

NATIONAL AID FOR ROADS ADVOCATED

Logan Waller Page Would Apply Merit System to Highway Officials.

POLITICS DECLARED BANE

County Urged as Smallest Unit of Administration and Employment of One Person With Practical Knowledge of Construction.

BY LOGAN WALLER PAGE. Article II.

National aid road improvement is one of the plans proposed, and I have no doubt this plan will be inaugurated in the near future. State aid is already well under way, and has been constantly growing since 1911, when New Jersey first embarked on the plan of having aid granted directly by the state, and a measure of state supervision provided. Counties and states are bonding themselves to build hard-surfaced roads, and this is helping to some extent, but to my mind the primary necessity is so to reform and revise our existing road systems as to insure the efficient construction of the roads, continuous and adequate maintenance and honest and capable handling of our road revenues.

Civil Service Advocated.

The remedy, to my mind, is the enactment of strict and clear-cut civil service legislation applicable to the entire road system in each state, and the conscientious and wise enforcement of such legislation. In the first place, a state highway engineer should be chosen by a non-partisan board, and should hold office at the discretion of such a board. All subordinate positions in the department should be filled by rigid competitive examinations, without regard to party affiliations. At this point I wish to call attention to the fact that we have recently filled the office of assistant director of the United States office of public roads by such a competitive examination, and practically our entire staff of engineers and surveyors is filled in the same way. The results are infinitely more satisfactory than the old spoils system.

Fair Compensation Urged.

This would prevent removal of road officials for the purpose of substituting local politicians, and would tend to permanency of office on the part of good men and the easy removal of incompetent men. There should be provided by legislation and regulation sufficient compensation for the county road officer so that efficient men might be attracted to the work. Constant employment should be given, and his subordinates should be capable men, supplied in accordance with the spirit of the merit system.

BEARINGS DISPUTE IS ON

C. F. WRIGHT DOUBTS RECENT ADJUSTABLE ROLLER COMMENT.

Trade Paper of Standing Quoted to Show That Use of Balls is Growing From Year to Year.

A recent article in an Eastern paper made the statement that "greater attention is being paid to the incorporation of adjustable roller bearings in hubs and transmissions." The facts do not warrant such a statement, according to C. F. Wright, of Ballou & Wright. "One of the leading trade papers of the industry is 'Automobile' of New York," he said, "and its information is always gathered with a great deal of care. In the January issue there appeared a tabulated review of automobiles of American manufacture in their 1914 models. Among other items of construction was that of bearing equipment. This was given under three headings, to-wit: Gear set, rear axle and front axle. This information in comparison with similar information published in previous years shows the following: 'Bearing equipment in transmissions: In 1912 the transmission of 64 per cent of the pleasure-cars was mounted on

tire on ball bearings. In 1914 this tendency has increased to 72 per cent. 'In rear axles: In 1912 the differential and rear wheels of 43.3 per cent of motor cars were equipped entirely with ball bearings. This has grown in 1914 to 44 per cent.

"Front wheels: Last year showed preference for the roller bearings; in 1912 the country for axle of 67 per cent of the motor cars were equipped with ball bearings, last year that per cent had dropped to 49 per cent, but this year shows a return to almost the 1912 figure, with 61 per cent of the motor cars using ball bearings in the front wheels."

ROAD WORK PLATFORM

COLUMBIA STUDENT CANDIDATE FOR ALABAMA SENATE.

H. H. Holmes Favors Use of Convicts on Highways and Announces Opposition to Leasing System.

H. H. Holmes, a student of Columbia University, New York City, has attracted some attention by declaring his candidacy for the Senate of Alabama on a platform opposed to the convict lease system and advocating the development of convict road work. Holmes, who is a man of maturity and force, was taking his higher degrees at the Northern university. From a child he had heard of the unfortunate leased convicts and had hoped for an opportunity to better their conditions. In planning out his campaign he wrote to commissions and commissioners all over the country for material and advice. Slowly the answers came back; bureaus of research, prison associations, charity organizations, all pointed him in the direction of some bureau at Columbia University.

Nonplussed, he confided the peculiar situation to some undergraduate friends, who told him laughingly, "Why, we know all about your Alabama convicts; there's a chap over in the dormitories connected with some National committee of some kind that investigated all your convict camps for Governor O'Neal; better wake up. There is nothing on which we don't have experts at Columbia—even prisons."

Holmes left for his Southern campaign, fully equipped with what he had gleaned under the shelter of Columbia University. He found a bureau which had already been used in dozens of states. His arguments are the best that Governors have said in messages for years past, while the legislation of all the Legislatures have been ransacked for proper precedents. More valuable, though, than all this was advice and assistance based upon the study made by the bureau within the last few months of the actual conditions and the heart-rending stories of the unfortunate convicts.

COMPARISON IS MADE

FRED WEST CITES LONGEVITY OF HORSE AND AUTO TRUCK.

Advantages of Machine Over Beast for Commercial Traffic Shown by Leavitt Branch Manager.

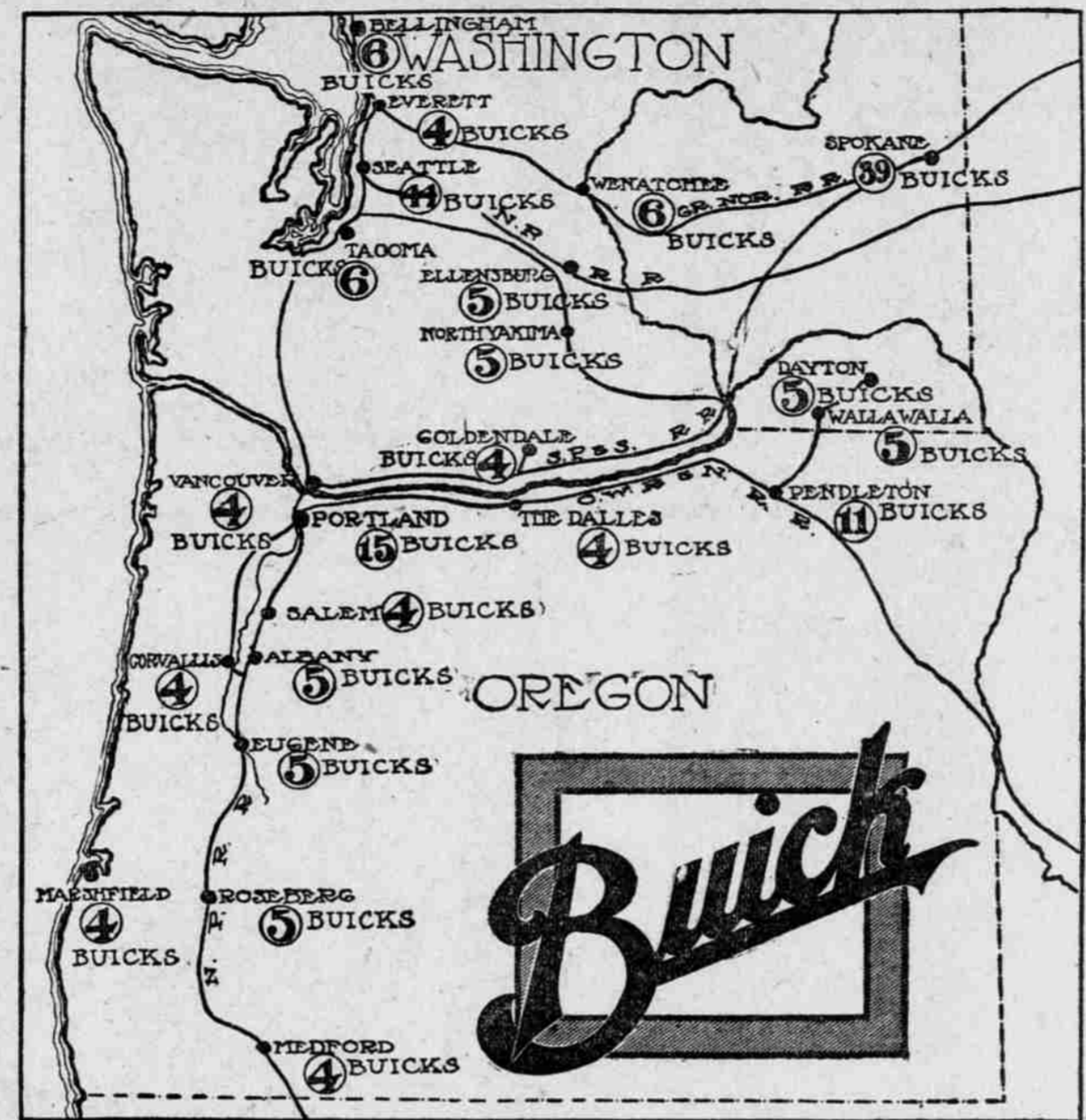
"As compared to horse transportation methods, trucks are practically indestructible," says Fred West, manager of the local Leavitt branch; "or at least so much longer lived than the horse that this faithful beast of burden makes a very poor showing. There are plenty of records available which show that horses used in rapid transportation service retain their efficiency for only about two years. A three-fourths ton Willys-Utility truck, for instance, if properly cared for, will last four or five times as long, with no lost time for sickness or exhaustion and very little for repairs."

"The proper care of a truck doesn't mean that it has to be worked over all the time it is not in service, either. A superficial daily inspection and a careful oil inspection once a week gives the owner a thorough knowledge of just what condition his truck is in all the time. These daily and weekly inspections in the aggregate do not require more than an hour or two, and this will take care of all adjustments and minor repairs necessary, too."

"The horse must be fed and groomed at regular times, care must be taken in the quality and amount of food given, and there is always the possibility that overwork or unfavorable weather conditions will result in a sick animal. "The truck is never sick. The extreme heat of summer and the excessive cold, or slippery streets of winter have absolutely no effect upon its mechanism or working power. It will travel as far and as fast on the hottest day of summer as it will when the weather is temperate. Slippery streets hold no terrors for it. It will plow ahead through snow and over ice with-

The First Special Train of Autos to the Pacific Northwest

40 Carloads, 193 Buicks, Value \$251,565 Left the Buick Factory at Flint, Mich., Wednesday, March 4, 1914, consigned to the Howard Auto Co. for distribution in the Pacific Northwest.



BUICKS DO SELL

HOWARD AUTO CO

Phones—Main 4555, A 2550 Mel G. Johnson, Manager 14TH AND DAVIS STS.

road race from Tucson to Vall and return; and on the 23d, the Stockton Club ran to Fresno, Cal. Future Coast motorcycle events so far scheduled are: May 30-31—Oakland Motorcycle Club far track at Dodge City, Kan., under auspices of Kansas Short Grass Motorcycle Club. July 4-300-mile international race on oval track at Dodge City, Kan., under auspices of Kansas Short Grass Motorcycle Club. July 4-5—San Francisco Motorcycle Club 210-mile run to Sausalito, to Eureka and return.

Activities in West Extensive. February has not been a quiet month for West Coast motorcyclists, as many interesting club events have been staged during the month. On February 14, the Tucson and Prescott (Ariz.) Motorcycle clubs staged a run to Phoenix, where they took part in the Admission Day festivities. On February 23, was held the Mt. Hamilton run of clubs in the Bay City district; also a 40-mile

and dinner parties are planned for the enjoyment of the members of these two live organizations. In addition to these events, the Wanders Motorcycle Club has arranged for a two weeks' tour, beginning July 25. The run will be to New York City by way of Rochester and Niagara Falls, and it is expected that a number of the P. A. M. clubs will join the tourists along the route. The Toronto Motorcycle Club has launched an intensive membership campaign in an effort to raise its membership to 1000. There are at this time practically 500 riders affiliated with the club.

The Swiss Department of the Interior is considering the advisability of establishing a central office for promoting foreign tourist traffic in Switzerland. It is proposed to call in a commission of experts and other interested persons in 1914 for consideration of the proposition to be presented by the department.

PLODDING PUBLICAN GETS BENZINE BUGGY AND CHRISTENS IT "PILE-IN"

"Always Room for One More" Is Motto, and Keroseene Kontraption Does Not Grumble While Owner Grows Fat and Jolly, and All People Love Him.

BY WALTER GIFFARD. It came to pass, once upon a time, that there dwelt in this Fair City of Roses a Plodding Publican, one of the Hol Polloi who steadfastly maintained a belief, despite Female Suffrage, Higher Criticism, Eu and Hy Genics and the Grand Old Party, that the old adage still existed. His credo was "Let the Poor Gink in on a Good Thing."

and Fifth street for a Home Going Car. As usual it happened that the Umptieth Car swung past him, loaded to the gunwales, other Plodding Publicans gripping desperately the noose straps. Then it was that there passed by him a Luxurious Limousine, having in it Nought but Chauffeur or at best a Man at the Wheel. Upon him was the Spleen of the Plodding Publican vented. Thusly did he declare himself to the broad streets and the gloomy sky.

"Filled Seats" to Be Desired. "Even though it loath from me great Wads of Dough, yet will I buy me a Benzine Buggy. What care I for Initial Cost, for Cost of Up-Keep? Gasoline Bills, Tire Bills and all else be Hanged. Unfettered by the Shackles of Matrimony, why should not I increase my Expenses, thereby giving me an Incentive to increase my income. 'Tis settled. I will buy me an Automobile and it shall be my one Aim, my main Desire to keep the Seats always Filled."

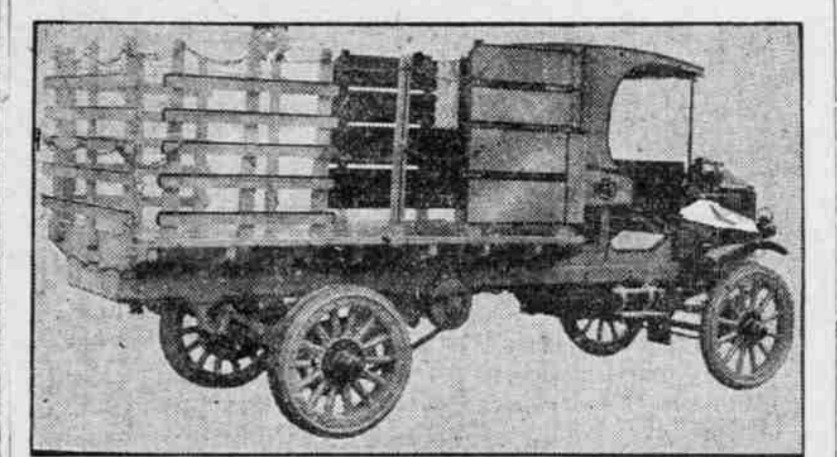
MANUFACTURING FIRM BUYS FLEET OF TWELVE CARS.

SHREDDED WHEAT BISCUIT AND TRISCUIT THE SHREDDED WHEAT CO. NIAGARA FALLS, N.Y.

ONE OF 12 OVERLAND DELIVERY WAGONS PURCHASED BY LOCAL SHREDDED WHEAT COMPANY.

REO MOTOR TRUCKS

A REAL SENSATION FOR ALL TRUCK-USERS
More Strength, Less Weight and Price \$1000 Less Than Any Other 2-Ton Truck
We Carry Your Paper—\$600 Down, Balance \$100 a Month On the 1600-pound Truck, \$300 Down, Balance \$50 a Month



We Tested This Truck Two Years Before We Offered It For Sale

We value the name of "Reo" too highly to run the slightest risk of injuring it with an unworthy product. So when we saw the great demand among business men in every part of the country for a strong, simple, dependable truck for medium heavy duty, we met this demand only after assuring ourselves beyond the shadow of doubt that we had surpassed every truck of this type on the market, and fulfilled every condition that our experience demanded as necessary.

We Know It Has No Equal

For four years we have watched these trucks working under every condition of actual service, we tabulated the results and are sure that in either dependability or price no motor truck equal to this Reo Model J has ever before been offered to the American business man.

Here is a truck that is built for strenuous service, and can be operated and controlled by the fewest possible motions. The motor, transmission, clutch and entire driving system are cushioned on a sub-frame against jars and shocks. This item alone, through quantity production, cuts the cost of the truck many hundreds of dollars.

Powerful REO Features

It requires no expert motor experience to see the value of these exclusive Reo features. The left side drive and right hand center control allow the driver to mount from either side, saving time. The motor is governed so it cannot race, or run beyond a safe speed. Heavily armored front makes damage through ordinary collision impossible. The sectional radiator is made of 24 independent, removable sections. One or many of these can be taken out and replaced without affecting the operation of the truck.

REO MOTOR TRUCK CO.

Lansing, Mich.
C. L. BOSS & CO.
615-617 Washington Street, Portland, Oregon.

Common Herd, it came about that he was just as equally sure of reaching his Destination as other Motorists. Girded, therefore, with the Laurels of Victory and the insignia of Triumph upon his Forehead, he drove Pile-In forth, taking them all as they came from the Hedgerows and the Byways. Those who rode in Pile-In were of all sorts, but whoever it was there was still Room For One More, and Pile-In did not grumble while other Plodding Publican grew Fat and Jolly and All People loved him. And the moral is that we can all do something in our little way to help come from the Hedgerows and the Byways. Those who rode in Pile-In often likes a lift.

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