

# NATIONAL ROAD FOR LINCOLN MEMORIAL

## Benjamin Briscoe Indorses Plan of Highway from Washing- ton to Gettysburg.

Strong indorsement of the plan to have the Lincoln Memorial in the form of a road from Washington, D. C., to the battlefield of Gettysburg was made yesterday by Benjamin Briscoe, President of the United States Motor Company, in an interview on the subject of American road building and its needs. Mr. Briscoe has been chiefly interested in the manufacture of automobiles and in co-operative industry, and it is not generally known that he has exerted an increasing influence in highway development throughout the country.

"The Lincoln Memorial Road Association," said Mr. Briscoe, "is rendering an excellent service in its advocacy of such a road. In studying the question how to express in the most fitting manner our appreciation of Lincoln's lifework I am forced to the conclusion that the memorial should be a great highway rather than a monument, statue, bridge, arch, or any other structure. Even if we take from the question every argument or motive that might be prompted by the use of an automobile, or the ownership of one, dissociate it entirely from our National good roads movement, and admit nothing but that which determines the fitness of the memorial, the road still seems to be the logical and inevitable choice.

"Congress has decided that the Lincoln Memorial shall be paid for by the United States Government, and a fund of \$2,000,000 has been provided to cover the cost. A commission has been created to prepare plans and execute the work. The form of memorial most desired by the people undoubtedly will be adopted.

"No particular engineering difficulties would be encountered. The country is rolling and offers fine landscape effects. The plan submitted by the Lincoln Memorial Road Association suggests a road 200 feet wide, with a greensward forty or fifty feet wide in the centre and smooth highways on each side, forty or fifty feet wide—one to be used by swift-moving vehicles, like automobiles, the other for carriages and wagons.

"The road would be used by hundreds of thousands of tourists. The full value of such a memorial could be appreciated only by imagining a two hours' ride through Maryland and Pennsylvania, with the Blue Ridge Mountains in sight part of the time, six or seven hours spent at the world renowned battleground, with its memories of Round Top and Seminary Ridge, and by traversing other noted spots, including the scene of Pickett's charge.

"Looking at the matter from the standpoint of road improvement," concluded Mr. Briscoe, "it would seem that 'The Lincoln Way' certainly would become the nucleus of a great transcontinental highway to be built by the States through which it will pass. The cost of the memorial road has been estimated to be about \$3,000,000. With this sum it will be possible to provide a fitting terminus on the battlefield of Gettysburg, while in the City of Washington a magnificent architectural development can be placed at the entrance to the road. It is proposed to make this entrance sufficiently impressive to meet the views of those who demand something tangible and substantial wholly within the National capital.

"Pennsylvania is committed to the construction of a road extending clear across the State from Philadelphia to the Ohio line. Ohio, Indiana, Iowa, and States further west have given assurance that the road will be quickly extended across the continent."

## BIGGEST PRIVATE CAR.

### Nizam of Hyderabad Owns Auto with Accommodations for 12 Persons.

The biggest private car in use is at present in India. The chassis and body were both built by the English Napier Company to the special order of the Nizam of Hyderabad and accommodates twelve persons. The unusual wheel base of the chassis, the unusual seating capacity and the unusual power of the engine, 120 horse power, seem to indicate that this is the largest car that has ever been built for purely personal use. The body was built by Marcks & Co., Bombay.

### Early Announcement from Hurlburt.

The days are full of incidents in the life of the new President of the Pennsylvania Auto Motor Company, William B. Hurlburt. Daylight finds him racing to the factory at Bryn Mawr, Penn., while darkness overtakes him on his return trip to the city. During one of his flights he was seen and gave out the statement that it was rapidly approaching a time when he would outline the policy of the company for the fiscal year 1912. "I think that everyone will be astonished," he said, "when the information is abroad, as it is full of radical changes and improvements of mechanical design over the present motor car. Thoroughly practicable and financially profitable, it will not be difficult to make the Pennsylvania the car ahead."

## Ferryboat Popular for Autos.

The newly rebuilt ferryboat Rye Cliff, which has been carrying automobiles across Long Island Sound between Rye Beach and Sea Cliff for the past two weeks, has proved very popular with a great many motoring parties from the Greenwich section, who have made daily trips to Hempstead to watch the American team practice for the international polo match. Because of the many aviation meets scheduled for Mineola and Belmont Park this Summer, the Oakland Steamboat Company, which operates the ferry, expects that the boat's capacity for fifty cars will be overtaxed, and is now making arrangements to charter a second boat so that beginning June 15 there will be a boat every hour on the hour from either side of the Sound, instead of leaving Sea Cliff odd hours and Rye Beach even hours, as is now the case.

## Courtney Non-Skidding Tire.

When a new tire is placed before the motor car owner there are always skeptics who fail to realize that a manufacturer's claims are in almost every case proved by actual test. When Mr. Courtney investigated the manufacturing of high-grade tires in Europe he discovered the secret of their superiority over most of the domestic makes, and in the new Courtney anti-skid tires has embodied the resilient features of foreign tires and augmented them with high quality rubber, the result being an easy riding tire and one that positively will not slip and that when worn can be retreaded; something not possible with others. Being hand-made every little detail in their construction has a personal supervision not possible otherwise. They make obsolete the use of tire chains, and with their special design for severe and rough usage the toe of the tire is so arranged that rim cutting and pinching of the tube is absolutely prevented under any and all conditions.