

ODOMETER STRONG FOR FAMILY ROUTE

Unbiased Witness Gets Mileage Over Two Highway Locations in Dispute.

BALLSTON 9 MILES LONGER

S. Benson, Chairman of State Highway Commission, Drives Over Conflicting Routes Again to Obtain the Actual Figures.

BY L. H. GREGORY.

In the course of a drive down the Valley as far as Eugene on Highway business last week, S. Benson, chairman of the State Highway Commission, again went over the two routes in controversy for the West Side Pacific Highway south from McMinnville to Independence.

He had traversed these routes before in his big Pierce Arrow car, in which he has personally inspected thousands of miles of Oregon roads. This time careful odometer readings of the distances by each of the proposed highway locations were taken.

For about a mile south of McMinnville, both roads follow the same route. There they branch, one leading to Independence by an almost direct route via McCoy, Amity and Rickreall. The other swings to the west and passes through Bellevue, Ballston and Dallas, thence joining the Rickreall road again 6.6 miles from Independence.

Odometer Takes No Sides.
The odometer, which does not share the prejudices of persons interested in either route, recorded the following distances:

From the point south of McMinnville where the roads separate, via McCoy, Amity and Rickreall to Independence, 27.6 miles.
From the point south of McMinnville where the roads separate, via Bellevue, Ballston and Dallas to Independence, 36.6 miles.

This unbiased witness thus showed a difference in actual mileage in favor of the McCoy-Amity-Rickreall route of nine miles.

Two members of the State Highway Commission recently voted to make the longer Ballston-Dallas route the route of the West Side Pacific Highway. Their action was opposed then, and is now opposed by Commissioner Benson on the ground that in a matter of such state-wide importance as the location of a permanent route for the main trunk highway, local influences should not be permitted to divert the highway from the most direct route.

The odometer readings bear out his contention that the McCoy-Amity-Rickreall route is by far the shorter and more direct way of the two from McMinnville to Independence.

Rickreall Road Heavily Traveled.
The automobile editor of the Oregonian accompanied Mr. Benson on the trip. He noted other reasons why the McCoy-Amity-Rickreall route, from the point of view of the state at large, is preferable to the Ballston-Dallas route for the West Side Pacific Highway.

The McCoy-Amity-Rickreall route is not only shorter, but it has few turns, no bad hills and over virtually its entire length it is a macadam road, while the Ballston-Dallas route is a dirt road, with only a scattered few were encountered between Dallas and Ballston.

The Bellevue-Ballston-Dallas route, on the other hand, is a dirt road, and the distance between Dallas and Ballston is merely a dirt road. Before it could be paved, it would have to be re-laid at many additional expense.

This route also passes through the center of a thickly settled country. It is the main trunk road and is heavily traveled. So far as present travel is concerned, there is no comparison. Dozens of vehicles were met on the McCoy-Amity-Rickreall route, while only a scattered few were encountered between Dallas and Ballston.

The Bellevue-Ballston-Dallas route, on the other hand, is a dirt road, and the distance between Dallas and Ballston is merely a dirt road. Before it could be paved, it would have to be re-laid at many additional expense.

Steep Hills Another Handicap.
North of Dallas on this route there are several hills on which the grade exceeds 8 per cent. At least two of these grades exceed 10 per cent, and they would be difficult to eliminate. In any event much grading work would have to be done.

In the Salt Creek country, through which this road passes between Dallas and Ballston, there are many right-angled turns, and in places the road actually doubles back on itself. To eliminate this doubling, if it could be eliminated, would require construction of much new road.

This route is well settled near the road, especially close to Dallas, but there are several points where, at least to the west, where the road skirts the foothills of the Coast Range, stretches of unsettled forest are passed. The settled districts here do not extend beyond the road.

The people of Dallas, naturally, are anxious that the main trunk West Side Pacific Highway should pass through their town. Herein lies the root of much of the controversy. The \$6,000,000 road bonds measure passed by the legislature specifically state that the West Side Pacific Highway shall pass through McMinnville and Independence, but it contains only that it shall go "to" Dallas.

Compromise Route Possible.
The wording of the measure before amendment provided that the highway should pass "through" Dallas also, but this was amended to read "to" Dallas. It has been said with the very end in view that the highway should follow the more direct McCoy-Amity-Rickreall route.

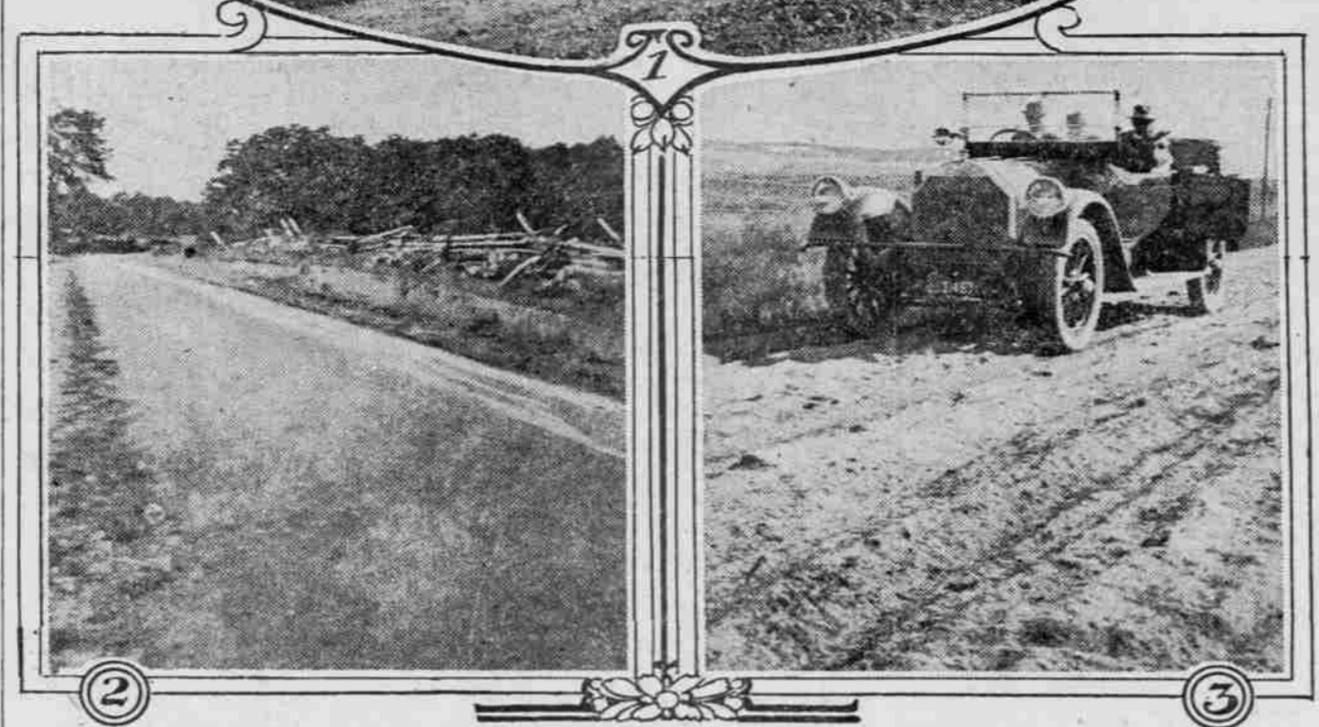
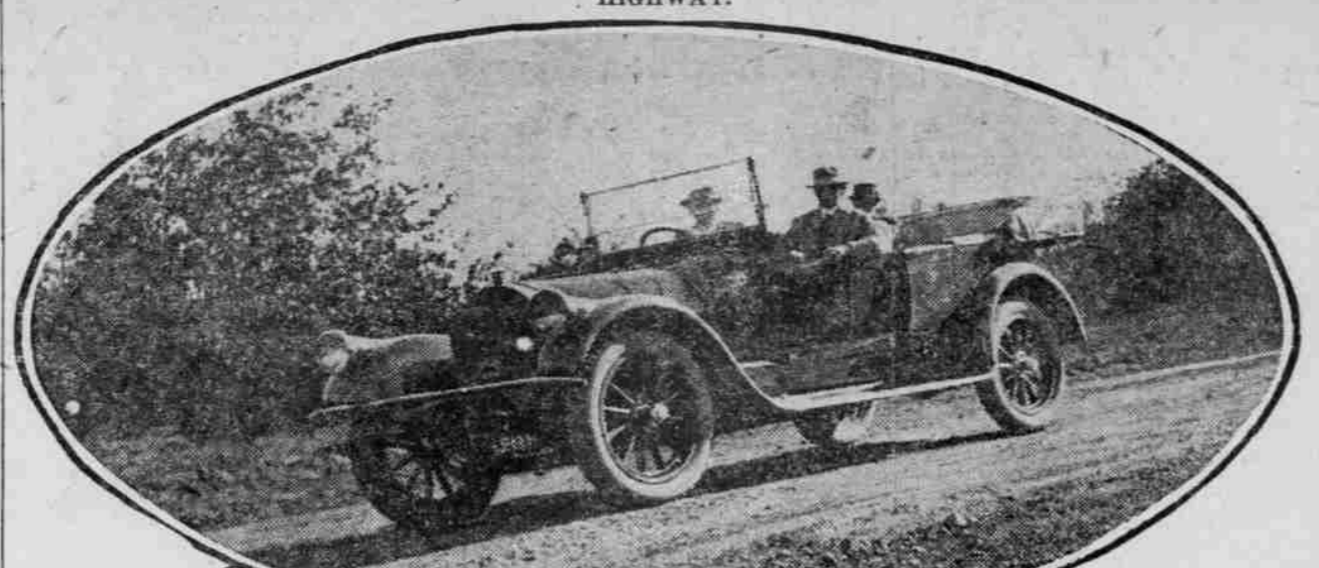
By paving the side road from Dallas to the Rickreall-Independence road, making it a spur of the West Side Pacific Highway, Senator Olson and other members of the Legislature have indicated the purpose of the road measure. In this particular would be made plain the Dallas-Ballston route is plainly undesirable from the broader viewpoint of the interests of the state at large as the main route of the Pacific Highway. However, there would seem to be an opportunity for compromise that would eliminate the long Ballston detour, and at the same time leave Dallas on the main highway.

Three and one-half miles out from Dallas on the way to Ballston the road forks, one branch leading to the town of Perryville. From there this road continues on an easy grade toward McMinnville, joining the McCoy-Amity-Rickreall road at McCoy.

River Road Preferable.
This route eliminates some, though not all, the hills near Dallas, and is still considerably longer than the McCoy-Amity-Rickreall road, but it does save much over the Ballston-Salt Creek route.

While on his Valley trip, to which he devoted three days, Commissioner

SOME VIEWS OF THE DALLAS-BALLSTON-BELLEVUE PROPOSED ROUTE FOR WEST SIDE PACIFIC HIGHWAY.



1—On a Down Grade Near Dallas. Commissioner Benson is the Man at the Wheel of the Big Pierce-Arrow. 2—A Section of the Road Near Salt Creek. 3—Typical View of Road Over Large Gas of the Dallas-Ballston Route. Before It Could Be Paved This Road Would Have to Be Re-laid at Heavy Expense.

GOLD CAR IN PARADE

FAMOUS STUDEBAKER HEADS LIBERTY BOND PROCESSION.

From Portland, Car Went to San Francisco Wednesday, Whence It Will Go to Australia.

The famous Studebaker gold car, which was on exhibition in Portland last week at the show rooms of the Oregon Motor Car Company, headed a liberty bond parade of Studebaker cars driven by their owners, at noon Tuesday.

Of course the gold car was not driven under its own power. To run it in that way would mean several hours, if not days, work removing the oil and grease and polishing the beautiful gold finish. But it rode in the place of honor at the head of the procession mounted on a Denby truck.

In the car were Mrs. Golden Hessemer and eight little girls: Marian Kennedy, Madeline Moore, Dorothy Cline, Carol Silkworth, Carolyn Hessemer, Helen Virginia Hessemer, Elmer Hessemer and Wilma Whitman. The white and gold car and the little girls dressed in white made a very taking picture.

There were about 6 Studebakers cars in the parade, which moved up Broadway to Morrison, thence to Third, to Washington, to Sixteenth and then back to the show rooms of the Oregon Motor Car Company at Park and Davis streets. Just before the parade began, the rain came down in torrents, but it couldn't dampen the enthusiasm of the Studebaker owners to demonstrate their patriotism and do their bit by parading for the liberty bonds.

The golden car and every other car in the parade bore one of the Liberty loan posters. The Old Soldiers' Fifth and Drum Corps on a Studebaker one-ton truck furnished music for the parade. Altogether, it was a mighty effective bit of advertising for the bonds.

The golden car left Portland Wednesday for San Francisco after having been on exhibition here for eight days during which it was viewed by hundreds of persons. From there it will leave shortly for Australia.

The car will have a wonderful journey before it returns again to the United States. After being exhibited in the principal cities of Australia it will be taken to New Zealand, thence to Japan, China, the Philippines and finally back to San Francisco, and from there to South Bend, Ind., where it will be placed in the Studebaker museum.

FLOOR TAX HITS TWO WAYS

Wholesalers Required to Pay on Cars Held for Retail, Too.

There is a clause in the new war revenue law which directs that when any questions as to interpretation arise the law shall be so construed as to bring in the most revenue. The Dealers' Motor Car Association of Oregon has been informed by the Treasury Department that on the basis of this clause the Government, in cases where an automobile dealer is both a wholesaler and retailer, will construe him to be a wholesaler.

Under this ruling the 1 1/2 per cent wholesalers' floor tax on automobiles held by wholesalers on October 4 will apply to all cars on hand at that date, whether intended for the wholesale or retail trade.

Dealers handling cars at retail only are not affected by this 1 1/2 per cent floor tax on cars they had on hand prior to October 4. Cars that were delivered on or after October 4, whether for wholesale or retail, are subject to the 3 per cent tax levied by the revenue law on cars sold by manufacturers. The 3 per cent tax and also the 1 1/2 per cent floor tax, it has been made clear, is not on the list price of the cars, but on the price paid by the dealer to the manufacturer. There has been considerable misunderstanding on this score.

MAXWELL BREAKS 3 RECORDS

Ray McNamara Pilots Sturdy Little Car Over Canadian Roads.

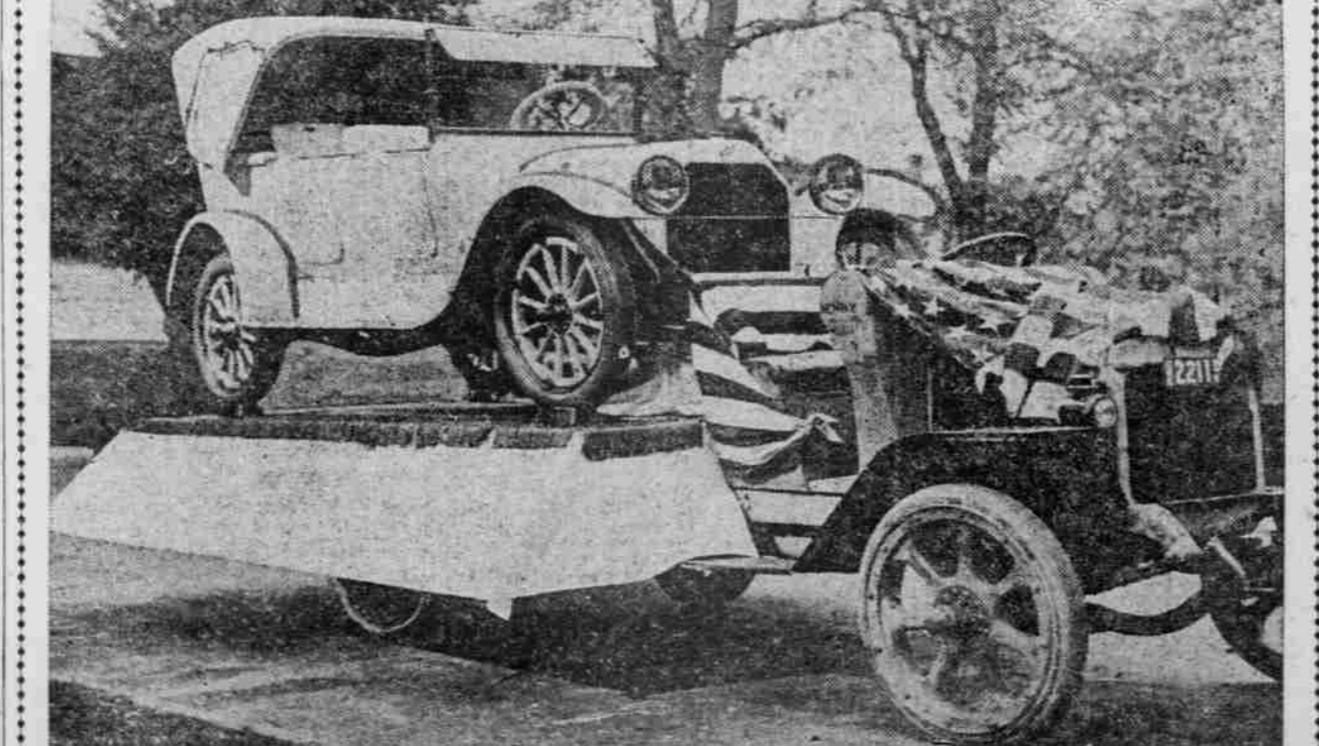
By breaking the Montreal-Quebec road record a Maxwell, driven by Ray McNamara, has established within two weeks three of the most important road records for the Dominion of Canada. Making the run between Montreal and Quebec in four hours and one minute, the Maxwell shattered all previous automobile records, and also beat the fastest express trains by 50 minutes.

The new records are: Windsor to Toronto, 6 hours 50 minutes; Toronto to Montreal, 11 hours; Montreal to Quebec, 4 hours.

Drysdale in New Position.

Announcement has been made of the appointment of K. P. Drysdale as director of sales promotion for the Cleveland Tractor Company, of Cleveland, Mr. Drysdale has resigned as advertising director of the Cadillac Motor Car Company and has assumed his new position. He is one of the veteran automobile advertising men and did much to place the Cadillac in its commanding position.

GOLD CAR LEADS LIBERTY BOND PROCESSION IN PORTLAND.



EIGHT LITTLE GIRLS RIDE IN FAMOUS STUDEBAKER TO ADVERTISE UNITED STATES WAR LOAN.

GERMANY REDUCED TO TIRES OF CORK

Paper, Rags, Even Sand and Dirt Used in Central Empires to Replace Rubber.

ONLY KAISER RIDES ON AIR

Hindenburg and Crown Prince, Too, Have to Bump Along on Pressed Champagne Corks or on Rope—Gasoline High.

The only automobile in Germany running on pneumatic tires is Kaiser Wilhelm's. Even the Crown Prince is denied this luxury. Along with Von Hindenburg, Ludendorff, Von Mackensen and the other diadems in the German crown, the Crown Prince bumps along to the front on tires filled with rags, compressed cork and paper.

These observations form but a small part of the anthology of facts gathered by Victor Van der Linde, special technical representative of the B. F. Goodrich Rubber Company, of Akron, who just returned from Europe after a study of tire conditions abroad. In some countries tires are not to be had at all, except at a fabulous price and only after a dozen or two high government officials have had one on the witness stand for weeks, literally speaking; gasoline is worth more than champagne and is obtainable only with government consent, and nine-tenths of the automobiles are not running.

Even sand is used for filler. "German scientists have tried to improvise for the scarcity of rubber by compounding what they call synthetic rubber," said Mr. Van der Linde, "but in this way they have been unsuccessful. There is not an ounce of crude rubber in it and therefore it is devoid of fibers. Then, again, it cost about 15 times more a pound than the vegetable.

The situation of both Germany and Austria as concerns tires, is truly deplorable. Countries bound the Central Empires, with the exception of those that are at war with them are in just as bad plight.

"Really the only car running with inner tubes in Germany today is that of the Kaiser. Most castings are stuffed with compressed champagne corks, paper, rags and sausages made of ground cork.

"Some have even been filled with sand and dirt. This only refers to those cars that have ragged casings left. Most automobiles have ground up tires and shoes and move about with rims bound with rope. I was fortunate to find a taxicab in Berlin—a taxicab is rare there now—and experienced the sensation of riding in a machine having nothing but rope-bound wheels. It was just like riding on a wagon. Every time the car struck a cavity in the road you were jolted clear through.

Bicycle Tires Confiscated.
"There isn't a bicycle tire left in Germany outside of those on military bicycles. The tires of the whole were conducted on shops and residences and all bicycle tires seized. These have been reduced to permit their remaking as automobile tires. In fact, everything in rubber has been reclaimed for tire construction and submarine battery cells.

"The caravans of the Deutschland on its last trip was almost exclusively rubber, but so pressing was the demand for the rubber in dirigibles that not one of them, with the possible exception of enough for the building of tires for the royal family was allowed to go into tires.

"Germany had little crude rubber in stock at the outbreak of the war. Since then she has been depending on the rubber she could smuggle through the mails and what she could buy from Sweden. Single sheets of rubber were sent in letters from the United States, and Great Britain opened these and confiscated the contents.

"After this channel had been closed she purchased large numbers of automobiles in this country and had them shipped to Sweden. There she stripped the automobiles of the tires and abandoned them to the Swedish government. The Swedes, but now Great Britain permits no cars to be shipped to Sweden with tire equipment.

Tires \$550 in Sweden.
Mr. Van der Linde gave the prevailing prices of tires in the following countries:

Germany—None to be had.
Austria—None to be had.
Sweden—\$350 for a tire if you have a permit from Royal Automobile Club.
Denmark—\$450 with permit.
Denmark—\$220 for a tire if you can find one and give written assurance to the government that it will not go to Germany.
Holland—\$100 for a tire with government guarantee.
Russia—\$100 for one tire.
Great Britain—\$80 for one tire.
France—\$100 for one tire.
Italy—\$100 for one tire.
Spain—\$125 for one tire.

"In Sweden," continued Mr. Van der Linde, "there are 10,000 automobiles. There are 100 in operation and on tires from which have disappeared all semblance of the original casing. Tires hold 20 and 30 patches. Sweden has been placed in this predicament because of the number of tires that have gone to Germany from its ports. England has denied it rubber supplies. Tires are scarcer there now than diamonds.

"Gasoline, Mr. Van der Linde said, is as big a problem as tires. In no country can you get it without government permit, and in Germany the prices are practically prohibitive. A pleasure trip of 200 miles would cost the average German \$200 in gasoline alone.

MILITARY HIGHWAY IS URGED

Albany Asked to Assist in Legislation for Coast Route.

ALBANY, Oct. 20.—(Special.)—In the interest of a military highway on the Pacific Coast, W. G. Patton, of Tacoma, special field representative of

Delco Repair Station

WE WILL TAKE CARE OF YOUR DELCO TROUBLES. ALSO REPAIR, A. D. I. S. AND ALL OTHER LIGHTING AND IGNITION SYSTEMS. GENERAL AUTOMOBILE REPAIRING.

Bolton Service Station
404 DAVIS STREET
Between Ninth and Tenth Streets.

The Franklin Car

Everybody Is Talking About Light Weight So Are We—And We're Also Quoting Figures

IN FACT, anyone who knows the Franklin Car as we know it, can't help talking Light Weight. Not mere weight taken off at the demand of the public, but Scientific Light Weight, that has been a Franklin principle for 15 years.

From the start to this day, Scientific Light Weight has always distinguished the Franklin among fine cars.

But, speaking of figures, kindly make note of this: Not one of the Franklin open cars weighs over 2280 pounds; not one of the Franklin enclosed cars weighs over 2620 pounds.

Compare these weights with those of other fine cars you know or think favorably of.

Do a little subtracting. That difference in favor of the Franklin means:

10,000 miles to the set of tires (in many cases more).
20 miles to the gallon of gasoline (a fair average).
50% less depreciation.

Remember Franklin Statements are Fact-Backed.

And that difference means more than dollars and cents. So we say to you, in justice to your feelings and your pocketbook, find out what we have to say and prove about the Franklin.

Then meet a Franklin owner. Compare notes. We leave the rest up to you.

Since these three elements are the natural result of Scientific Light Weight, the Franklin owner enjoys them to a degree unknown to owners of heavy cars.

Braly Auto Co.

Phone Main 4880. Washington at 19th. J. C. Braly, Pres.

AUTO DIRECTORY

CHANDLER CAR 4-pass. Rdstr., \$1745.00—7-pass. Touring All Chandlers are equipped with Bosch magnetos TWIN STATES AUTOMOBILE CO. 64-66 Broadway. Phone Broadway 512.

Franklin LIBERTY SIX offers more of "what you actually need and want in an automobile." BRALY AUTO CO. Main 4880, A 3881. 19th and Washington Sts.

MACK Trucks The car which sells best in direct comparison with others. MITCHELL & WALLINGFORD, 522 ALDER

Mitchell SIXES Capacities, 1, 1 1/2, 2, 2 1/2, 5, 5 1/2, 6 1/2, 7 1/2 Tons. Complete Stock Repair Parts. F. C. ATWELL, Sales Agent. Washington at 21st. Tel. Mar. 440.

Oldsmobile New Light Six, \$1250, Factory Mitchell Seven-Passenger, \$1525, Factory MITCHELL, LEWIS & STAYER CO. First and East Morrison

Premier Distinctive High Grade. Light Weight. OLDSMOBILE CO. OF OREGON. Broadway and Couch. Phone Broadway 1640.

Republic The car with an aluminum motor. High-grade construction throughout. A car for particular people MITCHELL & WALLINGFORD, 522 ALDER ST.

Smith-Form-a-Truck CAPACITY IN TONS 1/2 \$1325 1 1/2 \$1600 2 \$2035 3 1/2 \$2950 Prices Delivered at Portland. ROBERTS MOTOR CAR CO., Park and Flanders Sts.

Trucks BAILLOU & WRIGHT Broadway at Oak. Distributors for Oregon. Some unoccupied territory open. Write for proposition.

Velie Moreland Distillate 3/4 ton to 5 ton. Vim delivery, 1/2-ton, and Commerce 1-ton Capacity. McCRAKEN MOTOR CO. Main 9019. 445 Stark St.

OAKLAND The "Blitz" Series Represents the Latest and Best in Motor Cars. New Value at Medium Prices. D. C. WARREN MOTOR CAR CO. 58-60 North Twenty-Third Street. Phone Main 750.

Oakland Motor Co. of Oregon 344-50 Burnside, off Broadway. Phone Broadway 80.

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DR. SPARK SPECIALIST (in the treatment with Gibson Electric of "crossed wires", Garage & Storage "sparkless" battery, etc. Offices, 12th, Marshall 1752.

Accessories We sell Michelin and Silvertown Cord Tires, Osgood Lens and the latest and best in auto goods. Depot for Gas, Oils and Greases. TALBOT AUTO SUPPLY CO., 72 Broadway.

Willard We Stock Them. We Repair Them. Free Electric Inspection. AUTO ELECTRIC EQUIPMENT CO. Sixth and Burnside Streets.

Bolton Service Station 404 DAVIS STREET Between Ninth and Tenth Streets.

The Pacific Coast National Defense League, met with the Albany Commercial Club last night. Plans for the construction of such a road were outlined. The purpose of

Mr. Patton's visit was to stimulate interest in the passage of National Legislation for the construction of such a road were outlined. The purpose of