

10,000-MILE ROAD IS DEFENSE PLAN

Bill Is Introduced in Congress for Highway to Circle United States.

BIG BOND ISSUE PROPOSED

Estimate Is That \$100,000,000 Will Be Ample to Maintain Roads Already Built—Inland Points to Be Linked.

A National highway 10,000 miles long, circling the United States and running strategically near the Pacific, Atlantic and Gulf Coasts as well as our Northern and Southern border lines, will be constructed and maintained by the Federal Government, if the bill introduced into Congress by Representative William D. Stevens, of California, is adopted.

It is proposed that the new highway, which mainly is to be constructed for National defense, shall cross the United States, running eastward by the most practical route through California, Arizona, New Mexico and the Gulf states to Jacksonville, Fla.; thence north through the Atlantic Coast states to Portland, Me.

Commencing again at New York City, the great roadway would run westward through New York, Pennsylvania, Ohio and Indiana to Chicago; thence north to St. Paul and west through the Dakotas, Montana, Idaho, Washington and at Seattle branch south to Portland and over the length of the Pacific Coast to San Diego.

Linking Inland Points Planned. It is also proposed to link the inland points to the main highway by using the various links now formed or contemplated. Every city in this part of the country would be on either a main or branch road connecting with the great highways which already span the country from Atlantic to Pacific.

The various sections through which the proposed National highway would run can be relied on to give their state and county highway systems already connected to the Government, provided the latter maintains and extends these roads.

It is estimated that a bond issue of \$100,000,000 will be ample to maintain the roads already built, and to construct such links as will be needed in the next 50 years. The supervision of the roads will be in the hands of United States engineers, and will provide work for at least 100,000 American citizens, who must be physically eligible for active service in the Army.

Auto Viewed as War Weapon. Walter E. Flanders, strategy student and head of the great Maxwell Motor Company, has stated that if this country ever goes to war again it will go in an automobile. There are many spots on our coast available for the landing of hostile forces, but not accessible to the railroad.

But there are no landing places on the coasts which are out of reach of the automobile over country roads—roads over which light, powerful cars are able to travel handily the year round.

This year's output of the Maxwell factory in Detroit would amply provide for the transportation of an army of 400,000 men at lightning speed, says C. L. Ross, Portland Maxwell dealer, in discussing the National defense plan advocated by President Flanders in connection with a National defense highway.

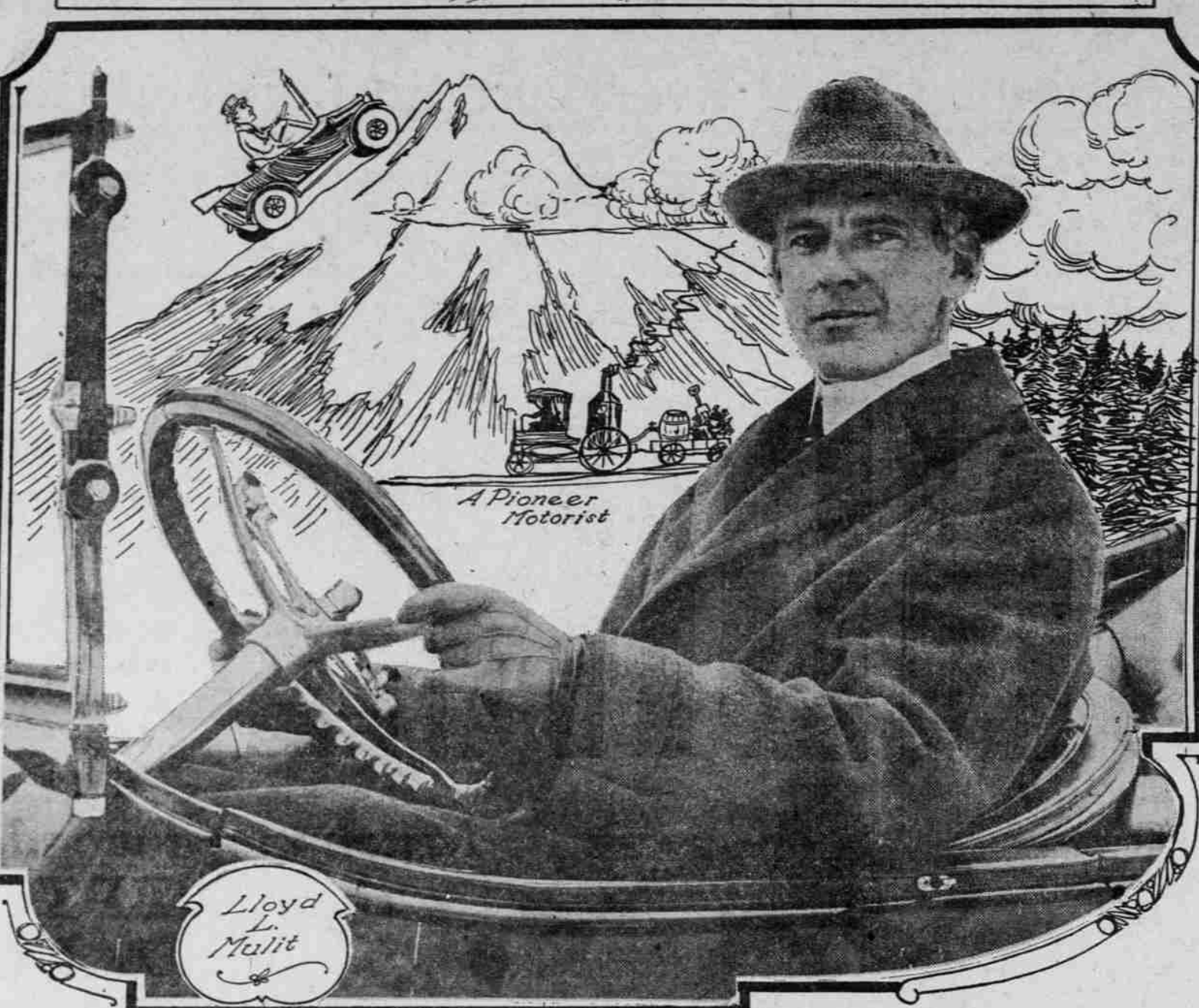
Endurance Test Is Cited. Figuring on the performance of a Maxwell in California recently in running 22,022 miles without a stop and all in less than 48 days, any number of men could be transported from Seattle, Wash., to Key West, Fla., or from San Diego, Cal., to Portland, Me., in less than 20 days' time, if that average was maintained. Then the same cars could be sent back from either end, if necessary demanded, and make the trip right over again.

In addition to the National defense safeguard, the great highway would also be a great boon for the country in general. Out-of-the-way spots would be developed, and the outdoor life which would naturally give healthful advantages to thousands who would use it would add materially to the first requisite of a country going into war—healthy men and women and children.

Paige Neither War Bride Nor Baby.

The Paige-Detroit Motor Car Company is neither a "war baby" nor a "war bride," yet it has been one of the sensation successes of the last year and a half. The fact about this success that gives the greatest satisfaction to the officers and stockholders of this company and to the 1500 dealers who handle the Paige line is that it is a legitimate growth without any connection whatever with wars or rumors of war. The Paige growth has been phenomenally fast, but it has been healthy and is based on matters of permanency.

Prominent Portlanders Who Motor



"THE automobile is absolutely the best health tonic that any man can purchase for himself and family."

So said Lloyd L. Mullit, vice-president of the Northwestern National Bank, as he chatted behind the wheel of his big 1916 Buick car the other day.

Mr. Mullit has been an enthusiastic motorist for a great many years—he bought one of the first Chalmers cars that came to this section—But between his first car and the new Buick he has possessed only two other cars, a Hudson and a Studebaker.

"My first car had coal oil lamps, car-

bide lights and was without side doors, but these rudimentary equipments did not prevent me from touring far and long," said Mr. Mullit. "When I lived in Southern Oregon my family usually passed the Summer season in the mountains and my car was mighty useful in getting me from the bank on

Saturday afternoons to the mountains and back again on Monday morning. "Today I find my Buick helpful not only for Sunday and vacation trips but for every-day use in showing the wonders of Portland to visiting bankers and other acquaintances who come to Portland."

ROADS MOVE BEGUN

Auto Trail Blazers Seek to Organize in Oregon.

HIGHWAY SYSTEM URGED

Association President, Here in Interest of Campaign, Says State Is in Need of Definite Building Programme.

Wanted: A state-wide good roads association in Oregon.

In an endeavor to fill this want A. L. Meigs, of Minneapolis, president of the Automobile Trail Blazing Association, came to Portland last week to interest the good roads enthusiasts of this section in the formation of an organization similar to the one that has had such a wholesome effect on the progress of good roads building in the state of Washington.

Before he leaves Oregon Mr. Meigs will make a trip touching all cities along the Pacific Highway between here and the California line, and he will also confer with good roads men and the commercial bodies in Central and Eastern Oregon.

The association which Mr. Meigs represents has recently, through co-operation with commercial and civic bodies, painted a black and white road trail from Vancouver, B. C., to Portland, and in the early Spring this trail will be continued for the full length of the Pacific Highway to San Diego.

Also the Columbia River Highway

has been painted with blue and white from Astoria to the west gate of Yellowstone Park, via Portland, Hood River, The Dalles, Pendleton, Walla Walla, Spokane and Montana points.

"What Oregon needs most of all is a well-defined policy of building main trunk roads," said Mr. Meigs yesterday. "There should be a definite programme to be carried out in laying out the state must work unselfishly for the best interests of the general public, and without regard to their own particular localities."

"If any great good is to be accomplished in road building the people of the state must work unselfishly for the best interests of the general public, and without regard to their own particular localities."

"In the near future the association hopes to print a comprehensive Oregon road map that shows every automobile path in the state. There is no such thing now as a thoroughly good Oregon road map. Our map will be published in colors, showing the colors that are painted along the various roads, and copies will be spread broadcast."

"If the public-spirited citizens and the Commercial Club officers in the population centers of Oregon back the state association plan as they should, the new organization can be launched within a few weeks. This body could consider all angles of the state road programme and suggest where the state road funds are most needed for permanent benefit."

"Through association with the Spokane office of our organization I have learned what a good trunk highway means to a community. Three years ago, before the Northwest Trail was built west from Chicago and Minneapolis, not more than 25 machines a year came into Spokane from the East. Last Summer a total of 6000 transcontinental machines registered at Spokane, and they carried approximately 30,000 tourists, all of them with dollars to spend in every community they visited."

"The inquiries which we are now receiving indicate that touring will be more general next Summer than it was last. It is up to Oregon to put forward a splendid permanent highway entirely across its length, and advertise to

the world that it is ready to receive and take care of all automobile tourists."

NATIONAL IS "SUBMARINE"

"Highway Twelve" Has Carburetor and Magneto High and Dry.

Judging from the performance of the National "Highway" 12-cylinder car, this new model is destined to be known as the "submarine" of motordom. In a recent testing expedition made by the National factory, it was found that the "12" could ford streams of much greater depth than could be negotiated by any four or six-cylinder car.

"This is possible," writes George M. Dickson, general manager of the National Motor Vehicle Company, "on account of the ideal location of the carburetor and magneto, the two units that are so quickly affected by water. The cylinders of the National Twelve are made in two blocks of six each, and placed at an angle of V shape. In the middle of the V immediately under the hood are located the carburetor and magneto, which are consequently high and dry at all times."

WINTER SEEMS TO AID TIRES

Fisk Rubber Official Explains Effect of Proper Inflation.

"The winter season seems to strengthen the properly inflated tire," says an official of the Fisk Rubber Company.

"Under-inflation is responsible for a large percentage of tire expense. "Most motorists think that during the Summer months they should ride their tires at low pressure to prevent blowouts. The decreasing of the pressure does not decrease the heating of the tire, but rather increases it, as the side walls are subjected to a greater bending strain and friction between the layers of fabric generates heat. Due to this excessive flexing the fabric cracks and loosens up to such an extent that the tire becomes weakened. The cracked and chafed fabric ruins the inner tube."

BRIDAL TOUR IS ON

Portland Attorney and Wife Begin Long Auto Trip.

ITINERARY IS 15,000 MILES

James Walker Gregg, Jr., and Miss Amy G. Littlehale Wed at Boston.

Couple Will Travel to Portland and Reside Here.

BOSTON, Jan. 29.—(Special.)—James Gregg Walker, Jr., prominent attorney of San Francisco and Portland, Or., and his bride, Miss Amy G. Littlehale, what is probably the longest honeymoon trip by automobile yet to be made, and on which trip the bride will drive her car almost the entire distance. Before reaching their new home in Portland, Or., they will travel approximately 15,000 miles, and will arrive in Portland about June 1.

The car in which the trip is to be made is of the roadster type with disappearing sedan top, and was a wedding gift to the bride from her husband. The start of the trip was made in five inches of snow, so that it was necessary to use chains on all four wheels, and not until they are well south of New York will they get clear of the snow.

Down the Atlantic Seaboard they will travel to the far end of Florida. They will sail across to the Bahamas and tour there, and amuse the islands of the West Indies. Returning, they will start from Florida, make many detours inland and follow the southern boundary to the Pacific Coast, when they will again turn north.

The bride, who was Miss Amy G. Littlehale, is prominent in athletics and an attractive member of the Appalachian Mountain Field and Forest, and All Sorts Tennis clubs. She is descended from the Mayflower pilgrims, is a member of the Daughters of the American Revolution and an officer of the state chapter, is active in charitable work, president of the King's Daughters, and is also actively connected with church work and the Christian Endeavor Society.

Mr. Walker is a graduate of the Massachusetts Institute of Technology, and of Boston University Law School in 1908. He then went to San Francisco, where he practiced extensively, and later located in Portland, Or., in which city he will make his future home.

They were married at the home of the bride's mother, Mrs. Lucy B. Littlehale, by Rev. Clifton J. Taft, of the Central Congregational Church, on January 21. Both have crossed the continent several times by automobile, and it was while on one of these trips that they became acquainted.

DODGE FACTORY IS EXTENDING

Buildings Are of Steel and Brick and Along Latest Designs.

New buildings under construction at the plant of Dodge Bros., Detroit, will bring the total amount of floor space to approximately 60% acres. This will make the establishment one of the largest motorcar plants in the world. The buildings are of steel, concrete and brick and constructed along latest engineering plans, with ample light and ventilation.

Few people have realized the immensity of the institution of Dodge Bros. Although the first Dodge Bros. car was turned out only last December, and actual deliveries to owners started in January, the concern now

PERSONAL

Effective March 1, the price of the Chalmers Six-40 will be \$1450 F. O. B. Detroit. This is an increase of \$100 over the present price. It is made necessary by the sharp rise in cost of raw materials.

Aluminum which sold for 19 cents a pound only a few months ago now brings 53 cents.

Copper has risen from 14 cents to 24 cents.

Vanadium steel a year ago brought \$1.85 a pound. Now it sells for \$3.50.

High-speed steel, formerly at \$1.05 a pound, now is worth \$3.35.

Leather formerly 20 cents a foot now brings 33 cents; and so on.

All told, it costs \$118.22 more in raw material to build the Six-40 than it did some months ago. As this amount is considerably in excess of our net profit per car, only two courses were open to us.

One was to raise the price.

The other was to lower the quality.

To follow the latter course meant a "one-year" car. This kind of an automobile Chalmers has never built and never will build.

Therefore a rise in price was the only procedure possible.

We regret that an increase in price is necessary; but we feel that other manufacturers of automobiles will be forced either to increase the price or use a lower grade of materials.

For it is not possible to buy superior products in the open market at any less price than Chalmers pays.

We think it only fair to those who have planned to purchase the Six-40, and have been quoted the \$1350 price, to take this opportunity of saying that we will accept orders at that price up to midnight February 29. Thereafter the price of \$1450 F. O. B. Detroit will prevail.

Chalmers Motor Company

rank among the first six in automobile production.

More than \$15,000,000 worth of cars have already been delivered, and a large production is scheduled for next year.

TIRE BUSINESS IS GIGANTIC

Trade Is Beginning to Resume Tremendous Proportions.

It is surprising what tremendous proportions the business of tire repair-

ing has assumed in the last two or three years.

Registration figures show that more than 2,000,000 cars are in service. When you stop to consider that each one of these cars is engaged in wearing out four tires, with a fifth doing service as a spare, and a sixth needed to replace one of these some time during the year, you begin to realize that 12,000,000 tires offer opportunities for the repairman and his art. There never has been a greater need for competent repairmen than exists today.

Come into the SAVAGE Camp

Join the huge and rapidly growing tribe of Savage Tire users—owners of big cars and small, individuals and the biggest corporations.

You are "eligible" if you want more mileage, more safety and satisfaction, more quality for your money.

Just say "Savage" to our Employed Distributor—

John A. Walters Co., Inc.

Broadway at Ankeny

Portland

AUTO DIRECTORY

SPLITDORF HIGH TENSION DIXIE MAGNETOS

As the modern luxurious limousine is an advancement over the stage coach of Revolutionary days, so the DIXIE MAGNETO is typical of progress over all other automobile ignition systems.

FORTY DOLLARS IS THE PRICE.

ARCHER & WIGGINS COMPANY

Distributors of High-Grade Motor-Car Accessories.

SIXTH STREET AT OAK.

We Wish to Announce the Opening of

Storage Battery Department

Send us your battery work for efficient and prompt service. All makes repaired and recharged.

Ballou & Wright

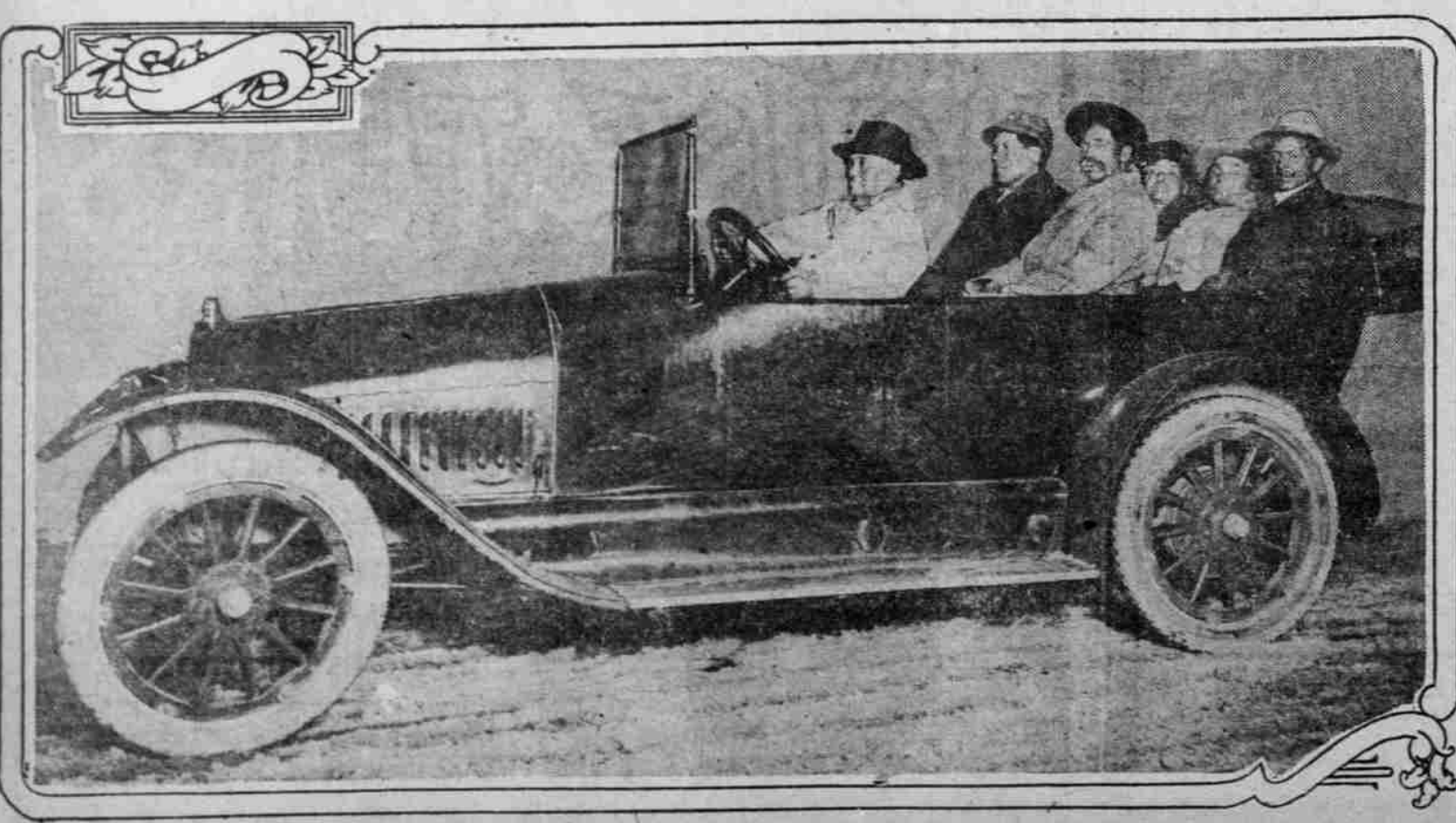
Broadway at Oak

DIAMOND TIRES

Vulcanizing and Retreading R. E. BLODGETT, 28-31 North 16th, Near Couch. Phone Main 7005

BOWSER GASOLINE and OIL TANKS

STORAGE SYSTEMS FOR PUBLIC and PRIVATE GARAGES. S. D. Bowdard, District Supt. Sales, 415 Corbett Bldg. Main 1476.



TELEX HOLLIQUILLA, 55-YEAR-OLD WARM SPRINGS CHIEF, AT WHEEL, AND GROUP OF "CAYUSE-BUSTERS" WHO WERE IN PORTLAND LAST WEEK.