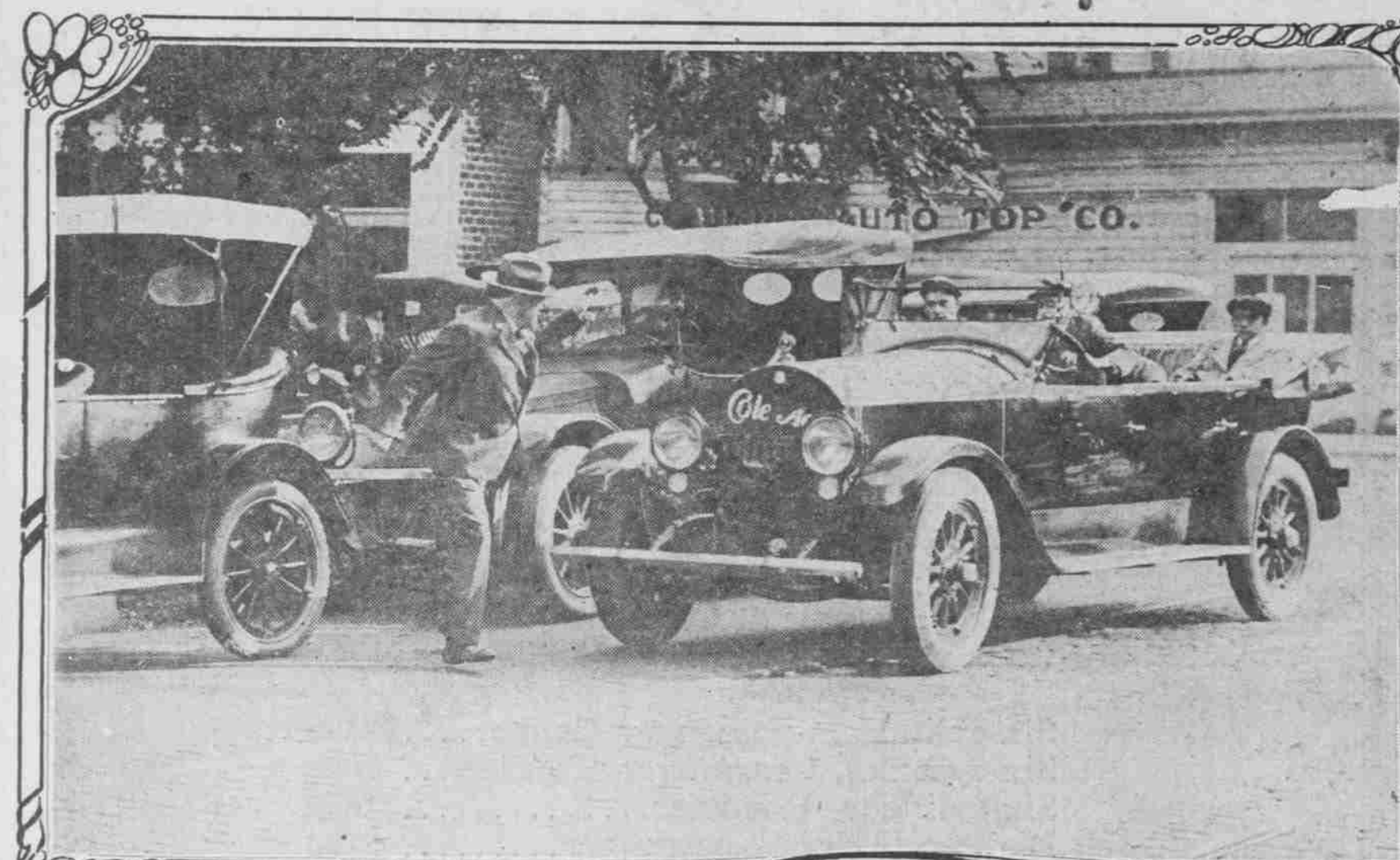




AUTO ACCIDENTS ARE NOT ALWAYS THE FAULT OF THE DRIVER

The Motorist Should Be a Lot More Careful, but So Should the Pedestrian, Too, and "Watch Your Step" Is the Only Safe Rule for the Traveler on Foot to Follow.



ROAD BEAUTY IN DANGER

WASHINGTON AROUSED BY DESTRUCTION OF TREES.

Oregon Confronted by Same Problem of Saving the Trees Along State Highways.

SEATTLE, Wash., Nov. 8.—Shall the scenic grandeur of Washington's famed evergreen forests be preserved, or shall these towering vistas of perpetual green skirting the state's highways be demolished and replaced by unsightly, blackened stumps?

This is the pertinent question being asked every man and woman in the state by the Automobile Club of Western Washington; this is the question that must be answered by the united co-operation of not only the state, but the entire Pacific northwest and even the Pacific coast, says the Tacoma Ledger. The alternative is vast stretches of stump fields flanking Washington's beautiful highways—stumps painting a blackened blotch on evergreen road-side scenery.

Washington can perpetuate native and luxuriant forest, looming up in misty grandeur along the paved highways winding over hill and valley, or a monotonous succession of logs, stumps and crumbling roots.

In this connection the Automobile Club of Western Washington, as a means of co-ordinating its campaign for good roads, is seeking to preserve the forest scenery skirting all principal highways in the northwest. The organization has been waging this campaign for some time; committees have taken vigorous steps to prevent logging along scenic roads and the club's resolution aiming to prevent the cutting of trees along highways was adopted by the last session of the Washington State Good Roads Association in Yakima. Accordingly, the co-operation of every district in the state is asked to win federal and state legislative support to preserve native highway scenery.

At the October session of the executive committee of the Automobile club of Western Washington former Senator Ralph D. Nichols was appointed permanent chairman of the club's committee seeking to obtain state legislation preserving the natural scenery and big trees along state highways.

Chairman Nichols urges that all progressive state organizations including civic bodies, chambers of commerce, rotary clubs and auto and road associations, immediately pass resolutions petitioning the state of Washington to acquire strips of timber along the highways.

The state could do this, it is explained, by trading other lands for the scenic roadside strips. Information as to the location of scenic stretches of land along state roads is also desired.

LIGHT COLORS FOR EUROPE

Buyers Over There Have Ideas of Their Own About Cars.

European buyers of American cars have their own ideas about equipment. Some times it is found that the conventional black so universal in this country must be changed to a gray or tan of the cars are to sell well abroad. The sleek black leatherette or the smooth gray mohair tops which we affect must usually be replaced by khaki tops on cars destined for overseas. A few years ago when electric starting and lighting were first accepted as the things on this side, old world buyers were noisier on gas lighting and were perfectly content with the "Armstrong" starter.

Truck Non-Stop Run.

A non-stop run of 1451 miles, from Green Bay, Wis., to New York City in 62 hours is the remarkable record recently established by a new Oneda truck, model B-8, carrying a load of one and a half tons. A schedule of 22 miles an hour was maintained, running continuously night and day, except for meals and taking on supplies. The truck was shod with heavy-duty Goodyear cord tires.



LACK OF FREIGHT CARS

SHORTAGE KEEPS CHEVROLET SHIPMENTS DOWN.

Arthur Fields Spends Good Part of Vacation Trying to Get More Autos From Factory.

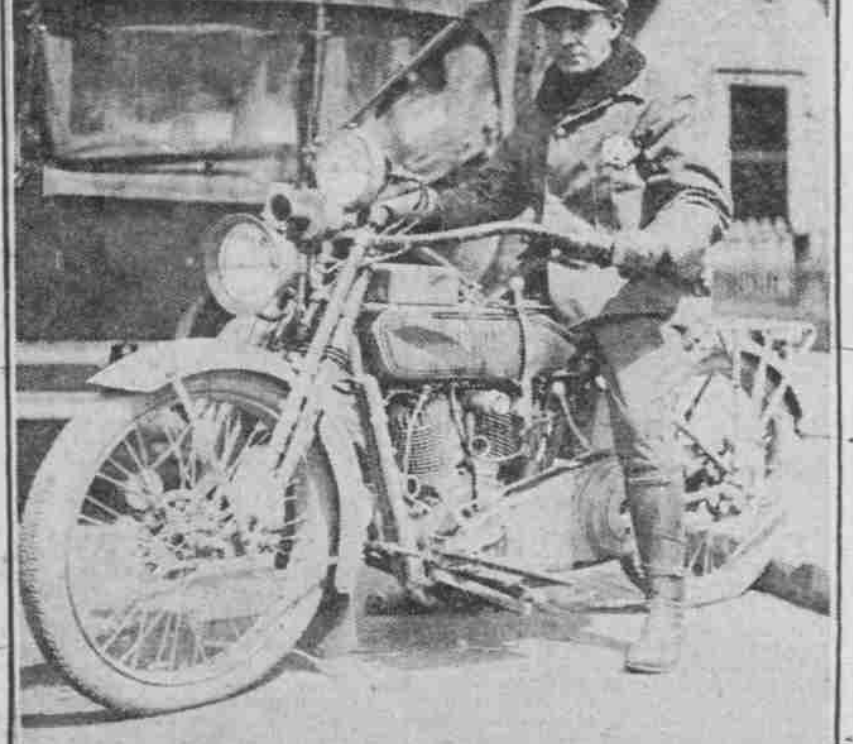
Arthur L. Fields, of the Fields Motor Car company, has returned from a month's vacation in California, a good part of which time was employed, instead of resting, in strenuous endeavors to get a few more cars away from the Chevrolet factory at Oakland and en route to Portland. The freight car shortage, according to Mr. Fields, is playing red hot with shipments from the factory. It is just now a more important factor than steel strike and coal strike put together. Neither of these events has had much effect on production, but the freight car shortage not only has prevented full shipments to coast dealers of their allotments due, but has kept the Oakland factory short of materials.

To offset the freight car lack, the factory has begun to ship Chevrolets to various coast cities by steamer from San Francisco. Mr. Fields, in fact, was responsible for initiating this plan. He got 15 cars from the factory and had them shipped to Portland in this way, and several more shipments are coming by steamer.

The Chevrolet factory is running pretty well short of its full capacity because of inability, due principally to freight car lack, of getting full supplies of materials from the east.

Many Franklin Cars.

SYRACUSE, N. Y., Nov. 8.—For the second month in succession the Franklin Automobile company in September exceeded the schedule which is to bring the production of Franklin cars up to 18,000 for the current year. Nine hundred and sixty-four cars were scheduled for production that month and the factory report shows 1004 delivered to the sales department. Production in October shows a further gain over September and at that the over-demand for the Franklin cars is still 2700 cars ahead of manufacture.



IT ISN'T always the motor car driver, by any means, who is to blame for automobile accidents in which pedestrians are injured. Goodness knows, there are many careless drivers, but did it ever occur to you that there are a lot of careless pedestrians, too? On this page are pictured just a few of the reasons why automobile owners as a class become grouchy and temperamental at an early age. A Cole Aero-Eight, furnished by the Northwest Auto company, was used in posing these photographs, with Sergeant Frank Ervin, head of the Portland motorcycle and traffic squads of the Portland police department, suggesting the poses. Sergeant Ervin declares emphatically that pedestrians must be educated in "safety first" requirements quite as much as motorists do.

1. Here is a prolific cause of accidents. The pedestrian, impersonated by Charles Young, advertising manager for the Northwest Auto company, is slipping across the street in the middle of a block. He has just emerged from between a couple of autos parked at the curb as the Cole Eight comes along. Situations exactly like this occur dozens of times every day in Portland streets, wherein accidents are averted only by good

brakes and the dexterity of motorists. Portlanders are still notorious as "jayhawkers," despite a city ordinance against the practice.

2. Far fetched? Not at all. The picture carries its own moral. "Eyes front" ought to be a hard and fast rule of the road for the pedestrian who's crossing the street.

3. The middle of a busy street is no place to exchange greetings and gossip, yet millions of greetings and vast amounts of gossip are so exchanged daily.

4. Another accident cause. The pedestrian, impersonated by Mr. Young, has stepped out briskly, and without looking about him, from behind a street car, just as an automobile comes down its own side of the street. Until pedestrians, as well as motorists, learn to be careful this is a situation that will result in many accidents.

5. Ever do this? Chances are you have. One of the surprising facts of life is the watchfulness of providence over pedestrians who thus stroll through traffic reading a newspaper.

6. Introducing Sergeant Frank Ervin, whose "safety first" message, to pedestrians as well as to motorists, is "Be careful."

PACIFIC HIGHWAY IS BAD

R. H. STRONG FINDS ROAD COVERED WITH MUD.

Journey North Made in a Liberty Roadster, Which Got Through Despite Fierce Mud.

Mud in great quantities and of various kinds, from gumbo to soapy clay, makes driving along the Pacific highway through Southern Oregon and Northern California mighty difficult in this weather. This report of highway conditions was brought to Portland last week by R. H. Strong, of the W. H. Wallingford company, who had just come over the highway in a Liberty roadster.

Mr. Strong left Medford, Or., for Yreka, Cal., in a pouring rain. Between Ashland and Hill, Cal., this being the stretch over the Siskiyou mountains, paving work is in progress on the Oregon side of the line, with the going generally not very encouraging. Far from it, in fact.

On his return trip to Portland, Mr. Strong left Medford on a Wednesday morning and got as far as Glendale that day. The roads were exceedingly muddy, especially between Grants Pass and Glendale. In the Rice hill and Wolf creek sections the clay was so slippery that driving was most difficult.

Between Glendale and Roseburg the Liberty sank so deep in the mud in places that its axles touched the ground. Mr. Strong found six cars stuck in one muddy stretch between Canyonville and Glendale, at opposite ends of Cow creek canyon.

By taking soundings with a long pole, thus locating what solid bottom there was, he managed to take the Liberty through without a stop and won the plaudits of the other unfortunate car owners who hadn't been so lucky.

The trip north from Roseburg, 215 miles under present road conditions, was made in one day, despite very bad road conditions for miles.

Goodyear Tires First.

One of the prominent features of a recent fair at Chicago, L. L. was an exhibit of automobiles. On the floor were 64 cars, representing 28 makes, of which 33, or better than

half, were on Goodyear tires, the tire equipment on the other 31 cars being divided among six different makes. The total number of Goodyear automobile tires manufactured this year will approximate \$600,000, about 20 per cent of the country's total production.

COMPRESSION THIRD BRAKE

Marmon Company Urges Motorists to Make Use of It.

"Do not forget that your car has three brakes. Put the gears in 'second,' cut off spark and you'll fear no steep grades," says the editor of the Marmon News, the monthly publication of Nardylke & Marmon company of Indianapolis.

SHORTAGE OF FREIGHT CARS

Government Assigns Man to Detroit to Help Out.

Uninterrupted traffic from Detroit and Michigan motor factories within the last month, taking care of all demands to the entire satisfaction of everyone, has emphasized the wisdom of the action of the United States railroad administration in assigning an automotive traffic director to Detroit to see that every manufacturer in the district was given fair play in getting railroad equipment.

Insistent demands of certain manufacturers three months ago for equipment for handling their output and frequent complaint that certain members of the trade were being favored, resulted in the establishment of a traffic office here with C. H. Ketcham, widely known in railroad circles, in charge and acting under the direct supervision of Regional Director Har- din of New York.