

ROADS TO SALEM TOPIC OF DEBATE

Heavy Motor Traffic Expected During State Fair Week on Run From Portland.

ROUGH SPOTS ARE NOTED

Consensus of Opinion Seems to Favor Regular Pacific Highway, Though Some Repairs Are Just Being Completed.

With the annual State Fair on the tapis at Salem this week the roads leading to the state capital are certain to be called upon for heavy travel not only because a large number of the visitors will drive their cars to the fair, but also on account of the fact that virtually all of the automobiles to be exhibited in the auto show in Machinery Hall, as well as the demonstrating cars that are to be used in connection, will be driven overland.

Previously the railroad company has shipped all of the exhibits to and from the fair grounds free of charge, but this year the automobile dealers have been notified that the gratis arrangement cannot remain in force this year. In the mind of Portland motorists who expect to attend the fair, on one or more days the foremost question at the present time is "Which is the best automobile road from Portland to the fair grounds?"

If a jury of 12 veteran road drivers were to be sent over all of the roads connecting Portland with Salem, including the Pacific Highway route along the east side of the river, the West Side Highway to Newberg and Dayton, with the option of crossing the river either by the Wheatland ferry or over the public ferry at West Salem, and the shortest route to Salem via Tuatlatin, the Wilsonville ferry and to the connection with the Pacific Highway at Aurora, the vote of the majority would probably favor the main Pacific Highway, which has been recognized during the past touring season as the most popular route between Portland and Salem.

Some Stretches Bad. Since the time that construction work was commenced on the Pacific Highway in the vicinity of New Era and in about Aurora, especially at the time of the recent heavy rains, motorists have complained that the stretch going over the New Era hill, which is being eliminated by the new grade, and the stretch on the Marion County side of Pudding River near Aurora were exceedingly muddy and almost impassable.

The latest reports, however, are to the effect that the improvement work along this strip has been completed or sufficiently so to guarantee comfortable and uninterupted travel. If raining rains came this week these roads as well as others that do not come within the category of paved or hard-surfaced highways, are bound to suffer, but, barring unforeseen developments, there appears to be no reason why motorists should not continue to use the main Pacific Highway route, providing it is their choice.

"The road work on the Pacific Highway just within the Marion County limits of Aurora has been completed," says N. C. Wescott, correspondent for The Oregonian at Aurora, in a letter received by this automobile editor on Thursday.

Pudding River Grade Reduced. "The work on the small hill on the Marion County side of the Pudding River consisted of the reduction of the grade to a 4 per cent rise and a three-foot fill just outside the city. Both the fill and the new grade have been surfaced with a thick coating of gravel, which has already packed into a good, hard covering and the road is in just as good condition for State Fair travel as it was before the work was done.

"Work of cutting down some of the side streets that enter the Pacific Highway is still going on, but interferes now in no way with travel on the highway and this will all be done by the time the fair opens, anyhow."

PORTLAND MOTOR CAR DEALERS PROTEST AGAINST SALES TAX PROPOSED BY GOVERNMENT. At a special meeting held in the rooms of the Portland Chamber of Commerce last Wednesday noon, the members of the Dealers Motor Car Association of Oregon framed a protest against the proposed 3 per cent tax on gross automobile sales, which is now pending in Congress. Copies of the protest were sent to members of the Oregon delegation and to the chairmen of the finance committees in the respective houses. A tax of 3 per cent on their gross sales would not only be excessive, but absolutely destructive to their business, automobile dealers say. The suggested tax of 1 per cent on cars in the hands of owners is more equitably founded, they state in their protest.

before the State Fair opens, anyhow. Any one contemplating a trip through Aurora over the highway need have no apprehension as to the condition of the Aurora section of the highway." Information obtained last week by H. A. Berkman, of Canby, at the request of The Oregonian, tallies with the report of Mr. Wescott as to the condition of the road at Aurora and also gives assurance that travel over the New Era hill will not be interrupted during fair week.

Roads Reported Good. "Both the New Era and Aurora hills are now in very good condition," reports Mr. Berkman. "The New Era hill has been graded in the main part and is easily passable without chains. At Aurora the grade between the two bridges is all gravelled and the hill put in such condition that it will take exceedingly heavy rains & make it even difficult."

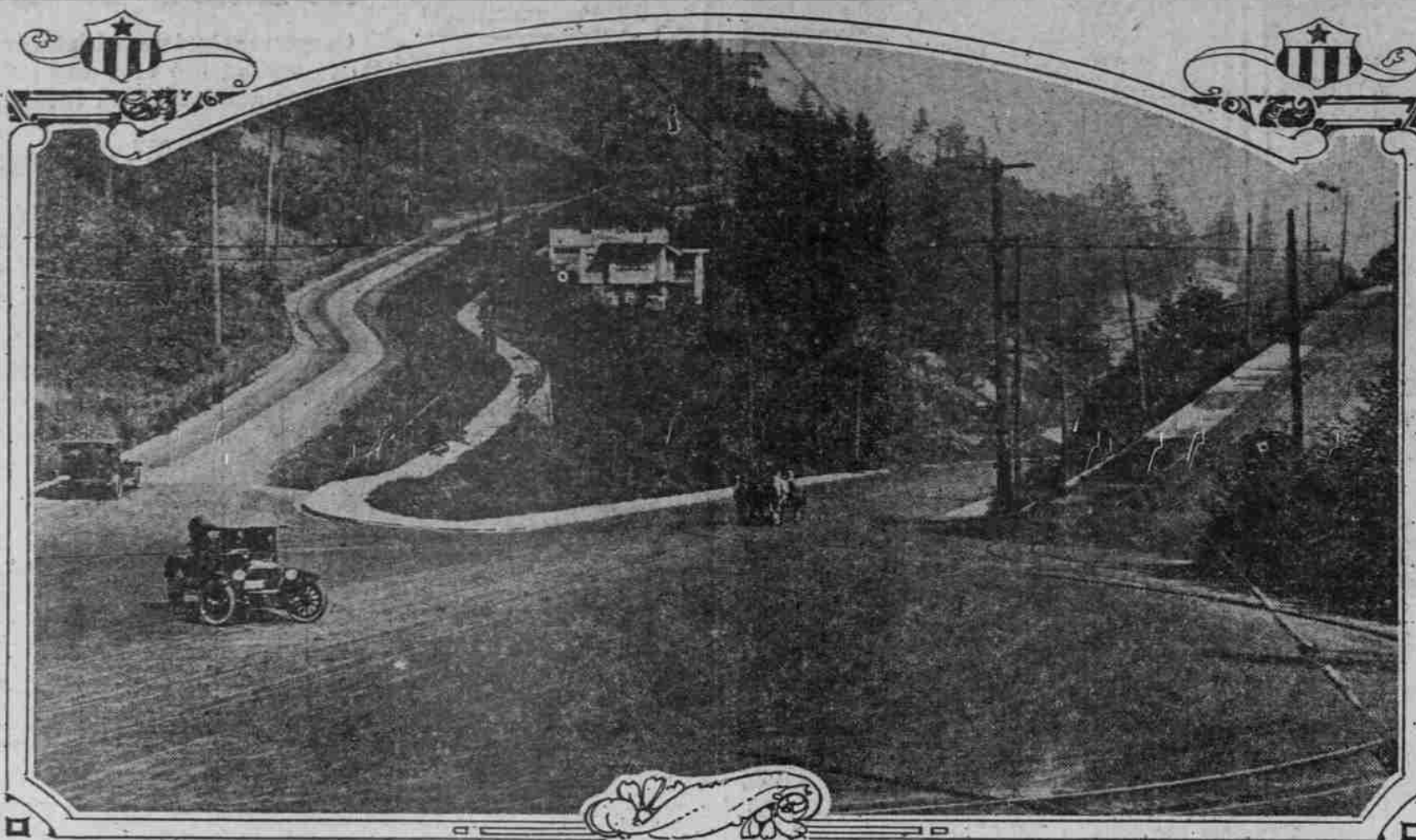
"In case unusually heavy rains should make the New Era hill impassable during fair week, teams will be provided to help such machines as might be stalled. But in any case, means will be provided to make travel on the hill absolutely safe. At present there is no difficulty."

Because of construction work that is under way on Island Hill, just beyond Milwaukie on the popular River road via Sellwood and Milwaukie to Oregon City, the best route to Oregon City from Portland at the present time is the road via East Eighth-second street, Gray's Crossing, Clackamas, Gladstone, Clatsop, Clackamas, Gladstone, Oregon City, New Era, Canby, Barlow and Aurora. This is the route that is being recommended by the officers of the Oregon State Motor Assn.

Oswego Road Rough. The west side road via Oswego is passable all the way, but it affords

AUTOMOBILE SALESMEN FIND IDEAL HILL ON WHICH TO TEST CARS FOR EVERY KIND OF PERFORMANCE WANTED

Louis Von Klein, of Oakland Agency, Arranges Demonstrations on Upper Washington Street to Show How Machine Can Be Adequately Demonstrated Without Going Out of City's Confines—Grade Is Used Extensively by All Men Who Sell Motorcars.



Three Oakland Cars Proving Their Worth on Popular Demonstration Area at Upper End of Washington Street. Mr. Von Klein is at the Left, Climbing Imperial Heights; Mr. Van Dersal is in the Center with an Oakland Roadster, Going Through a Turning Radius Test, and Mr. Ely is at the Right, Commencing the Climb to Arlington Heights. The Viewpoint is Down Washington Street.

If all the money that has been spent at one time or another for automobiles that have been successfully demonstrated at the "turntable" testing ground on upper Washington street was massed in one heap of gold it would probably buy a higher and larger than any of the famed pyramids of Egypt.

In the early days of the automobile industry, when prospective purchasers were anxious to ascertain how fast the respective makes of car would travel, it didn't matter much where the cars were demonstrated, except that a straight road was desirable as well as immunity from arresting officers. If the "prospector" wanted to see the car climb a bad hill the demonstration was probably staged on the notorious Bancroft Hill of South Portland or on one or other of the roads leading to Portland Heights. Motors and gear ratios were not made in those days to shove cars over sharp grades on the high gear and for that reason high gear work on hill of the variety attempted, much less accomplished.

Speed Not an Issue. Today, thank goodness, the buyer of a motor car does not ask to be shown how fast this and that will go. He knows well enough that all cars now are able to travel faster than the sur-

face of Oregon roads and the speed laws will allow and he doesn't fancy the idea of being frightened nearly to death by some death-defying driver.

Instead of inquiring about speed, the buyer now likes to know how a car pulls in the high gear, he wants to know how much space it needs to turn around in, how easily the gears may be shifted and how often he is to be obliged to make the shift.

It just happens that all of these tests may be conducted within a small area at the upper end of Washington street, where the carlines turn to make the climb to Imperial Heights and Kings Heights on the right hand and to Arlington Heights on the left hand, or south. Here the motor car may be put through all of its various paces and its speed may be tested by steep grade work where it isn't necessary to go so fast as to scare a man and make the danger end of the trip the foremost thing in his mind. When a man is preparing to die, you know, his mind isn't dwelling upon the kente practice of writing out a good-sized check and a salesman has frightened him once he is apt to seek another automobile store where he may breathe more contentedly.

Oakland Demonstration Arranged. To prove to a group of his friends that a large number of Portland-owned automobiles are "sold" on the turn-

table at the head of Washington street and that all attributes of a machine can be tested in that neighborhood, Louis Von Klein, one of the four proprietors in the local agency for the Oakland car, arranged for a little Oakland demonstration one day last week with E. D. Van Dersal driving an Oakland roadster and Norman A. Ely and himself handling Oakland touring cars.

While Mr. Von Klein was in the act of proving his point and giving the Oregonian photographer an opportunity to snap the Oakland cars in one typical demonstration formation, no less than eight different makes of automobiles came charging up Washington street demonstration beat. The cars which appeared during the few minutes were a Winton, Dodge, Paige, Pierce-Arrow, Hudson, Chalmers, Chevrolet, and Marmon. Almost without exception these cars were driven by salesmen who were busily engaged in telling customers of the qualities of their cars.

Grade Is Deceptive. "The average man does not appreciate at first sight how steep the grade of upper Washington street is from the turn at Schuyler street," remarked Mr. Von Klein. "That grade is mighty deceiving to all except the motoring people of Portland."

and stretches of land where there was not even a trace of the experiences of J. W. Johnson, a road engineer, in his Kiesel Kar, while laying out new roads and charting trails deemed worthy of consideration for possible roads or highways, "somewhere between Salt Lake City and San Francisco."

CITY DRIVE CHARMS

Mount Tabor Trip Appeals to Dr. Charles Loeding.

CREST IS VANTAGE POINT

Beautiful Vision Reveals Itself as Top Is Reached—Valley, Foot-hills and Portland in Panorama.

Not every Portland motorist knows that one of the most beautiful scenic roadways in the city is the Mount Tabor drive, which lies along the crest of Mount Tabor, surrounding the park. Although the course along the top of the mountain is not extensive, it makes up for distance in its scenic superabundance.

Dr. Charles Loeding, who owns a Hudson speedster, is one of the city's most enthusiastic exponents of the beauties of his home city, and often takes his friends to this vantage spot to enjoy an optical feast. Dr. Loeding declares that there is no other place where the atmosphere of romance and peacefulness is so alluring.

To reach the mount, perhaps the most simple way is to drive along Hawthorne avenue to its eastern extremity and then follow the road back of the reservoir, where it ascends to the summit in a series of gentle curves. As the car winds around on its way to the apex, through the dense foliage and tall pines, one may glimpse some of the vision which reveals itself as the top is reached. Here, bursting into full view, is a panorama which is a delight to contemplate.

To the east, as the summit is approached, stretches the valley in the foreground, with its clusters of gardens and farms, dotted with cottages, beyond which the wooded hills blend with the further outlines of the foothills of the Cascade Mountains. Far to the east, emerging in the distance from the haze, stands Mount Hood in all its glory, and he who visions it for the first time sits enrapt.

Then, as the gaze is shifted to the north, through the broad expanse of terrain, the waters of the Columbia, flowing impetuously toward the sea, greet the eye. Here and there in the distance are the painted houses and the white fences of the farms, and an instinctively looks for the outline of the Columbia River Highway.

As the western edge of the summit is reached, through the foliage almost the entire city of Portland can be seen, with the heights in the distance, the city appearing as a foreground, with their fountains playing in the breezes. At this season of the year, also, when the leaves are beginning to turn, the impression is particularly gratifying.

CUT-OUTS WILL GO

Automobile Chamber of Commerce Votes Unanimously.

UNNECESSARY NOISE CAUSE

Resolutions Call for Elimination of Muffler Attachment Operated From Seat of Driver in All Cars Beginning in 1918.

As the use of muffler cut-outs is becoming a nuisance, the members of the National Automobile Chamber of Commerce have voted unanimously for their elimination on the cars they build in future, so far as they can be operated from the driver's seat.

With more than 4,000,000 cars in use and supplying a great service in the transportation of the individual and of materials, the use of muffler cut-outs is unfair to the public and adds an unnecessary noise to American life. Cars have ample power so that the slight increase in speed which may come from the use of cut-outs is of no importance.

"Resolved, That the board of directors where a cut-out is useful, but in such cases, it can be operated from under the car."

Whereas, Members of the National Automobile Chamber of Commerce are opposed to the attachment of muffler cut-outs to motor vehicles and do not fit them to the cars and trucks they manufacture, or will discontinue doing so on their product for 1918; and

"Whereas, The use of the cut-out is unnecessary, annoying and dangerous to other users of the highways and objectionable to residents along them; "Resolved, That the board of directors of the National Automobile Chamber of Commerce refrain from attaching muffler cut-outs to their cars for the season of 1918 and thereafter, and that no cars be sold by them after January 1, 1918, with cut-outs attached, or that where cut-outs are attached they be

PORTLAND MAN NAMED

CHESTER H. STARR BECOMES WILLARD REPRESENTATIVE.

University of Oregon Graduate Succeeds J. P. Schiller, Jr. in Pacific Northwest Field.

A former Portlander and University of Oregon graduate, Chester H. Starr, has been named Pacific Northwest district manager for the Willard Storage Battery Company, according to an announcement made last week by C. S. Harper, of San Francisco, Pacific Coast representative for the Willard company. Mr. Starr has recently been serving as district representative for the Willard Storage Battery Company in the Inland Empire district, with headquarters in Spokane.

Mr. Starr, who has visited Portland many times as Northwest district manager for the Willard, has been transferred to the Northern California territory and will operate hereafter out of San Francisco.

Under Mr. Schiller the Willard has occupied an enviable position in the battery field of the Northwest, and Mr. Starr's record in the Inland Empire gives promise that this position will be maintained.

Mr. Starr is a graduate of the University of Oregon and has been in the battery business since 1910. He is a member of the Willard Storage Battery Company and has been in charge of the Portland territory since 1915. He is a native of Oregon and has lived in Portland for most of his life.

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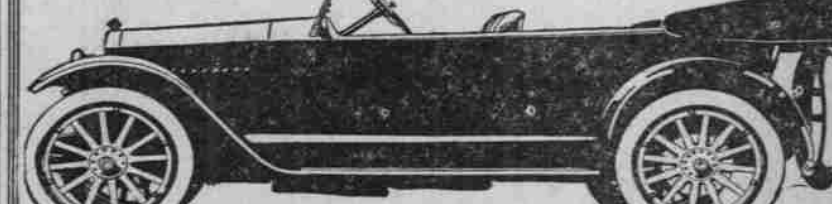
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