

YEAR'S PAVING IS ABOUT COMPLETED

Some Stretches, Aggregating 8.8 Miles, Will Have to Go Over Until Spring.

HIGHWAY OPEN TO STONE

Detours Made to Give Access So Far But Even if Travel Were Permitted Further Hood River Road Would Be Impassable.

The paving companies which have been engaged during the past several months in hard-surfacing the main rural highways of Multnomah County have now called their crews to a halt until next Spring when several little patches, aggregating 8.8 miles, will be finished and the entire program authorized under the \$1,250,000 bond issue completed.

Today and during all the months to come, rain or shine, the Columbia River Highway will be open as far as Stone, a point about one mile beyond Warrenton. To give residents of Multnomah County the benefit of this privilege it was necessary for Mr. Yeon to construct a short detour connecting with the old Larabee road so as to avoid traversing the new fills on the highway just beyond Crown Point known as the figure eight. Also in places where short detours had not been made sufficiently to make paving feasible Mr. Yeon has either had the gaps bridged with planks or macadamized so that vehicles may pass all year long. In the Spring these places will be ready for hasty pavement.

Hood River Drive Not Feasible. Those who have hoped that they might be able to travel to Hood River and upper points during the Winter will be disappointed to learn that travel will probably not be permitted any further until next Spring. If the weather had permitted the gravel surface would have been laid at least as far as Bonneville, but Mr. Yeon said yesterday that he did not believe it would be possible to work any further on account of the recent heavy rains.

At any rate motorists driving as far as Hood River County this late in the season would have run into dirt roads along the new construction surveys that would be almost impassable. Therefore, it will be out of the question to drive to Hood River and the Dalles over the Hood River Highway this year and it will probably be impossible also after the heavy rains have had their full effect to follow the Washington street to Stevenson and then ferry across to Cascade Locks.

Of course, after the cold weather comes and the road surfaces are frozen hard there is no telling how the dirt roads on either bank of the river may be, but it is reasonable to assume that a general proposition, comparable through the Hood River valley, even if the road officials will permit it.

Stone Road Heavy. Just now the road above Stone is so heavy that it would be foolish to allow the motor cars to travel on it. With respect to the three paved roads leading to the entrance of the highway, the Sandy Road has 2.6 miles on both sides of Troutdale that will not be done this year, there is a half-mile on each side of the Hood River valley that will not be done until Spring, while the Powell Valley road is entirely completed. The Bay Line and Powell Valley roads will be done this year, their full distance, but it will be necessary to leave the Sandy road at Fairview and cross the Hood River valley in order to get to the highway.

There is half a mile of work yet to be done on the Foster road, a mile on the Capitol Highway, and a mile on the Canyon road that will go over until Spring. Either with planks or permanent bridges, however, these roads will be kept passable during the Winter. The Canyon road, which has been tied up for some time on account of a few of the railroad crossings on the road to Stanton are not finished but virtually so.

POSTAL CYCLIST WINS

MR. BURLESON INDORSES USE ON RURAL DELIVERIES.

Idea of Hindrance to Expansion of Parcel Post is Corrected—Accomplishments Are Shown.

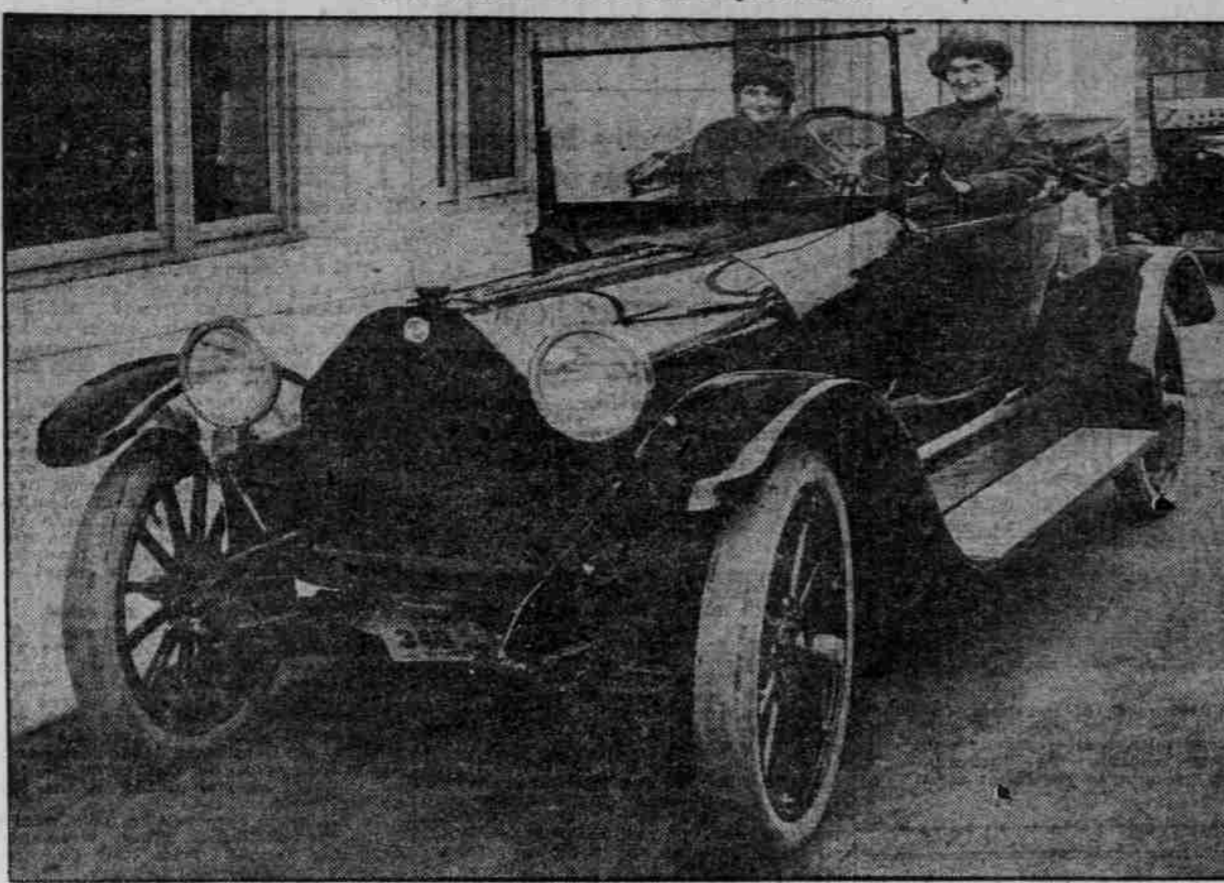
"Postmaster-General Burleson's order authorizing the use of motorcycles on rural free delivery routes is received with satisfaction by millions of people in the United States who have become accustomed to receiving their newspapers and other mail matter on schedule," said E. E. Abbott, of the Motorcycle & Supply Company, Harley-Davidson dealer, in Portland yesterday. "Last July the postal department was inclined to believe that the motorcycle did not permit expansion of the parcel post. Mr. Burleson assumed personal charge of the investigation, and the reports made by postoffices throughout the country showed that the motorcycle and sidecar is meeting the needs of the department satisfactorily."

"In the suburban districts of the large cities, as well as in the rural districts, the regular mail established with the aid of automobiles and motorcycles has accomplished wonders in the daily life of all who are enjoying the rural free delivery service. To have that service curtailed in any way would affect not only the people on rural routes, but with whom social or business relations exist. The usefulness of Uncle Sam's rural routes has been increased greatly by the parcel post, benefiting not only the routes in receiving mail, but the residents from the cities, but city residents who receive farm produce by parcel post. Consequently the decline in approval of the motorcycle on rural free delivery routes is meeting its end in the country, the subject being a matter of Nation-wide interest."

Dayton Road Contract Let.

DAYTON, Wash., Oct. 23.—(Special.)—Contract for finishing the remainder of the permanent highway between Waitburg and Dayton has been let by the General Construction Company, Spokane, for \$1,245,000. There is a distance of 6.8 miles to be completed, and the grading will be done this Fall. Early as the weather will permit in the Spring the grading will be built and it will not be finished by June. It will give an unbroken road between Dayton and Walla Walla that

AFTER SEVERAL DAYS AT WHEEL, PORTLAND WOMAN IS CONVINCED THAT SALESMAN TOLD TRUTH ABOUT CAR'S QUALITIES.



MRS. THEODORE DOSCH, AT WHEEL, AND MISS PEARL COLEMAN, IN MRS. DOSCH'S NEW STUDEBAKER SIX ROADSTER.

After waiting patiently three months for her new car to arrive, Mrs. Theodore Dosch now may be seen almost any day driving the first 1916 six-cylinder Studebaker roadster to reach Portland. With her on most of her trips about Portland and over the newly paved rural roads is her sister, Miss Pearl Coleman. The new Dosch car is a roadster, to be sure, but it is roomy enough to seat three average-sized people without any discomfort and it has power enough in those six cylinders to carry a whole regiment, she says.

When R. H. Coster, an Oregon Motor Car Company salesman, took her order for the car Mrs. Dosch thought he was talking rather extravagantly and discounted some of his promises, but now that she has received her roadster and driven it day after day, she is outlasting Mr. Coster and is convincing herself that he was practicing hard to master every detail of the car before the return of Mr. Dosch, whose business keeps him in Middleport, N. Y., a good share of the time.

ENGINEERS ARE BUSY

Motor Car Designers Are Making Rapid Strides.

LAYMEN SEE FEW DETAILS

Ideas Exchanged Freely at Annual Meeting of Society and Better Automobiles Is Mutual Spirit of Entire Session.

During the past three years motor car engineering has made and is still making most rapid strides. Due to the fact that first principles were well mastered and out of the way, the engineer has been left free to exercise his genius and ingenuity in the finer and, in the last analysis, many of the most important details of this development are evident to the casual observer—such as frame design, clutch and clutch collar mechanism, brake and gear shift devices, etc.; but the obvious manifestations of this progress are electrical lighting, starting, the V-shaped motors of various numbers of cylinders and the growing tendency to reduce weight without sacrifice of strength.

During the annual Summer meeting of the Society of Automobile Engineers, held this year aboard the steamer Noronic in the Georgian Bay district, perhaps the best discussion on the subject of motor design was brought out that the society has ever presented to its members.

Ideas Exchanged Freely. The most prominent men in the industry freely expressed their ideas, told the secrets of their laboratories and experimental departments and exchanged mental sallies with each other and their more obscure brothers, all to one purpose—build better motor cars.

The paper which evoked a flood of comment was presented by Alanson P. Brush, a prominent engineer of great professional attainment, and was entitled, "Modern Tendencies of Motor Design." The author briefly touched on the relative merits of four-cylinder vertical, six-cylinder vertical and eight and 12-cylinder V-shaped.

The general tenor seemed to be that there was considerable room for all the designs and each had their sphere and uses.

Some Problems Plain. If the number of cylinders was the only point considered, there would be no logical reason to have at 12 cylinders, as 14 or 24 cylinders even would be still better—but the problems go beyond merely the question of infinity of cylinders.

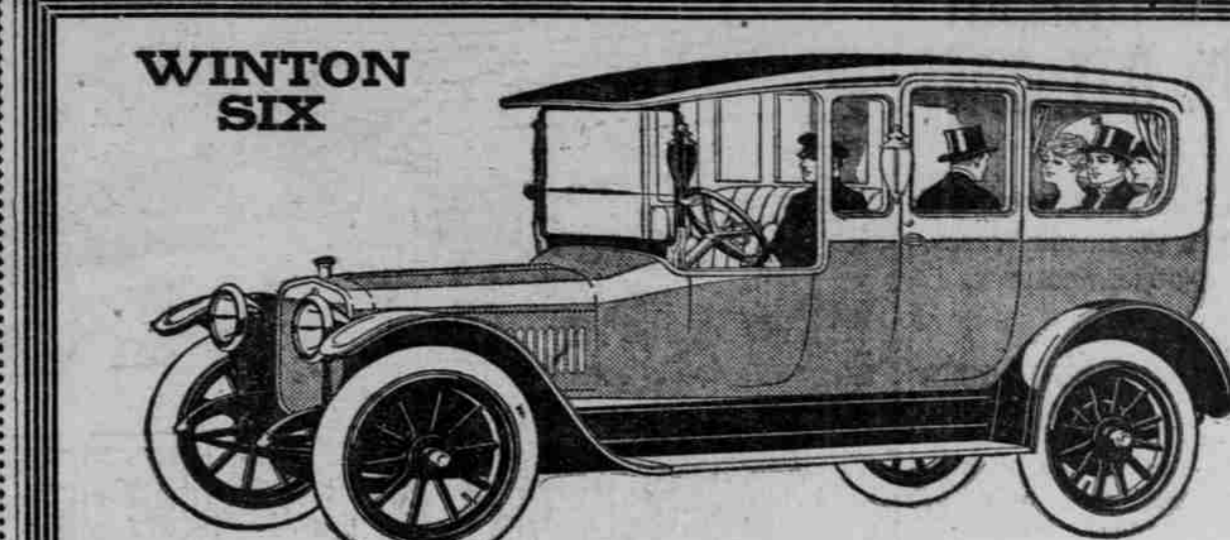
There are plain engineering problems, such as suitable camshaft drives, elimination of long chains, proper lubrication, proper cooling and carburetion, and not least by any means, proper ignition. When there is so wide a divergence of opinion as on these points, the road is not clear.

The best minds of the industry are split on them, so we cannot lightly brush them aside. There is only one test for all these things—time. Experiment and experience take time and

UNCLE SAM PERMITS USE OF MOTORCYCLES ON RURAL MAIL ROUTES.



NEW TYPE OF HARLEY-DAVIDSON FITTED FOR USE ON R. F. D. ROUTES.



WINTON SIX

Are You a Winter Stay-Indoors?

When Winter's bite makes the touring car cheerless and uncomfortable, do you become a stay-indoors, limiting your activities to absolute necessity? Or do you enjoy the wonderful freedom of going and coming that a closed car provides?

The work a touring car does for you in Summer is nothing to the grateful service rendered by the closed car in even the worst weather that old Father Winter can fling at us. Between home and office, to the theater, the dance and dinner, to the homes of friends, for every enjoyment of every instant, the limousine or the sedan is a coach that defies the weather and affords living-room comfort and good cheer.

Every successful family requires a closed car. It is the car of greatest convenience and most distinction. We can make for you a Winton Six closed car of whatever variety you prefer, and finish it exactly to your taste. We take especial pride in the excellence of our coach work, and that retained time better place your order now, and have a delightful surprise in store for your family and your friends when Winter sets in.

Prices range from \$3250 to \$5500. Sport limousines, coupes and other special types of closed cars designed to order. Telephone us today.

The Winton Company  
Winton Building 23d and Washington Sts. Phone Main 4244

BATTERY CARE ADVISED

STORAGE SUPPLY SHOULD NOT BE OVERLOOKED, IS WARNING.

New Company Starts Campaign to Doctor Hils of Bulky Contributions on All Machines.

Just because the storage battery used for cranking an automobile is usually hidden beneath the floorboards or seat of a car isn't any reason why the motorists of Portland should overlook it entirely until it bucks for want of attention.

This remark was made last week by C. A. Bankhead, who, with William Christian as partner, recently opened the office of the Storage Battery Company at 348 Couch street, in the H. L. Keats building.

The company has employed Ralph Whitcomb, formerly head of the battery department at the Portland branch of Chandler & Lyon Company, to doctor the Hils of bulky batteries, and J. C. Fischer, of Pittsburg, as generator expert. The company has taken the agency for the State of Oregon on the electric battery.

Mr. Bankhead will be remembered as the man who drove his own specially built racer in the local automobile races last Summer, carrying away honors in several of the races reserved for Portland cars. For two years Mr. Bankhead has been in charge of the Portland branch of the H. L. Keats Company.

"An automobile starting battery does not require a great deal of attention, but sometimes an inspection saves the battery from wearfulness or the necessity of expensive repairs," says Mr. Bankhead.

The storage battery has often been called the "heart" of the automobile starting and lighting system. The best system in the world with a poor battery means constant trouble and expense, for there is no place where quality counts to a greater degree than in a battery for automobile starting, lighting and ignition.

"Of course, the battery must be properly charged. It is also important that the cells be filled with pure water, not acid, from time to time, so as to keep the water even with the top of the plates."

MOTOR LAW CODE IS READY

American Association Completes Record of State Requirements.

The touring bureau of the American Automobile Association has just completed a codification of the motor car laws. This codification will soon be ready for distribution and a copy may be had by sending to the National headquarters of the association either in Washington or New York.

Study of the report shows that with few exceptions most of the states impose a double tax. The notable exception is the state of Oregon, which has a single tax. In the state of New York, Idaho, Iowa and Oklahoma, these commonwealths specifically provide that registration is in lieu of all other taxes. To this list

"People who went over the Columbia River part of the road the past summer say that it affords 40 miles of scenery than which the much-talked-of Riverside Drive of New York has nothing more beautiful to show. The Yakima County part of the route, as tentatively outlined, would mean the improvement of the present road to Fort Simcoe and thence down the Klickitat River to Glendale.

"It wouldn't be a bad idea for Tacoma, says a business man yesterday, to have a big city like Portland accessible by automobile. There is no reason why we should be dependent on the Columbia river for our purchases or our pleasures. Portland, on a down-grade haul, is our natural big city, by the Pacific coast standards. It happens in another state does not alter the advantageousness of its location so far as we are concerned. I should like to see Tacoma built without delay."

"Another decided advantage of the Columbia River Highway is that it will be open the year through."

Grays Harbor Licenses 970 Motors.

ABERDEEN, Wash., Oct. 23.—(Special.)—Grays Harbor County has upwards of 970 motor vehicles upon which license fees have been paid. Of these 692 are automobiles. The county has 191 motorcycles and boasts of 25 auto stages and 47 cars used as jitneys or autos for hire. Auto dealers are reporting good sales and before the end of October the county will easily have upwards of 1000 such vehicles.

Highway Grading Started.

NORTH YAKIMA, Wash., Oct. 23.—(Special.)—Contractor Thomas Dingle began work today on a stretch of five and one-half miles of highway grading near Khatas Canyon. This piece of road has been the source of complaint from automobile tourists across the mountains

SLOW BRAKING BEST

Shut Off Power and Gradually Come to Stop, Is Advice.

be more or less with us, but can be more easily overcome than any other. "Third, indifference. This, like the first, will show itself in many different ways than one, and can be overcome in various ways.

"The fourth—lack of time—in we believe, is so consistently one of the many phases about which we have not the time to go into detail. I would like to see the motorist show the same systematic lubrication of all chassis parts—some of which are unfortunately quite inaccessible—will well repay any truck operator or owner in the added dependability of his truck and the decreased cost of maintenance.

"As an illustration of the truth of the above, I will show you some interesting figures taken from our own records. They are of three cars of a well-known make which have done substantially the same work and mileage:

Table with 3 columns: No. 1, No. 2, No. 3. Rows: Gas, Oil, Repairs, Tires.

"In the case of the driver of the No. 2, who is a very conscientious and methodical man, you will note his running expenses are so consistently lower for all items. And it is of great importance to emphasize the fact that the above machine was taken down for a general overhaul it required less than half the replacement of parts due to wear than was the case with either No. 1 or No. 3."

This brewery is operating 35 motor trucks, and Mr. Black has been in charge of this fleet since its beginning, five years ago.

YAKIMA SEEKS AUTO ROAD

Connection With Lower River Highway and Portland Proposed.

Evidence of what the proposed North Yakima-White Salmon road will mean to Portland may be read in the following article which appeared in the Yakima Herald recently, under heading "Road to Portland for Yakima—construction of missing link in this county would afford route incomparable for beautiful scenery."

"Yakima delegates who attend the state good roads meeting in Ellensburg next month will go with a very clear opinion in their minds as to what particular road development this section is ready to boost for. It may not be a road which will interest the state roads convention as a state organization, for it looks toward Portland and not to Seattle and Tacoma.

"The Snoqualmie Pass road offers a delightful scenic route, which is, however, available only about four months in the year. It is a steady uphill pull for at least half the distance, no matter which side of the divide the start is made. The road which would seem to be the natural outlet to this valley is along the Columbia River, and what road construction enthusiasm is bubbling in this section of the state is being put into making apparent the advantages of a road from North Yakima to the Klickitat County line, to connect with the road which has been built by the State of Oregon.

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TRUCK UPKEEP IS SHOWN

NEWARK 'CONCERN CITES FOUR SOURCES OF TROUBLE.

Negligence, Ignorance, Indifference and Lack of Time Given as Outstanding Reasons.

"While in most instances trucks receive more or less intelligent and careful lubrication of motor because drivers working less than one hour means no work from motor, it is to be regretted that such is not the case with the rest of the chassis. Virtually all the available motor equipment of C. Feigenbaum, Incorporated, Newark, N. J. This is due to several causes, the first and principal one being negligence; the second, ignorance; the third, indifference; the fourth, which is more prevalent than is commonly known, is lack of sufficient time daily being allowed the driver to properly do so.

"Taking up the first reason: The indolent driver soon finds out that his truck will stand an enormous amount of abuse, and thereupon decides that the lubricating will do some other time, or something that will affect this matter to be hoped, is soon found out and escaped from further troubling.

"The second reason, ignorance, is a

1916 Harley-Davidson Motorcycles. Have arrived. Have you seen them? On Display at Motorcyle and Supply Co. 209 Fourth Street