

CLEANINGS OF THE AUTO WORLD

GOOD HIGHWAYS SHOULD BE MADE TO ENDURE LONG

America Should Follow Example of France—Oregon and Washington Should Imitate Sister State, California.

Maintenance of highways is the vital essential, which accompanies the improvement of roads, which fact the national good roads board of the American Automobile association desires to impress upon the highway authorities of the entire country. There is nothing new in the proposition except that its thorough comprehension will save thousands of dollars to those states which come to an immediate realization of the fact before proceeding with the expenditure of the millions of dollars recently appropriated by many legislatures.

France is looked upon as a nation of road builders, and its highway system has long been considered a model to be followed by other countries, hence the national good roads board has been lately devoting much attention to the situation there, brought about by the increased volume of road traffic caused by the advent of the automobile. No man has toured over more miles of European roads than Francis Milton Mansfield, the American consul at Toulon, who is now on a leave of absence in this country.

French Roads Best.
"That French roads are the best, taking them collectively," asserts Mr. Mansfield, "there is no doubt. But it is true that these highways are not standing up to the new travel conditions in regions where there is an abnormal increase over the slow-going horse-drawn traffic period. An appropriation hitherto spread over a stretch of road traveled by a hundred vehicles a day will not suffice that which is used by 600, even though 400 be of the rubber-shod variety and do not of themselves tear up the road. Narrow streets and the traffic of horsehoofs together work the damage, and until new systems of road-building can be inaugurated there must be an exceedingly intelligent distribution of expenditure so as to deal with the question of upkeep at busy centers, both in town and in the country, so that there will not be a shortage and the surface will be in a normally good condition continuously.

The good roads question in France is national, dependent entirely upon the making or remaking of national highways of the first, second or third class, and it is to be noted that a route nationale in France is still a national road.

National Care Necessary.
"Its upkeep is at the charge of the nation, even though it ambles for miles through the heart of some busy city like Paris or Marseilles. The roads question, then, is one dealing with roads and not streets, and in this connection, though one-third of all the registration of motor vehicles in France is confined to Paris and the neighboring communes, fifty odd thousand automobiles running down the main road of France make this national care of roads a necessity, as is the national policing of the open country; nothing in that paternal land is left to local control where the public good of the entire population is concerned.

"This is the French policy and the pattern upon which all other national road building governments of the old world are founded. Italy, less consistent in its policy, works on the same lines and falls only when the local officials of a province are not up to the standard of efficiency of their neighbors. Such a state of affairs in France is hardly conceivable.

Same Spirit Prevails.
"Take the case of a new country, like Algeria and Tunisia, as French as France itself though the Mediterranean separates them from the mother country. Here the national spirit prevails and the national roads are good roads. This is so even in Madagascar. French again!

"To come nearer home, or at least nearer to our understanding, roads control in England produces results quite analogous to those in our own country, except that when all is said and done, the upkeep of England's roads is, at its best, of superlative excellence. They

Speed King as He Appears in Racing Mask



This is not a deep sea diver—it is the latest photograph of Bobby Burman, the world's auto speed king, wearing the mask he dons when driving. You can see the mask but not Burman, neither can the wind and dust on the auto tracks get in his eyes when he is thus armored. Traveling through space at the rate of almost two and one-half miles a minute is not conducive to the

best complexions, so Bob has devised this unique mask to protect his face during his thrilling drives in his monster Benz cars. Burman's sensational driving featured the 500 mile international sweepstakes event on the Indianapolis speedway on May 30. While he did not come out first in the race, he set the pace for many of the 500 miles run.

HOW TIRE MILEAGE MAY BE INCREASED
Correspondence received by the service bureau of the United States Tire company shows that many motorists, who make a study of their tires, are able to materially increase mileage service by changing the position of the tires after they have been run long enough to show the effects of road wear. Tires on the right side of the machine receive harder usage, as a rule, than those on the left side, as they come in contact with ruts when the car is turned out to avoid vehicles, and often rub up against curbs when the car is stopped. Hence, if their position is reversed, placing the worn side nearest the car, the life of the tire may be considerably prolonged. Similar results may be obtained by shifting rear tires to the front, and vice versa. Rear tires carry considerably more than one-half the weight, and naturally wear down more rapidly than front tires.

New Incandescent Lamp.
A patent has been issued to a Massachusetts man for an incandescent lamp in which the filament is suspended by springs to absorb the shock of jarring to which it may be subjected.

MEDFORD PLANS TO HOLD RACES ON JULY FOURTH

Two Portland Cars Are Entered in Auto Contests for Cash, and Other Prizes Will Be Given.

Medford comes forth with the announcement that she is to hold one of the biggest and best road races to be pulled off during the week of the Fourth of July. There will be two big automobile races for prizes amounting to \$700. The first race will be held at 8:30 a. m. July 3, and restricted to cars of not more than 40 horsepower. This will be a road race of 60 miles distance.

The first prize will be \$100 in cash and automobile accessories; the second prize will be automobile accessories.

and the third prize will be automobile accessories. The second race will start at 12 noon July 3, and will be free for all 60 mile road race. The first prize in this will be \$200 in cash; the second prize will be automobile accessories; and the third prize will be automobile accessories. The entries for these races will close at 6 o'clock p. m. today, Sunday, July 2.

Rules governing the races are that all contestants must report in starters' hands thirty minutes before the race is started. R. A. Flynn is chairman of the Fourth of July committee and manager of the race meet.

Two Portland cars are entered. The Smith-Cleveland company have entered a Hupmobile car that attracted a great deal of attention in the automobile parade during the Rose Carnival and was at that time named the "Hup Bug." A. J. Edwards of the Ford agency has entered his Ford racer "White Spider," and says he sure expects to bring home the bacon.

Three Portland men will act as officials in the races, H. L. Worthen of the Warner Instrument company will act as official timer, C. H. Mead of the West Coast Supply company and J. H. Johnstone of Hughson & Merton will act as two of the four official

Judges. The course has been laid out along one of the main streets of Medford and will lead out the north end of town to the county road, coming back by the east county road and through the main street over a five mile course. The Medford street over which the race is run will be roped and patrolled by special police. The turns that are necessarily in the course have been banked saucer fashion and a great deal of interest is being shown throughout the southern part of the state in the racing events.

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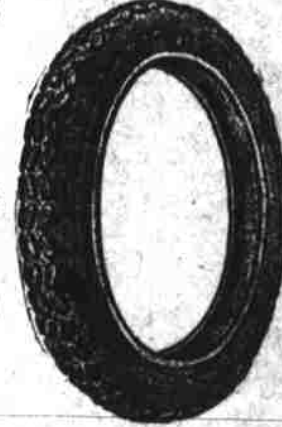
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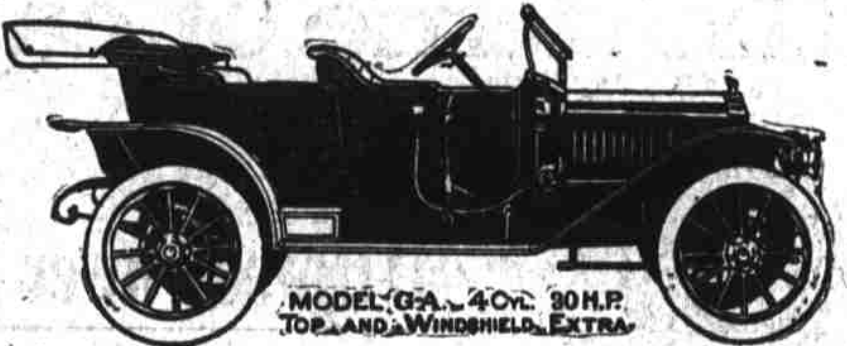
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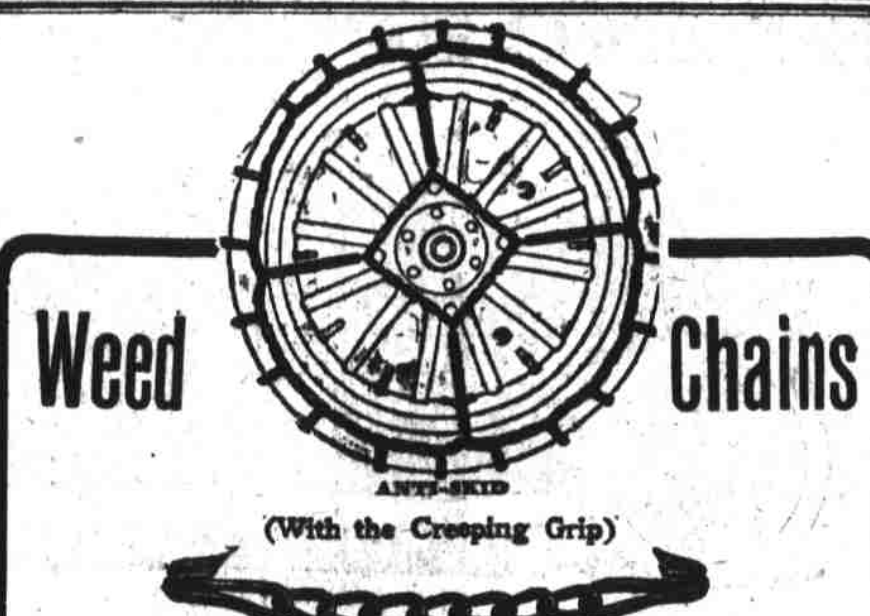
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