

TWO FINE COUNTRY ROADS ARE SHAPED

Slavin and Taylor's Ferry Highways to Be Models When Completed.

CURVES ARE ELIMINATED

Thoroughfares in Southwest Portion of Multnomah to Be Example of Modern Construction. New Machine Used.

When improvements which are now under way on the Slavin and Taylor's Ferry roads are completed, those two highways, extending through the southwest portion of Multnomah County, will be among the best in the state. The work on the Taylor's Ferry road has been completed to a large extent, but it will be several weeks before the Slavin road is finished, owing to important changes which are to be made in its course, eliminating curves and setting down grades.

On the Taylor's Ferry road, which extends up from the Macadam road in the Fulton district, the work for the most part has been resurfacing, the county having placed a new coating of rock on the top of the old road foundation, making a smooth surface for the heavy traffic to which this highway is subjected the year around. The improvement has been made whenever needed from the beginning of the county's portion of the road near the River-view Cemetery west and south to the crossroads south of Multnomah Station. Several portions of the highway are yet to be fixed before the work will be finished and the road placed in shape for the winter.

Work Is Big Task.
The improvement of the Slavin road has been a much larger undertaking inasmuch as it was in bad condition in many places. The work is being extended from a short distance east of Bertha Station to the east end of the county's part of the road near South Portland. So far a long stretch has been entirely rebuilt, the old road having been torn out and a new highway built from the foundation up to the fine upper layer of crushed rock forming the surface. This work has been done with great care and it is expected the road will withstand the heavy traffic for many years.

Among the improvements on this highway is to be the elimination of a series of curves which have been a part of the road since it was first constructed years ago. There are about ten of these which are to be taken out and the road made perfectly straight. This work is under way at present, forces of men being engaged in excavating for the new course which is to be arranged with heavy macadam. The old road is to be torn out and the base rock used for the base of the new course.

This change will make the Slavin road immeasurably better than it is at present and will afford an excellent highway to connect lower Corbett street with the new Terwilliger boulevard. The boulevard enters the Slavin road at a point about a mile and a half south and west of where the Slavin road leads out of Corbett street. Automobiles use the road going to and from the boulevard. When the curves are taken out and the road resurfaced and a number of grades reduced there will probably be no finer stretch of highway in the county.

Road Has Heavy Traffic.
The Slavin road is heavily traveled by teams and automobiles, it being the main artery of a wide farming district and presenting exceptional scenic attractions for automobiles. From the time it leads out of Corbett street it gradually rises up the side of the hills in South Portland, passing through rare forest scenery on one side and overlooking the lower part of the city and the Willamette on the other. After reaching the summit of the hills it proceeds almost due west to Bertha Station, from where it leads southward into a beautiful forest and farming country.

The work at present is being done near the entrance to Terwilliger boulevard. A large number of men is employed. The portion which has been rebuilt indicates the excellence which is to characterize the rest of the highway.

In two places grades have been reduced, and in a dozen or more places irregular stretches have been so changed that the road is both straight and level.

New Machine Tried Out.
On the Slavin road the county officials under the direction of Supervisor A. H. White, are using a new scarifier, a machine for digging up old road construction. The machine is reported to be working well and is expected to help in keeping down the cost of the improvements on the road.

Crushed rock is being hauled from the Taylor's Ferry county crusher, which is running full blast for the first time since a vast amount of rock was uncovered by the city's unemployed last winter. There is enough rock at the quarry now to last many years without further cost of removing the top covering of dirt. The rock in this quarry is considered of exceptionally good quality and is probably responsible for the exceptional roads which are being built with it.

CAR'S EQUIPMENT COMPLETE

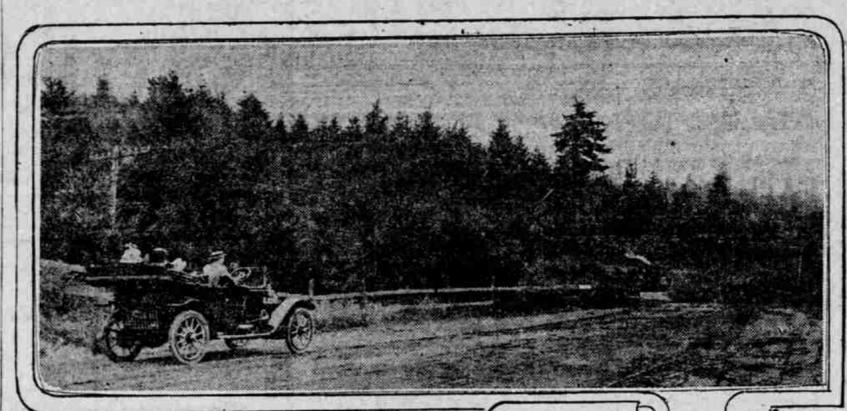
Dr. Wright's Buick Attracts Attention of Californians.

Dr. G. S. Wright, one of Oregon's foremost exponents of good roads and enthusiastic motorists, is attracting considerable attention by reason of the completeness of the equipment on his Buick car. Dr. Wright now is touring California. The following is from the San Francisco Evening Post:

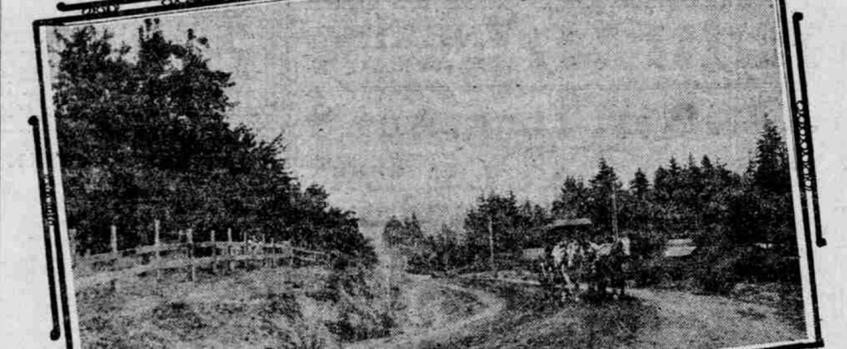
"Dr. G. S. Wright, ex-State Senator of Oregon, is now on the way down the coast from Portland, accompanied by his wife, making a tour for pleasure and jogging leisurely along taking in the beautiful trip that route embraces. The doctor has probably the most novel and best equipped car with which such a trip has ever been taken.

"The car—a 40-horsepower Buick roadster—comes more nearly resembling a moving van than an automobile. Dr. Wright carries with him a complete camping outfit, consisting of a collapsible stove with telescoping stove pipe, folding table, pneumatic mattress which is inflated by the pump from the engine of the automobile, small gas stove and light supplied by the prestelite tank of the machine, water bag, Amazon tent with folding rods, 100 feet of rope with double tackle. Two large cooking stoves are built on the back of the machine containing provisions and clothing. Every article is strapped separately.

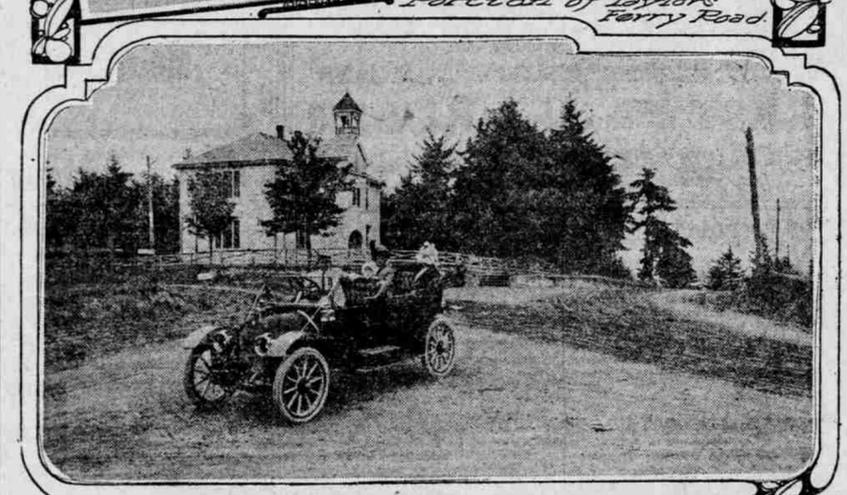
SLAVIN AND TAYLOR'S FERRY ROADS BEING REBUILT INTO TWO OF BEST HIGHWAYS IN STATE



Rebuild Portion of Slavin Road.



Newly Improved Portion of Taylor's Ferry Road.



C. J. Hubbard of Keats Auto Co in His Chalmers '30 on the New Taylor's Ferry Road.



Bends in the Slavin Road Which Are to be Taken Out.

MOTOR TRIP CHEAP

Eugene Men Average 100 Miles Daily for \$2 Gross.

SMALL CAR IS ECONOMICAL

R. H. Pierce Has Brush "One-Lunger" Fitted With Electric Lighting System and Camp Outfit Gives Independence.

Economy in motoring is aptly illustrated in the trip just finished by R. H. Pierce and N. A. Chalmers, of Eugene. Pierce drove his Brush car more than 2100 miles, at an expense, he says, of less than \$2 a day. The full significance of this can be had when the fact is taken into consideration that he traveled an average of 100 miles a day. The average day's expenditure included both the cost of running the automobile and his living expenses.

No less interesting than the low cost of operation is the fact that Pierce's trip took him from Southern Central Oregon down the Coast route to Tijuana, Mexico, and back up the valley route to his old home. This was all done in a "one-lunger" 10-horsepower machine.

Pierce's automobile ramblings have taken him over many hundreds of miles of Oregon roads, and through experience he is well able to compare the highways of this state with those of California. He is emphatic in his denunciation of Oregon roads, and in his commendation of California roads.

"California roads are remarkably well maintained, and they are fine roads." A complete camping outfit was carried by Pierce, with an auxiliary gaso-line tank, a storage place for oils and two extra boxes on the running boards.

Camping Increases Pleasure.
"We didn't have to worry about keeping up a schedule or making a town so that we could stay over for the night," said Pierce. "We were entirely independent and spent practically every night in camp. Camping adds considerable pleasure to such an outing. Any one contemplating a long automobile trip should carry a camping outfit, if possible."

With the added equipment, the car weighed 1600 pounds. Several little conveniences not seen on small automobiles feature the Pierce car. It is equipped with an electric lighting system, designed and installed by its owner. He followed the same principle that the Cadillac Company uses.

"My trip was a great demonstration

of what one can do with a little car." "For 31 consecutive days I averaged 100 miles, over mountains, through valleys, forded streams and pushed along over all sorts of roads. Few were the times I had tire trouble and such a thing as a balky engine or generator was unknown.

"Taking a vacation in this manner is the only way, and the cheapest, too, to have a real outing. There is real fun in driving about the country if you are not in a hurry to get to places and are well provided to live in the open. It is not hard to keep up an average of 100 or 150 miles a day, even with a 'one-lunger.' Even in the hot San Joaquin Valley, California, I made my average mileage with ease.

Small Car Preferred.
"For comfort, economy and pleasure there is nothing that will come up to the small motor car for vacation. The average man cannot afford the luxury of a big motor car; its initial cost is too large and the maintenance runs into high figures. But now is one going to get as cheap a vacation as I had? Railroad fare would cost a great deal more; I enjoyed a 3100-mile trip at the cost of camping in the mountains for a month, or stopping at a resort for two or three weeks.

"California has made wonderful progress in the matter of good roads. For about 100 miles, after entering the San Joaquin Valley on the south to Redding on the north, there is a fine, level and almost straight road. Although the heat in the daytime in the San Joaquin is intense in summer, the mornings and evenings are delightfully cool. The roads were so good that I could lay over when the heat was oppressive and still keep up my average daily mileage.

"There is a beautiful stretch of road for 40 miles out of Los Angeles on the

valley road north. It is paved and kept in excellent condition. Roads throughout the Sacramento and San Joaquin Valleys are fine. This condition also obtains from San Francisco south to Santa Cruz.

Among the towns visited by Pierce after leaving Eugene were: Ashland, Klamath Falls, Lakeview, Alturas, Chico, Marysville, Stockton, San Francisco, San Jose, Monterey, Santa Cruz, Salinas, Santa Barbara, Los Angeles, San Diego, Tia Juana, Riverside, Bakersfield, Visalia, Fresno and the Pacific Highway cities to Eugene.

CADILLAC PUT TO HARD TEST
American Car Wins Honors From Royal Automobile Club.

For the second time the Cadillac motor car has come to the forefront in London, England, in a manner somewhat startling and certainly significant. The most recent achievement of the Detroit-made car was a remarkable demonstration of the efficiency of its electric cranking device, a test which proved to be as spectacular as the standardization test of some time ago when the parts of three cars were mixed up in three different piles and then three whole cars rebuilt from those parts.

The self-starting test, word of which has just been received, was made difficult by the fact that the cars used were taken from crates that had been standing on the docks for 80 days, and each car was started 1000 times. Both the standardization and the self-starting tests were conducted by the Royal Automobile Club, the most authoritative body of its kind in Europe.

RATING IS CHANGED

Long Stroke Motor Makes New Formula Necessary.

CRANK RADIUS ENLARGED

This Accounts for Sixty Per Cent More Horsepower Than Square Motor Is Figured to Supply. Says Hupmobile Agent.

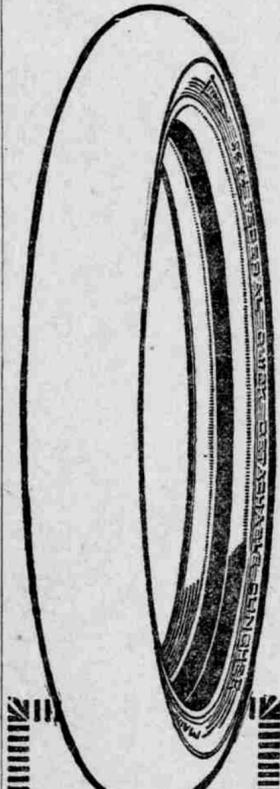
W. S. Dulmage, of Dulmage & Smith, Hupmobile distributors, has an explanation of the 32-horsepower rating of the new type of machine of this make, about which he says he has been asked often. The question as put to him was "why this car was rated at 32-horsepower when the American Licensed Automobile Manufacturers' formula—based solely on the size of the bore—would only give a rating of 14.9." As this formula developed in 1904 is a rough means of comparing the power of automobile motors and seems still to be regarded as an authority by many, a brief comparison might be interesting.

"As you know, the A. L. A. M. formula horsepower equals D square N divided by 2.5; where D is the cylinder bore in inches, N is the number of cylinders and 2.5 is a constant," says the Hupmobile man. "At the time this formula was adopted automobile motors had strokes virtually equal to their bores, so this formula gave a fair idea of the power, but at that, even this was only regarded by experts as a rough formula and useful chiefly because of its simplicity. Eight years of improvements in carburetors, magnetos and in motor details greatly increased the power of automobile motors so that the present A. L. A. M. rating expresses only about 80 per cent of the power delivered by the average 'square' motor.

Accordingly, we rate our small motor, which is 3 1/2 inches bore and 3 3/4 inches stroke, as a 20-horsepower, although the A. L. A. M. rating would only give us 15.3. As applied to the long stroke motor the fallacy of the A. L. A. M. rating is at once apparent, as it does not take into consideration the length of the stroke and gives the same rating to our model H, which is 3 3/4 inches bore and 5 1/2 inches stroke.

"As a matter of fact, we get the same explosion pressure on the piston of both our motors. But in the larger motor, the model H long stroke, this pressure has the advantage of acting on a crank with a longer radius, so that it produces a turning effort equal to 1.25 times that of the smaller motor. In other words, it has over 50 per cent greater pulling power. This pulling power is maintained to as great a number of revolutions per minute as in the smaller motor, giving at least 50 per cent more maximum power.

"Finally, additional confirmation of this rating is given by the formula adopted by the English Institute of Automobile Engineers after a test of nearly 150 motors. This formula gives our model H a rating of 33.5 horsepower."



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