

Highway and Auto Dope

Traffic and Tourist News

# AUTOMOBILE NEWS

## ONE CAR FOR EACH FAMILY

At the close of the year 1925 there were 216,562 motor vehicles registered in Oregon. This is an increase of 23,923 or 12 per cent over the 1924 registrations. Of the total number registered, 129,517 were passenger cars and 17,625 were trucks. During the United States bureau of census ratio of population increase for the country as a basis of estimation, which indicates a population of approximately 550,000 for Oregon for 1925, there is one automobile for every 2.5 persons in the state or one for every average family. The average for the United States, according to authoritative statistics, is one automobile for every 2.5 persons.

The total amount of license fees produced by the motor vehicle registration law for 1925 was \$5,379,182.03, compared to \$4,768,542.79 for 1924, an increase of \$610,639.24 or 12.8 per cent. Taking the relative proportional rates of increase of the past five years as a basis of computation it is conservatively estimated that the total registration of motor vehicles for the year 1926 will reach 240,000 and that the fees received for the current year will amount to approximately \$6,000,000.00.

Since 1922 there has been no change in the motor vehicle license fee schedule in the state and the annual increase in receipts from that source has averaged a little over \$400,000 per year over the previous year. The license fees for 1922 amounted to \$3,240,515.53. For 1923 they were \$3,019,699.40, an increase of \$729,089.82 or 21.8 per cent. The 1924 license receipts, \$4,768,542.79, were \$1,527,844.29 in excess of those for 1923 or 17 per cent increase. The legislative assembly of 1925 provided an additional fee for certain classifications of motor vehicles which will increase the receipts very materially for 1926.

In 1921 there were 118,615 passenger cars and trucks registered in Oregon. In 1922 the number was increased to 134,566, a gain of 14 per cent, and the registrations for 1923 amounted to 166,412, an increase of 20 per cent over the previous year. Since 1923 the rate of increase has been gradually on the decline. The 1924 registrations numbering 191,223 motor vehicles, was an increase of 15.5 per cent over those for 1923, and the 1925 registrations, as stated before, show an increase of 12 per cent over 1924.

### Building of Roads by Federal Aid Described

(Continued from Page 7.)

12 miles are now surfaced, so that the eight main connecting roads from the Willamette Valley and points south, and the coast are now practically completed.

#### Work Completed on Haultle-Yakima Road

On the Haultle-Yakima road, which is part of State Road No. 6, one section has been completed this year by the Bureau of Public Roads and two sections are now under construction. These are: The Parrell Creek and the Corn projects on the south side, and the Gold Creek project on the east side of Mt. Rainier. The Parrell Creek section, 4.4 miles in length, was completed in July, 1925. The contract for the grading and surfacing of 2.3 miles on the adjoining Corn section was let on July 14th. The grading and surfacing of the Gold Creek section, 2.4 miles, was completed in December. The remainder of the work to Lewis, 7 miles, is now under way.

On June 11th the construction of 1.2 miles of the Olympic Highway, south of Forks, was let to Chris Samsel. The clearing on this section had been done prior to this contract. This route forms a part of State Road No. 9, the Olympic Highway.

The contract for grading and surfacing 6 miles from Republic south was let on August 7th to the Triangle Construction Co. This road follows the San Poil River and is a part of State Road No. 4 between Wilbur and Tonasket.

Smith and Hastings had the contract and surfacing a 3.3 mile section of road north of Metaline Falls extending from the Canadian border south. Considerable number is hauled over this road from Nelson and nearby points to the St. Paul Railroad at Metaline Falls.

**Bureau Forces at Stevens Pass**  
The Bureau has been widening and surfacing portions of the Stevens Pass road, doing the work with its own forces. This is a forest development road which carries considerable summer traffic.

The Mt. Baker project in Whatcom county east of Bellingham is not completed this fall, will not be finished until about the first of August, 1926. Snow is liable to put an end of surfacing operations.

#### TOURING EQUIPMENT

The equipment of those going on desert and mountain trips should always include besides skid chains, a reserve supply of oil, water and gas; a stout rope for towing and a hand ax and a shovel.

at any time and this will mean that the work will carry over into next year. About 24 miles of road have been built from Glacier up the Nooksack River and to within half a mile of Austin Pass. This road will open to automobiles some of the grandest, if not the grandest, scenery in the United States. A company has been formed and a hotel will be built at Sunrise Lake. In fact the foundation for the new building is practically complete. This section is within easy reach of all of Western Washington, Oregon and southwestern British Columbia. A paved road extends from Bellingham to Denning and road gravel road the balance of the distance.

In July the National Park Service requested the Bureau to make a survey from a road around the west side of Rainier National Park. A party was at once sent out and is working to secure the best location for a road near the western boundary of the park. Sufficient line has been run so that contractors could submit a good idea of the character of the work, and prospective bidders went over the work on October 27th. Bids for this work have been called.

#### Federal Aid Projects in Washington

Of the grading projects in this state, probably the heaviest has been the work between Tacoma and Redondo on the Pacific Highway, where 6.86 miles of heavy earth work, begun in 1924, has been finished. In Mason county, six miles of the Olympic Highway between Shelton and Purdy were graded and later surfaced by the state without Federal aid.

On the North Bank Highway east of Washougal, 4.4 miles of grading, which was begun in January, 1925, has been made in the alignment of the Pacific Highway from Vancouver north to Salmon Creek. The old winding grade, paved with blacktop, has been or will be abandoned and a line with a few curves and lighter grades has been established. This involves heavy work by staking. Hydraulic giants wash down the cuts through the hills and the material is carried in the water out of the fills where it is deposited.

#### Concrete Roads Featured in Washington

The largest part of the Federal funds available in Washington are used in the construction of concrete roads. These projects vary in length from two to six miles, in width from 20 to 18 feet, and are 6 1/2 inches thick in the center and 9 inches thick at the edges. Among the more important of these are: the county near Ashford, 3.5 miles Walla Walla to Mill creek; and 5.5 miles Dixie-Coppel projects in Walla Walla county; also 1.7 miles Walla Walla to College Place. A section 6.7 miles long between Ferndale and Bellingham has been completed this year.

#### Montana and Idaho Projects

The surfacing of the last section of the Fourth of July Canyon work out of Coeur d'Alene, Idaho, was completed in September. This road connects with the state highway about three miles out of Coeur d'Alene and extends to within about five miles of Cataldo. This road carries a heavy summer traffic, being part of the Yellowstone trail and serving directly the locality between these two places and it is possible that these may be kept in operation all winter.

Bids were opened on September 16th for the work on the Howe Mountain section of the Clatsop Fork highway. This job comprises 1.5 miles of grading near Denton on the Northern Pacific railroad and will cut out the last hill hazardous for the contractor on account of its proximity to the railroad.

The Lewis and Clark highway crosses the continental divide at Lolo Pass between Missoula, Montana, and Kootenai, Idaho. The five mile section on the west side of the summit is completed and an additional 4.6 miles joining this section on the west was let in July.

Seven miles of grading, known as the Rocky Island section of the Lowell-Selway Falls highway, was completed in May and in September the contract was let for 6.7 miles joining the first section on the east. This route is along the Selway River which, with the Leches, forms the Clearwater some 15 miles above Kootenai, Idaho. On the south fork of the Clearwater River below Elk City, 2.5 miles were placed under contract in June and satisfactory progress is being made on this work. Some clearing is being done on the adjoining Prusley Creek section and by degrees this road is being extended up the river.

In the vicinity of Bonners Ferry the Bureau has completed 5.2 miles of grading and surfacing, some 14 miles having been previously finished. This is one the Roosevelt Trail, from Portland, Maine to Portland, Oregon, and is a part of the Federal Aid Highway System.

A project in Montana that is worthy of special note is the Trans-Mountain Highway in Glacier National Park. Twelve miles on the west side of Logan Pass are under construction, the work being handled by the Bureau of Public Roads for the National Park Service. William & Douglas have the contract. Surveys are being made for the east side section and contracts will probably be let in the near future.

#### Highway Construction in Alaska

Total \$400,000 in 1925  
The work in Alaska is topographically divided between Southwestern Alaska and Southwestern Alaska. In Southwestern Alaska the climate is very wet and construction is carried on under extreme difficulties. The conditions encountered are very similar to the conditions existing on the

Olympic Peninsula in the State of Washington.

The climate and soil in southwestern Alaska is more in line with the general conditions in western Washington and Oregon. Particularly all the road work carried on is in the vicinity of settlements or towns, consisting principally of construction of roads along the waterfront, connecting the town centers, mills, etc., are built up along the shores and in sheltered bays, and the road construction has consisted in connecting these industries with a road that is possible the year round for all kinds of traffic.

**Glacier Highway at Juneau**  
The Glacier Highway out of Juneau is the longest in Southwestern Alaska which the Bureau has constructed. This connects the farming community near Eagle River with Juneau. The trip can be made now by easy driving in an hour and a half, being about 30 miles, whereas formerly it was a full day's trip by boat in fair weather, and in rough weather continued more time. This road, in addition to opening up the farming community on Eagle River, has been the basis of development of several dairy ranches outside of Juneau, and is an important tourist road leading to Mendenhall Glacier, a trip which is made by practically all tourists, as the boats lay long enough in Juneau to permit the trip to the Glacier and return.

In Southwestern Alaska the roads have been built largely to mining projects and for the purpose of opening up material regions which have heretofore been inaccessible except by pack trail and boat service.

The standards of construction in Alaska are comparable with those in the States. The traffic, although no thorough tourist system of roads exists, is nevertheless very heavy on account of small mileage available and the constant increase in automobile registration. The principal activities of the Bureau

have been in the vicinity of Juneau, Ketchikan, Hyder, Wrangell, Petersburg, and Sitka. In Southwestern Alaska, and in the vicinity of Cordova, Seward, Moose Pass, Hope and Girdwood in Southwestern Alaska.

A branch office of the Bureau of Public Roads is maintained at Juneau, this office handling all the work in that territory. Over \$400,000 has been spent during the last fiscal year on Alaska projects, this amount including funds from all sources. — Pacific Builder and Engineer.

# Ford

## BIG REDUCTIONS In Closed Car Prices

Effective February 11

|        | New Price | Old Price | Reduction |
|--------|-----------|-----------|-----------|
| Tudor  | \$520     | \$580     | \$60      |
| Coupe  | 500       | 520       | 20        |
| Fordor | 565       | 660       | 95        |

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