

# BIG HEADWAY MADE ON ROAD PROJECTS

Governor Oloott Summarizes Highway Construction Work.

GASOLINE TAX LARGE ITEM

Executive Also Explains Measures Up at Tuesday's Election to Round Out Programme.

Following are extracts from a recent address by Governor Oloott, summarizing progress already made in Oregon's comprehensive road programme, and explaining road measures on the ballot for the special election next Tuesday, June 3.

It may be of interest to know that up to May 31 of this year the state highway commission awarded and signed road contracts aggregating \$6,987,505, and that it is expected before the close of the year more than \$10,000,000 in contracts will be awarded by the commission, although all the work under such contracts might not be finished by the end of the year. The possible work for 1920 is still so problematical that the commission hesitates to estimate its extent for that year.

The highway commission on its own estimate for 1919, 1920 and 1921, the three-year period under which it is now working, has available \$25,265,000 for road work, segregated by the commission as follows:

|  |              |
|--|--------------|
| Balance on hand                                  | \$ 678,000   |
| Ten million bonds                                | 10,000,000   |
| Six million bonds                                | 6,000,000    |
| Balance (Burrill Barrett bonds)                  | 1,419,000    |
| Federal co-operation post road 1919 act          | 1,181,000    |
| Federal co-operation post road 1919 amendment    | 2,149,000    |
| Federal co-operation forest roads 1919 act       | 638,000      |
| Federal co-operation forest roads 1919 amendment | 1,150,000    |
| Auto tax, less interest on bonds 1919            | 340,000      |
| 1920   | 700,000      |
| 1921   | 600,000      |
| 4-mill tax, 1920 and 1921                        | 500,000      |
| Gasoline and distillate tax, 1919                | 400,000      |
| Gasoline and distillate tax, 1920                | 400,000      |
| Gasoline and distillate tax, 1921                | 400,000      |
| Total  | \$25,265,000 |

This amount could be materially augmented in event the 1-mill tax bill passes.

### License Returns Large.

Estimates made in the office of the secretary of state show that license fees from the motor vehicle department will probably net \$215,000 for this year, with gross receipts of approximately \$580,000, as compared to total fees of \$161,000 for 1918, with net receipts turned over to the highway commission aggregating approximately \$420,000.

Last year 63,324 cars were licensed. Already this year over 49,000 cars have been licensed, and it is expected the transactions in the department for the year will go well over the \$6,000 mark.

For 1920, based on an estimate of 75,000 passenger cars, and with all the other transactions in the office, including \$250,000 as fees for trucks, the department will probably bring in \$1,750,000 after deducting for administrative expenses. Add to that an estimate of \$400,000 for the gasoline and distillate tax, and a total of \$2,150,000 may be turned into the road fund for 1920 alone. This is estimating an average fee of \$28.00 for cars, and a fee of \$50 on trucks. The new fees become effective January 1, 1920.

In giving these figures I believe they are conservative. It is expected that in note that estimates have been made from time to time by the secretary of state, that the rate of aggregate fees from the motor vehicle fund and in each case the estimate has fallen below the actual fees received. The result is that it probably work out with the same result.

### One Mill Market Road Measure.

The 1-mill road tax bill is designed to promote market roads in the state. The trunk line highways, it is believed, will be largely taken care of by the road bonding bills and such measures as the Roosevelt coast highway bill. The intention of the supporters of the 1-mill measure is to start liberal construction of laterals and smaller market roads.

This measure would provide for a 1-mill road tax annually, which would raise approximately \$1,000,000 a year. This amount would be divided proportionately among the counties to give as nearly as possible to each county the amount of tax that had been raised for the 1-mill fund. No county, however, could receive more than 10 per cent of the total amount raised from the 1-mill tax for any one year, nor could any county receive benefits from the tax unless it raised an amount equal to the amount it would receive back from the state. In event any county failed to raise an extra sum sufficient to meet the provisions of the 1-mill tax bill, and thus forfeited its share, such share would be apportioned among the counties that did accept the provisions of the act.

Plans and specifications for the market roads to be constructed under the act would be provided by the state highway commission, but the roads could be constructed under the supervision and control of the respective counties.

### Six Per Cent County Indebtedness Road Amendment.

Under this amendment but one change is provided for, and that is to increase the constitutional indebtedness limitation on counties for the construction of permanent roads from 3 per cent to 6 per cent of the assessed valuation of all the property in a county. Should this measure pass it would merely give the people of the respective counties of the state the option of voting on the question of whether they desire to increase the bonded indebtedness of their respective counties to as high as 6 per cent.

### Roosevelt Coast Military Highway.

This measure proposes to bond the state for \$2,500,000 for the construction of the Roosevelt coast military highway down through the seven beautiful counties of the state from Astoria to the California line. Issuance of the bonds by the state are dependent upon appropriation of a similar amount by the federal government, and in event the federal government fails to make such appropriation by February 1, 1921, the act providing for the issuance of bonds by the state shall be null and void.

The proposed highway is to pass through Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry counties. Portions of this highway already are constructed and paid for.

The bonds proposed under the act bear not to exceed 4 1/2 per cent interest, to be payable one-twentieth each year, commencing with the fifth year after their issuance. They would be sold within five years after the passage of the act.

Provision is made that the governor shall determine whether he deems it necessary for the advertising of each issue. The bonds would be retired through a sinking fund created by imposition of a tax, levied and assessed each year as it became necessary to pay the principal and create the sinking fund for retiring the bonds. Proponents of this measure point out the wonders of the natural beauties of

the seven coast counties; the development of the wonderful industrial resources of that section and the immense value that would accrue to other parts of the state as an outgrowth of the construction of this highway. The coast counties believe they are entitled to this highway, and not only do they believe that, but they are certain its construction would be of immeasurable value to other sections of Oregon. A determined campaign is being waged for this highway.

### EDITORS TO TOUR NORTHWEST

Extensive Publicity Expected to Result From Editorial Visit.

More extensive publicity for the Pacific northwest climate, scenery and resources will result, from the tour of the national editorial convention delegates through Oregon, Washington and British Columbia in August, than has ever been given to this section, according to Herbert Cuthbert, executive secretary of the Pacific Northwest Tourist association.

The association is much interested in the coming tour as the expense of securing the convention for the Pacific northwest, including visits to the principal cities and points of interest, was met from the association funds because of the extensive publicity the editors will give to this section on their return from the tour. On a recent east-

# NEW MARKET OPENS FOR WESTERN ZINC

Tire Companies Use Product in Making Rubber Goods.

VAST QUANTITY REQUIRED

Gates Rubber Company, Denver, Colo., Alone Consumes 100,000 Pounds of Zinc Oxide Monthly.

DENVER, Colo., May 31.—That the manufacture of tires and kindred products is opening a new source of wealth to the mining industry of the west is indicated by the recent scramble of rubber manufacturers of the United States for the output of

tions to the plant and equipment will be made immediately to provide for increased production.

The Jordan Motor Car company is remarkable as an organization of young men. Their first car was built about three years ago. Since that time the company has won marked recognition and success. The original capital of \$200,000 was soon increased to \$600,000. It is now doubled a second time.

The Jordan policy is to build a chassis of finished mechanical excellence, including only universally approved units of established reliability, equipped with a series of aluminum custom-style bodies of distinguished color and design.

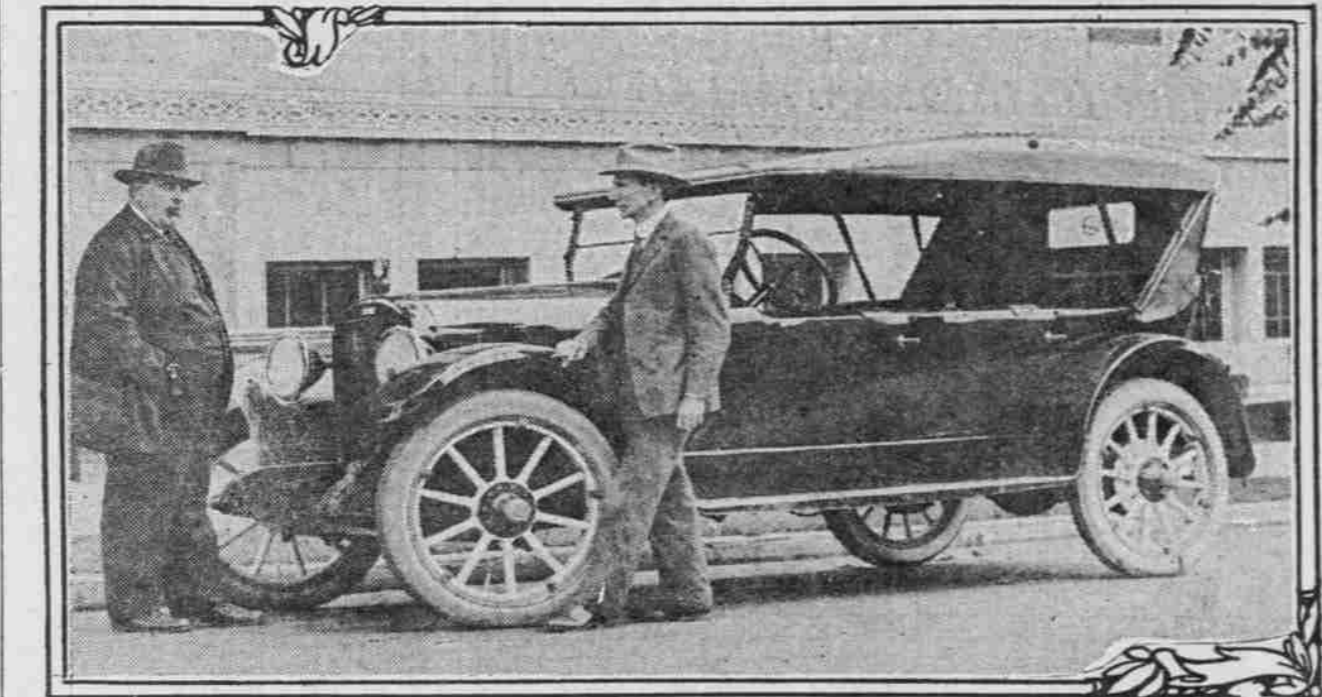
Despite abnormal war conditions the Jordan Motor Car company enjoyed a steady expansion and the end of hostilities found it in an enviable position to resume normal production. They succeeded in producing the first post-war automobile models.

Edward S. Jordan, president, has addressed meetings of automobile dealers and manufacturers in all parts of the country, and is well known as a keen analyst of automobile business conditions. His prediction last January of the present shortage in pleasure cars attracted considerable attention in automobile circles.

### Tighten Up Loose Bolts.

In some cars looseness of the engine bolts which hold the water in place

### DALLAS DRUGGIST DRIVES LEXINGTON MINUTE MAN SIX.



M. L. Thompson (at side) of Dallas, talking over some of his new Lexington's good points with J. H. Settlementer of the Buick Motor Car company (front), who sold him the car.

ern trip, Mr. Cuthbert investigated the interest taken in the convention and the probable attendance, and reports as follows:

"Securing the convention has already brought much publicity for this section, eastern and Canadian papers giving advance notices of the tour which is to cover the principal cities of Oregon, Washington and British Columbia and give the editors a glimpse of this great region. I am sure that a great deal of valuable publicity will follow the trip, resulting in an increased volume of tourist business for next year.

"From what I learned in the east, the attitude here will be interesting. There, J. Bruce Walker, director of publicity for the department of immigration, the Canadian government, announced in the Canadian press that a party of 300 editors from nearly every state in the union, accompanied by some congressmen and senators would pass over Canadian railways on a special train bound for the convention. How many more will come, I cannot tell, but in every newspaper office I visited in the east I found the working newspaper men interested in the coming tour and directing their attention toward the Pacific northwest.

"Every visiting newspaper man will be a missionary for the Pacific northwest, when he goes back home, and I am satisfied that the money the association expended in securing the convention will bring us the widest publicity we ever enjoyed."

### J. H. GRAHAM IS BUSY MAN

DEMAND FOR CARS AND TRUCKS KEEPS HIM JUMPING.

Case and Denby Distributor Sells Vancouver Business to Give All His Time Here.

J. H. Graham, distributor for the Case six, Scripps-Booth six and the Denby truck, until recently had two motor car distributing companies, one in Portland and the second at Vancouver, Wash. Needing more time to himself, he decided to dispose of the Vancouver business and when G. H. Wilde, one of his Denby salesmen, made him an attractive offer, he sold.

But Graham has found himself busier than ever with the big demand for his cars and trucks. He did not count on the impetus which the warmer weather has put into the motor-buying public, and now finds himself put to the utmost to supply his customers. Those who have bought his Case cars attribute his success in good part to the splendid service they are giving.

"The success of a motor car distributing agency is no greater than the quality of the service such an organization renders," said Mr. Graham. "Two years ago, a novice in the business, I ascertained that no motor car is any better than the service that goes with it. My motto since then has been to please the buyer."

"Of course the quality built into the Case six has been a contributing factor in any success I have made and it has been easier to give service with this car than with some, but any automobile needs attention and new drivers are not always acquainted with their cars sufficiently to give them the proper attention. This is where service comes in with me."

Mr. Graham is and has been able to give deliveries because he was foresighted enough to anticipate the demand and place his orders with his factories in advance of other distributors.

several of the biggest zinc producers in Colorado, Missouri and South Dakota. Zinc oxide used in the manufacture of rubber goods requires special properties, and for several years, even after the rubber industry of America had passed its infancy, it was believed the product of mines of the east, especially New Jersey, was the only ore suitable for use in making tires.

This theory was exploded by a series of costly experiments in the laboratories of the Gates Rubber company of Denver. Here it was discovered that zinc from the mines of several western states could be used to just as good advantage as the New Jersey product. A mechanical process for reducing this ore on a large scale was put in operation by mining interests, and for the first time zinc mines of the west entered into competition for a share of rubber manufacturers' demand.

It was the rapid growth of the Gates company and the Savage Rubber company of San Diego, Cal., that furnished an incentive for development of Colorado, Missouri and South Dakota zinc mines.

Within the past few months eastern manufacturers for the first time have recognized the merits of western zinc oxide. The Goodyear and Goodrich Rubber companies of Akron, Ohio, have sent to the west for a big share of their zinc. These Ohio corporations, in connection with the Gates company, have contracted for the total ten-year output of two of the largest zinc mines of Colorado.

One of these properties will be concentrated at Leadville, Colo., and will go through the necessary refining process at Canon City, Colo., whence it will be shipped direct to the warehouses of the three big G's of the rubber world—Gates, Goodyear and Goodrich.

### JORDAN IS SOLD WAY AHEAD

50 Per Cent Stock Dividend Declared to All Stockholders.

A 50 per cent stock dividend, payable to all preferred and common stockholders of the Jordan Motor Car company, has just been declared at a special meeting of the stockholders at the offices of the company in Cleveland, Ohio. At the same time the capital of the company was increased to \$1,500,000. Jordan now has orders on hand for four months production. New addi-

may cause misalignment of the engine, with serious consequences. If there is even slight looseness of the bolts it may permit the engine support to hammer and pound and in time the supporting arm may actually break off.

### CITY BUYS POLICE PATROL

NEW VEHICLE TO BE HERE IN JULY OR AUGUST.

Specially Designed Velle Chassis and Body Purchased From the D. C. Warren Motor Car Co.

The city of Portland has purchased from the D. C. Warren Motor Car company a new motor police patrol, which is to be delivered from the Velle factory at Moline, Ill., late in July or early in August.

This patrol will be completely equipped not only for police work but for first aid ambulance work as well. It will contain a stretcher and a full first aid emergency kit for use when the patrol responds to accident calls about the city.

It will be a very attractive job in appearance with its black enameled body, and will be a go-getter in the way of speed. The patrol is to be geared up for 60 to 70 miles per hour any time the police driver gets orders to "step on it" on the way to an accident, or in response to emergency calls for any other purpose.

This will be the first of these new Velle patrol chassis in Portland, though several are in Seattle and California, and in eastern cities. The chassis is particularly designed for patrol and ambulance bodies, as well as for fast delivery vehicles, sight seeing buses, and the like.

The present police motor patrol is an old machine and the police will welcome the arrival of the new vehicle.

### PACIFIC COAST HARD ON TRUCK

Manufacturer of Mack Trucks Says Best Needed Out Here.

"The Pacific coast is the hardest section in the country in the severity of use to which a motor truck is put," says R. E. Fulton, vice president of the International Motor Co., manufacturers of Mack trucks. Mr. Fulton has just returned to New York from an extended trip to the Pacific coast to study conditions in the west.

"For a number of years," Mr. Fulton

NEARLY twenty years have been spent in developing the Buick Valve-in-Head motor, with the idea of getting the utmost from the possibilities of the Valve-in-Head principle of design. As a result, the Buick motor today is remarkable for three characteristics, which, to our mind, interpret the goal for which every motorist is seeking. These three virtues are: Power—Long Life—Economy.

**Howard Auto Co.**  
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representatives and engineers found in the constantly increasing sales of Mack trucks in the west. In Los Angeles, for example, since the signing of the armistice, the sales of Mack trucks have increased 500 per cent over the corresponding period of the previous year. Throughout the United States the increased demand for Mack trucks makes it necessary to operate the two big plants of the International Motor Co. day and night.

Mr. Fulton declares 35,000 trucks will be manufactured and marketed in the United States this year. Some of these fields

trucks will prove their worth, while others will fall by the wayside.

### Ready for You Now

YOU don't have to wait for after-the-war model and price if you want to buy a car now. The New Elgin Six is a full year and a half ahead of the times. And it is here now, ready for your critical examination.

While the Elgin factories were making war trucks, the Designing, Engineering and Executive Staffs prepared for peace. They designed, tested, refined and perfected an entirely new automobile—new in design from radiator to tail light—a car that retains the notable sturdiness and light weight which won for the Elgin Six perfect scores and highest honors in many grueling endurance and economy contests.

The New Elgin Six has 36 improvements and refinements, every one a worth-while inducement to the purchaser. These new cars have been given the most strenuous and exacting trials over more than 20,000 miles of all kinds of roads.

You will find no other car at the price equal to the New Elgin Six in Beauty, Performance, Durability, Comfort or Economy.

We welcome the careful inspection of expert motorists. The more you know about a car, the more the New Elgin Six will appeal to you. Ask for our "Inside Information" circular.

Wentworth & Irwin, Inc. Truck Headquarters 200 SECOND STREET AT TAYLOR