

## REPAIRS IN DOUBT

Should County Fix Linnton Highway Is Question.

## WEAR IS LAID TO TRUCKS

Portland Motorists Consider Needed Work to Connect With Columbia Route—Portion Free of Heavy Traffic in Good Condition.

BY RALPH J. STAEBLI.  
Whose place is it to repair the county roads when their destruction can be attributed distinctly to a restricted number of individuals or corporations? Portland motorists are asking themselves that with reference to the condition of the Linnton road, the first step of the Columbia River Highway west of Portland.

Next year the result of several years' agitation for better roads will be manifested in the Columbia River Highway through Columbia and Clatsop counties. This part of the road will be almost of as great importance to Portland as the road on the Upper Columbia, if not more so, speaking from the commercial aspects. But this road cannot be reached except over the Linnton road.

At the rate the destruction of the Linnton road has been going on the surface will be a great deal worse in the Spring, and the destruction over the first two miles may be attributed to the high-speed oil trucks which run between Portland and the oil storage plants on the waterfront below the city.

While a road expert might be able to show that the trucks are not responsible for the road condition, the average motorist might be led to believe that they are because of the fair condition of the road just below the oil plant, which the trucks do not traverse.

The road to the Lower Columbia is expected to be open next year. But half the motorists will be scared out by the first two miles.

Whether it is the fault of the trucks or not is left for debate, but the need for repair before next summer is apparent.

The work in Columbia County is progressing rapidly through the sub-contractor system. Some heavy blasting has been going on in the vicinity of Prescott and the road is taking its place from the heavy forest of the coast range.

Portland tourists will be able to take the beach circle next year via St. Helens, Astoria, Gearhart, Tillamook and back through the mountains to the Tualatin Valley.

The Massamas have appointed a committee to co-operate with the good roads movement in Oregon. Frank Branch Riley was elected chairman.

The bikers' organization has no plan of aid in view, but for the time-being will help the boosters with its moral support.

Motorists have complained much of the bad condition of Broadway between the Broadway bridge and Union avenue. The reason for the lack of pavement is a fight between Commissioner Dieck and the property owners of the district.

Dieck wanted to try some experiment of laying pavement in alternate strips of brick and tar composition, and this did not appeal to the property owners, who stopped proceedings and petitioned for any kind of pavement which had been tried elsewhere.

One position carried a wish for the concrete base and surface type, but this did not appeal to Commissioner Dieck. And so motorists can keep right on splashing, as no move for improvement has been made either by the city or the property owners along the biggest thoroughfare of the East Side.

Portland seems to have another bad job in the Terwilliger boulevard, which is so badly pitted that going over it in a motorcar seems as bad riding as an old-fashioned corduroy road.

Shortly after its completion the surface was several times soaked in oil. In some places the oil matted with the gravel and the whole made a substance which seemed to have all the good points of bitulithic or other hard surface.

But soft spots soon developed and now the road from one end to the other is badly scarred. In some places workmen are already taking up the surface and replacing the same in better shape.

## GREAT RACE ON MONDAY

CARS LEAVE LOS ANGELES FOR RUN TO PHOENIX.

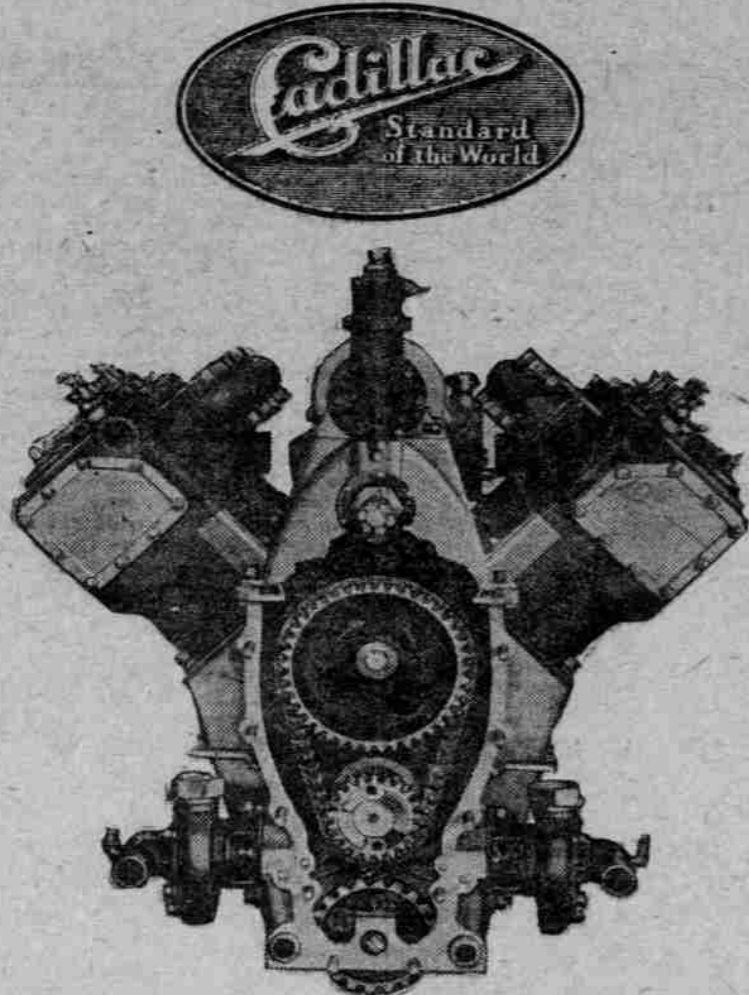
Route is Over Roads Varying From Paved Highways to Rocky Paths and Hot Sands to Sleet Area.

LOS ANGELES, Cal., Nov. 7.—(Special.)—When, just at daybreak, Monday 20 specially prepared and equipped racing automobiles left the starting line for the seventh annual Los Angeles-Phoenix road race, one of the most spectacular motor contests ever run over public roads.

Over the National old trails route, which the cars will follow in their three days of racing, it is 470 miles from Los Angeles to Phoenix. Crews that are engaged in their trial runs report the road conditions the severest imaginable. Leaving Los Angeles over an asphalt boulevard lined by orange groves and marked frequently by populous towns and cities, in less than two hours the cars will be among the San Bernardino Mountains penetrable by the famous Cajon Pass.

Immediately beyond the divide begins the Mojave desert, inhabitable only to ants, lizards and the little wren that makes its abode in the huge cactus trees. The first night control is at Needles, Cal., 300 miles from the start, a town so named because of the rocky parapets near by that guard the entrance to California from the east. From Needles to Prescott, Ariz., the "mile-high" town, the second night's control is 238 miles. It is mountain work practically the entire way. Hours of gear work has been found necessary even for the big cars in practice. Sleet and snow storms are common in this region at this season and drivers who were sun-baked the day before may be suffering from the cold in the higher altitudes. The descent into Phoenix on the third day's run is noted for some of the most treacherous going on the entire course.

Headed by Louis Chevrolet and Barney Oldfield, the field of drivers includes the most famous road race pilots in the country. Olin Davis and Louis Nikrent, former winners, will meet again. Billy Taylor, who finished third in the 1914 Grand Prix at Santa Monica, will be a strong contender. William Carlson, Jr., a member of the Maxwell National racing team, who has



## 8-Cylinder Motor

This photographic reproduction shows the front end of the new Cadillac eight-cylinder motor, which the Cadillac Company will use in its 1915 cars. There are two groups of cylinders, each a block casting of four cylinders, mounted at 90 degrees to each other. The cylinders are 3 1/8-inch bore and 5 1/2-inch stroke. In dynamometer tests the motor shows more than 60 horsepower. The crank shaft is identical in design with that used in the four-cylinder car, and the cam shaft carries the same number of cams as in the four-cylinder motor.

The new motor weighs approximately 60 pounds less than the four-cylinder motor as used in the 1914 Cadillac, and the total weight of the car is between 400 and 500 pounds less. There is but one carburetor used. The crank shaft is more than eight inches shorter than it is in the 1914 Cadillac.

A carload shipment of demonstrators is leaving the factory Monday, which will make them due to arrive here about the 20th.

**Covey Motor Car Co.**  
Cadillac and Dodge Bros. Motor Cars  
21st and Washington Streets

won fame for his driving in a previous Phoenix contest and the celebrated race of last year, asserts the approaching "desert classic" will surpass all.

Racing enthusiasts will follow the cars the entire way in the Howdy special, as the train which annually carries them on this trip is known. The Santa Fe's railroad tracks parallel the road almost the entire distance and a wonderful opportunity for seeing the cars in action will be afforded those aboard.

This year's winner will be presented with a medal. It will be known as the Western Automobile Association perpetual challenge trophy and must be won each year in order to be retained. The medal depicts a racing car on the desert amid the cactus brush. In the background is a mountain range topped by a white diamond emblematic of the blazing sun. The trophy and its significance will make it one of the highest-prized mementoes offered in connection with automobile racing.

**French Government Uses Maxwell.**

An interesting story has reached the Detroit office of the Maxwell Motor Company concerning the use to which Maxwell cars have been put by the French government. To defend their

possessions in the Pacific Ocean, the French government has purchased several Maxwell touring cars and has mounted rapid-fire guns on them. These cars so equipped will do patrol duty in case hostile battleships should attempt to invade these islands. Droulett Bros., Maxwell dealers, whose headquarters are on the Island of Tahiti, report the sale of 50 Maxwells to the French government, presumably for the same purpose, that of defense work.

GOODYEAR AGENTS CONVENE  
Parade, Theater Party and Banquet Enjoyed by 500 Representatives.

The City of Akron was the property of the Goodyear Tire & Rubber Company October 29, 30 and 31, Goodyear salesmen, branch and district managers captured the city, the occasion being the celebration of the conclusion of a highly successful year and a planning of the company's sales campaign for 1915. The Goodyear men arrived in three special trains Thursday morning and were met by a reception committee and band and escorted to their hotel, where they formed for a big parade across the city Friday to the Goodyear plant. The parade

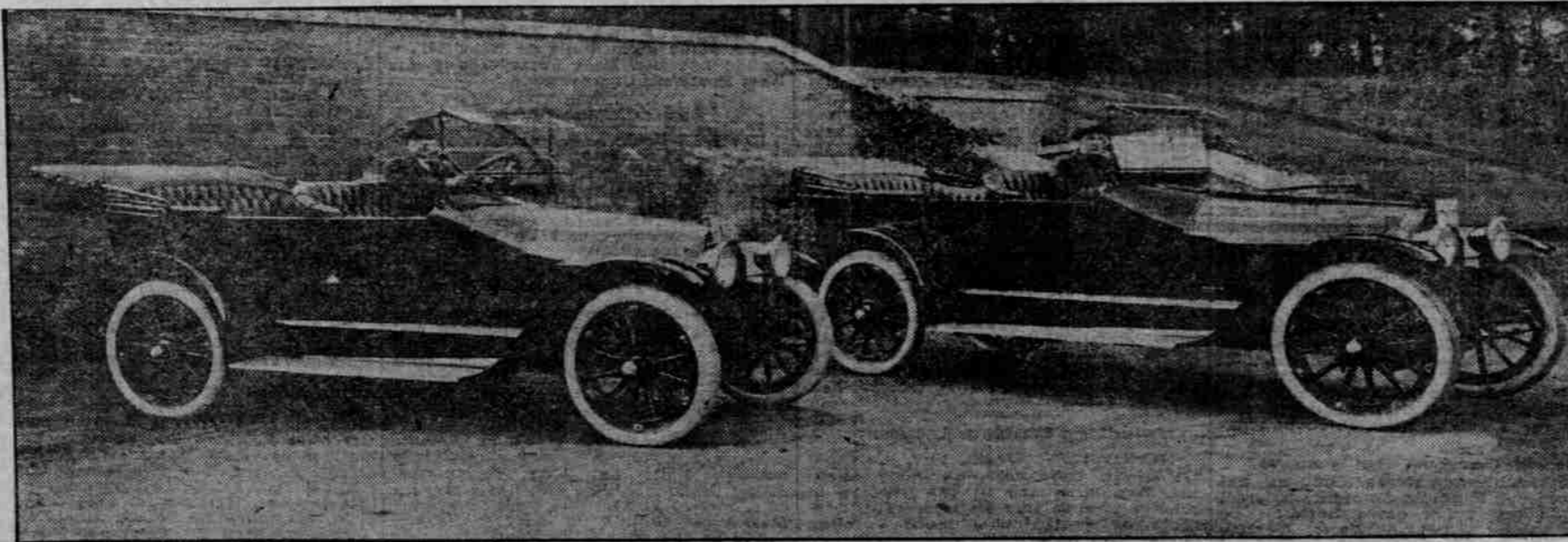
contained many novelties. The Callingtons, for instance, brought with them a live bear, the state emblem. The Chicago district men were made up as minstrels. The men from the South were in costumes suitable to their climate.

After the 500 visitors had been received at the factory the business of the convention began, with trips through the factory so that the visitors might become more familiar with the actual processes by which Goodyear products are made. Thursday night there was a stag party at the Colonial Theater, the entire house having been bought out for the occasion. There were conferences on Friday and Saturday, and on Friday night the

crowning feature of the occasion was a banquet to all of the territorial men and managers in the luncheon room of the company's general office building. There were inspirational addresses by the president, vice-president, Assistant Treasurer Palmer, H. S. Quine, W. D. Shilts and C. C. Hopkins, of Lord & Thomas, and C. H. Carlisle, manager of the Goodyear Canadian Company. Assistant Secretary Osterloh was toastmaster.

It was the largest sales convention ever held by an Akron company. Officials of Balboa Canal Zone has ordered three motorcycles from the States to be used in the police and fire departments.

## NEWEST FOURS AND SIXES TO ARRIVE IN PORTLAND.



THE NEW MITCHELL FOUR AT THE LEFT, AND THE SIX AT THE RIGHT, WHICH ARRIVED FRIDAY. The Mitchell, Bowls & Staver Co., Distributors of the Mitchell automobiles for the Northwest, received their first shipment of 1915 models Friday. A new four and the Mitchell Baby Six made up the first allotment. The light four is a duplicate of the famous little car which made the 7500 reliability run through the Eastern and Middle States. It is rated at 30 horsepower and has a 116-inch wheel base. The standard equipment includes 24x4 tires and sells for \$1250. The Baby Six is similar to the light six of last year, and, with refinements of lines and equipment, presents the same high-class appearance. It has a 45 horsepower motor, with 126-inch wheelbase, 26x4 tires, and sells for \$1555 at Racine. Both models are lighted electrically and started and have "one-man tops." A new windshield is another favorable point.



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DELIVERY CARS

## The Modern Business Builder

- Overland Delivery Cars are economical business builders.
- They increase your radius of operations, and in consequence, increase your trade and profits.
- They are dependable and rapid.
- One of these cars will do the work of three or four teams with drivers.

Overland Delivery Cars are strong and durable. They are substantially built of the very best materials.

They are very economical to operate, costing but one cent a mile for gasoline and oil. The tires are unusually large for a car of this size.

This car is equipped with a high tension magneto. Ordinarily, cars of this price have no Magneto. But a magneto is the most dependable ignition.

A circulating pump keeps all moving parts of the motor thoroughly flooded with oil; wear is reduced to a minimum.

Being light, these cars get around with surprising ease and the expense of both long and short-haul work is cut to bedrock.

There is large loading space. Our nearest dealer will give you complete details. It will pay you to see him at once. Deliveries can be made right away.

**\$850**  
With open body

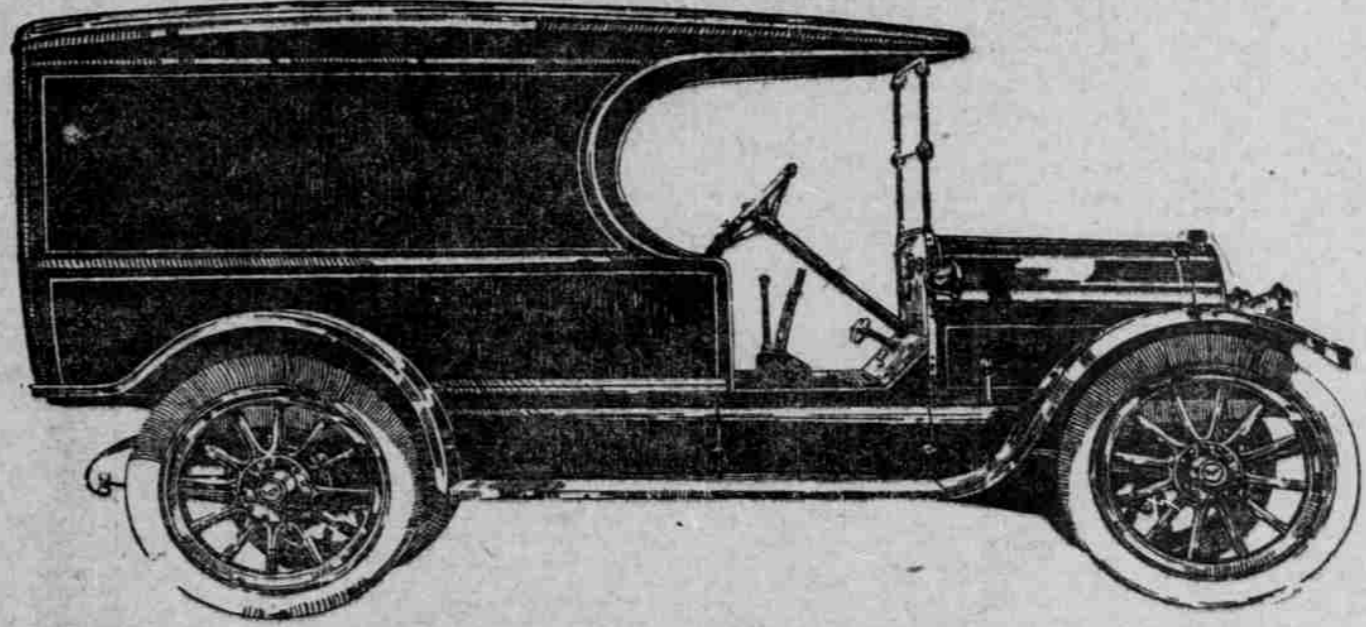
Prices include Electric Starter and Electric Lighting System  
Prices f. o. b. Toledo

**\$895**  
With closed body

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529 Washington St., Portland, Oregon Phones, Marshall 3535, A2444

**The Willys-Overland Company, Toledo, Ohio**

Manufacturers of the Overland Pleasure Cars and Willys Utility Trucks



## DODGE AGENCY SETTLED

COVEY MOTOR COMPANY TO HANDLE NEW LINE WITH CADILLAC.

Small Detroit Machine Shop Has Become Largest Manufacturer of Automobile Parts in World.

It has been announced at last that Dodge Bros.' new car, about which there has been so much secrecy and interest, is to be handled in this territory by the Covey Motor Car Company.

"The fact that we have been willing to take this line, in connection with the Cadillac, without knowing anything more than that Dodge Bros. were to make automobiles, might seem exceedingly foolish to anyone not fully acquainted with the situation," says Mr. Covey, of the Covey Motor Car Company, "but when you know the facts anyone readily can realize why we, as well as more than 12,000 other dealers, were not only willing but anxious to get it."

"Every dealer knows that a large part of his success is based on his ability to select lines to sell which already are leaders in their class or are destined to become so. In selecting the Dodge Bros.' car we certainly feel that we have made a connection of which we have a right to be exceedingly proud."

"This extraordinary confidence is based on what Dodge Bros. have accomplished already. From a small machine shop in Detroit at the beginning of the automobile industry, they have become the largest manufacturers of automobile parts in the world, having manufactured the vital parts for more than 500,000 motorcars. They have facilities, capital and experience second to none, and the new car they are to manufacture must become the largest seller in the world in its class."

## Intimate Journalism Revealed.

John Facklam went to Salina, Monday, and returned with a fine new Studebaker. It is a three-passenger 1915 model roadster, complete with electric equipment. All John needs now is a wife and she shouldn't be hard to find.—Enterprise (Kan.) Push.

**Paint Expert Promoted.**  
William Rauschenberger, paint and varnish expert of the Studebaker automobile plants in Detroit, has been assigned charge of similar operations in the corporation's South Bend works as well.

## HERCULES TIRES

The Tire That Stole the Skid From the Automobile.



Non-Skid Until Worn Out

Sea Island Fiber on edge, placed at acute angles with road, interwoven with high-grade rubber, prevents cuts, punctures, skidding and insures 5000 miles.

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