

AUTO OWNERS TO BUILD NEW ROAD

Barrier Between Portland and Upper Willamette Valley to Go.

USERS ASKED TO GIVE AID

Eight-Mile Strip of Highway Through Washington County to Be Rebuilt by Those Interested in Good Road Movement.

It is seldom that the citizens of one county take up the expensive work of building and repairing roads in another county, but such an undertaking is under way in Yamhill County, and the movement is receiving the enthusiastic support of the people of the upper part of the valley.

There have been great strides in road building in various counties of the state in the past few years, and were it not for a few stretches of bad roads through the unsettled or mountainous portions of some of the counties, the several thousand automobile owners of Portland could travel with comfort and ease the entire Willamette Valley. The greatest barrier by all odds is an eight-mile strip in Washington County. It is one of the worst pieces of roads in the state, although it has been traveled over for years and is the one important link between the system of good roads in Multnomah County on the north and Yamhill County on the south. This piece of road lies between Tigardville and Rex, and is designated by every automobilist as the biggest road dugout in the state. It practically cuts off automobile travel between Portland and the upper Willamette Valley, as the roads on the east side of the river as a whole are in a worse condition than the west side roads.

Problem Is Up to Portland.

Who is to reconstruct this road? Washington County will spend only a few hundred dollars on it at most, as that county has other roads to build which its people consider of more importance to them. So, logically, it is up to Portland and the upper valley.

For the purpose of raising funds to build the road over the automobile owners and public-spirited citizens of Yamhill County met at Newberg Monday night and organized the Yamhill Auto and Commercial Clubs Good Road Improvement Association. The people of McMinnville showed marked interest in the movement by sending a delegation of 25 auto owners and good roads enthusiasts. Portland was represented by W. L. Priest, assistant secretary of the Oregon Good Roads Association, Louis M. Head, assistant to T. L. Potter, secretary of the Portland Automobile Club, H. L. Keats, a director of the club, and other good roads boosters.

Officers were elected as follows:

George E. Waggoner, of Portland and Dundee, president; W. T. May, of McMinnville, vice-president; Hugh Nelson, of Newberg, secretary; G. S. Wright, of McMinnville, assistant secretary; John Crosby, of Newberg, treasurer. The board of governors include President Waggoner, H. L. Keats, of Portland; Horace Littlefield, of Newberg, and Gus Goudat, of Washington County.

Funds to Be Raised.

A systematic campaign for funds was formulated and a working force organized. Chairmen from the several localities were selected to raise funds and given power to appoint assistants to carry on the work. By this arrangement it is believed that the entire fund can be covered quickly and sufficient money raised to rebuild the road this summer. The heads of the soliciting committees are as follows: George E. Waggoner, G. S. Wright, of McMinnville; Gus Loudat, of Washington County; Lee Smith, of Newberg; John Williams, of North Yamhill; J. B. Fryer, of Carlton; William Hewley, of Sheridan; B. F. Swick, of Dayton; A. F. Hauser, of Amity; Carl Piquay, of Williams; A. F. Fletcher, of Lafayette, and Harold Prince, of Dundee.

The promoters of this good roads undertaking backed up their enthusiasm by agreeing to subscribe from \$50 to \$100 each to the fund. It is estimated that \$20,000 will be sufficient to rebuild the road and put it in as good condition as any road south of Portland. To stimulate interest in the cause, a \$25 silver cup has been offered to the best solicitor of funds by H. L. Keats, of Portland. Another silver cup of equal value has been offered by G. L. Campbell, I. C. Sanford, C. T. Prael and Ballos & Wright, of Portland.

Road Means Much to Valley.

"To build this road will mean everything to the auto owners of Portland," said President Waggoner. "We are going right ahead and raise the money and have this abominable piece of road rebuilt. It will take no more than \$20,000 to make the needed improvement. When the work is done, it will be possible for Portland tourists to get along through Yamhill, Polk and Benton Counties in perfect comfort, and in fact to cross over into Marion County and to Salem and have enjoyable roads as far south as Eugene. In addition, it is almost impossible to enumerate the great benefits that will be had for other traffic besides tourists and to those in the industrial and commercial development of these districts.

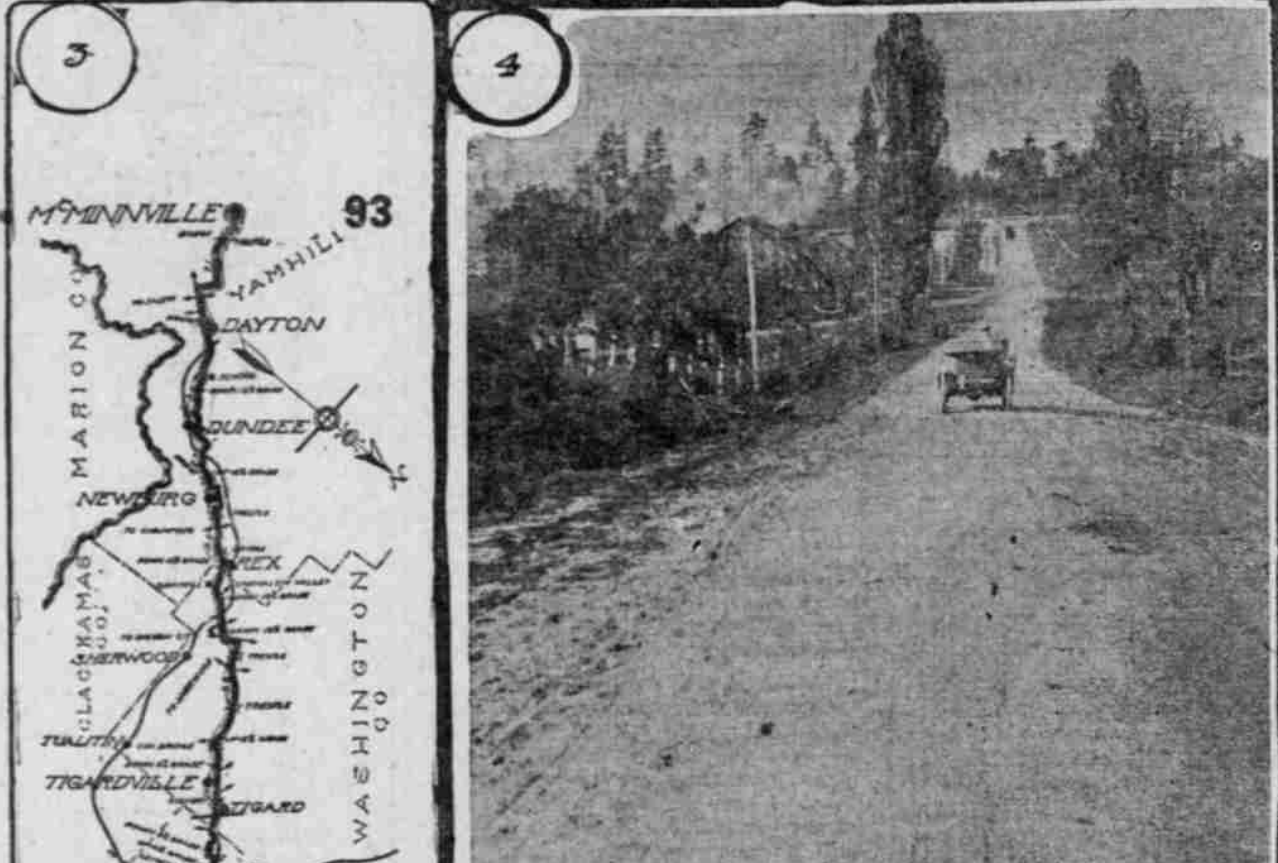
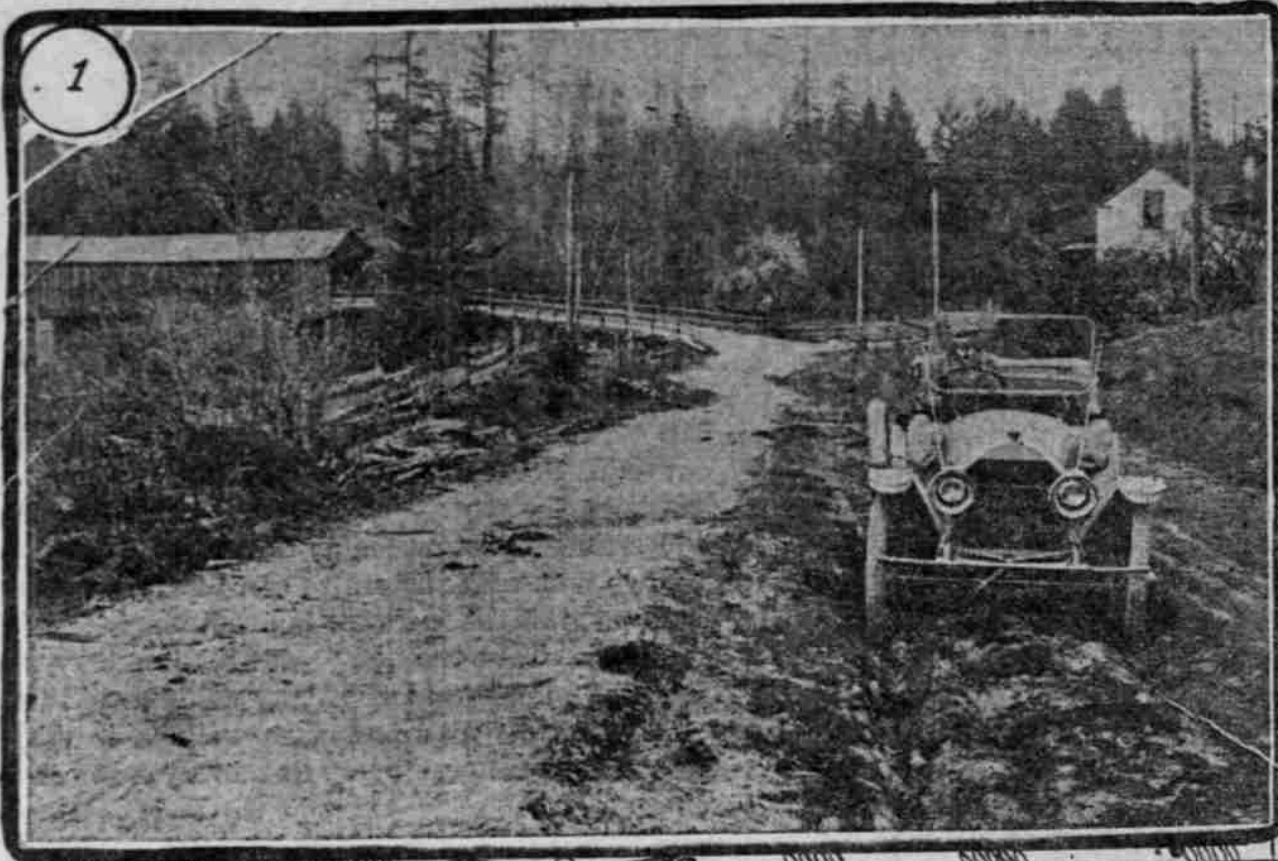
"It is to be hoped that a good representation of the Portland Automobile Club, the Oregon Good Roads Association, Portland real estate men and good roads advocates in general will be present at the meeting to be held at McMinnville this week. The exact date will be announced in a day or two. All Portlanders should be interested, and a subscription, no matter how small, will be appreciated by this organization."

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SCENES SHOWING ROAD CONDITIONS BETWEEN TIGARD AND REX.



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TOUR OF EAST PLANNED

ATTORNEY S. B. HUSTON TO TAKE AUTO JUNKET.

Lawyer, Wife and Son Leave for Unique Trip Through Several States—Ball Games in View.

S. B. Huston, a Portland attorney, intends to "do" the East by automobile instead of touring Oregon, as has been his vacation custom. With Mrs. Huston and their son, Mr. Huston left Portland Wednesday for Chicago by rail at Cleveland, O. they will begin their auto jaunt over the Eastern states.

Mr. Huston has had a White car built especially for the trip. It is a 40-horsepower machine, and will be equipped with everything necessary for the convenience of the auto tourist. Leaving Cleveland, the party will tour Indiana and Illinois and will then turn back, taking in the principal cities of Kentucky and Ohio. The itinerary will be arranged so that the tourists may be able to attend many of the baseball games in the big leagues. From Ohio the party will go East through Pennsylvania, Maryland and New Jersey to New York. Later they will tour the New England states, expecting to visit the famous watering places of Maine and Vermont. Returning, they will visit Buffalo, Niagara Falls and other points of interest on the way to Chicago. Mr. Huston will ship his car from Chicago to Portland and will return to the Pacific Coast by the Canadian Pacific. He expects to return to Portland the latter part of August.

AUTOS ARE "FITTED"

CARS BUILT TO SUIT TASTES OF ALL CUSTOMERS.

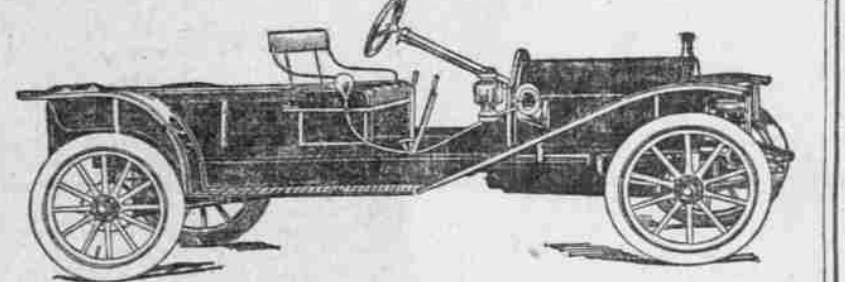
Man Who Has Money Can Satisfy His Whims as in Buying Coats or Neckwear.

There are automobiles and automobiles. One would think that there are enough different kinds to suit every possible demand, every sort of purse and every degree of taste. But it is not so. There is the man who is fastidious in his desires, hence he must have a car that will come as nearly as possible in satisfying him, even to the minutest detail. And how about the fashionable woman? Her car must have something distinct about it, something different from those used by persons of ordinary means.

So society goes out shopping for cars and to be "fitted" for its machines, as madame is for a new Spring gown and as Peter-familias or son Johnny are for afternoon frock coats and walking sticks. Of course, one may smile about such notions and think that such progress has not reached Portland. But, if it has not been noticeable here, it has been making decided headway in many cities. The manufacturers know about it, for it means a simple little thing of dollars and cents. That is the reason

cut much of a figure, and there is all the difference in the world when one can give carte blanche. In the days when automobiles were in their experimental stage and the problem was to get a vehicle that could eat up speed and was safe and sure, nobody ever thought of such a thing as these "refinements" and individualities in cars. But now that the motor car is a fine piece of mechanism, it is to be expected that the fashionable who can afford it should look for the showy and original effects in automobiles. The trade and the allied designers will do as much as they can, of course, to help such enthusiasts to spend their money.

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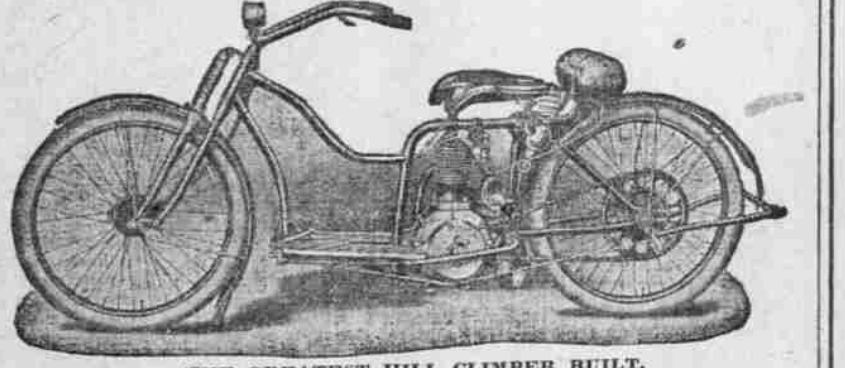
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