

PLAN TO RESTORE OLD 'WIRE ROAD'

Famous Highway Through Ozark Regions Becomes Subject of Novel Campaign

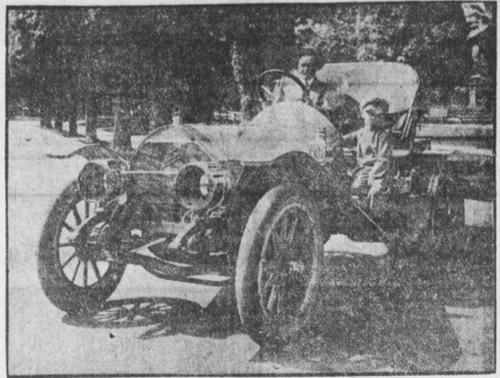
SPLENDID SCENIC FEATURES

'Under Three Flags' Trip of the Flanders '20' Arouses Much Sentiment

Backed in enthusiastic style by the Springfield (Mo.) Republican in its home city, and by the St. Louis Star, J. A. White, a prominent motorist and dealer in Springfield, Mo., is waging an unusually interesting good roads campaign, looking toward the complete restoration of the "Old Wire Road" over which, twenty-five years ago, passed the caravan of settlers' wagons, carrying the hardy pioneers who formed the advance guard of civilization in the great southwest.

In its day, when the United States government kept it in condition, the "Old Wire Road" was one of the most famous highways in the country. Traversing the ridges of the Ozarks, it led from St. Louis to Springfield and thence to Fort Smith, Ark., and Dallas, Tex. At St. Louis it communicated with the national highway from Pittsburg. The two formed a famous chain. All the way through the Ozarks the road was favored with natural gravel bottom, some of it constructed at great expense to prevent washouts. In many places the work of government engineers is still in evidence. As a general rule, however, the stalwart row of poles carrying the successors of original wires which gave the road its name, alone remain to point the general direction. The old road itself has been allowed to deteriorate to such a stage that it is now unsafe even for wagons. The bridges were washed away years ago, and in some places the original

Classy Knox Raceabout Finished in the New Chameleon Grey



highway has been fenced in and appropriated by the mountain farmers. Attention to the present condition of the road was called by the "Under Three Flags" trip of the Flanders Twenty car during the past summer. Reproduction of photographs of the trip and the story told by the crew of the car stirred the citizens of Springfield to action. Mr. White was appointed the chairman of a committee to push the work along. A party of six motor cars was organized to make the trip to St. Louis. After tremendous effort, using the information gleaned from the crew of the "Under Three Flags" car, the trip was made over the 240 miles that separated the two cities. With the information at hand Mr. White has gone to work in real earnest. Personal work has been done with the progressive citizens of Union, Sullivan, Rollin, Lebanon, Highland and the smaller towns along the line. An effort has been inaugurated to secure a wagon bridge across the Gasconade at Arlington where the "Under Three Flags" car ran over a railroad bridge between two sections of a stock train. The Frisco system—the only railroad traversing this portion of Missouri—has promised to transport, free of charge, road and bridge materials. Property owners and township officers

have promised assistance. The Springfield Republican has offered a handsome trophy for competition in a tour, to be held as soon as the road is placed in practicable shape.

A unique feature of the situation is the unsolicited promise of John Hosmer, a wealthy farmer whose 1600 acres lie near Marshfield, one of the small mountain towns along the road. The "Old Wire Road" passes directly through Mr. Hosmer's farm. In fact, it was in one of the fords on his property that the "Under Three Flags" car, after coming all the way from Quebec without assistance, had to summon aid for the first and only time. Mr. Hosmer promises to boulevard all the old road within his property and is using his influence with his neighbors to secure similar co-operation.

Since the "Under Three Flags" car passed through he has become a motorist himself and his farm now contains two Flanders "20" roadsters in its equipment.

The general stirring up of the interest has resulted already in a considerable improvement on the "Old Wire Road" in the populated districts. As soon as the systematic improvement is begun, next year, work will be pushed, and Mr. White and his compatriots feel that there is an excellent chance for completion during 1911. In case this hope is fulfilled, the enterprise will place at the disposal of motorists one of the most beautiful tours afforded anywhere in the United States.

DEATH WOUNDS AT VANDERBILT RACE

(Continued from Page One)

ternal injuries, from which it is doubtful if he will recover.

The killing of Louis Chevrolet's mechanic, Charles Miller, came as the climax of a mad attempt of Chevrolet to regain a lead lost through frequent magneto and tire troubles. The daring French driver, who earlier in the race had reeled off round after round at seventy-three miles an hour, struck a bad rut while going with full power and landed on three wheels only. He then found the car zig-zagging from side to side, unresponsive to its steering gear.

Amid the shrieks of horror from the hundreds assembled at the spot the car plunged into the fence and swept it away like so much paper, then ploughed deep into a passenger-laden touring car. The occupants of the touring car were tossed high in the air but all of them escaped death. Miller was caught in the wreckage and instantly killed. Chevrolet owes his life to the staunchness of his steering wheel, upon which he kept a firm hold to the end of the race.

The debris with nothing more serious than a broken arm.

The third death of the day did not occur on the course, but in an accident on the way to the race. Ferdinand d'Zabia, an automobile man, was the victim. His wife was seriously hurt, but legs being broken in the smash-up.

INADEQUATE PRECAUTIONS

From a sporting point of view the race was thrilling. There is no doubt it will go down in the annals of automobilism as the most hotly contested long distance event ever held over open country roads.

Judged by its cost in killed and maimed, however, the race was a revolting spectacle and a severe arraignment of the manner in which it was conducted. Almost at once the inadequacy of the precautions taken were tragically made plain.

The horror of the Stone tragedy had hardly passed when word came that first the Lancia and then the Mercer car had left the road and brought up as scrap iron against telegraph poles, injuring four occupants.

As if this were not enough, Joe Dawson, going like a cannon ball in car No. 25, ran full into the crowd that barred his way at the westbound turn, and sped on, leaving an apparently lifeless body stretched across the road. This man was Henry Haggerdorn, a clerk employed by a local automobile firm. It is believed his injuries are fatal.

FORTY-FIVE MACHINES MINGLE

The strictest secrecy concerning this sacrifice of human life was maintained by the officials during the race, as was the case last year. Today's race was run as a triple event, not only the cars for the Vanderbilt cup competing, but cars in two other detachments as well. This brought forty-five machines on the course at once, and contributed not a little to the slaughter.

The first of the two subsidiary events—the Whitney Hill sweepstakes—was won by T. F. Galnaw, driving a Fiat. W. H. Pierce, also driving a Fiat, finished second.

In the Massachusetts trophy race the victory went to William Endicott, driving a Cole car. Mortimer Roberts, driving an Abbott-Detroit, was second.

Of the thirty-one cars which started in the Vanderbilt ten were in the race when the officials declared the contest over. Those besides the first three were Disbrow's National, No. 11; Mulford's Locomotor, No. 7; Eber's Popo-Hartford, No. 17; Hearme's Benz, No. 7; Mitchell's Simplex, No. 11; Harding's Stoddard-Dayton, No. 15; and Dingley's Popo-Hartford, No. 22, running in the order named.

The accident to Harold Stone, whose car had not appeared again at the grand stand after the start, was explained in whispers by officials about the judges' stand, but was kept from those in the grand stand, where Stone's bride or a few weeks sat anxiously waiting his passing.

NEW GARFORD CAR TRIES OUT THE SANTA MONICA COURSE

H. V. Taylor of the Lord Motor Car company wanted to find out for himself last week just what the Santa Monica road race course was like, so with a clever bunch of performers from the Los Angeles Automobile Club he put a new model 40-h. p. Studebaker-Garford over the course, and between the Palisades and Soldiers' Home hit a pace of a mile a minute, but most of the course was in poor condition and much road work is going to be necessary for record breaking in the big race Thanksgiving day.

The roads leading from the city to the beach are all in poor condition, and the Washington and Adams street routes are closed to travel, but with the characteristic apathy of road supervisors, the public gets no inkling of it until the barriers are faced after a drive of miles, and then the only thing to do is to play around until you perceive a hole you can peek through, and then "beat it."

The Garford is a sturdy and fast car, and will come in for its share of public patronage this season.

AUTOS RACE FOR CHARITY: PHILADELPHIA PLAN NOVEL

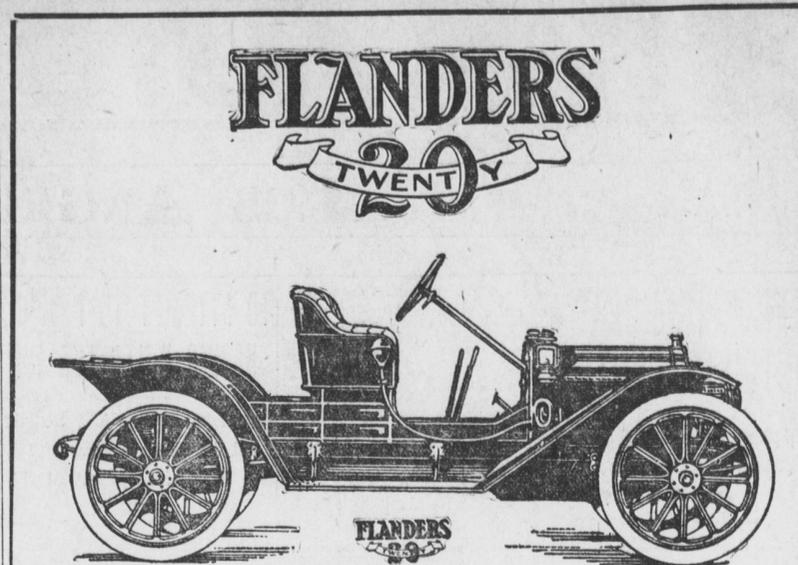
Five charities will benefit by the big Fairmount park automobile race, which will be held on Saturday, October 8, under the management of the Quaker City Motor club.

The Home of the Merciful Savior for Crippled Children, at Baltimore avenue and Forty-ninth street; the playgrounds committee, St. Mary's hospital, the police pension fund and Mt. Sinai hospital, and they will share equally in the proceeds from the sale of seats and boxes in the grandstand and parking places, which will afford a good view of the biggest auto racing event of the year in this city.

J. B. Morrow and Party in Inter-State Between Escondido and San Diego

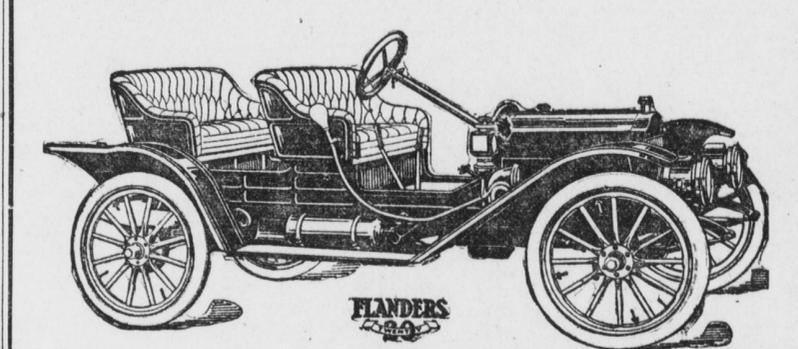
The accompanying photograph shows Mr. J. B. Morrow, in 1911 Interstate "Torpedo," during a recent trip to San Diego. The photograph is taken on the road between Escondido and San Diego, after the hardest part of the journey had been past. Mr. Morrow made the trip by the inside route and reports that while many spots of bad road were encountered, that there is a great deal of road work going on almost the entire distance, and some of the worst spots are being remedied rapidly.

In going over the Pow-wow grade which is twenty-five per cent in several spots. The road is in fair condition and along the top of the mountain, an entirely new road is being built, which will be a great improvement over the present one and affords a magnificent view of the surrounding country.



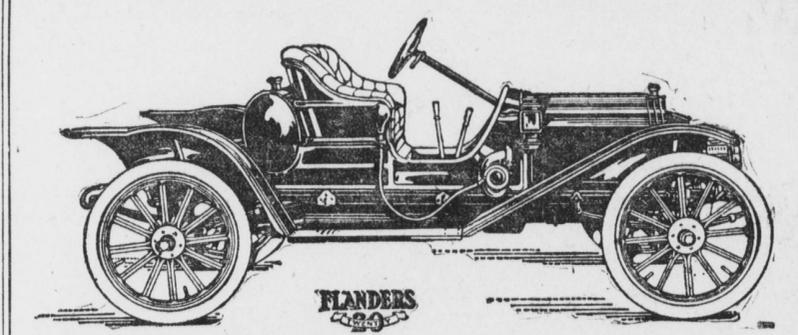
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Equipped with 5 lamps, magneto and batteries, gas generator and full tool equipment. This model is ideal for the salesman who has some samples to carry or for the rancher who always has something he wants to take home. This model furnished with the rear seat, making a 4-passenger car, as shown below, comes at \$40 more. The Flanders light delivery body (a sample of which we now have on the street) can be attached right to this body without even disturbing the front seat. This makes possible the three combinations—two-passenger runabout, light delivery, four-passenger car—for \$1040 complete. Watch for the Flanders light delivery on the city streets.



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\$890 F. O. B. Los Angeles

Flanders racy type roadster—the type of car that made the run from Quebec, Canada, to the City of Mexico, a distance of 4500 miles, in 40 days in the spring of the year, when the roads were far from perfect. This trip has been referred to as the wickedest test ever made by an automobile—and at that an "890 Flanders 20."

It takes a pretty good automobile to average better than 100 miles per day on a trip of this nature, where they often traveled where no other automobile had ever been and where the roads were almost impassable.

We have a few of these racy type roadsters for immediate delivery and would take pleasure in showing you what these cars can do any time you can take a demonstration.

Due to the fact that we have already delivered one hundred and fifty Flanders cars in Southern California and that we are daily delivering more, we are enabled to carry a complete stock of parts, so that should you require any part for your car you will not have to wait for a shipment to come from the East.

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INTER-STATE TORPEDO REACHES CALABASAS

New Road Work Makes Driving Over Fields Necessary

The accompanying photograph shows a 1911 Interstate "Torpedo" en route to Calabasas. Fred Watson, who took a party of five on this trip last week, states that the road conditions he found were the most horrible that he had ever met anywhere, and as Mr. Watson has been driving cars in Southern California for the last three or four years this must mean a good deal. He says that at one point in the road where they are putting in new road he drove across open fields for over ten miles, and at the approach to fords around the Calabasas end of the trip made it a crime to ask any car to go over them. He says, however, that the Interstate made the trip without a skiff, and while at times he thought the car would be smashed to pieces, it came through in as good order as it started out.

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