and user of motor vehicles."

Mr. McDiarmid also shows that the necessary engineering changes for carmanufacturers will be small, "By figuring on the maximum changes, it is found that the mechanical operation of the country is anything like true."

Remote Possibility Shown.

Then it was that I told him the possibility of getting that road seemed yery remote. His reply was short, sharp and incisive, "All I can say is they ought to be able to see the business prosperity the continuation of that road spells for them."

It is a little too late for the Maxwell company to build cars to company will do that also. The limit as expressed in piston displacement for the Grand Prix is smaller than that of any standard and American car. The smallest Maxwell car, for example, the "25-4," has nearly twice too much piston displacement for them."

It is a little too late for the Maxwell company to build cars to company will do that also. The limit as expressed in piston displacement for the Grand Prix is smaller than that of any standard and that the remove the continuation of that road spells for them."

It is a little too late for the Maxwell company to build cars to company will do that also. The limit as expressed in piston displacement for the Grand Prix is an interpleted in the French Grand Prix is an interpleted in the possibility of getting that road seemed yery remote. His reply was short, share and incisive, well car, for example, the "25-4," has nearly twice too much piston displacement for the Grand Prix is an interpleted in the possibility of getting that road seemed yery remote. His reply was short, share an incisive, and the possibility of getting that road seemed yery remote. His reply was short, and the possibility of getting that road seemed yery remote. His reply was short, a

If the three Maxwells make a creditable showing against the French, German and Italians, on the Indianapolis Speedway, it is more than likely that another team of three will be made to conform to the European standard and to race in the big European classic.

SPECIAL TRAIN WELL ON WAY

Forty-Car Auto Freight to Be at Spokane Tuesday The special train of 40 double-decked

ars, containing Buick automobiles consigned to the Howard Automobile Company for distribution in the Pacific Northwest, is now well on its way to its destination.

The train reached Minneapolis, Minn. for exhibition purposes, bannering and photographing by the officials of the Buick Motor Company.

The train left Minneapolis Wednesses of the Motor Company.

The train left Minneapolis Wednesday evening, March 11, and is due to arrive in Spokane Tuesday.

At Spokane the train will be rebannered and photographed, and on Wednesday morning, March 18, start on the daylight run across the State of Washington from Spokane to Seattle, with stops at Sunnyside, Yakima and Ellensburg.

Marnager Mel G. Johnson, of the How-

Manager Mel G. Johnson, of the Howard Automobile Company's Portland branch, went to Spokane last night to spend a couple of days in that city on business before the arrival of the train, and will accompany the train on the daylight run to Seattle.

WORK ON BANKS MILL ON Twenty Men Employed Near Site

Half Mile From Town.

BANKS, Or., March 14.—(Special.)— Work on the new mill of the Eccles Fir & Lumber Company is about to commence in real earnest. Two car-loads of material for the mill building came in during the week and two more arloads are expected any day.

About 20 men are now employed near the site of the mill, half a mile from town, and the track-laying for the spur rack is heing carried along expedi-

Last week W. H. Eccles, president of the company, visited Banks and reas-sured the citizens that he would live up to his promises regarding the scope of the project and the number of men be employed. He also renewed his

necessary tension against the cylinder wall. When you try to get tompres-sion, the gas blows past them and through their unsealed openings. Sur-plus oil gets up into the combustion chamber. They are wasteful and in-If you want unfailing power satisfaction, change your equipment to

EAK-ROOF

PISTON RINGS They'll give you the power you tould have.

FULL MOTOR POWER — Because being two-piece they have no unsealed open-ings. The halves being interlocking and concentric and having opposing points of expansion, tension on the cylinder wall

is always uniform MINIMUM CARBONIZATION — Because

SERVICE—Because they are made of special Processed Gray Iron of wonderful tough-ness, that never loses its elasticity and will outlast the motor. STRENGTH — Because of construction of the angle-iron principle which gives the the greatest strength.

OPERATING ECONOMY — Because they make every drop of fuel count and save waste of lubricating oil. MAINTENANCE ECONOMY - Because

MADE IN ANY SIZE
From 1 inch to 100 inches in diameter to fit
any engine, pump or compressor. They are
easily adjusted.

"Ask the User"



In use on over 180,000 Automobiles Installed by all garages and repair shops. The following supply houses are distributors: fortland, Ballou & Wright, Broadway at Oak, settle, Ballou & Wright, 817 E. Pike St.

Manufactured by McQuay-Norris Mfg. Company St. Louis, Mo.

here's no leak proof ring but the LEAK ROOF Ring - insist