

## MUCH ROAD WORK GOES ON IN COOS

\$600,000 to Be Available for Highway Improvements on Next Year's Schedule.

### GRADES BEING REDUCED

Scenic Route Through Dairying Country Attracts Visitors and Betterments Are Observed by Chamber Party.

That Coos County appreciates the fact that to take full advantage of its new railroad facilities, it must in addition have good roads leading to the railroad points, is evidenced by the fact that \$362,000 worth of bonds were voted recently. When offered these brought a premium which made the total \$375,000. This, together with the road fund from the regular taxes, gives approximately \$600,000 available for road work. By using this judiciously improvement of main roads into the Willamette Valley as well as lateral and local roads is contemplated. This sum, expended next year is expected to make a wide improvement in the road conditions in Coos County.

Considerable work was done last year on the old Coos Bay wagon road, which was the original overland trail into that section. This road connects with Roseburg, and leaving Coos Bay follows along the top of the ridge from East Coos Bay, dropping down into Summer. This stretch is through a very picturesque and wild country, and the occasional glimpses through the trees disclose farms on each side.

Chamber Members See Road. George Goodrum, the Buick dealer for Coos County, entertained a party from the Chamber of Commerce special recently, taking them over this section of the road. In the party were W. J. Roope, manager of the Portland branch of the United States Rubber Company, of California; H. R. Monger, district engineer of the General Electric Company; H. A. Conner, manager of the Pacific Coast Syrup Company, and George W. Dean, manager of the Howard Automobile Company, Buick distributors for the Northwest.

"We were all greatly surprised to note, in addition to the extensive dairy farming, the many beautiful strawberry patches which were still yielding a bountiful crop, the berries appearing to be of much finer and more delicate flavor than the berries of the earlier season," said Mr. Dean last week. "The wild evergreen blackberry was also much in evidence, and although they showed signs of heavy picking there was apparently an unlimited number of berries ripening, even to the berries, which are still green."

"We climbed the old corduroy road over the first ridge of the Cascade range. Just before leaving the summit we came upon a very steep grade which is being put through, which will eliminate the old heavy grades and sharp turns."

"From there down into Fairview the road has been straightened, and all the sharp grades eliminated. In places heavy cuts run as high as 30 feet were made to maintain a grade not exceeding 6 per cent.

**Road as Smooth as Pavement.** "The roadbed for this section is a new plank corduroy laid in substantial manner, so that it gives a perfect roadbed, giving as smooth a surface as any hard-surfaced road."

"This stretch is also through virgin timber, and recalls the wonderful wealth of the Coos County timber, which seems to be almost inexhaustible. At Fairview we turned back towards Coquille, crossing the range at a point further south, and dropping down in the Coquille River Valley, from there returning to Marshfield over the Coquille-Marshfield road. This road is also being straightened out and brought practically to a sea-level road, doing away with many sharp grades and innumerable turns. The grading on this road is now complete for about 10 miles out from Marshfield.

"In places on this stretch 75-foot deep cuts have been made, the material taken from these cuts being used to fill in the next ravine and by putting in culverts to carry off the storm waters, the expensive bridges which the county has previously been obliged to maintain at heavy cost, are now entirely eliminated.

"As soon as these fills are settled the entire road will be hard surfaced, some sections through the cuts having already been finished.

"The people of Coos are certainly to be congratulated on the progressive spirit, which they are showing in making these extensive permanent improvements in their highways."

**NON-STOP CAR STILL HELD** Canadian Officials Allow Maxwell Tourists to Go, However. Disclaiming any intention of discourteous to American tourists, Commissioner Herbert Cuthbert, of the Victoria and Island Development Association, of Victoria, B. C., has taken steps to correct the impression which arose when the Maxwell non-stop car was seized in Vancouver, B. C., by the Canadian authorities, and is still under litigation.

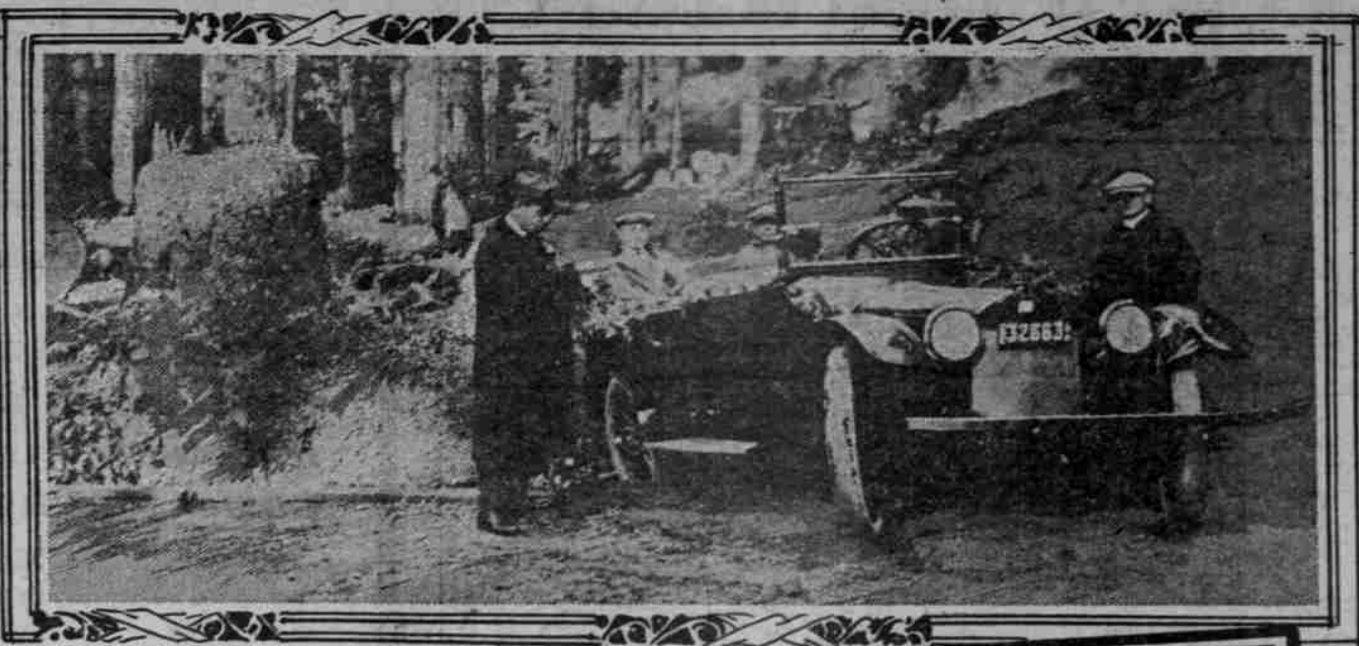
Without going into the merits of the Maxwell case, the commissioner declares Canadian officials must have been convinced that something had been done contrary to the ordinary usage, or the car would not have been seized.

At the present time, the case is pending in Ottawa, the Maxwell tourists who were proceeding to Coos Highway and making a non-stop run from the Mexican boundary to Vancouver, B. C., having been permitted to leave the country.

**BUICK MODELS PERMANENT** Company Says Rumored Change Is Without Foundation. Communication was received last week by George W. Dean, manager of the Howard automobile company, Buick distributors for the Northwest, advising him that the Buick light "Six" model D-45 will positively be continued through the 1917 model year, and that it will not be discontinued at the end of the calendar year, and that January 1 would not see this model with an entirely new body.

This advice comes direct from E. T. Strong, general sales manager of the Buick Motor Company. He says: "We are contemplating no such changes, and such misleading rumors are very unfair to prospective Buick buyers, and displeasing to Buick owners of our present model." This statement coming from such authority should set at rest all aggravating and misleading rumors.

## PORTLANDERS MOTOR OVER OLD COOS BAY WAGON ROAD.



Buick Car On Old Coos Bay Wagon Road

## ROAD PROBLEMS BIG

Changing Traffic Conditions Make Highway Economics Imperative.

### WORK BECOMES SCIENCE

Executive Ability Is Equally Important as Engineering Skill, Says R. D. Chapin, of National Road Body.

"Road building is developing a new science that calls for the highest engineering skill," says Roy D. Chapin, chairman of the good roads committee of the National Automobile Chamber of Commerce. "The advent of the automobile and motor truck has brought new problems that must be studied and solved."

"In Massachusetts 2 1/2 per cent of all traffic on the state highway system last year was motor driven. In New York City automobiles, motor trucks and motor buses constitute nearly seven-tenths of all wheeled traffic exclusive of streetcars and motorcycles. Similar conditions soon will prevail in all parts of the country. "Rapidly changing traffic conditions demand the services of technically trained men who are not only qualified civil engineers but who have made a study of road economics and the wearing qualities and cost of construction and maintenance of different kinds of pavements, because the proper administration of road affairs is more essential than the highest degree of engineering skill."

"Too often faulty road conditions are due to too small appropriations in the endeavor to build a cheap surface endure under heavy traffic. Where traffic of any consequence exists, the cheapest to build is usually the most expensive in the end. Efficient highway engineers will save taxpayers millions of dollars in years to come by the selection of proper materials and high-class construction work."

"Some of the states and cities require candidates for appointment to the highway departments to pass a civil service examination, thus removing the offices from political influence. This is greatly to be desired. Men who have shown good administrative ability should be continued in office. In the communities where this policy has been followed there is general satisfaction with road and street conditions."

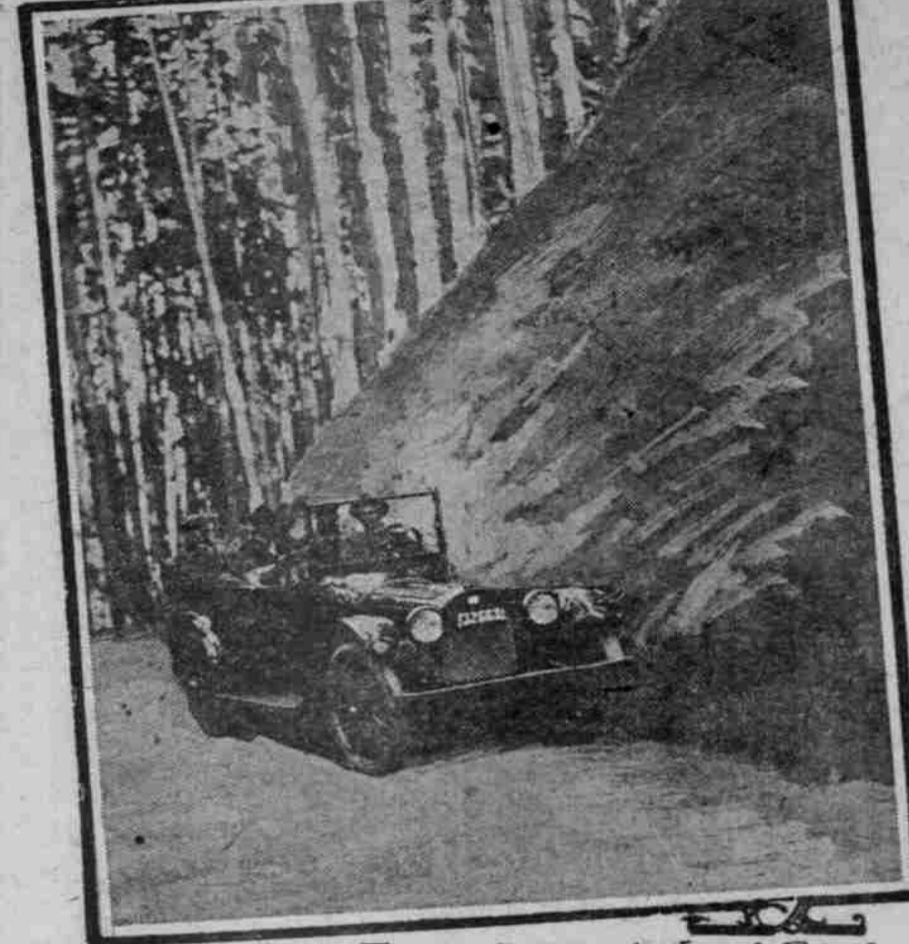
### AUTO TRIP TO DAYTON MADE

C. M. Menzies Goes in Car With Recent Buick.

C. M. Menzies, salesmanager of the Northwest Auto Company, took advantage of the record-breaking fine weather by making a trip through Eastern Oregon in a Marmon touring car. This car was selected by George F. Price, of Dayton, Wash.—one of the wheat barons of that country, as being capable of taking the grief of Eastern Oregon with its body-deep dust and sopher hole roads.

Mr. Price says conditions around Pendleton and Walla Walla have never been better. Large crops of wheat have been garnered and sold at top prices. Cattle is in good shape, and he is of the opinion that the majority of cars sold in this section for 1917 will be high grade lightweight cars, impervious to dust and with ample power to pull through any depth of it.

**\$129,000 Worth of Inclosed Cars.** Last week the Paige-Detroit Motor Car Company received a single order for inclosed cars which totaled \$129,000. This order came from the Bigelow-Wiley Company, of Philadelphia, Pa., Paige distributors. No open touring cars or roadsters were included in this order, the buyer specifying inclosed cars exclusively, which leads Henry Krohn, sales manager of the Paige, to declare that the new Paige inclosed models are making just the impression he expected they would make. Mr. Krohn reports that this will be the biggest year the Paige has ever experienced with this type of automobiles.



Typical Stretch of Road Through Coos County Timber

## ADVICE GIVEN WOMEN

FAIR MOTORIST ADVOCATES USE OF TROUSERS ON TOUR.

Cold Cream Is Declared to Be Necessary for Self and Plenty of Oil Is Essential for Car.

Miss Claire Rochester, the vaudeville star who recently established a trans-continental touring record for women, advises women motorists concerning a few important points to be observed in making long tours. Miss Rochester made the run from New York to San Francisco in a stock car in less than 10 days. By doing this she established a record which looks as if it will not be equaled soon.

Miss Rochester advises: "Before you start on tours be sure you are prepared. Preparedness is the real watchword for motorists."

"Forget beauty in yourself and your car. Wear men's trousers as they are made in aviation suits. You will soon see the wisdom of this advice."

"Know your motor and just what it will do. What is under the hood is the all-important factor. "Shock absorbers are indispensable. They will drive away fatigue and keep you in good physical trim. "Use tires that are standard and have accomplishment records. "Cold cream is a necessity. Use it lavishly—it will aid a comfortable tan. "Beware running out of gasoline. Always keep your gas tank filled and on long tours carry reserve cans on the running boards. "Watch the oil in your motor. Use the proper grade of lubricant, and you can't afford to be stingy about it. "Watch to keep the radiator filled. This is just as important as gasoline for the motor. "Be careful of mudholes. Coast into them with your motor racing. The minute you get into one use all your power on low speed to pull out of it. Using power while going into mudholes drives you into the hole as a plowdriver drives a pile into the bottom of the sea. "Don't drive when too fatigued or sleepy. Stop take a 15-minute nap and then try it again. "Eat all the wholesome food you can enjoy."

**Gossip Along the Row** Two representatives of prominent automobile factories were in Portland last week looking for agency connections in this territory. After closing contract agreements at Butte, Seattle, Salt Lake and Los Angeles, F. H. Barry, of the H. A. Lozier Company,

brought one of the new "Hul" twelve and found a number of likely prospects for his line. The other visitor was E. N. Sanders, of the Moon Motor Car Company.

No announcement has been made as to the significance of Frank C. Riggs' present trip East, on which he launched forth early last week but an interesting bit of news may be expected upon his return, it is hinted. By the way, three Packard cars were sent to Pendleton for delivery on one day last week.

Speaking of sales, the Dulmage-Manley Auto Company has recently delivered a new Hupmobile to the McCracken Motor Company for use out in the territory. The fact that a firm of experienced automobile men has chosen the "Hup" for road trips is taken by E. C. Habel as a distinct compliment to the car which he represents.

Because of A. S. Robinson's departure last week for a trip through the Southern Oregon territory and because truck bodies could not be secured in time the Kessel truck show scheduled to take place this week has been postponed for a time. Mr. Robinson left Thursday for Medford and soon after his return he will proceed to the Eastern Oregon field. The Seven-Sevens Company, of Spokane, has just contracted for the delivery of 25 Kessel-Kars during the coming season.

Our old friend Ezra Meeker was in Portland again last week and left for California by way of the Central Oregon route. After campaigning for the Government adoption of the Oregon Trail in California Mr. Meeker will drive east with the hope of reaching Washington, D. C., by the time the Oregon Trail bill comes up in the House of Representatives.

Surprise at the good condition of the roads between Portland and Heppner was expressed last week by Ben E. Patterson, of Heppner, following the completion of a drive in his Cadillac "57" over the 200.8 miles from Portland to Heppner in one day.

Mr. Patterson was accompanied on his trip by Mr. and Mrs. Tom West, of Portland. "We had a wonderful trip and I was most surprised at the condition of the roads," said Mr. West. "Even with the heavy wheat hauling which cut up the road east of The Dalles Mr. Patterson drove through in 11 hours and he was not trying to make a record. This proves that the roads to Hood River and The Dalles are not as bad as they are generally reputed to be. The Hood River Valley is a most wonderful sight just now. Personally I had never even tried the Hood River road because of its general reputation but the severe criticism this road has received was not merited."

Henry R. Chase, age 30, chief of the Portland (Me.) police, is said to be the youngest chief of police in the country. War broke out.

## Hundred Point Six

IN Oregon's outdoor recreation centers and resorts, where only thoroughbreds in man, horse and motor cars are tolerated, the performance of the Hundred Point Six is providing new delights and thrills among owners whose cars are their pet hobbies.

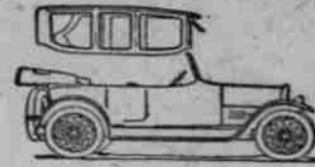
For every and any function or event in town or country, where social prestige demands the automobile as the only means of travel, it is the car that invites approval and recognition—and keeps it.

A personal inspection of the Hundred Point Six—a comparison of its Hundred Quality Features—a turn at the wheel, will mean your order for early delivery.

Touring Car or Roadster, \$1095—F. O. B. Factory.

**Pacific KesselKar Branch** Portland Branch, Broadway at Davis St. PHONE BROADWAY 321.

SAN FRANCISCO LOS ANGELES OAKLAND PASADENA SAN DIEGO SEATTLE



### The ALL-YEAR Car

A Kessel idea that every rival manufacturer has tried unsuccessfully to imitate. It made ten men drive in winter where one drove before.

Hundred Point Six ALL-YEAR Models Touring-Sedan, \$11250 Roadster-Coupe, \$12100 Victoria-Town Car, \$1300



## KISSELKAR



## STUDEBAKER MEN BUSY

NEW RECORD MADE IN PRODUCTION OF 7-PASSENGER CARS.

Construction Under Way on Addition to Factory and Machinery Worth \$150,000 Ordered.

During the past 14 months, according to information just made known by the Portland offices of the company, the Studebaker corporation led the automobile industry in the production and sale of seven-passenger cars. In that period 70,000 Studebaker seven-passenger automobiles were built and shipped. Not only is this a larger number than any other maker of seven-passenger motor cars placed in the hands of owners during the same time, but it is also said to be a record number for any 14 months period in the history of the automobile industry.

In addition to the seven-passenger cars there has also been a large increase in the output of roadsters and closed cars; in fact, in all the models built by the Studebaker corporation. The Studebaker business has shown a 100 per cent increase during the past year, and production at present is at the rate of 100,000 cars annually. This will show a gain of 60 per cent over the output of last year, which up to that time set a new record for Studebaker. Two years ago the production was 37,000 Studebakers for the year. The dealer organization has grown from 2000 to more than 6500 dealers. The Studebaker corporation is now

represented in nearly every city and town in the country. To take care of the contemplated record production during the coming year, all preparation has been made, including the purchase of a large tract

of property adjoining plant No. 3 on the west side of Detroit. Construction work is now under way to add 40,000 square feet of floor space during the next 60 days, and more buildings are contemplated.

## JUST ARRIVED!

Eight-Cylinder Roadster and Touring Cars \$1325 at Portland

Can Now Make Immediate Delivery

## The Oldsmobile Co.

of Oregon Broadway at Couch. Phone Broadway 1640

## Maxwell Service SERVES

Maxwell has put a real meaning into the word "Service."

Simply by requiring every Maxwell dealer to carry a full supply of Maxwell parts—so that he can replace any damaged or worn part at once, without waiting for parts to be shipped from the factory.

If you are a Maxwell owner your car will always be in running order because any Maxwell dealer—can give you real and immediate service. If he couldn't, he wouldn't be a Maxwell dealer.

Not more than one or two automobile builders in the country can give you service that compares with Maxwell Service.

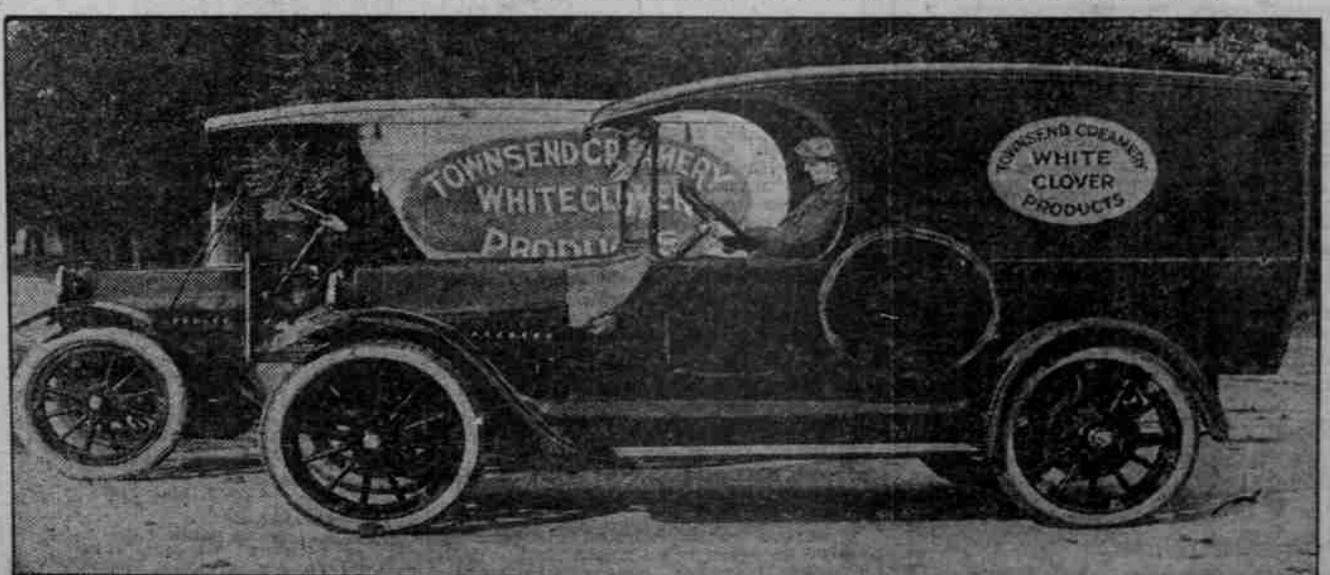
This is a vital point. Investigate it fully before buying your car.

Roadster \$590; Touring Car \$595; Cabriolet \$645; Town Car \$915; Sedan \$985. Fully equipped, including electric starter and lights. All prices f. o. b. Detroit.

## C. L. Boss & Co.

615-617 Washington St. Portland, Or.

## "ONE GOOD TRUCK ATTRACTS ANOTHER" TO GARAGE OF PORTLAND FIRM.



At Left is the Old Studebaker Truck of Townsend Creamery Company and at Right the New Truck of Same Make Delivered to Same Company.