

ROADS GET BIG SUM

British Columbia Spends, in 1913, \$7,000,000 for Work.

ROUTE TO YUKON FORECAST

Motorists Plan to Tour to California Exposition Over Pacific Highway That Ultimately May Be Extended to Alaska.

There is a general impression that once the British Columbia boundary is reached on the north, the tour of the American must necessarily take another turn, either doubling up or shipping back to the southland.

British Columbia spent \$7,000,000 on bettering its roads in 1913. Practically the same amount was spent last year. Any community which spends that much must have highways, and the scenery of British Columbia is famous, so an entirely new field will be opened after the American has toured to his heart's content within his own borders.

Roads to Reach Yukon Soon.

Most of the money is being spent in north and south highways, for the east and west roads have been established many years. Consul-General R. E. Mansfield, stationed at Vancouver, B. C., says that in the near future the motor roads will be open from Mexico to the Yukon, for the British Columbia authorities are rushing their work.

Another thing which will appeal to Portland and Pacific Coast cities is that a great number of British Columbia people who formerly shipped their machines to California are going to visit the exposition in their autos, but are going to drive down the Pacific Highway.

Grades Being Reduced.

The plan of the Pacific Coast Highway Commission, which initiated and has been the moving factor in the construction of a motor trail along the Pacific Coast, is ultimately to include the Yukon Territory and Alaska.

Great progress was made last year in the Yukon, a fair stretch of road having been built from Dawson to Whitehorse. Grades are being reduced, curves widened and fills and surfacing added.

The plan of the territorial government is to connect the present road system with the new work in Alaska and the work in British Columbia.

These roads are being designed for automobile traffic, and some of the best road engineers have been employed. Government engineers have completed the work of a survey for a government road from Skagway to the summit of the White Pass. This road is to connect on the international boundary line with the Canadian system.

Old '97 Trail Followed.

The road from Skagway to the summit nowhere will have a greater grade than 3 per cent, and the average will be less than 4 per cent.

According to the new survey, the route follows the old '97 trail, leaving out that section of the road leading to Black Lake but it continues on the west side of the Skagway River to Rocky Point, avoiding the long steep grade to Black Lake.

This route will be one of the most picturesque in the world, and will add immeasurably to the tourist travel of this country. It also is expected to develop British Columbia. This province now has 7359 automobiles, which is more than any of the other provinces have, proportionately speaking.

Vancouver already is looking forward to the tourist travel which it eventually will bring, and is sure that this means millions of dollars to the province and the states along the Pacific Highway.

PACKARD SERVES IN WAR

MRS. HARRY PAYNE WHITNEY USES CAR FOR RED CROSS.

Grace, English Race Driver, Tells How Powerful Six Covers Rough Roads, Excelling Foreign Motors.

Mrs. Harry Payne Whitney's work close to the firing lines in Europe has saved the lives of many wounded soldiers and half-starved refugees. Mrs. Whitney and her party make their headquarters in Paris, whence they are transported to their work in an ambulance car, lent to the Red Cross by the Packard Motor Car Company, of Paris.

A recent letter from Grace, the English race driver, who pilots the powerful six, throws interesting sidelights on the life of the fighting lines.

"We left Dunkirk on November 28 with our car well loaded with warm clothing, tobacco and chocolate for the refugees. In the party were Mrs. Whitney, Roger T. Bacon, former American Ambassador to France, and Dr. Gros, Mrs. Whitney's chief surgeon, who is the head of her ambulance corps. We were accompanied by Champoiseau, the great French race driver, who was at wheel of a little German racer. Another party trailed us in a French car.

"We had just left Amiens when we struck a bad kilometer of road torn up by shell-fire. The French car left the road under high speed and was shattered against a tree. We picked up the driver. He was unconscious. The others of the party were uninjured and we took them into our car.

"We returned via St. Omer, Aire, Lille and beyond Bethune almost to the firing line around La Basse. A heavy cannon fire was in progress and we saw perhaps a dozen aeroplanes circling over our heads from time to time.

"We ran down to St. Pol and then came back to Amiens and Beauvais. Here the little German car laid down for Champoiseau and refused to turn a wheel. We took the driver and passengers into our already cramped car and raced to Paris. The Packard finished the trip safely but alone.

"It was a wonderful vindication of the American car in my mind. I have driven practically every make of European motor, but the Packard is the first Yankee car I have ever operated. We drove 800 kilometers in four days and not a rough thing. I was compelled to bind the wheel to keep it from wrenching from my hands when we took the bumps. We had no difficulty except tire trouble."

CARBURETOR FAULT FIXED
New Device Made to Meet Requirements of Cadillac Eight.

One of the interesting features in connection with the development of the eight-cylinder motor by the Cadillac Motorcar Company has been the correction of a fault common to practically all, if not all, carburetors.

Oftentimes there is the lack of ability on the part of the carburetor to respond freely and fully to a sudden and complete opening of the throttle. When

the throttle is quickly opened, the gasoline, flowing through the spray nozzle, does not at once pass in sufficient quantity to form, with the intruding air, a gas of the required explosive quality. This disproportion of gasoline and air is of hardly more than momentary duration, but while it exists the motor frequently misfires and cannot develop the power necessary to rapid acceleration of the speed of the car.

The device which the Cadillac engineers have evolved to obviate the condition is an ingenious application of the plunger pump principle, though its action is confined to a single stroke of the plunger. When the driver suddenly opens his throttle, the plunger automatically forces an extra supply of gasoline through the spray nozzle, thereby providing a correct explosive mixture for quick acceleration.

FEW NEW YORKERS DRIVE

Lack of Popularity of Electrics Laid to "Rage" for Chauffeurs.

The reason for the lack of popularity in the use of electric cars in New York and Boston is explained readily by the fact that the New Yorker is a chauffeur-driven aristocrat.

"Few people who pretend to anything in that metropolis drive their own cars. The idea of permitting one's wife to drive a car through the busy streets of New York is preposterous to the wealthy New Yorker. The real home of the electric is the Middle West cities of Chicago, Detroit, Cleveland and the smaller cities generally throughout the country. There the real luxury of an enclosed car at a much smaller expense than it can be obtained from any other form of vehicle attracts the better class of people who want comfort and convenience.

NEW "EIGHT" IS SHOWN

FIRST MODEL IS EXHIBITED BY BRIGGS-DETROITER COMPANY.

Finishing Handsome and Speed Rance Wide, While High-Gear Pulling Power Pleases.

Complete preparation for the manufacture and marketing of a low-priced eight-cylinder car on a large scale without a word leaking out about its plans is the remarkable achievement of the Briggs-Detrolter Company, of Detroit, which is exhibiting its new "eight" at the Palace show, New York. The price of the new model car is \$125.

"We have been experimenting with eight-cylinder cars for more than a year," says Claude S. Briggs, president of the company, "and the remarkable work of the car under every conceivable condition has been a revelation to us."

"An investigation of the possible market for a moderate-priced 'eight,' covering a period of several months, has proved to us that the demand is going to exceed the supply quite materially.

"We have been putting our factory in shape for a large production of Detroit 'eights' and we will begin deliveries of this model in quantities at once."

The Briggs-Detrolter Company had one of the new eight-cylinder touring car models and a chassis, as well as its four-cylinder models, on exhibition at the Palace show, New York.

While following closely the stylish and distinctive lines of its elder brother, the 1915 Detrolter "four," the new "eight" is more elaborately finished and appointments and embodies many of the most advanced ideas of American motor-car construction.

The "eight" touring car is finished in a handsome Kimball green, with gold stripe, and has Turkish type upholstery in real leather. The chief interest of the New York show patrons centered in the motor, a compact, clean-cut power plant, for which much is claimed in the matter of power, flexibility and economy of operation.

The cylinders are in two end blocks of four each, the cylinder dimensions being 2 3/4 x 4 1/2 inches. The "S. A. E." formula gives the motor a rating of 24.35 horsepower, but this rating is not applicable to the Detrolter type of motor, which is rated at 34 horsepower at 1500 revolutions. The two cylinder blocks bolt to an aluminum crank case, which has a removable bell, flywheel housing. The crank shaft has two main bearings, front being 1 1/2 x 2 3/4 inches, the rear being 1 3/4 x 4 1/2 inches. Both sets of connecting rods connect to this shaft, one throw bearing taking care of a pair of rod ends in opposite cylinders. In order to operate in the same bushing, one rod is yoked on the end, the other rod end fitting within this yoke.

The single cam shaft is directly above the crank shaft and has eight cams, one operating two opposite inlet valves or two exhaust valves, as the case may be. The cam assembly is on the under side of a plate which bolts to the top of the crankcase between the cylinders.

Positive lubrication is effected by means of a plunger pump, giving an ample oil flow for all moving parts within.

The carburetor is the double-jet type and is located between the cylinders. Starting, lighting and ignition is taken care of by a two-unit system with distributor coil and storage battery. The generator is driven from the front end of crank shaft by a silent chain and starting motor is attached to the front of bell housing, engaging with flywheel through inertia pinion drive.

Tests of the Detrolter "eight" have shown a speed range of from 2 1/2 to 55 miles an hour on high gear, and remarkable high-gear pulling power in heavy roads and on hills.

Registered Autos Number Nearly 2,000,000.

New York Has More Than Any Other State, California Leading in Per Capita.

FROM practically nothing 15 years ago to an annual production worth \$25,000,000 is the growth of the auto business. Some figures follow: One million seven hundred and fifty-eight thousand two hundred and fifty-three automobiles is the number registered in the United States October 1, according to Automobile.

According to Automobile New York leads with 69,474 and in order come Illinois, 126,481; Pennsylvania, 132,773; Ohio, 118,950; California, 118,651; Iowa, 100,183; Texas, 75,000, and so on down the line to Nevada, with 1822. It would appear that, per capita, California has more automobiles than any other state in the Union. Compared with California, the Empire State makes a poor showing, for New York, with 5,112,279 population (census 1910) has only one automobile to each 56 inhabitants, while California, with a population of 2,377,548, has one to each 20.

What is most surprising in connection with the figures is the registration of autos on October 1 was 262,503 greater than on July 1.

The summer months are the harvest time of the automobile salesman and the figures for the July 1-October 1 quarter do not form a basis for estimating the year's average, but if the other nine months showed only enough business to replace worn-out cars it would seem that there was no sign of decline in the popularity of the automobile in America.

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Reports from other districts are interesting, showing the large proportionate increase of Ford sales in those districts.

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The Ford Motor Company points out the logical conclusion that this enormous increase demonstrates the growing use of the Ford as a general economic utility.

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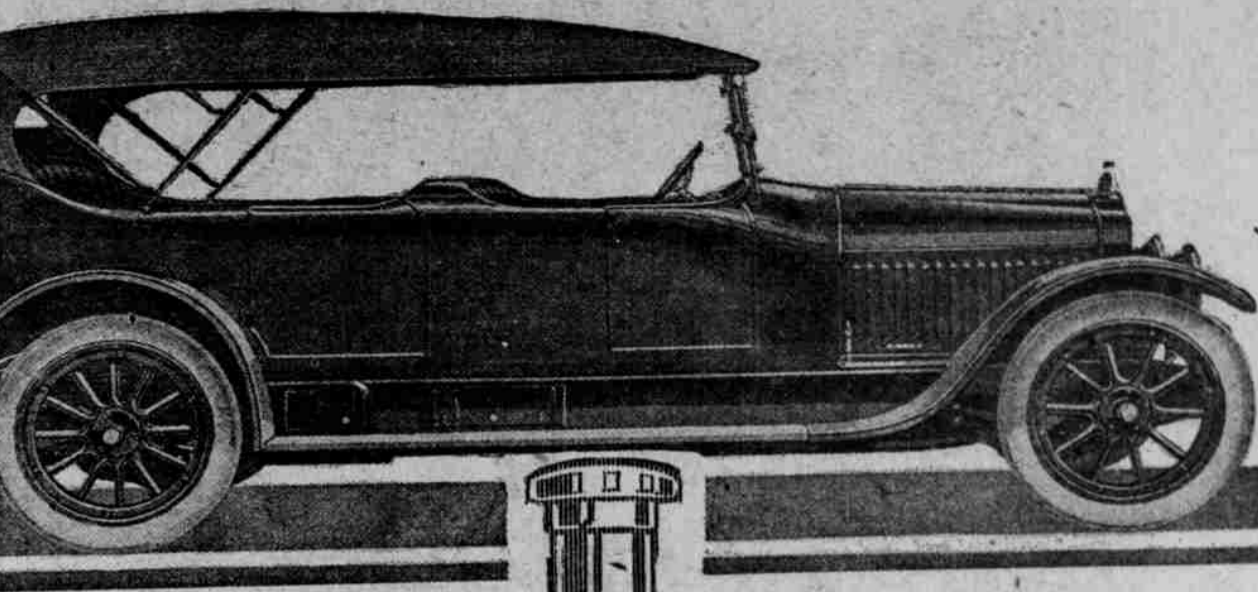
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The LATEST WHITE

A CREATION NOTABLE FOR COMPLETE ARTISTIC AND MECHANICAL EXCELLENCE.

A gentleman is not remembered because of his hat, his waistcoats, or the cut of his clothes—he is accepted and respected for himself. The properly appointed home is remembered and admired because of its complete perfection, not because of one room or one chair. To White mechanical excellence has been given the dignified gracefulness of an exterior in which many beautiful features are blended into an impressive completeness. No one feature stands out above others in The White. The eye goes naturally from one to the other, but the mind receives and retains, first and last, the impression of a complete car. For example, one will hardly notice that the conventional back of the front seat has been eliminated—absorbed by the finally perfect stream-line in the double cowl effect.

White Leadership Is a Principle

The important and fundamental improvements in automobile construction and operation—the features that are exploited most widely today—have been basic principles in White Motor Cars for years. The White is replete with dominating ideas in mechanical construction and in the attributes of comfort and beauty. The White is completely equipped, including mono-top, rain-vision ventilated windshield, speedometer, electric signal, trunk rack, Silverton Cord Tires.

The White Cars Are Exhibited at the Show

THE WHITE COMPANY

Broadway at Oak. Phone Main 692

AMERICAN AUTOS LEAD

EXPERT SAYS INDUSTRY NEVER WAS IN BETTER SHAPE.

Alfred Reeves Asserts United States Factories Produce More Cars Than Rest of World Combined.

Alfred Reeves, general manager of the National Automobile Chamber of Commerce, has been making an extensive trip to the various automobile factories, having visited 93 plants in 42 states. Mr. Reeves says the industry was never in better shape than now.

Commenting on the fact that America is so far ahead of the rest of the world in motor car building, Mr. Reeves says: "Skilled designing with efficient engineering and scientific manufacturing has made America the leader of the world in motor car building. My report to the National Automobile Chamber of Commerce will show that since 1900 the industry has not taken a backward step, not even during the business depression of 1907, while each year has seen substantial gains in the number of cars made and sold, with the figures for the past 12 months of more than \$15,000 cars, valued at wholesale at more than \$485,000,000, exceeding the motor car production of the balance of the world by a wide margin."

"Offerings at the Fifteenth Annual Automobile Show astonished everyone because of the extraordinary values that are offered," said Mr. Reeves. "Keen competition has brought the price of cars down to the lowest possible point, with attractions in the line of accessories and body equipment that were unheard of a few years ago."

"Trade throughout the country has been excellent, considering conditions, and the makers as a class are in good shape. They have lost the export trade in passenger cars to a large degree, but of course truck figures have increased as a result of the war on the other side."

"To be sure there are some concerns who have not succeeded and others who have made great successes. The business is a trying one, and only under

most favorable conditions and in the hands of the highest grade of men has been successful. With the scores of makers in the country one cannot judge the business by the amazing results obtained by six or eight of the leaders."

HALF CARS SOLD ARE FORDS

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