NEWS of the AUTO WORLD

AMERICA CAN EQUAL BEST FOREIGN ROADS

By John E. Lathrop.

Washington, Dec. 12.—Logan Waller Page, director of the federal office of good roads, believes that in many respects this country is up to the standard of Europe in road making methods, although he admits that that continent has applied more extensively the principles of good roads. In maintenance of highways, especially, the European seems to have evolved an almost perfect system.

Mr. Page has just returned from attendance on the International Roads congress at Paris, to which he was named by President Roosevelt to be head of the American commission. Mr. Page brings with him a story of interest, making especial mention of the deliberations of the congress for supervising automobiles.

Among the things which impressed him were the methods for regulating automobile traffic in France and England; the belief of a majority of the delegates to the Roads congress that the automobile running at average speed is not detrimental to highways; the splendor of French hospitality; the discovery that many miles of very satisfactory highways in England have been constructed by mixing limestone and granite after the methods set forth in publications issued through the United States office of public roads, and the amusing discussion now being carried on by English automobilists against horse traffic in city streets and upon suburban highways.

International Road Bureau.

It is his belief that from the congress itself at least one big result will flow and credit for that must go to America. On a suggestion by Mr. Page, it was determined to create an international bureau of roads, similar in some respects to the international bureau of navigation. This body will consist of two or more delegates from each of the 39 governments represented at the congress. Its purpose will be the collecting of all possible information on road work, the passing on it by a committee of experts, and its distribution throughout the world.

The ultimate benefits of so far-reaching a move cannot now be estimated, but the world will some day carry a heavy debt of gratitude to the government whose highway representatives conceived the thought of such a bureau, and brought to its support the delegates of every civilized country on the globe.

Credit must go to Mr. Page for the proposed erection of a memorial to M. Tresauget, the great French highway engineer, who was the originator of the modern French system of road maintenance, and who began the building of the incomparable system of highways that has made France famous as a road building nation. The resolution to that effect was introduced by Mr. Page and unanimously adopted; the secretary general being empowered to receive contributions with which to carry out its provisions.

Asked what plans France had made for the visitors, Mr. Page said that he had been amazed at the manner in which the republic had planned for the comfort and the entertainment of the delegates.

Among the functions was an elaborate reception at the Elysee Palace, where the national delegates were received by President Fallieres. The sessions of the congress were held in a vast auditorium at the Sorbonne, the various sections meeting in rooms especially furnished for their comfort and convenience at the Salles du Jeu de Paume, in a corner of the beautiful garden of the Tuileries.

Famous Actress Helps.

Besides the official reception at Elysee Palace, there was a special theatrical entertainment given at which a famous French actress recited a poem specially written for the occasion; a reception at the palace of the minister of public works; another at the magnificent Hotel de Ville; side excursions to Fontainbleu and Nice, and a luncheon at the beautiful palace at Versailles.

This latter function was of especial interest to many Americans, because of the historical associations lingering about the magnificent palace. The luncheon was served in the superb orange room, and when the delegates, to the number of 750, had taken seats, the fountains which form the great decorative features of the superb apartments, were set playing, a tribute by France to the visitors, for it is only on rare occasions that the water is turned into this chain of basins.

At the reception at the Hotel de Ville the visitors were also treated to scenes of splendor foreign to American ideas of simplicity. A regiment of picturesquely uniformed chasseurs of the French army were detailed to stand at attention, one on either end of every step of the grand marble staircase down which the delegates passed; and thence in double rows to the state dining rooms and grand salons. Gratifying and impressive as were these examples of almost royal hospitality, the chairman of the American delegation found more of interest in the perfection of the system of roads with which the republic is provided, and in the systematic method of maintaining them to the highest degree of efficiency. He was told that on the magnificent road leading from Paris to Versailles 8,000 automobiles pass either way on each fine day, but he noted that it was in such perfect condition that it was practically as dustless as the carefully swept asphalt street of a large city.

No better macadam roads are built in France than can be built and are built in this country; but the maintaining of these roads is attended to with the utmost care, and for that reason the highways are invariably in such splendid condition that they excite the envy of American visitors.

Meets Famous Engineers.

Prior to his arrival at Paris, Mr. Page spent some days in England in the company of some of the famous highway engineers of the empire, examining roads throughout England. It is his belief that England has arrived as near to the solution of dustless roads—the present day problem of all highway engineers—as any nation. Her engineers have given the use of bituminous materials for spraying macadam roads the utmost thought and care. Spraying highways with such materials after science has been called to the aid of the highway builder, has a tendency to preserve the solidity of the roads and prevent the formation of dust, and England has made such progress in this branch of road study that many miles of suburban roads are as free from the disease breeding dust nuisance as the best kept streets of the principal cities of the world.

So firm are the highway scientists in the demand that these conditions not merely maintain but improve, that the first fight against the horse has been taken up by the automobilists.

When the motor car began to come into use, the teaming interests of the world were strong. They berated the automobile in unmeasured terms; said that it was a menace to the public and to the horse; that it endangered life and limb; in fact advanced every argument against it that from time immemorial has been advanced against the advent of every great invention or civilizing influence.

In the early days of the American republic, the pack saddle men fought bitterly against the advent of the wagon. They declared it would make possible the carrying of heavier loads and the consequent ruining of the pack saddle industry; the wagon men fought the stage coach on the theory that it would facilitate traffic and throw wagon men out of work; the stage coach men battled against the railroads on the theory that the running of steam cars would drive out the stage coach driver, and each in turn was forced to make way.

More Horses Raised.

The fight of the horsecar men against the trolley car is remembered by all. The claim was then made that 3,000,000 horses would be thrown out of work and that horse breeders would starve. The trolley is well night universal, and yet more horses are raised each year than the year before and they bring better prices.

The horse interests have ever fought the automobile. There have been thousands of columns of argument published against it, and short sighted men have advocated such heavy taxation against it, that a great and ever increasing industry would have been sadly hampered, had half the unwise legislation planned been put into execution.

New highway experts aided by the motor car interests and by a powerful association of London and its suburbs have turned like the trodden worm and started an attack on the horse.

The claim they advance is that the polluting of all public thoroughfares is done not by automobilists but by horses; that if no horses were allowed to drop organic matter on public thoroughfares, the dust nuisance would soon be naught by an unpleasant memory. They advance the logical statement that the nuisance created by hundreds of thousands of horses is detrimental to public health and a menace to the pavements, and they charge that the continual cleansing of the streets because of this traffic imposes a vast and an unjust tax upon the citizens.

It was a source of great gratification to the American chairman to be frankly told in both France and England that this nation has stepped ahead of both those nations in the testing of materials for building macadam roads. Various experiments conducted by the office of public roads have developed the fact that it is possible in road building to obtain a better bonded surface by mixing rocks, such as limestone, with silicious rocks, such as granite or sandstone.

That discovery—embodied in publications sent out through the United States department of agriculture—had been adopted by some of the British highway engineers, and while in England Mr. Page was driven over a number of stretches of splendid highway built by the blending of such material, and was commended by those who built them.

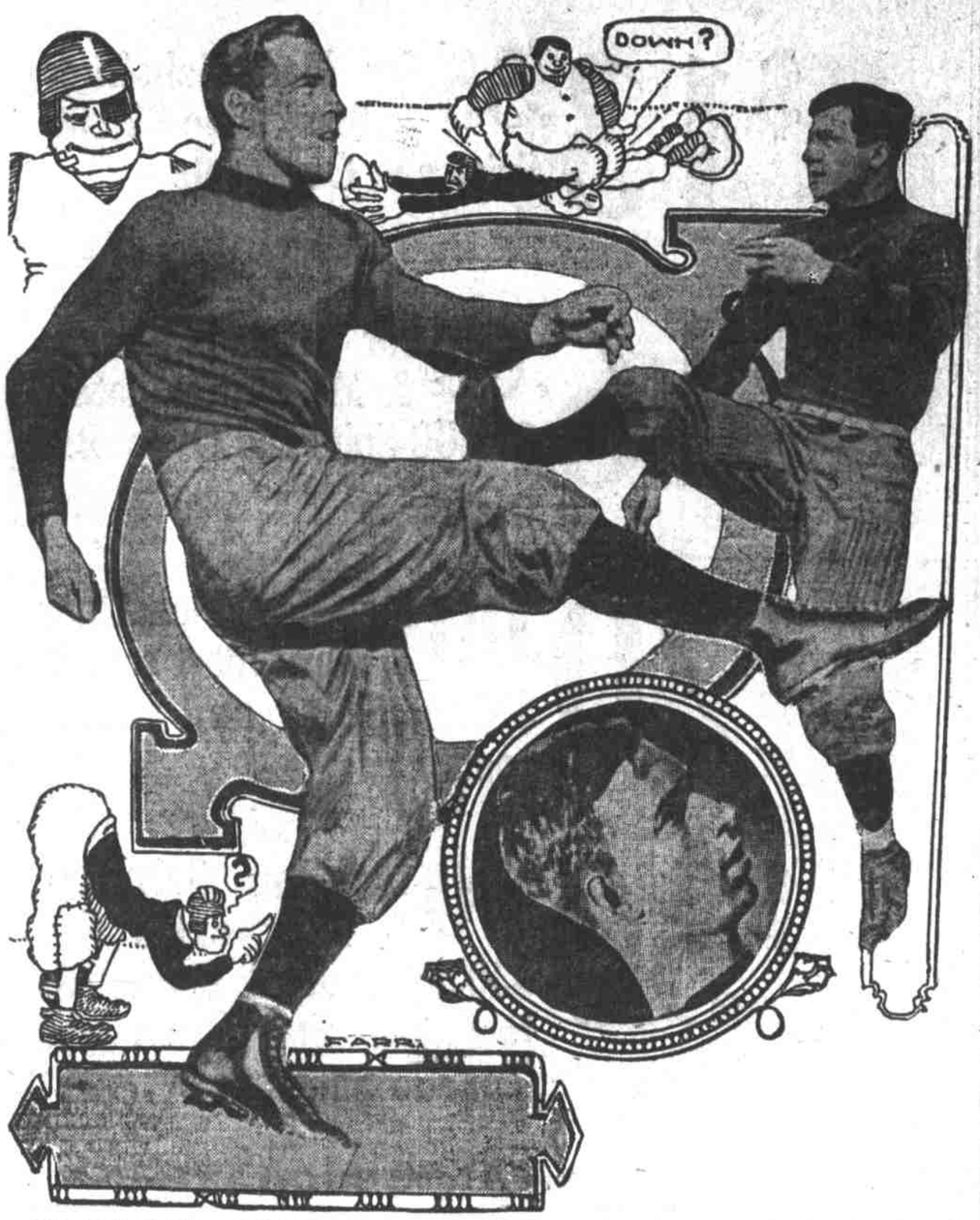
Test Britain's Rock.

In conjunction with that phase of highway construction, Mr. Page was asked if it would be possible for his office to receive about 300 samples of the characteristic road building rocks of Great Britain and make laboratory tests of them.

It was specifically stated in the official invitation sent from France many months ago that the congress at Paris was called for the purpose of discussing the effect of automobile traffic upon public highways and if deemed detrimental to devise means of overcoming the effect. Asked what conclusion was reached by the congress, Mr. Page said that automobile traffic and its effect was very thoroughly discussed and that many brilliant papers were presented, every phase of the question being treated of. As it was impossible to arrive at a unanimous conclusion, the question of damage was left for a later determination. It was the consensus of opinion, however, that automobiles driven at ordinary rates of speed are not especially harmful to good highways.

Mr. Page was especially impressed by the laws regulating automobile traffic in practically all portions of France and England. Unlike the laws prevailing in nearly every section of this country, the motor car restrictions of those coutries are framed for the purpose of stopping reckless driving and the officers responsible for their enforcement are not restricted as are American officials. No speed limit provisions are incorporated in the laws of France or England. If in the judgment of an officer, a motor car driver is reckless even if proceeding at less than eight miles an hour, he is subject to arrest. If, on the other hand, he is proceeding at express speed on a broad thoroughfare, free from other tcaffic, and is not endangering the lives or the property of others, he is well within his rights and may not be interfered with.

CHOICE OF EVERY CRITIC FOR ALL-AMERICAN



Three football stars of eastern gridiron whom all chose for theoretical team. To the left is Coy of Yale, the fullback; to the right is Hollenback, the Pennsylvania fullback who was shifted to halfback in the selection. Below is Tibbott of Princeton, the other halfback.

MULTNOMAH FIVE DEFEATS DALLAS

Multnomah club's fast basketball team last night defeated the Dallas college five, which is scheduled to tour the east, by a score of 13 to 9. The game was played in Dallas and was pronounced a splendid exhibition of the game.

Both teams put up a hard battle all the way through. By a margin of one point the clubmen led the collegians at the end of the first half, the score being 4 to 3. The "Winged M" quintet gradually drew away in the second half gradually drew away in the second half, the game ending 13 to 9. The Multnomah club was represented by Dent, Allen, Fisher, Barton and Morris.

OREGON CITY PLAYS FOREST GROVE A TIE

(Special Dispatch to The Journal.)

Oregon City, Dec. 12.—The Barclay High school football team of this city met the Forest Grove High school team at Willamette field this afternoon, the game ending 0 to 0.

Despite the heavy rain storm there was a good attendance on the ground. It was a well played game, despite the wet ground. While the Forest Grove team outweighed the Barclay boys, the latter put up a good fight. The lineup:

Barclay.		Forest Grove.
Garde	C	Rau
Rhode	L G	F. Moore
Lankins	N G	Fogle
Bowen	R T	Doane
Greene	L T	Eseley
Hart	G B	Clark
Moore	R H	L. Moore
Logesort	L H	Mowe
Avison	R E	Drorbaugh
Gillett	L E	Thomas
Stroh	F B	Devlin

Referee—Grout. Umpire—Ferron.

UNCLE SAM TURNS OVER LAND MONEY

(Salem Bureau of The Journal.)

Salem, Or., Dec. 12.—The governor's office this morning received a warrant from the United States land department for $66,870, which covers the sales of public lands in Oregon for the fiscal year ending June 30, 1908. This amount will be divided in proportion to the acreage in those counties.

Orders Stock Corral.

(Salem Bureau of The Journal.)

Salem, Or., Dec. 12.—Manager J. P. O'Brien, of the Harriman lines in Oregon, notifies the railroad commission that, though he believes the demand for a stock corral at Shedds arises purely out of spite work on the part of a resident of Shedds, he has ordered the stock corral to be installed at once.

Dolls Given Away.

Read advertisement of Perkins pharmacy in today's paper.

NORTH POWDER BALKS AT MUD

Complaints Pile Up Against Oregon Railroad & Navigation Company.

(Salem Bureau of The Journal.)

Salem, Or., Dec. 12.—The Blue Mountain Fruit Company of La Grande has filed three informal complaints against the Oregon Railway & Navigation Company for excessive charges aggregating hundreds of dollars. An investigation of the complaints will be started by the commission.

North Powder residents are also complaining because the way to the new depot at that place lies through a 500 foot stretch of soft clay. The citizens of North Powder want the railroad company to provide wooden sidewalks, so that they can reach the depot. The complaint states, further, that the company has no telephone, and that to transact any business with the railroad company it is necessary to make a trip through the clay to the new depot.

COMPLETE PLANS FOR AMUNDSEN'S

(United Press Leased Wire.)

San Francisco, Dec. 12.—Captain Raold Amundsen the explorer who sailed through the Northwest Passage, has sent the complete plans of his next daring expedition to Consul General Henry Lund of the San Francisco Norweigian consulate. He plans to retrace the course of his last expedition, starting from San Francisco on his perilous voyage of discovery and research. For more than five years he expects to entrust his life and those of his crew to the vast ice drifts of the Arctic. He will sail in the Fram, the vessel in which Captain Nansen made his latest Arctic expedition.

The ship will be provisioned for seven years. It may be all of that time before news of his fate reaches the outside. Amundsen and his men hope to make the voyage the greatest Arctic expedition ever known.

THROWN INTO JAIL FOR CARRYING GUN

Alex Smith was arrested at the Fountain saloon, Russell and Goldsmith streets, last evening by Patrolman Ellis on a charge of carrying concealed weapons.

Smith, according to the officer, engaged in a fist fight with another man in the saloon. When Ellis entered he saw that Smith seemed to be eyeing him with undue timidity, and he searched his pockets. A large revolver was forthcoming, so Smith, who is 39 years of age, went to the city jail.

Notaries Commissioned.

(Salem Bureau of The Journal.)

Salem, Or., Dec. 12.—Commissions as notaries have been issued to Horace H. Fisher, Portland; J. R. A. Bennett, Astoria; Jeff. D. Wisdom, Gresham; John McDonald, Wallowa.

Companies Incorporated.

(Salem Bureau of The Journal.)

Salem, Or., Dec. 12.—Articles of incorporation filed in the office of the secretary of state are as follows:

Carey's Sanitary Milk & Cream company; principal office, Portland; capital stock, $5000; incorporators, H. H. Carey, W. W. Terry and D. A. Jones.

Willamette Investment company; principal office, Eugene; capital stock, $10,000; incorporators, Frank M. Northrup, John F. Kelly, Jack Rodman, Julius Goldsmith, H. A. Dunbar and G. W. Hunter.

Investors' Realty company; principal office, Portland; capital stock, $5000; incorporators, Martha E. Cotton, Blanche V. Marshall and A. Cowperthwait.

Jewell Hardware company; principal office, Grants Pass; capital stock, $25,000; incorporators, L. L. Jewell, A. M. Jewell and A. C. Hough.

Medford Grocery company; principal office, Portland; capital stock, $50,000; incorporators, H. G. Brown, R. W. Pattengill and C. H. Delfs.

Northwest Gas Equipment company; principal office, Portland; capital stock, $50,000; incorporators, W. M. Kapus, R. McC. Michler and E. H. Corbett.

Clackamas Southern Railway company; principal office, Portland; capital stock, $1,000,000; incorporators, F. M. Swift, David Loring and A. E. Clark.

Lebanon Oil & Mining company; principal office, Lebanon; capital stock, $9,000; incorporators, Samuel M. Garland, C. H. Vehrs, J. L. Griggs, Carl Middelstadt and William P. Nelson.

Marshfield Crocery company; principal office, Marshfield; capital stock, $3000; incorporators, H. C. Noble, A. D. Hall and C. E. Powers.

Combination Mines company; principal office, Bohemia; capital stock, $450,000; incorporators, Robert H. Clark, Jerry W. Disch and Jackson F. Audier.

Portland Oil & Gas company; principal office, Portland; capital stock, $1,000,000; incorporators, W. E. Farrell, N. C. Hogg and S. C. Spencer.

Spring Hill Land company; principal office, Cornelius; capital stock, $50,000; incorporators, C. B. Buchanan, J. W. Sewell, Albert Bunning, D. J. Barrett and J. E. Reeves.

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