London Times Expert Writes of the Situation.

DANGER REAL, HE SAYS

American Cars Are Declared to Compare With British; King Eight Is-Reviewed in Detail.

LONDON, Eng.-In the days before the war the American motor car was generally given the benefit of the doubt. That is to say that, in comparing it with British, Prench, or other European makes its own origin provided it with at least half an excuse for any shortcomings. The first American cars to reach this first American cars to reach this ountry were, in truth, so very in-ifferent. As time went on, and America learned a few lessons from Europe in motor construction, Ameri-can cars began to take a more or less recognized place among the cars of the world. Then they became sur-prisingly better; but they were still a long way behind their European rivals, except in the matter of first cost, writes "Motoring Correspondent" in the London Times in the London Times

After about the year 1912 they took a sudden jump forward. Cars arrived in the British Isles, in the colonies and in France, which showed a considerable advance on anything the factories in Detroit, Toledo and Clevefactories in Detroit, Toledo and Cleve-land had previously produced. They were able, in a certain degree, to com-pete with the best European makes. Still they were not really so good. There was nearly always something lacking in either design, construction or performance. They were very often what is called "soft." Such softness would have never been condoned in a European car of the same class, but because it came from America the machine's shortcomings (sometimes important, sometimes quite minor in character) were dismissed with the explanation. "Oh, well-American, you know, not quite the same as the big makes over here. Young industry,"

We are today faced with a real American invasion. As it was ex-plained in an article in this column last week, the pioneers of the invad-ing army are upon us. They are not.

can manufacturer has evidently real-ized that he cannot hope to capture the British or any other educated market with rubbish such as he sent over a few years before the war. He is sending forward the guards—the pick of his factories; and though there may be only a half-dozen makes engaged, there are plenty of cars t sell. One historic American firm ha completed cars specially ear marked for the London agency, ready for immediate embarkation. Others are receiving cars regularly every month or oftener. It is real business

and no bluff.

What chances have these redoubtable vehicles against our own? They have a fairly formidable fight before them. It is true that they can be had almost immedifiely, and without exorbitant premium; but their prices are nearly as high as most of our best cars of the same class. If they come up to expectations they will prove a grave danger to our industry.

Writer Dissects King,

If they fail to make a good showing e must still go short on cars—but he British motor industry will sur-ive. It is proposed to discuss a few vive It is proposed to discuss a few of the latest arrivals in the Times. The time is now past for excuses on the grounds of nationality.

The first car on the list is the intosh hictor Car company, Mitchell, eighl-cylinder King. This is a powerful touring car, costing more than full touring car, costing more than fillow as sold here. As prices seem to organ, cost & Gill, D. C. Warren company, increased, on an average, over have increased, on an average, over 100 per cent, it competes, therefore, with the kind of British car which used to cost between f450 and f500 before the war. I have taken this car over two separate runs, with an interval of a few weeks, an arrangement which enables one to get a better idea of the car's capabilities than a single

trial.
The eight cylinders of the engine. which have a bore and stroke of 76x 127 millimeters, are set in the usual "V" fashion. I am not enamored of this arrangement, principally on the score of inaccessibility. It renders be able to view the city and highways simple operations like the changing in such manner as Mr. Powers' comof a valve spring decidedly onerous."
it is, however, the orthodox method
of setting up an eight-cylindered engine, and, whatever its faults, must

gine, and, whatever its faults, must be accepted as standard.

The King engine is no greater sinner on the question of accessibility than any other. In fact, pains have evidently been taken to make the ewner's duties as light as possible. There is the usual three-speed gearbox, centrally controlled. The brakes, which work on the rear wheel drums, are powerful and smooth in action. are powerful and smooth in action.

There is plenty of life in this car. Certain multi-cylindered cars, while displaying, as they ought, a considerable degree of flexibility, often lack real 'fine.' It is a patent fact that it took the makers of the earlier six-cylinder cars far longer to reach a decent level of liveliness than it did any maker of a four-cylinder.

The King, however, showed itself pleasantly responsive. It accelerates with very great rapidity and holds are powerful and smooth in action

pleasantly responsive. It accelerates with very great rapidity and holds high speeds with ease. A feature of the threttle control is that there is a "normal" range and an "extra" range. You depress the pedal to a certain point, which suffices for all ordinary driving. If a sudden effort is needed, a call for big power, further pressure beyond the "normal" stop sends the car forward with refreshing "ginger."

HIII Climbing Praised, The hill climbing is very good. Any ordinarily steep hill, with a gradient not exceeding one in six, can be taken comfortably on second gear. Any hill with a gradient of one in ten or under can be climbed on top gear without straining the engine, Ordinary traffic can be traversed easily on top gear. On either gear, with open throttle, the engine makes very little noise. It is well balanced and no noticeable vibration period could be detected. The suspension is fairly satisfactory. The car's running would be improved by the fitting of hydraulic shock absorbers. It holds the road well, and, if necessary, fast cornering can be safely attempted. One does not often want to do this, but in climbing easy winding slopes it is pleasant to know that one can swing round the bends without throttling. cidentally, this steadiness mean

The coachwork is particularly good The upholatery is satisfyingly deep and the occupants sit well down. In many American cars the seats are too

high up for British taste and the passengers are exposed to searching winds. In the King the accommodation is nearly European in comfort. The finish is good throughout and the general appearance of the car is pleasing. The comfort of the owner-driver is seen to in a variety of minor directions, notably in the provision of an excellent inspection lamp, which is housed in the back of the front seats, and which can be carried to any point of the car. There is also a fitting which should form a part of every properly appointed car—an engine-driven tire pump, forming part of the chassis plan, and not added as an extra. The usual dashboard instruments are provided, and are of excellent quality. There is, of course, an electric engine starter. The hood, when all side curtains are fastened, turns the car into a temporarily closed body. As prices go nowadays, the King

Entire Suspension of All New Contracts Is Announced-Reasons Are Given.

horse-power, but it plainly develops considerably more. It is a car which must be seriously considered as if which changed conditions are playing fall, according to a contract entered havoc with plans for state highway into between the county court and a construction. The state highway com-

increasing estimates and permitting contractors to bid against themselves at ever-increasing prices the same condition would be created that exist-

condition would be created that existed from 1915 to 1919, when there were broken down and abandoned contracts representing approximately 850 miles of torn-up highways in practically every county in the state.

As soon as the conditions mentioned show a change for the better and it is clear that road work can be continued economically and without detriment to the state's interests, the programme for new construction announced by this commission for 1920 will be resumed. will be resumed.

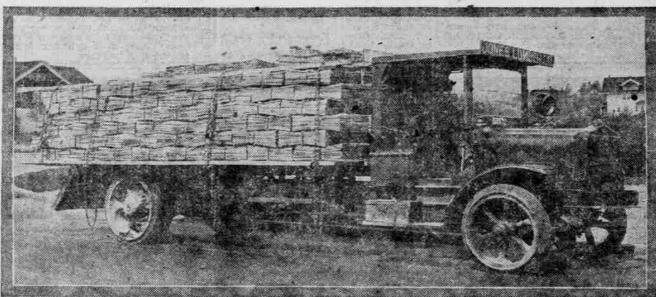
It is stated in the press that the state of illinois has decided to postpone for this year highway construc-tion for which the people voted a \$50,000,000 bond issue.

TWO MILES WILL BE GRADED

Road Will Be Made Available for

MARSHFIELD, Or., June 8 .- (Special.)-Two miles of highway, the southern end of the North Bend to Oregon is not the only state in and made available to travel before EUGENE, Or., June 12.—(Special.) mission of New York, in a letter to ing of Ira Padrick, Matt Klockars and
The work of macadamizing 3200 Governor Smith, has announced the Martin Webber. The two miles confeet of the McKenzie river highway entire suspension of all new construct racted for is a difficult portion of

WHITE TRUCK CARRYING SHINGLES FOR SOME OF PORTLAND'S NEW HOMES



This five-ton White truck, recently added to the fleet of the Jones Lumber company, is equipped with double rolls so that, if desired, two loads may be carried and unloaded at separate places or at different parts of the same job. Thus two orders may be delivered at widely separated parts of the city without returning to the mill to load, a saving in time and mileage. Stationary center standards permit both sides of the load to be secured. As will be noted by the picture, the load is wide and low. Loading is quickly handled at the Jones plant by means of a derrick.

As prices go nowadays, the King should be good value. It appears to be a solid, well-designed and soundly constructed car. It is fast and smooth-running, it is easy to drive and it looks atractive. It is rated at 28-herse-power but it plainly appears.

ival to our own in the same cate-

McKenzie Hihgway Improved.

SHRINE OFFICERS TO TRAVEL IN HIGH-POWER VEHICLES.

Seven-Passenger Automobiles to Be Used-Sight-Seeing Trips Being Planned-Cars Needed.

nated big seven-passenger cars for the use of the imperian divan of the Ancient Arabic Order of the Mystic Shrine, who will arrive in this city the city until after the Rose Festival

Those who have donated cars are the Apperson Motor Car company, Howard Automobile company, Covey Motor Car company, Twin States Mo-ter Car company, Northwest Automo-bile company, Interstate Motors com-Winton company.
It is probable that the Portland Motor Car company and the Charles Fagin company will donate big cars also if they have any on hand at that

The automobile dealer has found it difficult to get all the cars he wants to supply a growing demand, but many of the big firms are certain that they will be able to care for the needs of ira L. Powers' committee, and Portland car owners are urged to

in such manner as Mr. Powers in such manner as Mr. Powers in such manner as Mr. Powers mittee has arranged.

Those who can and will list their autos for the use of the committee in these sight-seeing trips along the arrow routes as now laid out are asked to call Main 3148 or Main 6175 shortage by not offering new work at advanced prices in competition, thus or call in person at the auto head of the size of the original person of all existing contracts. At present there are leading active contracts with

the hope that conditions would not be materially different from those of

In accordance with that published programme, four lettings have been held covering 70 highways, but only 30 acceptable bids were received, and these lettings showed that there was little or no competition among contractors. In the last letting of April 15, including 15 new highways, only five acceptable proposals were re-ceived. Since then there have been sharp advances in the cost of mate-

New Roads Held Back.

After a careful analysis of the situation it is evident that it is not good business or for the best-interests of the state to continue the proposed the state to continue the proposed the state to continue the proposed to the state to the state to continue the proposed to the state to continue the state to the s determined to withdraw all roads ad-vertised for new construction in the letting of May 5, and wishes to an-nounce that there will be no further new roads offered for construction it in the nat any time he has been over until the situation shows a decided it in the past two years,

change for the better.

Advertisements for maintenance work will be continued and it is proposed to devote every energy of the department to the completion of existing construction contracts and the isting construction contracts and the contract contracts are completely contracted by the contract contracts and the contract contracts are completely contracted by the contract contracts and the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contract contracts and the contract contracts are contracted by the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the contract contracts and the contract contracts are contracted by the

2. Shortage of railway cars and uncertainty of transportation.

3. Lack of competition in bidding.

4. Seemingly unjustifiable advance in cost of materials.

5. Commercial quarries restricting output and in some instances closing down.

Between Toleda and Castle Rock, where the going was reported as so bad last winter, there is now nothing to worry any motorist. It is as good as it ever was, an is smoother. There was no detour along this stretch when I passed over it, though some down.

a son many of them were in a previous half-hearted attempt to invade us, a sor of different makes—cheap, nasty and unwanted in their own country. They are drawn from the motor ranks which correspond to our own best-known firms. There are not yery many of them—yet. But they come of America's best stock. In a way it is a compliment. The American manufacturer has evidently realhighway commission outlined its con-struction policy for 1929, and pub-lished a programme of individual roads proposed to be constructed. This programme was based on and with

naterially different from those of ROAD TO TACOMA IS GOOD In accordance with that published

Lawrence E. Therkelson Gives Pacific Highway North Clean Bill of Health.

maintenance and repair of our present road system.

The conditions which have forced cobble stone stretch, and another two this commission to defer new construction are briefly as follows:

1. Shortage and high cost of labor.

2. Shortage of rallway cars and uncertainty.

3. Shortage of rallway cars and uncertainty.

4. Shortage of rallway cars and uncertainty.

5. Shortage of rallway cars and uncertainty.

6. Shortage of rallway cars and uncertainty.

7. Shortage of rallway cars and uncertainty.

8. Shortage and high cost of labor.

9. Shortage of rallway cars and uncertainty.

6. Necessity of assuring, by utilizing labor which would otherwise be diverted to New York, the completion of the maintenance programme which because of the present condition of our highways is an economical necessity and more essential than a necessary short. From Kalama to Vancousity and more essential than new con-

Tourist Season Well Under Way ourist season is well under way, according to indications here. During the first week after the crening of the local offices of the bureau of the At the Michigan Agricultural college there are 50 young Russians registered in the motor tractor course. If the policy is pursued of constantly tered.

in one, two, three or four gangs. Usual price (per SALE PRICE.....23¢ Silver Beam Spotlights

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These essays have been sent to the Republic Truck Factory to be entered in the National \$1000 Scholarship Contest.

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