

# PROPOSED HIGHWAY ROUTES DISCUSSED

Population Is Chief Factor in Building Travel Artery Through Oregon.

BOWLBY FINDS BAD SPOTS

Engineer Deplores Miserable Condition of Road Between Portland and Salem—Washington Sets Example for This State.

BY WATLER GIFFARD.  
So much has been written about roads in Oregon that there would seem to be but little excuse for more. Yet all that has been said in the past has been said disjointedly. There has been a section of the road discussed here, another part there and a third at another time with the result that many people do not know just where some of the roads are and are in ignorance as to what should be done to give Oregon its section of the Pacific Highway.

First, let it be said that there are two routes, two main arteries of travel through Oregon; one, the central road, the other, the Willamette Valley road. There are, of course, adherents of both routes, who clamor loudly that being should be made the main road. There are others who say, "Let us have the road that will cost the least to keep in good repair."

**Population Chief Factor.**  
What really should be the guiding spirit of the men who have charge of making such highways? Naturally, of course, population has a great deal to do with it. In fact, the number of towns en route should be the chief factor in settling the question of roads. Then there is the topography and the climate to be considered.

The central route has two big advantages. First, it takes little money, and when Multnomah, Hood and Wasco counties have finished the stretch from Bridal Veil upwards will be in good or at least fair condition for most months of the year, due to a smaller rainfall.

On the other hand, the Willamette Valley route has the bulk of the population. From Portland it lies through Oregon City, Salem, Albany, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford and Ashland, a list comprising most of the towns and cities of any size in the state.

**Weather and Topography Bad.**  
As an offset to the topography and the rainfall are adverse with the result that at present the road is impossible and impassable for many months. To put it on a firm foundation would be an expensive job. In the opinion of State Highway Engineer H. L. Bowlby, who recently went over the route with Governor West and others. But he is spending money and what money it has been possible to obtain so far on the Willamette Valley route.

"The bad places," said Mr. Bowlby one day last week, "are between Roseburg and Grants Pass; between Ashland and the California state line, and the road between Portland and Salem is the worst of the route. This is a strange situation, and one almost unbelievable, that the road between two of the largest cities of the state, one of them the capital, should be in such an abominable condition. Of course, it should be a hard surface road all the way."

The bond issue, so heartily voted by Jackson County, an issue which should be taken as a worthy example by every other county, will eliminate that bad piece of road between Grants Pass and Ashland. It is most important that there should be a good road through to California by 1915, and as Jackson County has one of the best, it is appointing me to supervise the construction. I am going to strain every nerve to get it completed. We will get all the surveys and the contracts let just as soon as possible.

**Crook County May Bond.**  
"Crook County is considering a bond issue of \$200,000 at the November election, and Coos County is considering a bond issue at the same time. Coos would issue \$450,000 for a road from Roseburg to Coos Bay."

In Washington, which is eight years ahead of Oregon, they will have a total of \$19,000,000 to spend on roads for the years 1913 and 1914. This sum is divided up as follows: state roads, \$2,250,000; permanent highways, \$2,250,000; road and bridge fund, \$10,000,000; King County, \$1,000,000; other counties, \$1,000,000.

In Oregon the only money available in the road and bridge fund for the various counties, amounting to \$2,000,000, which is spent in the ordinary way by the County Commissioners. What else may be raised must be by voting bonds in the various counties, but outside of those already mentioned there is nothing being done as far as the public is aware.

**County Sets Example.**  
If Multnomah County would follow the example of Garfield County, Washington, which voted the other day the limit of 10 cents, it would raise \$1,300,000 or thereabouts, and if only the genuine need and advantage were realized by a majority of the voters as strongly as it is by some of the farmers there, a little difficulty in raising the money.

Then it would be possible to do what is really the most important road work, namely, regrade, and generally put in first-class condition the Willamette Valley road. What it needs is hard surfacing to a width of 24 feet, regraded so that there is a maximum of 5 per cent, and no curves closer than 200 feet. These are the plans along which Mr. Bowlby is working. Given such a road, the volume of traffic to Oregon should be and will be enormous.

## BUSINESS MEN IN TROOPS

Second Company of Cavalry Is Almost Fully Made Up.

With nearly a sufficient number of men to make up two complete companies of cavalry, the new business men's branch of the Oregon National Guard, which has been in course of organization since early last Spring, will commence drilling in the next few weeks. The organization which will have no official connection with the National Guard, but which will work along with it, expects to be fitted out with all necessary equipment as soon as drilling is started.

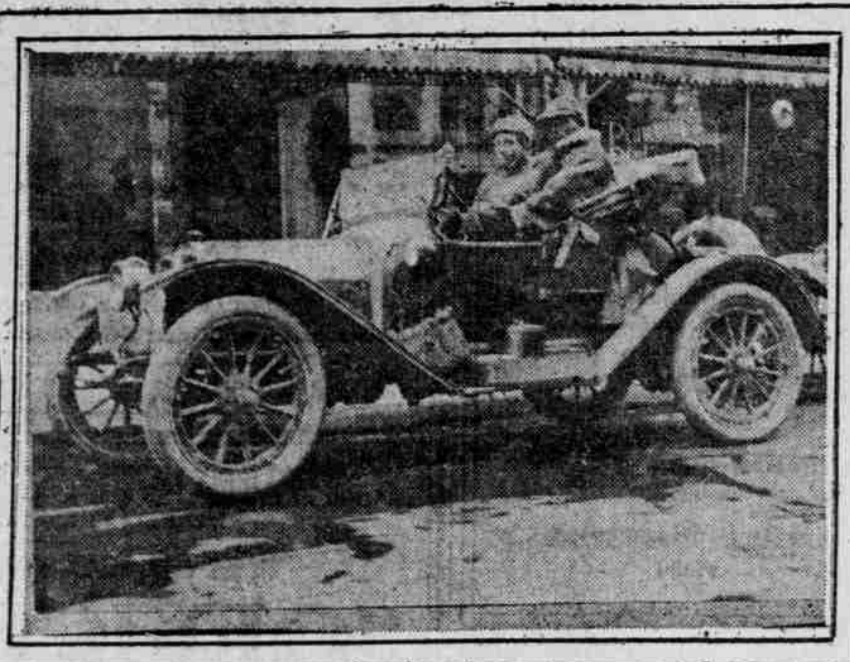
During the campaign conducted to secure recruits among business men, many enlistments have been secured. The number is great enough now to make up one complete company and part of a second. Arrangements are being made for the establishment of quarters for drilling and social purposes. The organization is following closely the plans outlined in the original announcement in The Oregonian several months ago.

# BUICK, FULLY EQUIPPED, SETS NEW MARK OF 40 HOURS, 50 MINUTES, SAN FRANCISCO TO PORTLAND

Little Car Carries Three Passengers Over Distance of More Than 700 Miles—Only Delay Experienced Due to One Puncture—Roads in Oregon Found Better Than Expected—Mechanism Undamaged by Severe Strain—Destination Reached Ten Minutes Ahead of Schedule.



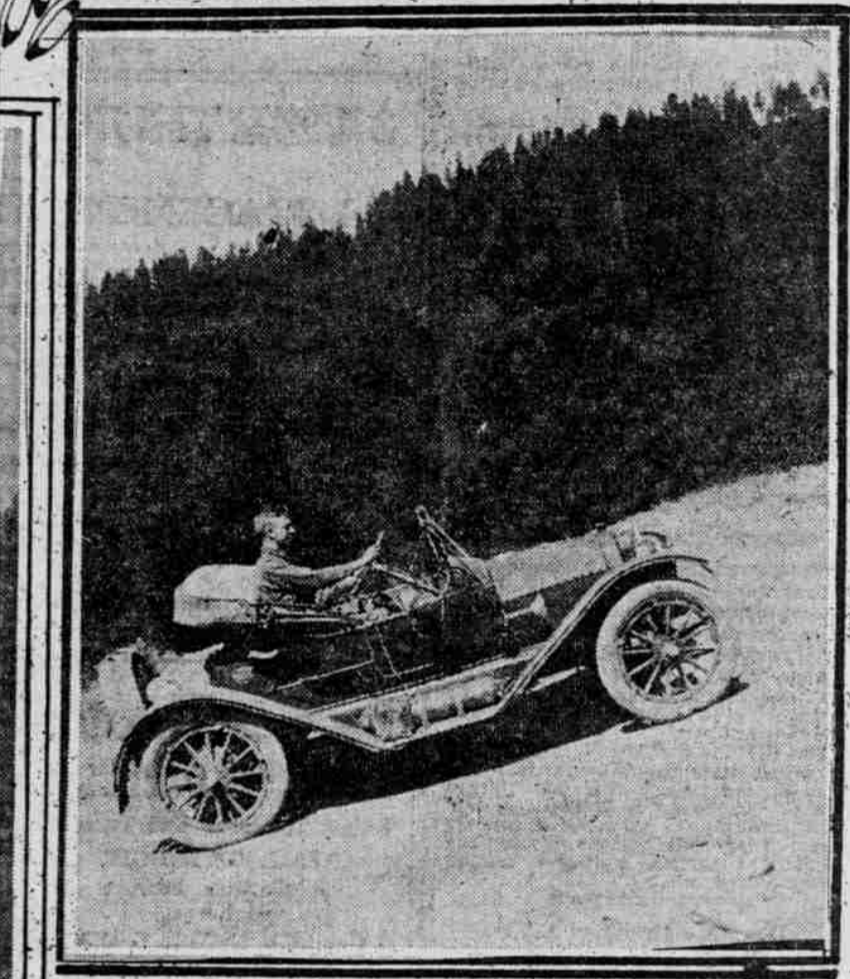
Crossing Coy Creek Near Glendale



24 Buick Upon Its Arrival in Portland



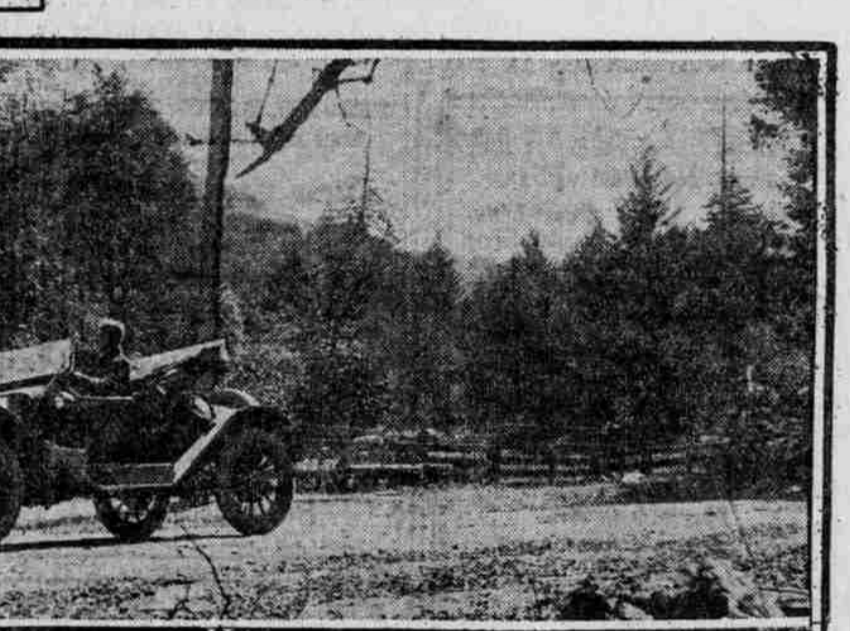
24 Buick Near Klamath, Cal.



A Steep Pitch in The Siskiyous.



On The Oregon-California Road Near Ashland, Ore



On The Oregon-California Road Near Ashland, Ore

**Car Stands Abuse.**  
To drive the 740 miles between San Francisco and Portland from Tuesday at 12:30 P. M. to Thursday morning at 12:00 o'clock a total of 40 hours and 50 minutes, was impossible a few years ago, and the accomplishing of this feat by one of the smallest and lowest priced cars of the Buick line certainly proves that the present-day small car, that is well built, will stand an unlimited amount of abuse in the matter of rough roads and hard driving.

"This time, which is 17 hours and 10 minutes faster than the former record of 58 hours made with a high-powered touring car carrying three expert drivers and a guide all the time and having fresh relief over waiting at Redding, Cal., and Medford, Or., it makes the performance of the little Buick appear really wonderful. Still more, when the fact that the little car made the run fully equipped is taken into consideration, the performance is still more remarkable.

**Trip Made Fully Equipped.**  
"The usual custom in making records of this nature is to strip the car of every ounce of weight that can be removed from it. It is then gone over and the chassis is strengthened by extra bracing; the gear ratio is changed and the car virtually is rebuilt and bears small resemblance to the original automobile as sold by the manufacturer."

"The little model 24 Buick, used in making this run, not only was a regular stock car, but was fully equipped in every detail, including top, windshield, fenders and even such minor details as a dust cover over the top and seat covers."

"The mechanical part of the car was not altered in any way and the only items of extra equipment carried were a pair of rebound straps retailing at \$6.50, and an auxiliary air valve attached to the manifold of the carburetor."

"The story is told best by C. A. McGee, of the Howard Automobile Company, San Francisco, who was in the car the whole way."

"Fred Gross and myself were delighted when C. S. Howard, who controls the Buick and National business of the West, suggested that we take a Buick pleasure car and establish a new

record between San Francisco and Portland.

"We found the road conditions just the reverse to what they were when we drove the No. 3 Buick truck through. At that time the California roads were smooth and hard, while the Oregon roads were rough and full of holes. On this last trip the roads between Vallejo and Redding were badly cut up in places and generally rough and dusty. There are also many miles of new road under construction, all of which made the going much harder than we had expected.

**Average of 23 Miles Maintained.**  
"In spite of this, however, we were able to maintain our schedule of 23 miles an hour to Redding. At that place we began to encounter the mountains and our schedule, which had all been prepared before we started, called for a reduction in speed as a matter of safety."

"The entire Sacramento River Canyon was negotiated at night and we arrived at Dunsmuir just at daylight, 10 minutes ahead of schedule time."

"We used this ten minutes in having a hot breakfast of eggs and coffee, and left for Grants Pass again on time."

"We found the roads from Dunsmuir north much better than we had expected. Of course, the heavy grades are there, regardless of the road condition, but they gave us absolutely no trouble. In fact, we used the low gear very seldom."

"We experienced our first and only trouble about ten miles south of Grants Pass. In crossing one of the many small bridges in this vicinity we ran a big bridge spike into our right front tire. This is the only delay we experienced with our Goodyear tire equipment, and in fact it is the only delay on the entire trip, other than the necessity of stopping for oil and gasoline."

**Crabtree Woman Mother of Eight.**  
ALBANY, Or., Sept. 20.—(Special).—A family which would satisfy the most ardent opponent of race suicide is that of Edward Chastain, of Crabtree. When Mrs. Chastain gave birth to a son last week it made her the mother of eight children, the oldest one of whom is not yet 10 years of age. It is an equally balanced family, too, there being four girls and four boys. There is one pair of twins in the family, both of the twins being girls.

**Pythians to Meet October 4.**  
CHEHALIS, Wash., Sept. 20.—(Special).—The annual district convention for Knights of Pythias, District No. 7, has been called to meet at Lebam on October 4. The lodges at Chehalis, Centralia, Lebam, Raymond and South Bend constitute the district.

**"The Decline and Fall**  
OF MICHELIN TIRE PRICES  
TOOK PLACE SEPT. 15, 1913."  
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**RIVER ROAD IS TOPIC**  
TWO COUNTIES TO DISCUSS COLUMBIA HIGHWAY.  
Hood River and Portland Officials and Business Men Will Make Water Trip on Monday.

Plans for building the Columbia highway through Hood River County will receive earnest discussion next Monday, when a party of Hood River Commercial Club members, accompanied by the County Commissioners and County Judge, come to Portland and meet with public officials and private citizens of Multnomah County.

**WOOD RATS STEAL SYRUP**  
Bushy Tails Lowered in Jug Until Saturated With Sweet Fluid.

Ex-Mayor Henry S. Rowe, who owns a Summer home at Rhododendron on the Mount Hood road, is having trouble with wood rats. They get into his house in spite of all precautions and carry off the hammer, nails, other tools, etc.

Ex-Mayor Rowe is fond of syrup. He took a jugful up to his Summer home last week. He had it securely corked, and felt absolutely sure no wood rat could get at the inside of that jug. They got there easily.

"The hole in the jug was too small to permit the rats to enter, but a wood rat has a long busy tail, and one of the rats would simply drop his tail down into the mouth of the jug and saturate his tail with the syrup, on which he would feast. He then would get out of the way and the other rats "raised" the syrup in the same way until the contents were nearly all extracted. This is the version suggested by Mr. Rowe.

A New English mine-rescue apparatus does away with the helmet and weighs only 28 pounds, yet with it a man can work in deadly gases more than five hours.

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