

CAR AND GOOD ROAD ARE JOY TO FARMER

Convention of County Courts Declares in Favor of Highway Improvement.

GREAT RESULTS FORESEEN

Development of Routes All Over Oregon in Next Ten Years Is Expected to Mark Era in Work of Boosters.

BY PAUL J. PERLEY

Mr. Ford was formerly publisher of the Oregonian and later editor of American Material. He is now associated with Moscow.

"One's greatest gift to the farmer was the way the automobile was characterized by one of the delegates to the annual convention of Oregon County Judges and Commissioners, held in Portland recently. The vociferous approval which greeted this tribute indicated more forcefully than any other incident of the meeting the transformation which has taken place in Oregon's attitude toward the highway problem.

Says Mr. Max, the Max, all kid: "When your shoulders droop and your head hangs low, and your breath comes hard and your heart beats slow, and the world seems kinda hard to face, you must change your ways or lose your place. Just turn the key in your office door. And let your clients know and wait. Just turn the key and believe it true. There are other things in the world to do. For you're off for the woods and the hills afar. To find new life with The Wonder Car."

attitude on good roads. It used to be that if you mentioned motorized transportation in such a convention it would immediately "kill the beans."

Analyzing the deliberations of the delegates, it is obvious that important progress must attend the good-roads movement as a result of their convention. Called to their offices, they quickly pronounced good roads the most vital question confronting the state.

It was a revelation to those who were active in this work several years ago to listen to delegates from essentially rural counties declare that the paved road and the automobile are synonymous with progress.

Expectations Are High.

This, more than any other development of the convention, illustrates what can be looked for in the way of highway work during the next ten years. It clearly shows that the men who control the bulk of public expenditures in Oregon have accepted the truth of what they used to term "the dream of the material." That they are ready, and anxious, for hard-faceted main roads is now clearly established. And that they voiced the will of their constituents was seen in the frequent declarations that "I was elected on a good roads platform."

One of the wisest acts of the convention was the acceptance of President Holman's suggestion that the presentation of important resolutions be deferred until next year's meeting. This not only provides for a comprehensive outline of needed road legislation, but gives the committee an opportunity to investigate thoroughly the complex problem and to embody in its resolutions convincing facts to strengthen its contentions.

Obviously the most important development of the convention was the unanimous endorsement of wider state aid and Federal aid. The former is of more interest right now because it is "close to home." While certain to come, Federal aid is by no means at the door; therefore, the most effective results can be obtained by concentration on state aid.

Great Appropriations Foreseen.

This we have. But in what ridiculous degree! The appropriation allowed the state Highway Department—about \$40,000 a year—is totally inadequate to get real results. The discussions of this question indicated that the resolutions committee will recommend that the department be provided with at least \$1,000,000 annually. And if we accept the progress of state aid in other states as a criterion of what will follow in Oregon if this suggestion is carried out, we can look for the million-dollar appropriation to be exceedingly increased.

A comprehensive system of state roads is inevitable. It is merely a matter of getting things organized and segregating the roads into proper classes. The trunk lines—those roads which are essentially inter-state arteries, like the Pacific Highway—will be taken over by the Federal Government. Inter-county roads—those which are not trunk lines, but still serve inter-county purposes—must be cared for by the state.

As in the case of the trunk lines, they invariably at some time traverse sections so sparsely settled that the taxable wealth does not permit of the building or maintaining these properly. Then come the purely county and township roads. They will be constructed and kept up by the county and township funds.

Feave of Program Indicated.

This is the program that the organized roads forces of the United States are working for; and, while not outlined in detail at the convention, was largely favored by those to whom it was set forth.

How to finance these county roads is one of the serious questions confronting the county courts. And it is one of the most important matters the resolutions committee must deal with. In the year it has to investigate, this committee is expected to return recommendations outlining in detail how the courts are to get the desired results.

To CONSULTING ENGINEER Nunn, of Multnomah County, belongs credit for giving the delegates an opportunity to discuss many good ideas about the standardization of roads and the imperative need of having competent engineers provide specifications and supervise all important construction and maintenance work. His address on this subject was responsible for a thorough analysis of construction and maintenance, resulting in the resolutions committee being instructed to draft suitable recommendations for putting the suggestions into effect.

Engineer Declared Essential.

This was also an important development. The county authorities now not only admit that the highway engineer has an excuse for existing, but they de-

clare he must be used if real results are to be obtained. Back a few years the average county commissioner had about as much use for "standardization" and the highway engineer as a general use for the plague.

If the Oregon State Association of County Judges and Commissioners has its way, there is going to be a radical change in Oregon's roads laws. In fact, it is not unlikely that the resolutions committee will recommend that the present statutes be supplanted by few simple sentences. It is claimed that there is so much red tape and so many technicalities in the present laws that most of the county officials not only do not understand them, but make no pretense of following them to a strict degree.

This convention turned out to be the greatest boost for better roads ever held in Oregon. The results indicate that it will not be long before there is substantial progress made in obtaining the kind of roads conditions other states have.

STUDEBAKER DEMAND HEAVY

Detroit Plants Produce 356 Cars in One Day's Operation.

The Studebaker Corporation produced 356 cars in their Detroit plants Saturday, November 27. From reports received by Studebaker from all over the country, it is evident that these cars are selling as fast as they are being turned out and, with the entire country enjoying abundant prosperity, this day's car record of 356 cars is only a step toward a production that it is hoped will satisfy the demand for Studebaker cars.

At this time of the year the automobile industry, as a rule, feels a let-up, but at the present time the Studebaker plants are running at full capacity, and indications are that this condition will prevail throughout the winter.

NEW OAKLAND CAR HERE

Eight-Cylinder Model Arrives at Oregon Agency.

Every Expectation of Distributors is Met by Latest Designed Auto.

The long-awaited eight-cylinder Oakland car arrived at the Oregon headquarters at Sixteenth and Alder streets last week and satisfied every expectation of E. A. Mitchell, W. H. Wallingford and E. D. Van Dersal, the Oakland "triumvirate."

Although designed for exceptional roominess, the Oakland eight has not the appearance of weight and there is a surprising amount of room in the tonneau. The auxiliary tonneau seats are the disappearing form, folding into the back of the front seat, out of the way when not in use. The new Oakland is built only in seven-passenger type, at present, and has a wheelbase of 127 inches. It is to sell at \$1595, with complete fittings.

This eight, like other cars of the Oakland make, is carried low to the ground without sacrificing road clearance. The springs have much to do with this feature, the rear set being underlong. Cylinder dimensions of the motor are 2 1/2 inches by 4 1/2 inches, giving a displacement of 246.4 cubic inches, with a formula horsepower rating of 29.22. It has developed 71 horsepower on the block at 3600 r.p.m. horsepower. Other specifications include the complete Delco ignition, starting and lighting installation, cone clutch, three-speed gearbox in the motor unit, open drive shaft with two universals with the Hotchkiss principle employed, one-bearing floating rear axle, three-quarter elliptic rear springs, 2 1/2 by 4 1/2 tires, and left drive with central control. The carburetor is a Stromberg and is fed by the Stewart vacuum system.

Ample power is invested in the engine to secure excellent performance at all speeds. It has a wide range of flexibility, will throttle down to a walking pace, and possesses quick pick-up to high speed. It is to be expected that an engine of this power will handle such a vehicle with great satisfaction to the owner, especially that type of driver who is adverse to manipulating the speed-change lever.

EXPORT DATA GIVEN

Figures Summarized by National Automobile Chamber.

ENGLAND'S BILL LARGEST

Remarkable Feature of Year Is Increase of Shipment of Trucks From 784 in 1914 to 13,996, Worth \$39,140,682, in 1915.

Figures just issued by the department of commerce, and summarized by the National Automobile Chamber of Commerce, show that, in order of importance, the best customers of the American automobile industry and the value of their imports for the fiscal year ended June 30, 1915, were:

England	\$29,981,000
France	12,141,000
Russia	4,371,000
Canada	4,173,000
Australia and Tasmania	1,517,000
West Indies	892,000
Hawaii	572,000
New Zealand	511,000
Philippines	417,000
Greenland	403,000
Belgium	330,000

The most remarkable feature of the year was the tremendous increase in shipment of trucks—from 784 with an aggregate value of \$1,181,611, in the year ended June 30, 1914, to 13,996, worth \$39,140,682, during the last fiscal year. Of this great volume England, France, Russia, Belgium and Italy took 80 per cent of the total truck exports.

France, which bought only two American trucks in 1914, took 499 last year, worth \$2 times as much as her purchases of pleasure cars. England bought trucks to double the value of pleasure cars, and Russia to more than triple the value. At the same time, both England and Russia increased their purchases of pleasure cars over the previous year, whereas there was a decrease in most other countries, including Canada.

Great Britain and her territorial possessions were by far the best customers for American cars, their combined purchases last year aggregating 2722 commercial vehicles, worth \$1,842,000, or a grand total of \$29,981,000. This is very nearly one-half the entire volume of our exports.

While the export trade is shown to be large, only a little more than one-eighth of the total number of motor vehicles produced in the last fiscal year were sold abroad, and this fraction was valued at about one-tenth the gross retail value of the entire production.

AUTO FATALITIES LESS

CARS IN MASSACHUSETTS KILL OR INJURE MORE.

Highway Commissioner Declares Most Accidents Are Results of Victims' Carelessness.

Nearly twice as many persons were killed or injured in street railway accidents in Massachusetts during the year 1914 as in automobile accidents, observes the Massachusetts Highway Commissioner in his report for that year, recently issued.

"Any computation made," he declares, "on assuming an ordinary mileage for automobiles and taking the actual mileage of the street railways, will show that the motor vehicle runs several times as many miles as the streetcar does before it either kills or injures anyone."

Considering only accidents to persons who were not passengers, 10,000 streetcars killed or injured 1491 persons, and about 100,000 automobiles and trucks killed or injured 3394. Some persons were either killed or injured for every 16,000 miles that a streetcar was operated and one person for every 116,800 miles a motor vehicle was operated, assuming that the automobile traveled an average of 5000 miles in the year.

"In accident cases it often happens," the Commissioner observes, "that the pedestrian, the bicycle rider or the driver of a carriage is careless or reckless and to blame, rather than the operator of the motor car. It is certainly deplorable that so many accidents occur, but it must be borne in mind that some accidents are unavoidable, no matter how careful the operators of motor cars may be."

The figures given and observations made confirm those of the Governor of Chicago; those of the New York Police Department, and the accident reports of the Boston Police Department, which show that only a small minority of accidents are due to the fault of motor vehicle operators and that the ratio of accidents per mile traveled is much smaller for automobiles than for streetcars and horse-drawn vehicles.



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SHIPPING PROBLEM IS GRAVE

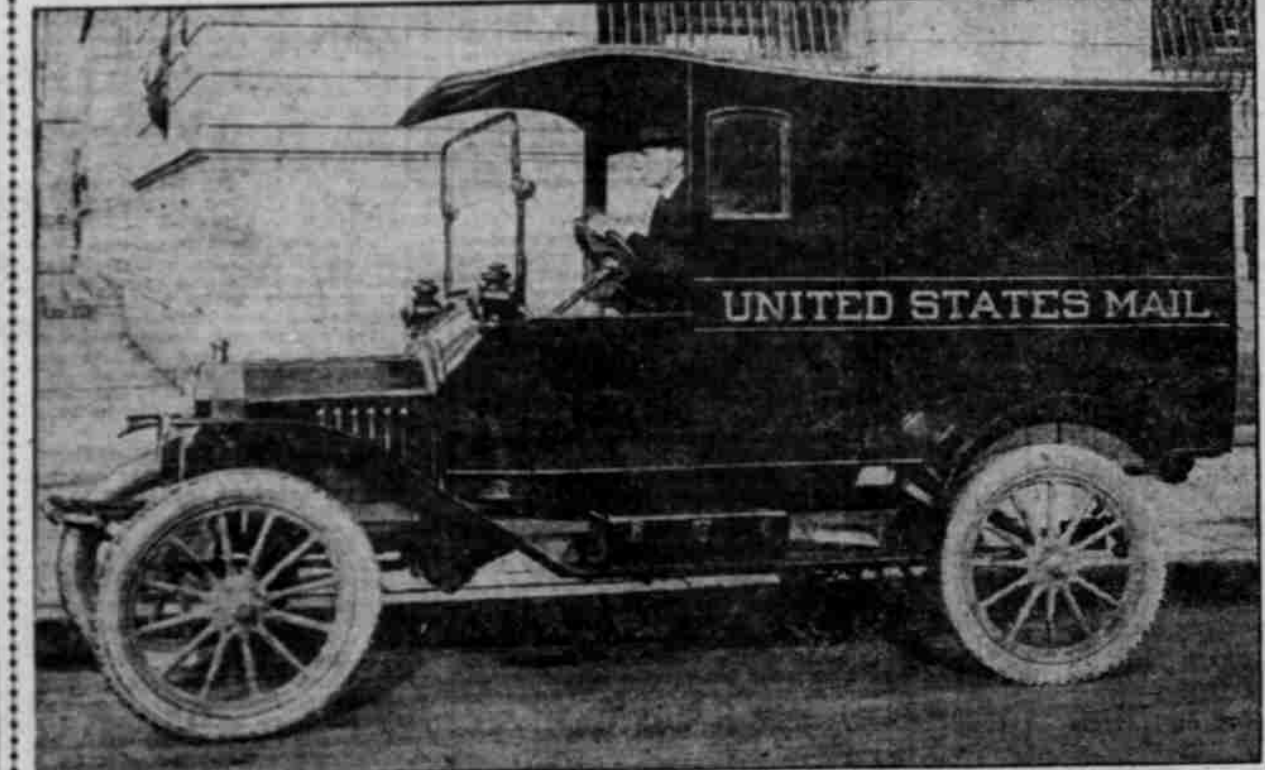
Congestion of Freight at Atlantic Ports is Causing Concern.

The congestion of freight at New York and other Atlantic Ocean ports, which is greater than anything ever experienced in the memory of the oldest shipping men in the United States, is growing more serious daily, and is causing great concern to traffic managers of Detroit motor car manufacturers.

C. J. Sharr, traffic manager of the Packard Motor Car Company, says that the shortage of automobile freight cars in Detroit is especially serious. It is estimated that nearly 35,000 cars are tied up at or near New York City.

As the winter production of motor cars will be greater than ever before at the Packard plant, Mr. Sharr is using his utmost efforts to find means of getting railroad equipment to handle the Packard product.

UNCLE SAM ORDERS MOTORCAR SENT OVER RURAL DELIVERY ROUTE FORMERLY COVERED BY TWO HORSE TEAMS.



JOSEPH W. WARREN AND FIRST CAR TO BE PLACED ON THE OFFICIAL MOTOR ROUTE IN OREGON.

Tomorrow Joseph W. Warren, of Madras, will inaugurate the first official rural motor route in the Oregon postoffice service by covering 67 1/2 miles which heretofore have been handled by two rural carriers with horses and buggies.

So far as known, the route out of Madras, Jefferson County, is the first compulsory motor route installed in the Northwest as a result of the recent ruling passed by the Postoffice Department. It is believed, however, that many other motor routes will be added in the near future and that ultimately all of the horses on such runs will be succeeded by modern automobiles.

"The department requires that my machine must have a carrying capacity of 300 pounds and 80 cubic feet of space," said Mr. Warren just before shipping his Ford car from Portland last week. "The roads near Madras are usually in pretty fair condition all the year round, and I feel certain that I shall be able to make a trip every day during the year."

ROAD SURVEYS GO ON

STATE HIGHWAY WORKERS IN DOUGLAS PROGRESS RAPIDLY.

Completion of Task is Expected in Three Months—Permanency Will Be Feature in Future.

ROSEBURG, Or., Dec. 18.—(Special)—The two parties of engineers that are working on a 5 per cent grade for the improved state highway through Douglas County are making rapid progress. It is believed that they will meet here within the next three months.

The surveys have been along the old Pacific Highway most of the way, but wherever possible the heavy grades have been avoided. In many instances it was found necessary to construct a new section of road. The crew from the north has been making the faster progress, because of the fewer actual changes in construction.

In the southern part of the county, the engineers had to lay out the road from the county line over considerable new ground. The crew in southern Douglas County is camped near Canyonville.

In the new road, all railroad crossings have been eliminated.

The party from the north avoided as much rough country as was encountered by the crew in the southern part of the county. E. F. Cantline, assistant state highway engineer, passed last night here conferring with the men in charge of the two surveying crews.

Douglas County has more of the Pacific Highway than any county in the state and the cost of keeping the road in good condition is enormous. Hereafter all road work in this county will be of a permanent nature, which will not only mean a saving to the taxpayers of the county, but will render serviceable roads at all times of the year.

GOOD ROADS TO BE DISCUSSED

Annual Meeting in Chelan County Set for Tuesday.

WENATCHEE, Wash., Dec. 18.—(Special)—The annual meeting of the Chelan County Good Roads Association will be held Tuesday at the Commer-

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34 x 4	17.90	20.50	4.00
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35 x 4 1/2	24.60	28.40	5.10
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