

# HIGHWAY POLICY IS TOLD BY CHAIRMAN

## S. Benson Reviews Work of Commission in Giving Oregon Better Roads.

### TRUNK LINES COME FIRST

In Short Period of Its Existence, State Highway Commission 'Has Already Accomplished Most Important Achievements.

BY S. BENSON, Chairman Oregon State Highway Commission.

The highway department of the state of Oregon was created by the Legislature of 1915, the law becoming effective in June of that year. The law creating the highway commission designated the Governor, Secretary of State and State Treasurer as members. These officials, in addition to the duties of their respective offices, serve as a board of control, practically administering the affairs of the state, serve on 13 different boards or commissions, rendering it physically impossible to give highway development the attention it merited.

The law also provided that the department should have at its disposal the amount raised by a one-quarter mill tax on each dollar of assessable property in the state. The average amount set aside from this source is approximately \$250,000. With an idea of extending its usefulness and realizing the importance of road and highway development, the commission appointed S. Benson, of Portland; Leslie Butler, of Hood River, and J. H. Albert, of Salem, as an advisory board, hoping that the members would give the important subject their personal attention and all contemplated construction and improvement personal supervision.

Beginning Made in 1915. During the summer of 1915 the advisory board traversed the state, seeking to ascertain the wants and needs of various sections. At every point the board was met by the residents of the community and county officials, all seeking aid for the improvement of their highways.

It was simply impossible, with the limited funds at the disposal of the commission, hardly to make a beginning in this great work. Great stretches of impassable roads, such as Cow Creek and Pass Canyon, Wolf and Roberts Hills, on the Pacific Highway, the entire stretch from The Dalles to the Multnomah County line on the Columbia River Highway, the relocation and re-alignment of the Central Oregon Highway from Bend to Klamath Falls—any one of these projects would require more than the annual amount the commission was supposed to spend all over the state.

The advent of the auto vehicle had revolutionized the construction of roads. The old dirt and macadam roads no longer would stand the strain of traffic and the cost of maintenance had reached a prohibitive point.

As an economic necessity it was evi-

### LIST OF EXHIBITORS AT PORTLAND AUTOMOBILE SHOW.

PASSENGER CARS.		
Exhibitor.	Make of Car.	
Apperson Motor Car Co.	Apperson	
C. L. Ross Auto Co.	Hudson and Maxwell	
Braly Auto Co.	Franklin	
Brunn Motor Car Co.	Lexington	
Cook & Gill	Paige	
Covey Motor Car Co.	Cadillac and Dodge	
W. R. Doane	Olympian	
Ford Dealers	Ford	
Lee L. Gilbert	Elgin and Harroton	
Manley Auto Co.	Hugobone, National and Grant	
Mitchell, Lewis & Staver	Mitchell	
Northwest Auto Co.	Marmora, Reo, Dort, Cole, Roamer.	
	Starns	
Oldsmobile Co. of Oregon	Oldsmobile	
Oregon Motor Car Co.	Studebaker	
Overland Pacific Co., Inc.	Overland and Willys-Knight	
Pacific Kieselkar Branch	Kieselkar	
Pierce-Arrow Pacific Sales Co.	Pierce-Arrow	
Regner & Fields	Chevrolet	
A. C. Stevens	Haynes and Winton	
Twin States Auto Co.	Chandler	
W. H. Wallingford	Premier and Liberty	
D. C. Warren Motor Car Co.	Vellie and Peerless	
Western Motor Sales Co.	"Hal" Twelve and Chalmers	
MOTOR TRUCKS.		
Exhibitor.	Truck.	
Ballou & Wright	Smith Form-A	
C. L. Ross Auto Co.	Maxwell	
Cameford Company of Oregon	Cameford Attachment	
Covey Motor Car Co.	Dodge	
Ford Dealers	Ford	
International Harvester Co.	International	
McCraen Motor Car Co.	Kelly-Springfield	
Northwest Auto Co.	Reo, Indiana, Duplex, Bethlehem	
Oregon Motor Car Co.	Denby and Studebaker	
Overland Pacific Co.	Overland	
Pacific Kieselkar Branch	Kiesel and Federal	
Pierce-Arrow Pacific Sales Co.	Pierce-Arrow	
Portland Motor Car Co.	Packard and Nash	
Portland Tire & Truck Co.	Master	
Roberts Motor Car Co.	Republic	
D. C. Warren Motor Co.	Vellie	
Wentworth & Irwin	G. M. C.	
MOTOR TRACTORS.		
Exhibitor.	Tractor.	
Lachmond & Talbot	Track-Pull	
International Harvester Co.	Titan and Mogul	
McNeff Tractor Co.	Cleveland	
Nilson Tractor Sales Co.	Nilson	
Oregon Moline Plow Co.	Moline-Universal	
W. H. Wallingford	Hood Lumber	
Wentworth & Irwin	Samson	
Western Farquhar-Mach. Co.	Best, Wallis Cub and Trundaar	
R. M. Wade & Co.	Heider	

dent that some drastic measures should be taken to meet the requirements of existing conditions, particularly when California, on the south, and Washington, on the north, both were committed to policies that were destined to give each a comprehensive system of improved highways.

Various propositions, opinions and ideas were advanced, one of which was the creation of a non-salaried highway commission and the issuance of bonds to the amount of \$10,000,000. This proposition was first put forth on the four of the advisory board in 1915 and, while all were fully cognizant of the necessity for drastic action, the amount and the departure from the routine of Oregon affairs tended to create apprehension. The press, however, at once realized the importance and the necessity for action and took up the proposition, and the result that the Legislature of 1916 passed what is known as the highway act, virtually adopting the recommendations of the advisory board.

The law created a highway commission, to be appointed by the Governor, consisting of three members, one member from each Congressional district, to serve without compensation. In accordance with the law, Governor Withcombe appointed S. Benson, of Portland; W. L. Thompson, of Pendleton, and E. J. Adams, of Eugene, members of the State Highway Commission.

The commission held its first meeting March 6 and Mr. Benson was chairman. G. M. Ross was appointed

secretary and auditor. A month later Herbert L. Nunn was appointed highway engineer. The Legislature also provided for two bond issues for highway purposes. The first one provided for a bond issue of \$1,819,350.55 for cooperation with the Federal Government road fund on post and forest road work. This equals the amount which it is expected Oregon is to receive from the Federal Government during the next five years. The second bond issue was for \$5,000,000, to be used for general highway purposes, \$1,000,000 to be issued the first year, \$2,000,000 the second year and the remainder at the discretion of the commission. The latter measure provided for its ratification by the voters at a special election held June 4 and the verdict was favorable by a handsome majority. As soon as the result of the election was ascertained the commission proceeded to organize its constructive and administrative forces and within 60 days had adopted standard specifications for its department as well as the various counties, made surveys, advertised for bids and let contracts for work in every part of the state.

**\$700,000 Provided Yearly.** The bonds are in serial form, to be redeemed in 20 years, and to provide for their amortization the Legislature doubled the license fees of all auto vehicles and provided that the sum accruing from the one-quarter mill tax should apply with the amount received from the auto fees to the highway fund. (Continued on Page 15, Column 1.)

# TRAILER BIG SAVER

## Motor Truck Wastes Energy When It Runs Alone.

### PRINCIPLE IS SIMPLE ONE

It Is Scientific Fact, Abundantly Proved, That Truck or Other Vehicle Can Pull Heavier Load Than It Can Carry.

The automobile or motor truck that runs singly and alone on the street or highway wastes two gallons of gasoline while utilizing one.

This fact has given rise to an increasing demand for "trailer" trucks as a means of economy both in "gas" and labor, since by such means the motor-engine will transport three times the weight that it can carry.

In other words, by the application of the same principle that enables a man to drag on wheels a load far in excess of what he can carry; or that enables a horse to draw a wagon bearing a weight that would crush the animal if it were placed on its back; or that enables a locomotive to draw a train of heavily-laden cars or a little tug to tow a battleship, an automobile or motor truck will pull three times its carrying capacity, says an editorial in the Atlanta Constitution.

This has been proved under every conceivable condition. More general employment of this simple scientific principle—the drawbar principle—by farmers and by commercial firms having bulky commodities to transport over country roads and city streets would mean a proportionate saving in expense to them and in the country's supply of motive power, energy, of which the world now stands so urgently in need.

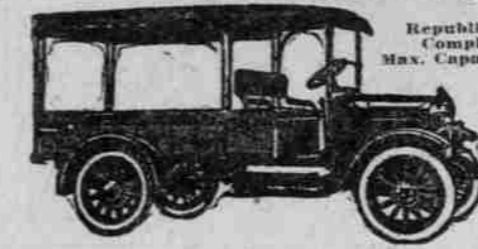
The principle "works" the same with the most demure runabout as with the biggest truck manufactured. The farmer with an ordinary automobile or an ordinary farm motor truck, let us say, has several tons of produce to cart to market. His chief transportation cost lies in gasoline consumption on the road, and second, perhaps, comes the time consumed. It is easy, then, to compute his saving if he equips himself with the means of transporting three tons with the same outlay in motive power and time that would otherwise be required to transport one ton.

Or, the merchant or the manufacturer who has goods to transport between the freight depot and his place of business uses a truck that can carry, say, a ton at a load. What a saving would be effected were he to triple the transporting capacity of his engine simply by hitching to it a two-ton trailer truck!

There are several makes of such trucks on the market, built on scientific principles and with the same precision and with the same care of efficiency and economy as is employed in the construction of the automobile or the power truck itself. And their general adoption for the transportation of freight, both in city and in country, would mean much in the way of real value, economy and conservation of the resources of the Nation.

**To Determine Wires.** About the simplest way of determining which is the negative and which the positive wire of the bat-

# LET US SHOW YOU HOW



Republic Dispatch Complete \$1045 Max. Capacity, 1500 lbs.



Republic Special, 3-ton Chassis with seat, \$1145

LET us show you how to cut your hauling cost to lowest possible figure and increase your trucking efficiency to the highest possible point by installing

# REPUBLIC Internal Gear-Drive Trucks

Hauling cost records are being smashed every day by Republic construction with the Republic-Torbenen Internal Gear Drive.

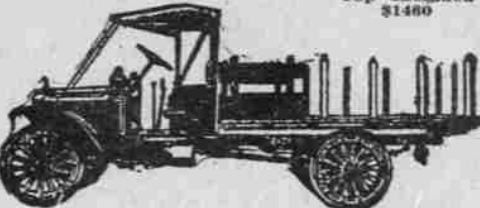
There is a Republic Truck exactly suited to your needs—whether 3/4-ton, 1-ton, 1 1/2-ton, 2-ton, 3 1/2-ton or 5-ton; whether you require one truck or a whole fleet. Prices range from \$1045 to \$4625.

With Republic Service built into the truck and our own service to back it up, your hauling problem is solved.

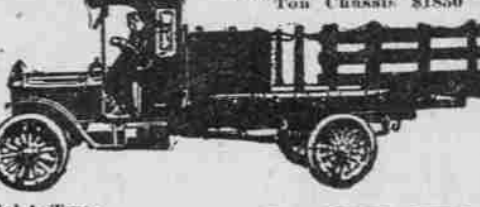
## Roberts Motor Car Co., Inc.

Distributors Park at Flanders—Portland Representing Republic Motor Truck Co., Inc., Alma, Mich.

Model 10, Stake or Express Body and Bow Top Included \$1460



Model 11, One and One-Half Ton Chassis \$1850



Model A, Two-Ton Chassis \$2150



Model T, Three and One-Half Ton Dreadnought Chassis \$3255



Model V, Five Ton Through-bred Chassis \$4625



tery is by dissolving a few grains of iodine of potassium on a bit of blotting paper moistened with water. When the paper so treated is touched with the two wires, the positive wire will form a black stain. Iodine of potassium may be purchased in any drug shop. Rex Ellis, Northwest territory sales-

man for the Dodge car, with headquarters in Seattle, was a Portland visitor last week. While here he called on Howard M. Covey, Dodge distributor, and enjoyed a chat with him.

# The cream of the show

## Stearns MOTOR CARS

### The New Ones

This year they are in keeping with the high standard established and maintained by these trustworthy makers.

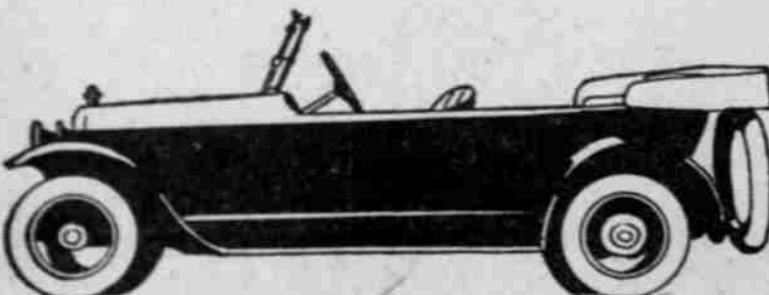
The heart of the new model, like the motor in all Stearns, is a Knight—but a Knight-built-by-Stearns motor.

This accounts for its 100% plus smoothness and flexibility.

The clean, sweeping lines are indicative of its beautified simplicity.

For those who desire a car outranking the ordinary in performance—in upkeep—and in distinctive appearance—the Stearns satisfies their particular tastes.

You can appreciate our invitation to see the new showing only after you accept of it.




**MILLER TIRES**

"THERE AIN'T NO SECH ANIMAL!" concluded the skeptic who saw a giraffe for the first time. But there is a giraffe. And there are such good tires as

**Miller GEARED to the ROAD TIRES**

Motorists trying Miller Tires for the first time are generally surprised at the unusual high mileage. Our experience for many years with all kinds of cars led to our successful efforts and for the past year we have been the factory distributors in the Pacific Northwest for the Miller Geared-to-the-Road Tires.

**KAYBEE**

**A STORY WITH A MORAL—THE LIGHT THAT FAILED.**

His lights were rapidly falling—growing dimmer every minute. Soon after that it began to rain, and then, to cap all his troubles, he discovered that he was lost!

Miles after miles he blindly drove in the cold, drenching downpour, vainly striving to find his road. Finally, through the rain, he espied a post, but could not decipher the sign on it. Search of his pocket revealed but three matches, two of which blew out in the wind. In the shivering up the post, he lit his last match and read "WET PAINT."

Moral—Think that every roadside sign carries road directions. Much annoyance can be avoided in road-travel if you equip with a KAYBEE.

**BETHLEHEM MOTOR TRUCKS**



**Power Reserve**

Not one Bethlehem Truck in a hundred will ever need the reserve strength that is built in it. But it is always there if you need it. From the radiator to the tail amp each part is the best for its job that science and money have evolved. Try out a Bethlehem your way.

**\$1245** 1 1/2 Ton Chassis  
**\$1775** 2 1/2 Ton Chassis

F. O. B. ALLENTOWN, PA.

**BETHLEHEM DUMP TRUCKS**      **BETHLEHEM TRACTORS**

We are factory distributors for the Pacific Northwest. Live dealers who call, write or wire, will be given full details of our agency proposition on what we consider the best Truck of its class that has been designed.

# Northwest Auto Co.

Factory Distributors - F.W. Vogler, Pres. C. M. Menzies, Manager

The Line Complete Portland, Oregon