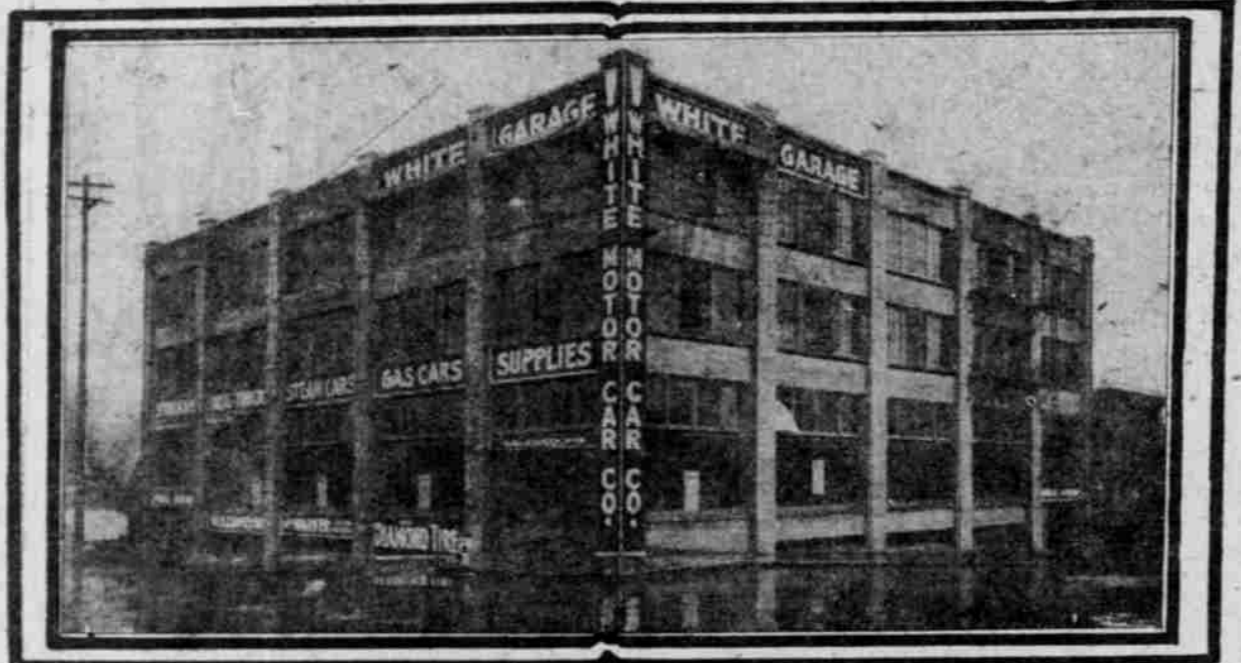


MILLIONS SPENT FOR AUTOMOBILES. IN OREGON SHOW CARS' POPULARITY

Cars Alone Cost \$6,500,000—Industry Is Rapidly Increasing—Move Under Way to Induce Big Factory to Operate Branch in Portland—Demand for Machines Growing.



COVEY MOTOR CAR COMPANY, 214 AND WASHINGTON ST.



WHITE GARAGE, 6TH AND MADISON ST.



STUDEBAKER GARAGE 194 AND ALDER ST.

building. The feature of the garage department is the fact that there is not a single post in the middle of the room. It has a trimmable installed, allowing an automobile to turn around, and not back out, as has heretofore been the case.

The garage has its gasoline tanks buried deeply underground. It has a washroom built out under the sidewalk on the west side of the building. On the second floor are the offices and salerooms. It has a spacious bow window on the Cornell road side. The main entrance to the building is also located there. On the third floor is located the machine shop.

The East Side has not been without its improvements in the automobile line. There are three garage buildings located on Union avenue. These are the Hess & O'Brien, at Union avenue and Tenth street; the East Side Automobile Company, on Union avenue, near Holladay avenue; and the Twitchell Motorcar Company at Union avenue and Wasco street. The largest and most completely arranged of these East Side buildings is the East Side Automobile Company building.

Autos Mean Revolution in Road Building

So Declares John H. Albert, Head of State Auto Club.

SALEM, Or., Sept. 17.—(Special.)—John H. Albert, president of the Oregon State Automobile Association, declares that automobiles and the increased mileage on country roads will mean a complete revolution of the system of road building, and while in his estimation advantages for the horse-drawn vehicle will be cared for, the road of the future in Oregon will be the road constructed to carry autos and stand the peculiar strain which is put upon the ordinary highway by this newer class of transportation.

"In Marion County it is evident that mileage over the country roads has increased 500 per cent. in the past few years. The public roads are built out of public funds and what the auto enthusiast may do in the work of developing thoroughfares largely depends upon his influence as a taxpayer. Use of roads changes with the changing times. One hundred years ago you might say that the oxen had the right of way in the more remote rural districts. Then came a period of 75 or 80 years when the vehicle drawn by horses had supremacy. Now comes the automobile, but it is evident that the period of the horse has developed a system of roadways made expressly to accommodate horses.

"In the next few years on all well traveled roads there are three times as many people in autos who use them than those who travel them by any other means. The volume of traffic must not be lost sight of, that the roads of the future will be built with the use of the automobile in mind. The volume of traffic, the construction of roads will be made necessary by the advent of the new method of travel. In the first place on the road of the future, the old road bed is of macadam and this, with an occasional watering, provides the best thoroughfare for vehicles which are propelled by horses. But it is not feasible for the use of autos for the reason, that under moderately rapid traffic, the binding surface is ground up and blown away. There must be some other binding surface provided and I would suggest either oil, asphalt, or a concrete surface. This latter may be substituted by some binding surface with a concrete base.

"I do not mean that the road of the future should be constructed exclusively for the use of automobiles but autos are used far more than any other vehicles on the country highways, and as automobile owners are as a rule heavy taxpayers, the influence which they have will be used and will be a potent factor in dictating the manner in which new roads shall be constructed. The auto was at first a plaything, but now it is a serious and important utility and for this reason it is evident that future road building be done with this fact in view."

Hickory Lumber Scarce. "The value of hickory lumber at this time is as high as it has ever been. The high grades are selling at \$50," says Burton J. Westcott, president of the Westcott Motor Car Company, of Richmond, Ind. It is one of the largest carriage manufacturers in the country, in addition to being a manufacturer of automobiles. The total value of hickory production is not less than \$15,000,000 annually and at the present time, it constitutes not more than five per cent of the standing timber in the United States.

Trucks to Be Handled. E. E. Cohen, manager of the Maxwell agency, will handle the Samson line of commercial trucks during the coming season. This company will also handle the Columbia automobiles. The new Columbia models will sell from \$2750 to \$1800.

GOOD ROADS MOVEMENT IN OREGON NOW PARAMOUNT ISSUE TO AUTOISTS

Need of Improved Highways Felt—November Election May Make Great Work Possible—Passage of Constitutional Amendment of Vast Import—Farmers Back Plan for Better Roads.



EAST SIDE AUTO CO., UNION AVE. AND HOLLADAY.



PACKARD SERVICE BLDG., 28 & CORNELL ROAD.



NEATE & MCCARTHY GARAGE KING & WASHINGTON

GOOD roads in Oregon is a subject that will receive more attention among the people of the state during the next few years than any other topic, according to Judge Lionel R. Webster, secretary of the Oregon Good Roads Association. The need of improved highways in every county is being felt more and more and, says Mr. Webster, it is up to the people to give material aid to the improvement of the public highways if it is desired to keep pace with the work being done in California and Washington.

"The importance of the good roads movement is pointed out in a statement made frequently by Mr. Webster that the only factor that may serve to retard the general progress of the state is the intolerable condition of nearly all the highways. With the Oregon Good Roads Association behind the project for amending the road laws to facilitate road work, Judge Webster believes that the measure has struck a popular vein and will receive favorable action at the November election.

"The eastern part of the state has awakened to the needs of better highways," said Judge Webster, who returned recently from a trip to Baker City and Sumpter, where he delivered addresses on the good roads amendment. "Those people up there are as a unit for the movement started by the Oregon Good Roads Association to bring about legislation designed to facilitate road work in general, and they are enthusiastic over the proposition of giving each county a privilege to pledge its credit in any way it sees fit to construct and improve roads. The citizens of Grant County are also alive to the issue. They have already made great progress in road construction during the past year, and they have set a good example for many of the other counties to follow. If we can arouse as much enthusiasm in other parts of the state, there will be easy sailing for the good roads movement, and it should be a matter of a comparatively short time when Oregon would have as fine a system of first-class public highways as can be found in any state in the Union."

Autos Are Found Valuable in Campaigns

Speech-making Tours by Candidates Are Popular.

HARDLY a day passes but what some new use is evolved for the automobile. Among the latest being the use of machines for speech-making tours of politicians campaigning during the pre-primary times. Some red hot speeches have been made from the back end of automobiles by assembly and anti-assembly candidates and partisans.

farm produce to the nearest market, therefore be it. "Resolved, That we heartily indorse any proposal to remove any constitutional restriction on the people's power to obtain and pay for good roads."

One setback to the automobile renters is the doing away with free transportation to the polls on election day as in years previous to the last election. During those years the candidates would hire cabs and automobiles, although the supply of the latter was very limited, to round up voters and transport them to the polls. By the corrupt practices act this was abolished. Now that election day is drawing near many of the primary candidates are planning to make whirlwind speech-making tours in automobiles. They use ingenious means to attract a crowd and to employ their tactics. One politician recently drove up in an automobile along side a Socialist meeting and engaged in an open debate with the radical. Such are the uses of the automobile in these days of metropolitanism and politics.

PORTLAND HAS FINE ARRAY OF GARAGES

Buildings in City Are of Modern Design and Permanent Construction—Day Garage Badly Needed—Growth of Business in State Calls for Even More Extended Service.

WITH the advent of the automobile to Portland in large numbers has come the era of building large, roomy and handsome buildings used for garages and salerooms. Never has the true magnitude of the automobile industry in Portland been more readily shown than in the past year. This has been shown, not alone by the scores of cars whizzing about the city streets but by the number of new buildings devoted exclusively to the automobile business, erected in the past year.

In Portland are to be seen at least half a dozen large new buildings used for the automobile business only. Besides this, there is one, the largest in the Northwest, under construction, while architects are now drawing up plans and specifications for other buildings of similar type.

These buildings are not the cheap, pass-away-by-night type, but big, substantial brick and concrete buildings, all of them fireproof, too. The money invested in them runs well into the hundred thousand mark.

Portland has more than kept pace with other cities on the Pacific Coast in building garages; it has far excelled them, with the possible exception of Los Angeles, Cal., where motoring is indulged in throughout the year. And, too, these structures will rank well with any found in the East; they have the same appliances for facilitating the handling of cars; special departments for gasoline, parts, workshops, offices, salerooms and, last but not

least, lounging rooms for their chauffeurs. This latter feature in itself adds to their beauty and attractiveness and adds to their efficiency in serving the public. So far these buildings have been private buildings exclusively, although most of them do a general garage business.

What is needed most in Portland, and what will surely result within the next few years out of pure necessity, is a daylight garage. Other cities have them, and they have proved their worth. In these buildings a business man can "stable" his car during the day. Such a garage would take all these "for hire" machines off the streets. Portland streets are narrow enough ordinarily. When these rent cars congregate on each side of the street not much room is left for other traffic.

The pioneer building here devoted exclusively to automobiles was the Studebaker Bros. Automobile Company building at Chapman and Alder streets. This structure is of reinforced concrete and brick construction and is four stories with a full basement. On the ground floor of this institution, and toward the front is located the saleroom. On the west side of the ground floor are the offices. In the rear of these departments is located the garage, with accommodations for about 25 machines. In the basement, connected with the other floors by a massive elevator, is the workshop and more garage room. On the second floor is located the Portland Taxicab Company, an independent corporation. The next two floors are devoted to "dead" storage. The building occupies a full

quarter block on the southeast corner. In the workshop are found electric appliances for recharging their electric delivery wagons. Next in order came the Rose City Electric and Oregon Taxicab Company building, a one-story brick and concrete building on North Twentieth street, just off Washington street. One-half of this building is used by the Oregon Taxicab Company and the other half by the Rose City Electric Automobile Company, handlers of the Babbcock electric vehicles. In this garage is located the most complete electric charging equipment in Portland. This building is made all the more attractive by its English bond style brick and the climbing vines growing up the front and sides of the structure.