

BOWBY OPINES ON HIGHWAY PLAN

Columbia Association to Hear
Report and to Be Asked
to Act.

ACCEPT DETOURS, IS PLEA

Executive Officer of Pacific Highway Body Would Keep Fundamental Line Always in Mind in Building Road.

"In making this trip from Portland to Seaside there occurred to me a statement I heard W. J. Bryan make while visiting the Northwest in 1909. This was after he had completed his tour of the world, which gave his declaration unusual weight. He said to me that he considered the Columbia River to possess more natural beauty than any other river in the world."

With this simple quotation, Major H. L. Bowby, executive officer of the Pacific Highway Association and now stationed in Portland, commented on the possibilities of Columbia River scenery in making a report to President Meier, of the Columbia Highway Association, following a vehicle trip to the ocean at Mr. Meier's request.

Mr. Bowby was formerly Washington's highway commissioner, it being under his regime that the extensive plans were laid for Washington's state road system. He is a student of road construction and natural beauties of National note. Mr. Meier especially urged him to make a journey down the river by automobile and recommend whatever he saw fit in respect to the plans for work and in regard to location of the highway between Portland and the sea.

Several Aid in Trip.

He made the trip for most of the distance in automobile. O. W. Taylor, of the Gearhart properties, had him conveyed to St. Helens, inspecting the class of roads found in that distance. From St. Helens to Rainier, A. L. Richmond, of Rainier, provided the transportation. Orrin Backus and C. L. Conyers conveyed the road expert from Rainier to Clatskanie, and they, by the aid of Judge J. J. Judd, of Clatskanie, and the group of road enthusiasts at Astoria, had Mr. Bowby continued on his tour of inspection through Clatskanie, and thence to Gearhart and Seaside.

It was after passing over the great country intervening between Portland and the sea and traversing some of the crude roads now found along the shores of the Columbia that Mr. Bowby recalled the superlative praise which W. J. Bryan bestowed upon the scenery between Portland, where low hills and dense forest, with a fringe of settlements, combine with broad reaches of placid waters to produce wonderful scenic effects, appealed to Major Bowby with great power. This highway, which the Columbia Highway Association has been organized to expedite, is ultimately to be the lower end of the great Columbia highway, which follows the noble river from far beyond the Cascades to the sea.

Mr. Bowby's detailed statement of the condition of roads and the country in general as he found it, which facts were embraced in a report given Mr. Meier, will be of peculiar interest to Portland automobile owners and all persons who may have any future desire to reach the sea by a broad, well-surfaced road that can be used by automobiles. The substance of his report is as follows:

St. Helens Sight Good.
"When leaving Portland for the trip to the Pacific ocean along the Columbia, or near it, there are 25 miles of a good county road, following closely the banks of the Willamette River and Willamette Slough. In reaching St. Helens, along this route, one gets the first good glimpse of the Columbia River. From St. Helens to Goble the road follows closely the south shore of the Columbia. From Goble for a distance of eight miles, the road, for the present at least, would leave the Columbia level, and wind up into the hills to an elevation of 18 miles, then descend on easy grades to the Columbia again at the town of Rainier. Leaving Rainier the road for a mile climbs an 8 per cent grade and here a beautiful view of the Columbia is given from the eminences reached. A survey has been made covering this first distance by Engineer Backus which gives a maximum grade of 8 per cent in attaining the desired level on the hills alongside the river.

From this point the road leaves the Columbia River a distance and follows Beaver Creek a distance of 18 miles coming back to the Columbia again at Clatskanie, in the lower end of Columbia County.

"At Clatskanie are located 15,000 acres of fertile marsh lands, which are being reclaimed by a company organized for that purpose. The reclamation method is constructing dikes on all sides of the land to withhold tidal and flood waters. These dikes are, as a rule, approximately 34 feet wide on top and will furnish a link in the Columbia Highway for a distance of about 15 miles when the reclamation work is finished. Upon completion of the dikes the highway may be made to follow the river closely to a point beyond Westport and Nappa, which is but a short distance by water, the road will have to go back into the hills for a considerable distance to get around an impassable marsh. From Nappa into Astoria the construction of a road along the Columbia is comparatively easy. For a portion of this latter distance, Clatskanie is obtained on the route. In fact, on the trip from Clatskanie to Astoria and thence to Seaside one passes around Saddle Mountain on three sides.

Mountain Scenery Varied.
"The mountain scenery along the road from Astoria to Jewell is varied and attractive. Many beautiful views of Saddle Mountain are obtained on the route. In fact, on the trip from Clatskanie to Astoria and thence to Seaside one passes around Saddle Mountain on three sides.

"From Astoria to Seaside for many miles the road is built on the crest of a natural dike, which has been formed by the drifting sands blown in from the Pacific Ocean. This dike is from 10 to 30 feet in height and it is almost impossible to believe that it is not an enormous embankment built for the line of some railway, so uniform and admirably situated is it. The embankment is the second paralleling the seashore there, the other being further out toward the surf line, and preventing in the main a view of the sea while traveling the route.

"It should not be forgotten that this

road from Portland to the Pacific along the line of the Columbia River, will afford a valuable means of transportation for the farmers living in the immediate vicinity of the route, and it will be possible to connect all the interior of Columbia and Clatsop counties with this trunk line with easy grades and comparatively light costs. A trunk highway of this type, like a trunk railway line, should be so located that all feeders can easily be constructed to it. By following as near the water level line of the Columbia as is practical, such a trunk line is given, which, in the coming years, will become a mighty artery of traffic, and will be the radiating line for a mesh of feeders which will lead to the river main.

Bond Issue Is Plan.

"When a long stretch of road, usually called a trunk line, is going to be built at once, it is ordinarily done by issuance of bonds. This distributes the burden of paying for the road over a number of years, usually 20 or 30. Money raised in this manner should not be spent in temporary construction. If such work is done, conditions soon necessitate rebuilding, and the people will have this burden to bear about the same time that they are being called upon to pay for a piece of work for which they have nothing to show. This is best illustrated by several counties of the Northwest, which a number of years ago bonded themselves and built many miles of plank roads. The roads lasted from five to

several years, and the people are being required to pay interest on the bonds for many years after all evidence of the original work has disappeared. Such provisions as this are about the maximum of discontent, and should be avoided, by expending all money raised by bonds in the most permanent construction, which will be a benefit to the coming generation which may be called upon to bear a portion of the construction burden."

In making his recommendations to President Meier, Major Bowby declared in favor of accepting certain detours which the local interests now deem necessary, but to keep the fundamental line in mind all the time. This, he thinks, can best be done by having a complete survey made of the route at once, with work specifications and maps, and have these filed in each of the districts affected. With the final line thus decided, he feels that the local work the more readily would be brought in harmony with the permanent plan.

Mr. Meier will submit the report and recommendations to the members of the executive committee of the association, with the request that they pass on the expediency of the plan.

At the first meeting held by the executive committee the subject will be considered, and with other recommendations that are being made by the officers and road experts on what should be taken up as the first step in the general plan.

FORD BRANCH OPENED

PLAN APPROVED FOR PORTLAND ASSEMBLING PLANT.

Site at East Eleventh and Division Streets Purchased—Construction Work Will Be Started Soon.

Establishing a direct factory branch in Portland to control the Oregon, Southern Washington, and Northern California territory, the Ford Motor Company last week launched a sales campaign that promises to throw considerable glamour into the recesses of this country's wonderful sales organization. With the field just ripe for big sales, factory officials sent H. C. Skinner here to pick off the cream of the business. Upwards of 2000 cars are expected to be sold out of the Portland Ford branch during the coming year.

Property at East Eleventh and Division streets has been purchased for a factory and plant site and the building and equipment have been prepared and approved. Bids are now being received. Construction work on the assembling plant will be started as soon as possible. This work is considered of vital importance to the success of the campaign started by Henry Ford, which calls for the disposal of 200,000 cars during the 1913 season.

Until last week the Ford was handled here by the Motor Motorcar Agency, Inc. E. E. Rieret, president of the company, probably will continue as a limited Ford dealer, handling such business as the branch is not in a position to care for.

A complete stock of parts for all Ford models were shipped from the factory last week. Mr. Skinner will establish a complete service department and will attend to the wants of all Ford owners. Temporary quarters have been secured in the building on the southeast corner of East Eighth street and Hawthorne avenue.

Until recently Mr. Skinner was manager of the Ford branch at Houston, Tex., which he established. He has been with the Ford organization for some time. He spent many years in both Boston and New York. He will have as his assistant W. E. Burke, also from the Houston branch.

Tired of moving from one part of the country to the other, Mr. Skinner has decided to anchor in Portland. Even though he arrived here during a rain storm, he is enthusiastic over the city. He thinks the Northwest, and particularly Oregon, offers great opportunities in the motorcar field and feels no hesitancy in declaring that soon Fords will be as popular here as horses and wagons.

Pathfinder Maker Here.

W. C. Teasdale, president of the Motor Manufacturing Company of Indianapolis, and B. F. Jacobs, Western representative of the company, are the guests of Edward E. Gerlinger, of the Gerlinger Motor Car Company, who represents the Pathfinder in Oregon.

Oysters abound along the entire eastern coast of the state, also on the western. They are small, but of good flavor.

BIG DONATION MADE

Tire Concern Shows Faith in Proposed National Road.

\$300,000 IS SUBSCRIBED

Goodyear Head Declares Fisher Plan Is Practical and Is Deserving of Support of Entire Automobile Industry.

INDIANAPOLIS, Oct. 12.—Impetus, to the tune of \$300,000, has been given the proposed ocean-to-ocean National Highway by the Goodyear Tire & Rubber Company, of Akron, Ohio. Over \$1,000,000 has already been pledged, and some of the largest makers of au-

tomobiles and accessories have yet to be heard from.

The plan, as originally outlined by Carl G. Fisher, of Indianapolis, and his associates, provides for the purchase of materials for the building of a stone highway from New York to San Francisco to be completed in time for general use to the Panama Exposition in 1915. It will take \$10,000,000 to provide \$5000 worth of material for each mile—but one-tenth of the amount has already been secured and the surface has not been scratched.

Plan Declared Practical.
"We'll do it," says Mr. Fisher. "The only thing that I am anxious about is getting the job done in time for the Big Fair."

A. Sieberling, president of the Goodyear company, voices the general attitude of manufacturers toward the project.

"The need of a National highway from coast to coast," said Mr. Sieberling, "has been so obvious that its possibility, in fact its almost definite assurance, seems to be the most natural thing in the world. The plan proposed by C. G. Fisher, of Indianapolis, is the first practical one, to my knowledge, that has been advanced."

In placing its pro-rata of approximately \$300,000, the officials of the Goodyear Tire & Rubber Company feel that they have done nothing remarkable or unusual. We look upon the pledge as a movement on which we will expect to realize dividends. The fact that the industry is supporting this move argues, to my mind, that the manufacturers look upon the project in the same light.

"In my opinion, the move will succeed—it deserves to succeed, and the men behind it are calculated to see that anything they back gets its due. In other words, they are business men, and it takes business men, not politicians, to do all of the really big things of today."

Success Is Predicted.
"The need of a National highway from coast to coast," said Mr. Sieberling, "has been so obvious that its possibility, in fact its almost definite assurance, seems to be the most natural thing in the world. The plan proposed by C. G. Fisher, of Indianapolis, is the first practical one, to my knowledge, that has been advanced."

In placing its pro-rata of approximately \$300,000, the officials of the Goodyear Tire & Rubber Company feel that they have done nothing remarkable or unusual. We look upon the pledge as a movement on which we will expect to realize dividends. The fact that the industry is supporting this move argues, to my mind, that the manufacturers look upon the project in the same light.

"In my opinion, the move will succeed—it deserves to succeed, and the men behind it are calculated to see that anything they back gets its due. In other words, they are business men, and it takes business men, not politicians, to do all of the really big things of today."

Success Is Predicted.
"The need of a National highway from coast to coast," said Mr. Sieberling, "has been so obvious that its possibility, in fact its almost definite assurance, seems to be the most natural thing in the world. The plan proposed by C. G. Fisher, of Indianapolis, is the first practical one, to my knowledge, that has been advanced."

GREAT HIGHWAY PROPOSED
Alaska to Mexico Is Suggestion of Washington Man.

HUSUM, Wash., Oct. 12.—(Special.)—A prominent rancher of this section recently received a communication from Samuel Hill, of Maryville, this county, who is vice-president for Washington

of the Pacific Highway Association of North America. Mr. Hill is urging his friends to become members of the association, and says:

"Believing that a highway from Alaska to Mexico would bring greater prosperity to the Coast than any one single thing, the Pacific Highway Association was chartered to undertake this work and establish a line of communication which could be used every day in the year to exploit its resources and attractions—agricultural, scenic and commercial."

This association depends for its support upon the active interest of local enthusiasts.

The great Panama-Pacific Exposition will be held in San Francisco in 1915 and the Panama-California Exposition at San Diego the same year. An available highway will bring thousands of people touring in automobiles at that time.

The association has selected an executive officer, skilled in road building, whose duty it is to travel back and forth the entire route to encourage local authorities to improve the roads and to make monthly reports for publication."

GLIDDEN WILL LEAD CARAVAN
Donor of Famous Trophy to Perpetuate Annual Reliability Run. Although the American Automobile

Association has called off the Glidden tour from Detroit to New Orleans, over the Lakes-to-the-Gulf route, Charles J. Glidden, donor of the classic Glidden trophy, will lead a caravan of tourists over the identical route that was adopted for the National reliability contest.

The tour will be conducted under the auspices of the 50,000 Mile Maxwell Club, a flourishing organization of motorists who have been awarded gold medals for driving 50,000 and 25,000 miles, respectively. The run will be open to all.

Mr. Glidden will personally drive a Maxwell "40" touring car, similar to the trio of Maxwells which made the only perfect score in the last contest from New York to Jacksonville, Fla. The noted tourist will start from Detroit on October 14 and carry out the schedule as arranged by the American Automobile Association, arriving in New Orleans on October 27.

Unique "Auto" Exhibited.
Another automobile has made its appearance in Portland, but on account of its hasty construction the manufacturer overlooked the important feature of naming it. This particular automobile is on exhibition at the store of Ballou & Wright. It is composed of 35 parts and is constructed entirely from auto accessories. This car would not achieve much fame, perhaps, in a speed contest, but is cleverly gotten together. The inventive genius responsible for this automobile is A. R. Cadie, salesman for Ballou & Wright.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Unique "Auto" Exhibited.
Another automobile has made its appearance in Portland, but on account of its hasty construction the manufacturer overlooked the important feature of naming it. This particular automobile is on exhibition at the store of Ballou & Wright. It is composed of 35 parts and is constructed entirely from auto accessories. This car would not achieve much fame, perhaps, in a speed contest, but is cleverly gotten together. The inventive genius responsible for this automobile is A. R. Cadie, salesman for Ballou & Wright.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

Some of the newer French army aeroplanes are so designed that their wings can be folded and they can be towed on their own wheels behind an automobile.

"THAT IS THE QUESTION"
Whether 'tis nobler to be wasting gasoline on your car or to install a Stewart Gas Saver and by moving a lever and it. See us for answer.

ARCHER & WIGGINS
OAK STREET, CORNER SIXTH
AUTOMOBILE AND SPORTING GOODS

Atterbury Truck
Columbia Carriage & Auto Works, Agts.
209-211 Front Street. Phone Main 2392.
General Auto Repairing. Bodies and Wheels Built to Order.

AUBURN Auburn Motor Car Co.
ROBT. SIMPSON, Mgr.
505-7 Burnside Street
A 7339, Main 2674.

BALLOU & WRIGHT
Automobile Accessories
G. & J. Tires
Monogram Oils
80-82 Seventh Street, Corner Oak, Portland, Oregon

MOTORCYCLES
INDIAN AND EMBLEM
BALLOU & WRIGHT, 80-82 Seventh Street, Cor. Oak

BOWSER GASOLINE and OIL TANKS
STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES. S. D. Stoddard, Representative, 205 Columbia Bldg. Main 1478.

Chanslor & Lyon Motor Supply Co.
The Only Exclusive Automobile Supply House in the City
"EVERYTHING BUT THE AUTOMOBILE."
627 Washington St.
Seattle Spokane San Francisco Fresno Los Angeles

JOHN DEERE PLOW CO.
Northwest Distributors,
EAST MORRISON AND SECOND STS.
Phones: E. 3887, B 1625.

1913 HAYNES
A car of such good qualities as to command the attention of all who wish to buy an automobile for service.
ALL THE 1913 REFINEMENTS.
Paquet & Peck Auto Sales Co.
J. G. PECK, Manager.
East 1878.

THE MIGHTY MICHIGAN
MICHIGAN AUTO & BUGGY COMPANY
East 1421, B 1345 369-371 Hawthorne Avenue

"Firestone" TIRES
Vulcanizing & Retreading. R. E. BLODGETT, 20-31 N. 14th. Main 7005.
REO HUDSON LITTLE
NORTHWEST AUTO CO.
DISTRIBUTORS
F. W. VOGLER, President
617 Washington Street. Phone—Main 7179, A 4959.

PORTLAND RUBBER MILLS, Inc.
326-370 East Ninth Street, South Phone East 2148
WE RETREAD TIRES

PREER CUTLERY & TOOL CO.
Headquarters for Shop Supplies and Automobile Tools
74 SIXTH AND 311 OAK STREETS

Our Motto: "Quality and a Square Deal."
Western Hardware & Auto Supply Co.
SEVENTH AND FINE STREETS.
Vulcanizing, Hardware and Auto Supplies.
Phones: Main 8828, Home A 2016.

SEE THE 1913 STODDARD DAYTON

Automobiles
690 Washington Street
Stoddard-Dayton Auto Co.
E. E. Gerlinger, Gen. Mgr.