AUTOMOBILES AND GOOD ROADS

ELY ESTABLISHED ON AUTOMOBILE ROUTES

Secretary Hoag Opens Road to Both San Francisco and Los Angeles.

Information received by this department from Gale S. Hoag, secretary of the Ely Commercial league, shows that Ely is today fully alive to the possibilities of transcontinental automobile travel, and that the Ely organization is probably doing more to put its town on the automobile map than any other western city.

This organization, through Mr. Hoag, has mapped several hundred miles of road, east and west of Ely, after doing considerable preliminary work in finding out which is the best and most direct routes for auto travel, taking everything into consideration. Mr. Hoag believes the route south of the Great Salt lake is the natural outlet for automobile travel from this city, and makes this selection only after going over all the routes in a car himself.

Mr. Hoag has mapped a direct route from Ely to Eureka, Nev., connecting with the route north of the lake at Eureka, showing a distance of 76.6 speedometer miles between the two towns. He also has a complete logged route between Ely and Tonopah, a distance of 187 miles. This is part of the main road to Los Angeles. From Tonopah the route leads to Silver Peak, to Oasis and down the Owens river to Los Angeles. Auto interests of Tonopah have joined hands with Ely in this work, through the efforts of Mr. Hoag, and will complete the route through to southern California.

The Ely Commercial league will have a delegation sent out to meet the Salt Lake party, who will make the trip from Salt Lake to Ely the latter part of this month, with a view of still improving the highway between Salt Lake and Ely.

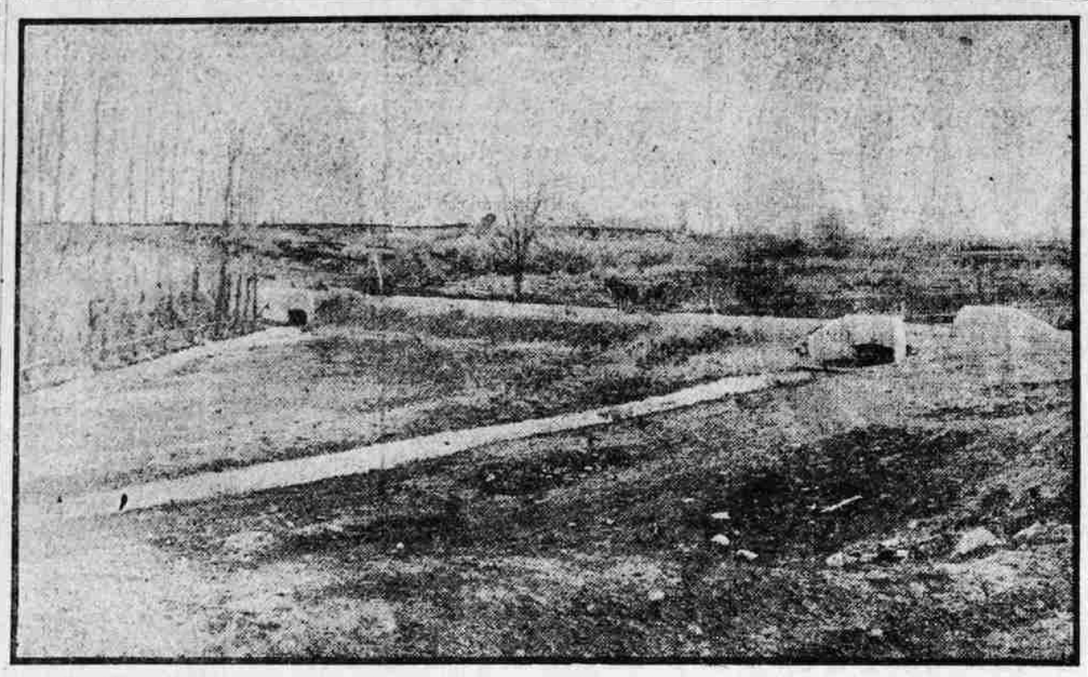
HARD TRIP MADE ON NO-RIM-CUT TIRES

Equipped with Goodyear no-rim-cut tires, a Buick 35 climbed 4000 feet to the uppermost peak of Mount Diablo. So says a dispatch from the San Francisco branch of the Goodyear Tire & Rubber company. Commenting further on the perilous ascent, Mr. Taylor, branch manager, says: "The car was driven by Earl DeVore, and, to the uninitiated, the fact has not much significance; but it was certainly a real test of durability of tires and endurance of car.

Arriving at the mountain top, DeVore was not satisfied, but wanted to show his bravado further by climbing the rocky formation at the top and rubbing the tires against the brick monument that marks the surveying point for California, Nevada, Utah and Arizona.

"They looked just as good as they did before we started the trip," concludes Mr. Taylor.

Cement Bridges on Tooele County's New Roads



The above photo shows a sample of the bridge construction used by Road Commissioner A. Russell of Tooele in rebuilding Tooele county highways. A year ago The Tribune pathfinder logged this route and at that time it was necessary to ford the two creeks seen in the foreground. The road has now been built up, splendid concrete bridges put in and the hills on both sides of the creek graded down. These bridges are situated on the main road between Tooele and Stockton and gives a fair idea of the good work now being done in Tooele county by Commissioner Russell.

COLLEGE BOYS FIND NOVEL AUTO BRIDGE

An automobile toll road, with specially constructed automobile bridges, is one of the latest novelties encountered in touring.

Two college men who recently made a tour of the southwest have reported, among their many other experiences, a run of over 100 miles on a road of this kind. The highway connects the towns of Roswell and Vaughn in New Mexico and as the other roadways of this district run through stretches of almost impassable sand, this toll road, in spite of the fee of 5 cents per mile, is very popular with tourists.

The bridges along the route are most peculiar, being suitable only for automobiles. Over the ravines two troughs are built about four feet apart at their inside edges. In these troughs the wheels of a crossing automobile are guided and the sides of the troughs prevent the car from sliding off into the ravine. There is no planking between the two runways for the wheels, thus the middle of the bridge is open the entire length, and horse-drawn vehicles cannot cross over.

Such toll roads and bridges are being constructed in other parts of the west and these college boys state that in spite of the bad roads in many sections, touring in this part of the country is a most fascinating sport. Covering a course of 4000 miles together in a roadster proved an ideal vacation and the men assert that they and their car are ready to enjoy even a longer run as soon as the cessation of classroom activities permits.

FORD INCREASES WORKMEN'S WAGES

DETROIT, May 11.—In spite of the fact that the Ford Motor company's factory is working full force, turning out their terrific output of 75,000 cars for this season, Henry Ford, president of the company, has issued orders for a general increase of fifteen per cent to all wage-earners and the reduction of the working hours from ten to nine.

This is done in the belief that the increased compensation will lead to an increased efficiency and a general improvement of the already excellent Ford product.

TIP ON HOW TO WASH AUTO TIRES

At this season of the year, when roads, in consequence of spring showers, are often muddy, most motor cars are coming in for their share of washing.

Washing tires and washing a car are two different propositions. Water alone should be used to wash tires, and as little of it as necessary. After every run the envelope should be wiped clean with a damp sponge or well-wrung cloth.

A common mistake made by motorists is to mix kerosene with water. This may be advisable when washing the body of a car to remove mud and dust from the varnish, but it should never be done when washing tires, because kerosene eats rubber. This fact can be readily proved by immersing a small piece of rubber in kerosene and allowing it to soak. The rubber will soon swell and lose its elasticity. Kerosene is rich in fatty properties, which remain after the evaporation of the gases. Every time a tire is washed with a kerosene mixture the rubber is deprived of more of its strength.

SALINA IS ANXIOUS FOR NEW HIGHWAY

Secretary of Commercial Club Says Action of Commission Meets Approval of People.

The announcement in these columns a week ago that the state highway commission had decided to open the road between Salina and Castle Dale as one branch of the main state highway from Colorado to Utah, is welcome news to the citizens of Salina, according to Dr. A. J. Lewis, secretary of the Commercial club of Salina, who was in the city during the past week.

Dr. Lewis says his city has hoped this road would be adopted for some time and that he had no doubts the county would be ready to add its share of the amount require by law and secure the necessary funds from the state. This route needs but little fixin' to put it in first-class shape for automobiles, says Dr. Lewis, and now that the state is behind the project he sees no reason why it should not be pushed through.

Salina people are also after a route to Fish Lake, declares Dr. Lewis, and intend to take this matter up with the state highway commission on its first visit to Salina. The Commercial club of Salina has already sent a team of horses over the route this spring with instructions to report on the amount of money needed to fix it up.

MANY STATES IN RECIPROCITY GROUP

The Touring Club of America is keeping close tab on all legislation that pertains to motoring, and Secretary F. H. Elliott of that organization now reports there are thirty-two states and the District of Columbia in the reciprocity group, which is made up as follows: Alabama, Arkansas, California, Connecticut, Delaware, District of Columbia, Florida, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New York, New Hampshire, North Carolina, North Dakota, New Jersey, Ohio, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, Washington, West Virginia and Wisconsin. In Arizona, Georgia, Louisiana, Nevada, Wyoming, Colorado, Idaho, Mississippi, New Mexico and the territory of Oklahoma there are no state laws, but, on the other hand, the motorists are welcomed. In nearly every one of these states, though, legislation is pending.

IDAHO MERCHANT BUYS PIERCE-ARROW

Among the sales of the Tom Botterill Automobile company for the week was a thirty-six-horsepower 1912 Pierce-Arrow sold to J. G. Brown, a prominent merchant of Blackfoot, Idaho. Mr. Brown's new car is one of the most beautiful the Tom Botterill Automobile company has had on its salesroom floor this year, being finished in English primrose, with dark green striping and upholstering.

This car has perhaps been the most generally admired of any car that this company has yet delivered. Mr. Brown will drive his new car overland to Blackfoot, leaving Salt Lake Monday morning. Mr. Brown says about three miles of the famous sand ridge between Pocatello and Blackfoot is now macadamed and work is being pushed on the balance of the road. He recommends the trip to Yellowstone Park, through Blackfoot, as a splendid outing for Salt Lake motorists.

HAS WOODEN MODEL OF STEARNS-KNIGHT

Another carload of Stearns Silent Knight cars and a delivery of four machines is the record made by the Monarch Motor Car company during the week just past. Those who received new Stearns cars are Joseph Payne, L. H. Curtis, W. H. Sweet and A. E. Sweet. Another carload of machines is due to arrive the coming week.

The Monarch Motor people have received a large wooden working model of the Silent Knight engine, which is now on exhibition at their showrooms. This model is attracting considerable attention and gives one an excellent understanding of the mechanical construction and working parts of the famous engine.

Manager Darling reports many inquiries coming in from outside of the city about the Knight car and believes the public in general has already gained a good impression of the new engine principles.

Motorcycle Notes

The first summer event of the Toronto Motorcycle club will be a hill-climb about May 11.

The South Scranton (Pa.) Motorcycle club is preparing for a motorcycle meet about June 12.

The success of the Central Jersey Motorcycle club is attributed to the stringent rules of the club.

Henry Crow of Ashville, N. C., recently completed a motorcycle trip to Atlanta, Ga., and return.

Motorcycle and aeroplane races will probably be added to the coming Galveston, Tex., cotton carnival.

The Los Angeles Motorcycle club is planning a three-day endurance run along the Pacific coast.

Youngstown, O., wants more rigid law enforcement and has added a motorcycle for the use of one of the police officers.

The Vallejo (Cal.) Motorcycle club has voted to affiliate with the Federation of American Motorcyclists.

The Minneapolis Motorcycle club has placed an official ban on the use of the muffler cut-out.

"The motorcycle is coming into fashion." That's the way the Burlington (Pa.) Motorcycle club, which was recently organized, viewed the matter.

Chief of Police J. W. Jenny of Des Moines is anxious to add two more motorcycle policemen to the squad, which has only two riders now.

Sanctions for race meets at Washington, D. C., and Lancaster, Pa., have been granted by Dr. J. P. Thornley, chairman of the F. A. M. competition committee, for May 30 in each city.

San Jose, Cal., is arranging a series of big race meets similar to those held in Santa Blanca last year, when more than [illegible] cyclists were in attendance.

George Luby of Denver recently [illegible] a nine months' motorcycle trip which took him in nearly every state from Ohio to Massachusetts and the south at a total expense of $1.50 a day.

Three Washington motorcycle clubs are to build their own roads. Members of the Ordeen, Hoquiam and Montesano [illegible] have voted to co-operate and build a [illegible] foot roadway between the three cities for exclusive use of motorcyclists.

SCHOOL CHILDREN HELP BUILD ROAD

Lake County, Colo., Adopts Novel Plan to Improve Denver-Salt Lake Highway.

While every city and town between Salt Lake and Denver is holding meetings, passing resolutions and trying to get state and county officials busy in the construction of the Lincoln highway between these cities the good road boosters of Leadville, Colo., and Lake county have adopted a scheme which is not new and original, but which will [illegible] results. May 17 has been set as good roads day and everybody is proposed to get out with pick and shovel and get busy on the thirty miles of proposed highway through Leadville and Lake county.

This delegation of workers is to be headed by the school children, boys and girls, who will form a brigade of rock pickers while their elders will use heavier implements of labor, such as shovel, pick and wheel barrow. The work is to be dismissed for the day and it is estimated some 500 boys and girls will take part in this novel plan of constructing an automobile highway.

The entire distance of thirty miles is divided into districts with a competent foreman in charge, while the women have organized to prepare dinners for the small army of workmen who will be engaged in the work. Not only have the merchants of the town agreed to close up business on that day to turn their attention to good roads work, but the superintendent of one of the largest mines has placed fifty men at the disposal of the committee in charge, who will be furnished with picks and shovels by the mining company. It is expected other companies will fall in line and do likewise.

A committee composed of prominent citizens of Leadville will have charge of the work. They are Fred [illegible], Peter Mulock, George Cramer, Theodore Shoemaker, F. J. Mund, [illegible] McNair, J. C. F. Christian, T. [illegible], Julius Kolsch, A. G. Verhofstad and D. Dickerman.

The Greatest Car Ever Built

We have in our showrooms, and ready to demonstrate, the greatest car ever produced in America---the most interesting car in the world---with the finest example of the Knight-type motor. Come see it today

The Million-Dollar Engine

A car to be great today must have the Knight-type motor. This is the type that the ablest engineers have spent $1,000,000 in perfecting—that the world's greatest cars have adopted. And more than 10,000 of the finest cars in existence have Knight-type motors in them. The Stearns-Knight is acknowledged by men who know best as the greatest of all the Knight-motored cars.

Mr. Knight's Choice

Mr. Knight, the inventor, has purchased a Stearns-Knight car. He has taken it to Europe to show makers there the perfections wrought out in the Stearns shops.

In the aggregate, the Stearns-Knight engine has traveled millions of miles, and never a fault has developed. On the contrary, it has grown **better** in use. The letters from owners form the highest tribute ever paid an American car.

The Stearns-Knight car is the topic of the season. It marks the greatest advancement of the past decade. You have never seen a car like it. You have never ridden in one that was equally smooth and sweet in action.

For Silence—for Economy—for Persistent Power

The instant attraction in the Stearns-Knight is its utter silence. Silence at any speed—silence that continues after years of use.

No valves to spring shut, no cams to get noisy, no timing gears to hum.

There is no grinding of valves, no warping of valves, no leakage, no waste of power. Carbon never interferes with this motor.

The Stearns-Knight will show an excess of at least one-half over its rated power. That we guarantee.

There is immense flexibility. There is that persistent power for which electric motors are famous.

The Car That Glides

The Stearns-Knight car fairly glides on the road. There is no evidence of effort. The silence and smoothness resemble steam. There is luxury of motion — wealth of power. There seems to be measureless capacity.

The man who rides in this car is forever spoiled for any of the old-type motors.

Ride With Us

Let us take you for a ride. Mount any hill—go over any road. You will find it like sliding on runners. Judge for yourself if this new-type motor deserves such a world-wide sensation.

There is nothing so interesting in the whole motor car world today as this—the greatest car ever built, the Stearns-Knight car. Come to our showrooms and see it before you buy a car. Ride in it and get the revelation that led 10,000 of the world's most careful motorists to give up the best of the poppet-valve types for this greatest of all motor car improvements.

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THE ULTIMATE CAR

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Equipment

Warner Auto-Meter, Model K; Banker Windshield, Silk Mohair Top and Cover, Vesta Dynamo Electric Lighting System, Continental Q. D. Demountable Rims (two extra rims), Klaxon Horn—also Bulb Horn, Trunk Rack, Robe Rail, Foot Rest, etc.

Touring Car, Toy Tonneau, Roadster.