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 unmovement is receiving the enthusiastie support of the people of the upper part of the Valley.

There have been great strides in road

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 Porliand could travel with comfort and case the entire Willamette Valley.

The greatest barrier by all odes 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 higgest road bugaboo 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 reads.

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 100 automobile owners and public-spirited citizens of Yamhili County met at Newberg Monday night and organized the Yamhili Auto and Cummercial 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.

brosters.

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

Funds to Be Raised.

A systematic campaign for funds was plated and a working force organized. Chairmen from the several local-ities were selected to raise funds and given power to appoint assistants to given power to appoint assistants to carry on the work. By this arrangement it is believed that the entire field 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 McMinnvillo; Gus Loudat, of Washington Country; Lee Smith, of Newberg; John Williams, of North Yamhill; J. B. Fryer, of Cariton; William Bewiey, of Sheridan; B. F. Swick, of Dayton; A. F. Hauser, of Amity; Carl Fuquay, of Willamina; A. P. Fletcher, of Lafayette, and Hareld Prince, of Dundee.

The promoters of this good roads un-

A. P. restcher, of Lalayette, and Hareld 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 Ballou & Wright, of Portland.
Another meeting will be held at Me-Another meeting will be held at Mc-Minnville this week. Every automobile owner and good roads enthusiast in Portland and the upper Valley will be urged to attend this meeting and to take part in the work of the organization. The Portland Automobile Club and the Oregon Good Roads Association have simpled the project with approval and have made it known that they will

give it their hearty support. Road Means Much to Valley.

"To build this road will mean every-thing to the auto owners of Portland," said President Waggoner. "We are go-ing right ahead and raise the money and have this abominable piece of road rebuilt. It will take no more than \$70,000 to make the needed improve-ment. When the work is done, it will be possible for Portland tourists to sail ment. When the work is done, it will be possible for Portland tourists to sall 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 being a great been to the industrial and commercial development of these districts.

The is to be hoped that a good repre-

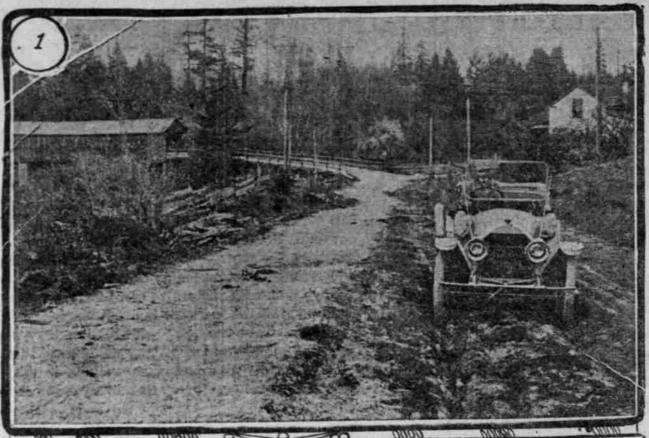
"It is to be hoped that a good representation of the Fortland Automobile Club, the Oregon Good Roads Association, Fortland real estate men and good reads advocates in general will be present at the meeting to be held at McMinnyille this week. The exact date will be announced in a day or two. All Portland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

CREAMERIES USE AUTO TRUCKS

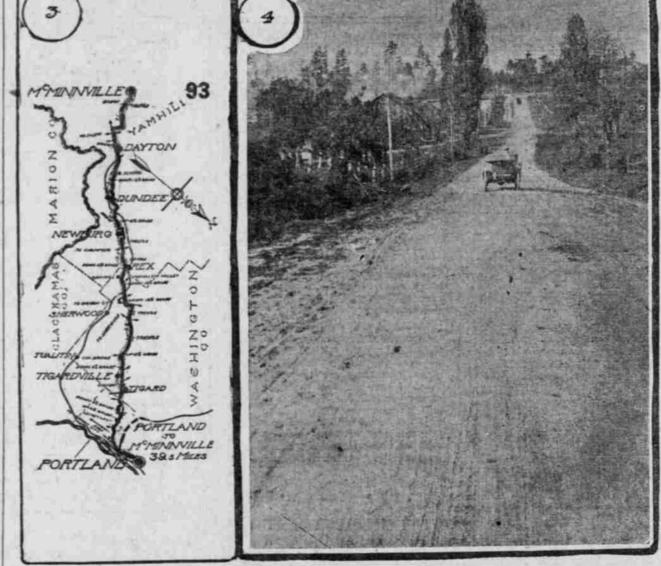
More Business Now Handled With Greater Speed Than Before.

The automobile has invaded the local creamery supply business, and so en-thusiastic are the creamery men, who thusiastic are the creamery men, who have given gasoline a trial, over the results of the innovation that they predict in the near future the auto truck will largely replace the horse-drawn wagon as a vehicle for the delivery of creamery supplies throughout the Northwest.

The Fonces Creamery Company has adopted the auto truck in connection tory results. SCENES SHOWING ROAD CONDITIONS BETWEEN TIGARD AND REX.







with the creamery business in Portland, erdering a 1500-pound machine experimentally about six months/ago.

"I had thought the matter over seriously," said Mr. Fones, "and I felt sure the auto truck could be made a businessgetter, as well as a more satisfactory and more economical means of service than teams and wagons, so we ordered

and more economical means of services than teams and wagons, so we ordered our first machine and watched its work closely. The result was that within a few weeks we ordered another truck of the same type and capacity, and our highest expectations have been more than fulfilled.

"Through the use of the two auto trucks," continued Mr. Fones, "we are now supplying numerous camps from seven to 14 miles out in the country. Our two auto trucks equipped us splendidly for the handling of this business. To give service to these camps by team and wagon would be practically impossible, besides very expensive. We are serving several camps out along the new Mount Hood Bailway line, where the grading and construction crews are at work. Our two vehicles, frequently laden beyond the 1500-pound guaranteed capacity, make the round of the camps without difficulty.

"Another important point of the auto truck in the creamery supply business is that the autograph of the reduce the

"Another important point of the autotruck in the creamery supply business
is that the springs and tires reduce the
breakage and the damage to goods that
comes of rough trundling on the ordinary
horse-drawn delivery wagon. The swift
and stendy speed is surely another element, and the built of business that can
be handled compared to that which
teams and wagons handle, on a ratio of teams and wagons handle, on a ratio of equal expense, is simply staggering. After a half-year's experience with our two auto trucks, we can say that they leave little to be desired, and that in the light of results which we have watched closely, the horse and wagon system seems hopelessly antiquated." The Townsend Creamery also uses the auto truck and reports highly satisfactory results.

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Covey Motor Car Co.

Washington at 21st, Portland, Or.

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 fouring 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

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 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.

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 automo-biles. One would think that there are biles. 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 pater-familias or son Johnny are for afternoon frock coats and walking sticks. Of course, one may smile about

sticks. Of course, one may smile about such notions and think that such prog-ress 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 that they are going to build a class of cars that will surely meet the de-

of cars that will surely meet the demands of the ultra-fashionable folk. It is to be seen by manufacturers that even the most exacting can be "fitted" to the queen's taste.

"Fitted" is not quite the proper word, of course, but it has been used twice already in this article because it expresses the meaning so well. What is meant is that, outside of the purely mechanical details of an auto, fashion has a great deal to do with dictating just how each automobile it buys shall look, what shall be its distinctive features, what shall be its conveniences.

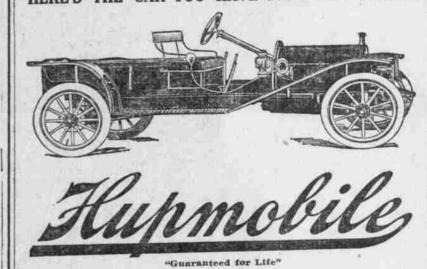
weniences.

These little niceties are not, naturally, for the fashionable poor, but for the hundreds of the people of large means who casually add another horseless equipage to their stock, just because they have an aching fancy to be petted. Besides a few thousand dollars one way or the other does not

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 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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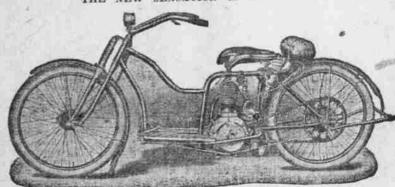
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