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.

**6**WASHINGTON

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## NATIONAL AID FOR ROADS ADVOCATED

Logan Waller Page Would Apply Merit System to Highway Officials.

County Urged as Smallest Unit of H. H. Holmes Favors Use of Convicts 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 1831, 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 con-struction of the roads, continuous and adequate maintenance and honest and capable handling of our road revenues.

Capable handling of our road revenues.

I had hoped that when the states as units took hold of the road problem they at least would eliminate to a very great degree the baneful influence of politics, but the history of the changes in state highway departments during the last 10 years would indicate that politics is as active there as in local subdivisions. During the past 10 years there have been changes in the control of the engineering work in the state highway departments of Arizona, Conectiont, Delaware, Maine, Maryland, Michigan, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Washington and West Virginia, In the State of New York alone there have been nine changes made in the state highway department in the last 15 years. While it would not be fair to characterize all of these changes as unjustifiable, it is evident that the tenure of office is, as a general rule, in-secure; that the official, who should be absolutely free from political control, is almost totally unable to act except at the dictates of those very forces.

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 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 force from messentially our entire force from messentically our entire force from messentially a competitive examination, and practically our entire force, from messenger boy to director, is filled in the same way. The results are infinitely more satisfactory than the old spells system.

In regard to county and township road work, I think it would be adviswherever the system of govern ment permits, to have the county as the smallest unit of administration, and to have one county official who is re-quired by law to possess a practical knowledge of road construction and maintenance, and who is appointed af-ter an examination to be prescribed by the state highway department in con-nection with the State Civil Service Commission. While it probably would be necessary to give the County Board of Commissioners, or such officials as have charge of county affairs, the power to remove this road official, they should be compelled to appoint his successor upon certification from the register of the eligibles established by the state highways. by the state highway department and the State Civil Service Commission.

Falr 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 ingood men and the easy removal of in-competent men. There should be pro-vided by legislation and regulation suf-ficient compensation for the county road officer so that afficient men might be attracted to the work. Con-stant employment should be given, and his subordinates should be capable men, supplied in accordance with the spart supplied in accordance with the spirit of the merit system.

The objection has been made to the

employment of county engineers that some counties are utterly unable to pay a salary such as a competent engineer a salary such as a competent engineer would require. This difficulty can be overcome in two ways, first by legisla-tion so framed as to permit two or more counties to jointly employ an engineer, or, second, by making the civil service regulations sufficiently elastic as to enable a practical and efficient superintendent to be employed rather than a high-salaried technical engineer where conditions appeared to warrant it. Only when we arrive at the state of development where we reognize in the fullest degree the necessity for the application of the merit cossity for the application of the merit system in road administration in every unit of government will we attain that standard of excellence in our public roads which would make them comparable to the roads in Europe.

## BEARINGS DISPUTE IS ON

C. F. WRIGHT DOUBTS RECENT AD-JUSTABLE 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. Weight

statement, according to C. F. Wright, of Ballon & 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 auto-mobiles of American manufacture in their 1914 models. Among other items of construction was that of bear-ing 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

tirely 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

64 per cent "Front wheels: Last year showed reference for the roller bearings; 1912 the front wheels of 67 per cent of the motor cars were equipped with ball bearings, last year that per cent-age 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."

POLITICS DECLARED BANE COLUMBIA STUDENT CANDIDATE FOR ALABAMA SENATE.

> 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 con-vict 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 ad-Slowly the answers came back bureaus of research, prison associa-

Columbia University.

Nonplussed, he confided the peculiar situation to some undergraduate friends, who told him laughlingly, "Why, we know all about your Ala-bama 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 pris-

him in the direction of some bureau at

Holmes left for his Southern campaign, fully equipped with what he had gleaned under the shelter of Collumbia University. He found a bu-reau which Governors have come hundreds of miles to consult; whose investigators have planned officially the construction of the Wisconsin prison system for the state on a basis even 10 years ahead of the progressive ideas of the Northwest. Holmes' platform was culled from hundreds of similar platforms which have 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 has been ransacked for prope precedents. More valuable, though than all this was advice and assist-ance 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.

"We wish you luck Mr. Holmes," was the rejoinder he received when he said farewell; it was from a raw-boned clerk in the office of the bureau, who remarked under his breath, "I did two years there myself; this dope you have gotten is straight. Go to it, and get the poor devils out on the roads."

FRED WEST CITES LONGEVITY OF HORSE AND AUTO TRUCK.

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

"As compared to horse transportation methods, trucks are practically inde-structible," 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 transporta-tion 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 sime it is not in service, either. A superficial daily inspection and a care-ful 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 inspec-tions 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 ex-treme 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

out a bit of trouble. The man who road race from Tucson to Vall and re-drives a motor truck doesn't have to be turn; and on the 23d, the Stockton Club are planned for the enjoyment of the

take care of his machine properly.

There are many other points in which the truck is superior to the horse, aside from the ever-present fact that the motor vehicle will do more work and the motor vehicle will do more work. the motor vehicle will do more work in less time and for less money than is possible for its equine competitor."

Motorcycle Club.

July 4-5—San Francisco Motorcycle
Club 310-mile run to Sausalito, to Eureka and return.

membership campaign in an effort to raise its membership to 1000. There are at this time practically \$00 riders affiliated with the club. February has not been a quiet month for West Coast motorcyclists, as many reka and return.

Clubs Plan Season's Events.

**BUICKS DO SELL** 

**HOWARD AUTO CO** 

Mel G. Johnson, Manager

interesting club events have been staged during the month. On February 14, the Tucson and Prescott (Ariz.) Mo-The two motorcycle clubs of Toronto, Canada, two of the most active clubs torcycle clubs staged a run to Phoenix. Sunday runs, week-end the Bay City district; also a 40-mile two motorcycle clubs of Toronto, Canada, two of the most active clubs of the sort in existence, have already completed schedules for the entire seatheld the Mt. Hamilton run of clubs in the Bay City district; also a 40-mile trips, endurance runs, competitions,

an expert in his line, for anyone with common sense and ordinary intelligence can be taught in a very short time to far scheduled are:

The trunk of fon Motorcycle Club.

July 4—309-mile international race on oval track at Dodge City, Kan., under auspices of Kansas Short Grass

Motorcycle Club.

MALLAWALLA

The Swiss Department of the Interior is considering the advisability of establishing

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

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

BY WALTER GIFFARD.

Activities in West Extensive.

MANUFACTURING FIRM BUYS FLEET OF TWELVE CARS

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

SHREDDED WHEAT

BISCUIT AND TRISCUIT

THE SHREDDED WHEAT CO.

NIAGARA FALLS, N.Y.

It came to pass, once upon a time, that there dwelt in this Fair City of that there dwelt in this Fair City of Roses a Plodding Publican, one of the Hoi Polloi who steadfastly maintained a belief, despite Female Suffrage, Higher Criticism. Eu and Hy Genics and the Grand Old Party, that the old and the Grand Old Party, that the old along at the Man at the Wheel. and Fifth street for a Home Going of Commerce. Passers of the Plate at

me a Benzine Buggy. What care I for old Adage still existed. His Credo was a Man at the Wheel.

"Let the Poor Gink in on a Good "Lot the Poor Gink in on a Good Plodding Publican vented. Thusly did oline Bills, Tire Bills and all else be Thing."

It also came to pass, one evening, and the gloomy sky.

It also came to pass, one evening, and the gloomy sky.

"Among these owners of Luxurious had all rests."

Matrimony, why should not I increase my Expenses, thereby giving me an Incentive to increase my Income. "This ahead through snow and over ice with
Waiting on the Corner of Broadway mobiles be men who are Corner Stones. 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."

Having therefore let it be known that he was in the Market for a Karon that he was in the Market for a Karon that he was in the Market for a Kero-sene Kontraption he was surrounded by a motley assembly of that Species of Homo known as Automobile Sales-men. One would talk Service, another would speak of Large Assortment of

Parts; yet another would point with Pride to Factory Output. This being so, one could not wonder that our Plodding Publican was Hazy in the Bean. At last it came to pass that there wandered his way a Different Salesman, as different from other Salesmen as a Baked Bean is from a Ham and— He was clear of eye, fresh of counte-nance and convincing of manner.

With him in joyous mood went our Plodding Publican, for a Tryout, which commonly, is called a Demonstration, but which Salesmen use for other purposes, such as Abstraction of Simoleons.

Demonstrator Is Ordered. Having seen with his own eyes that Having seen with his own eyes that the Repair Shop was empty, thereby signifying as to the Solldity of this make of Car, and having been made completely Satisfied as to the high Monetary Standing of the Firm, its Ability to give Service and its Guaranty to keep the car in running order for All Time, he handed the Different Salesman a Bunch of Kale and proudly ordered a Demonstrator.

Then having gained Possession of

ordered a Demonstrator.

Then having gained Possession of aforesaid Vehicle, he turned to it, Sort-of-proudly-like, and said, "Machine of Mine, I dub thee Pile-In. Thy Motto shall be, 'Always Room for One Mone,'

So saying, he gripped the Throttle h one hand, in the other his Divinely Decorated book of Instruction in Driving and so armed to the Teeth, sailled forth upon his Mission.

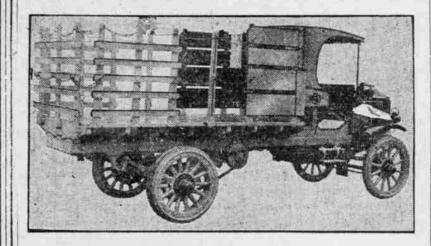
After the incident known as Stalling of Engine had occurred a sufficient number of times, and after he had beof the pleasure cars was mounted en-



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 1500-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

# REO MOTOR TRUCK CO.

C. L. BOSS & CO.

was just as equally sure of reaching there was still Room For One More, his Destination as other Motorists.

Common Herd, it came about that he were of all sorts, but whoever it was Girded, therefore, with the Laurels of Victory and the Insignia of Triand All People loved him.

And the moral is that we can all umph 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 often likes a lift.



TOU who are interested in motoring or driving-in any vehicle, for business or pleasure-this branch is a mine of help and comfort. Call on us for every item of tire service at any time.

Avail yourself today of the efficient advice and assistance that go with Firestone service.

A complete stock at all times **TIRES** of Pneumatic Tires, Non-Skid or Smooth Tread; Truck Tires in all approved types; Pleasure Electric Tires; Fire Apparatus Tires; Carriage Tires; Rims; Tire Accessories, etc. Let us prove leadership in service as well as quality and value.

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