

POLK ROADS ARE IN STATE OF SEIGE

Varied Lawsuits Blocking Highway Improvements.

ROUTES ARE QUESTIONED

Dallas, Independence and Other Towns Fighting Angles of Complicated Battle.

Highway construction in the vicinity of Rickreall, Dallas, Independence, Monmouth and McCoy has become considerably involved by lawsuits, fire, and dissension generally between certain Polk county citizens and the state highway commission. It seems probable that paving work in this section of the state will be brought to a sudden end.

The controversy between Dallas and Independence on one hand and the commission on the other is of long standing. It centers about the wording of the highway law which provides that the west side section of the Pacific highway shall pass "through" certain towns, "by way of" certain other towns and "to" Dallas and Independence. The commission has taken the attitude that the highway should proceed in a more or less straight line from McMinnville, through Amity, McCoy, Holmes Gap, Rickreall, Monmouth and Corvallis, with stub roads to Dallas and Independence.

It is alleged that some months ago Polk county citizens agreed to this plan, providing the Dallas-Salem road would be paved by the commission. A contract was let for this stretch of about 15 miles which would connect the two north and south highways of the Willamette valley.

Many Hills to Cross.

It has been the opinion of the commission from the beginning that it would be impracticable to build the west side highway through Dallas and Independence, both on account of the fact that there would be many hills to cross, and because the highway would be unnecessarily long.

A temporary peace was arrived at, and paving has been proceeding from Amity south toward Dallas, about six miles north of Rickreall. Paving has been put down for a distance of five miles east from Salem toward Dallas, and the Independence stub from Monmouth has been built. Three or four miles of hard surface has been laid from Monmouth north toward Rickreall, being within about a mile from that place. A large part of the work between Corvallis and Monmouth has been completed.

The commission recently called upon the Polk county officials to complete the grading from Corvallis south toward the work being completed north from Corvallis, and this resulted in the commission being opened. The county officials refused, and then sought to enjoin the commission from proceeding further with the highway through Rickreall. This injunction was finally issued on Monday in Portland, subject to the county's putting up a bond to stop the work south of McCoy and north of Monmouth, although a large part of the latter project has been completed.

About the same time the injunction was issued, the paving plant at McCoy was burned, and the section of work between Amity, McCoy, and Holmes Gap has been indefinitely postponed on that account, although some paving has actually been laid between McCoy and the gap.

Prospects of Muddy Winter.

At this writing no work has been put up by the county, and because between Rickreall and Monmouth will soon be completed, as only a small unfinished section remains to be finished. Dallas citizens are said not to care so much about stopping this section, which will be finished as they are of halting the work near McCoy. Providence has done this for them.

In the meantime the commission has apparently stopped the work between Dallas and Salem, as the contractor, Hines, has been paid more than a week ago and has made no move to take his plant to Rickreall for the next "heat up." The commission is not required to complete this stretch, which it claims is being done only for the benefit of the citizens agreed to have the west side highway run north and south through Rickreall.

The commission will undoubtedly carry the case on to trial, whether the bond to stop work is put up or not. This will take considerable time, and present indications point to many miles of unfinished mud grades in Polk county this winter unless the warring factions can come to an agreement.

ROAD PHONE AS AUTO AID

One for Each Mile for Stranded Motorists, Is Plan.

According to the Auto News, telephones are to be installed upon the public roads in Ohio, for the convenience of travelers. The plan is to put up a small booth at each mile stone. The motorist who is stranded always will find himself within a half mile of a telephone.

The plan provides so simply for the solution of one of the vexing problems of road travel that it means it should have been prepared a dozen years ago, says the Louisville-Courier Journal. The road telephone would be an institution so obviously necessary that it would rarely be the subject of anything which should have been instituted before.

There is always towing service as well as tire service within half if only a telephone can be had. Tramping to the nearest farm house which has a telephone is often arduous. The motorist sometimes is welcomed sympathetically by the farmer, but rarely by dogs.

The evolutionary outgrowth of the road telephone would be the telephone instrument, carried in the tool box with which the stranded motorist could tap any wire at any point and utter his Macdonaldian cry.

With such an instrument and a trusty pair of tinmen's climbing irons with which to run up telephone poles to order gasoline, tubes, castings, two and other emergency necessities, the tourist would be able to keep in touch with all that fussing touring from the burden of anxiety.

Oil Puddles Hurt Tires.

Oil has a habit of collecting in little puddles in the depressions in the cement floor of the garage. This should be removed, because the tires are almost sure to get into it, and if you let a section of the shoe become soaked with oil, the affected rubber will soften and become slippery. The deterioration will be very similar to that resulting when rubber is improperly cured.

FEDERAL TRUCK IN HEAVY DUTY WORK ON NORTH BANK HIGHWAY.



Loading part of a big logging engine on a regulation five-ton federal truck near Stevens, Wash. The load weighs about six tons, and was hauled from this point to Washington, about 32 miles. The truck was purchased originally from the William L. Hugheson company in Portland and has seen a lot of heavy hauling work.

31,349 AUTOS STOLEN

DATA ON 19 "INDEX" CITIES IN 1919 GATHERED.

23,332 Machines Reported Recovered by Police—Lost Cars Worth \$5,410,000.

ST. LOUIS, July 31.—There were 31,349 automobiles stolen in 1919 "index" cities of the United States in 1919, compared to 25,613 in the same cities in 1918, according to figures compiled by the National Automobile Dealers' association, with headquarters in this city. This is an increase of 22.4 per cent. The figures were obtained from the official reports of the chiefs of police.

Of the 31,349 stolen in 1919, 23,332 were recovered, or 74.4 per cent. Of the 25,613 stolen in 1918, 20,203 were recovered, or 78.5 per cent.

Cars stolen and not recovered were valued at approximately \$5,410,000 in 1919 and at \$5,658,360 in 1918. New York again led the cities in cars stolen with 527 in 1919 against 340 in 1918, an increase of 55.5 per cent. St. Louis was the only large city where the number was less than in 1918. This is accounted for by a vigorous law enforcement campaign against automobile thieves by the circuit attorney's office. Sentences up to 20 years have been assessed in the Louis for the theft of an automobile.

The detailed list follows:

City	1918	1919
New York	340	527
Chicago	335	412
Detroit	331	384
Cleveland	328	354
Los Angeles	325	354
Pasadena	321	354
San Francisco	318	354
Portland	315	354
Denver	312	354
San Antonio	309	354
St. Louis	306	354
Indianapolis	303	354
San Jose	300	354
Salt Lake City	297	354
San Diego	294	354
Oakland	291	354
Columbus	288	354
Portland	285	354
Oakland	282	354
Total	25,613	31,349

General reduction in the number of automobiles stolen is expected during 1920 because of the fact that interstate transportation of stolen automobiles is made a federal offense under the Dyer law. The national motor vehicle theft law, however, did not become effective until November, 1919. Numerous convictions have been made throughout the United States under this act this year.

STOLEN FORD IS RECOVERED

Carlton Man Gets Car Taken From Him a Year Ago.

Sam Henry, who lives northwest of town, has found a Ford car which was stolen from him a year ago this morning, says the Carlton (Or.) Sentinel. The machine was taken from the streets of McMinnville, where members of the owner's family had marked it one night last July, and not a trace of it was ever found until a couple of weeks ago when it came into a garage in Tillamook for repairs. Mr. Henry's son was in the garage at the time, being employed there. It is understood that he thought the car resembled the stolen machine and proved that it was through certain fixtures which he had placed upon it that were not a part of the regular equipment.

The man who had it bought it from a farmer near Tillamook, who had bought it in good faith from a Sherwood, Or., man. The Sherwood man's identity was discovered, but he has not been located at the time of this writing. Mr. Henry bought another Ford after the theft, and will now have two cars.

LONG DISTANCE AIR TRIP

Passenger Air Service Between Chicago and New York.

About August 15 the busy New York business man will be relieved of the customary anxiety accompanying his plans for a hasty business trip to Chicago. The Lawson Airline company of Milwaukee, which is the pioneer builder of commercial aircraft in the United States, has instituted a passenger service by aerial liners capable of carrying 16 persons between New York and Chicago.

Two years ago Alfred W. Lawson perfected the largest biplane attached up to that time. He was so elated by the success of his maiden trip to New York city that he returned to Milwaukee after six weeks to arrange for the construction of a considerable number of them.

SUBSTITUTE FOR A JACK

Oil Pan on Wheels Used by Handy Garage Man.

One of those special jacks with wheels on it to enable cars to be maneuvered without trouble in close quarters is a handy thing to have,

SHORTAGE NOT REALIZED

EAST DOESN'T KNOW GASOLINE CONDITIONS HERE.

Dort Factory Representative Says Situation Calls for Federal Supervision of Industry.

The seriousness of the gasoline shortage on the Pacific coast is not fully realized in the east, declares R. H. Larkin, general representative of the Dort Motor Car company, who was here last week conferring with the Northwest Auto company, distributors for the Dort.

"Conditions out here caused by the gasoline shortage are of sufficient importance to call for federal supervision and it is a surprise to me that everybody connected with the industry on the coast has not risen and demanded a rigid investigation," said Mr. Larkin.

"So far reaching would be the effect of any undue disturbance in the automotive industry that the government would be remiss to the people if prompt action were not taken. No effort should be lacking to determine that sale and distribution of gasoline are handled with entire fairness. There need be no fear of a permanent shortage. Geologists agree that there is sufficient oil in sight to last many years. There yet remains to be developed the great shale oil deposits said by geologists to provide oil in amounts far greater than all the available natural petroleum in this hemisphere. They form an enduring asset, sufficient to sustain an enormous ultimate load indefinitely without machinery for this industry has been developed.

HOT-SPOT IS FUEL SAVER

CHALMERS MOTOR EVEN CAN DIGEST KEROSENE.

Intake Manifold of Hot-Spot Type Recommended by Society of Automotive Engineers.

The Society of Automotive Engineers at a recent meeting placed itself on record as recommending the intake manifold of the hot-spot type. A committee of the society for the last few months has been making exhaustive tests relative to determining the problem whereby the problem presented by prevailing heavy fuel might be solved and this recommendation was the result.

"The recommendation of the society gives recognition to the wisdom of Chalmers engineers, who, realizing the problem presented by the ever-increasing lower gravity of fuel, adopted after thorough experimenting the hot-spot and the ram's horn manifold that has been identified with the Chalmers engine for almost three years," declares C. L. Boss of the C. L. Boss Automobile company.

The hot-spot vaporizes the inferior gas into a cloud of vapor that is carried through the heated manifold to the cylinders. Experience shows that really more power is secured from the low-grade fuel by the use of these now-famous devices.

During the acute shortage of fuel many motorists have eked out their meager gas supply by using distillate and kerosene. The Chalmers engine digests kerosene readily, though the company does not recommend its use, save in an emergency, and then only with frequent changing of oil and cleaning of the crank case.

Motor manufacturers in and around Detroit, Mich., paid to the United States government \$250,000 for the first four months of 1920. This is said to be the largest automobile excess tax ever paid in the United States.

NEW PLANT FOR OAKLAND

Ground Broken for \$2,000,000 Addition to the Factory.

Ground has been broken in Pontiac, Mich., for a new \$2,000,000 addition to the plant of the Oakland Motor Car company, which will eventually double its capacity. Production of Oakland cars at present is running about 225 cars a day. The new plant will provide facilities for manufacturing certain parts now being turned out in other General Motors' plants. This, it is expected, will bring production up to about 600 cars daily.

WHOLE WORKS ON VACATION

Boss Takes Employees Along and Closes Up the Shop.

MARYSVILLE, Cal., July 31.—E. T. Baldwin, owner of a cleaning works here, decided to go on a vacation by automobile. So he invited his employees to go along, and they all went in his car, leaving the shop closed for two weeks. The party will spend the fortnight camping and fishing in Pumas and Sierra counties.

AUTO ACCESSORIES AND PARTS

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Official Service—Genuine Parts

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10,000 Springs Carried in Stock. Let Us Repair Your Springs Where You Get Service. 15TH AND COUR STREETS

Columbia STORAGE BATTERY SERVICE STATION

All makes of batteries charged or repaired. On Park Street between Couch & Davis. H. M. NISBET, Mgr.

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AUTOMOBILE PLANTS KEEP UP PRODUCTION

Some Decline in Demand Within Past 30 Days.

INDUSTRY NEAR NORMAL

Reports Circulated of Closing Factories Declared False and Meant to "Bear" Market.

DETROIT, Mich., July 31.—Automotive vehicle manufacturers in Detroit are incensed at reports circulated in various parts of the country that their factories are being eloped because of wholesale cancellation of orders.

Unscrupulous stock and bond salesmen, it is thought, are circulating these reports as a means of creating a "bear" market in motor stocks for the benefit of "short" interests.

Attention of the board of commerce has been drawn to an example of these reports which appeared in Chicago July 18. This article, a review of market conditions, stated that one motor truck company had been closed and that another company was preparing to close down because of lack of orders. Secretary Warner has wired for information as to the source of this information, and officials of both companies deny that such conditions exist or are likely to develop.

Five Per Cent Under Normal.

"Detroit industries are operating within 5 per cent of normal," said Secretary Warner. "It is true one factory let out 750 men, but another took on exactly 750 and has since been adding to this number."

Motor car and truck factories here have more business than they can handle. On top of this there is a great foreign demand that these companies have been unable to take advantage of. In the three months ending March 31 last General Motors corporation sold 113,759 cars, trucks and tractors, which, taken in conjunction with the revenue derived from the sale of various other products, netted profits of \$13,754,515, with federal taxes deducted.

While there has been a noticeable decline in the automobile business the past 30 days, General Motors is assured of a ready market for every passenger, truck and tractor machine it can produce for the remainder of the year.

This year's output of Buick cars was contracted for almost entirely in the first three months. In the fiscal year which began August 1 the Buick plant expects to produce 100,000 more cars than were manufactured in the previous year. During the approaching year the Cadillac passenger car division will bring into operation new plants capable of more than double the output.

350 Oldsmobiles Daily.

Additions to various Chevrolet units will increase the production of this car to 1000 daily. The 225 cars a day now being turned out by the Oakland plant at Pontiac will be increased to 350.

Present plans call for the production of 30 cars a day for the Oldsmobile plant and 100 a day for the Scripps-Booth, against 150 Oldsmobile and 50 Scripps-Booth last year.

Construction work on the General Motors office building in Detroit, the largest structure of its kind in the world, which was being seriously retarded in the spring, through inability to secure materials and sufficient labor, is now progressing at a rapid rate. When completed it will be one of the show places of Detroit.

During the next fiscal year between August 1, 1920, and July 31, 1921, the Ford Motor company expects to build 1,250,000 cars. This would be 250,000 more than the present fiscal year, which is expected to show an output of approximately 1,000,000 cars. It is understood that the sedan production would be greatly increased, probably 10 per cent over past production.

Pen for Speed Killers.

A ruling recently made by the court of appeals in Cincinnati confirming the action of a judge in common pleas court instructing a jury to find guilty a man who was speeding and who was exceeding the speed limit when his machine killed a person, regardless of whether or not the driver was negligent.

AUTO DIRECTORY

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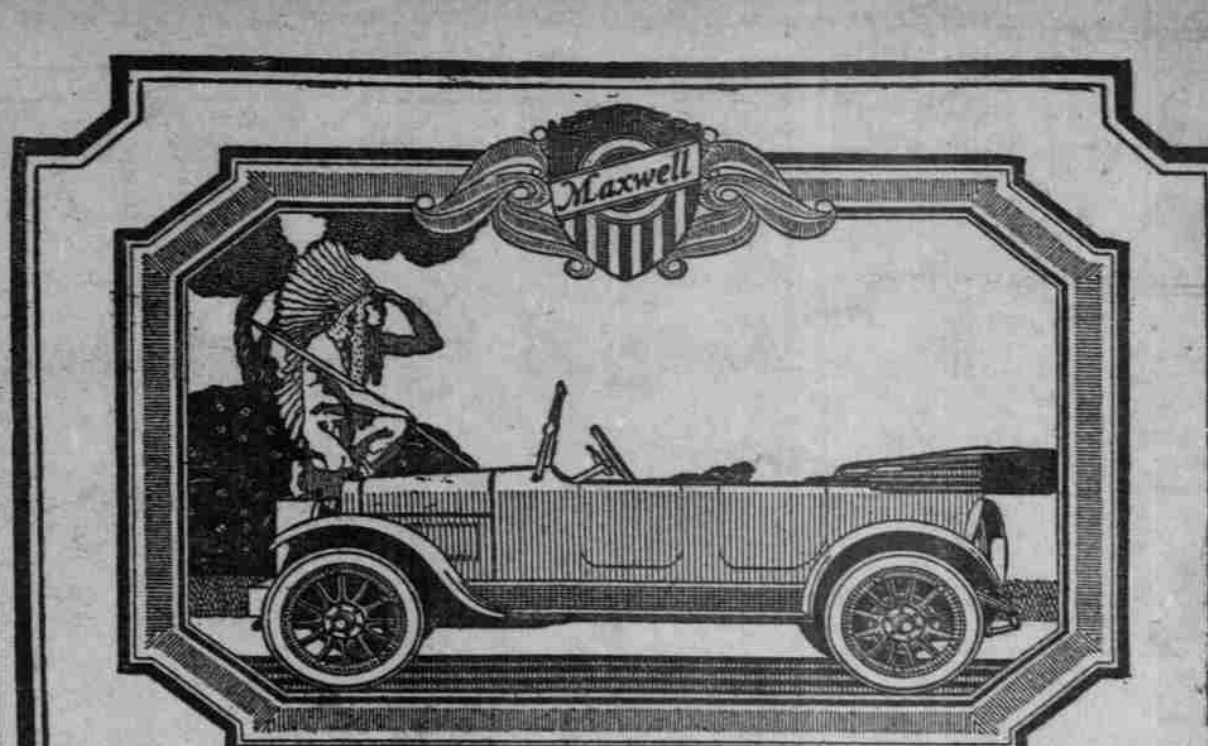
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Just as superfluous weight handicaps the heart and mind of a man, so does superfluous weight handicap the action of a motor car.

Such weight kills tires—

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Maxwell has no useless weight. Special steels have been used in its construction.

They are made to Maxwell's

own formulae. They have great strength.

That is why a Maxwell is responsive, develops high average road speed, is not tiring to drive, has a quick and sure brake action, has long "gas" and tire mileage, and why it is a stranger to the repairman.

Such high efficiency wins many friendships. Figures like these speak eloquently: 5,000 a year six years ago; 100,000 a year today; now over 400,000 in service the world over.

C. L. Boss Automobile Co.

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of what other circumstances might be involved, is something for speeders to heed. This means that any motorist then who runs down and kills a person while speeding will go to the state penitentiary. Regardless of the action or fault of the person killed, the driver will be held to account for his or her deed. A good moral would be: Don't speed.

Trailer Adds to Truck Capacity.

With a semi-trailer attachment the Maxwell is able to solve most of the heavier tonnage problems that confront the average owner, asserts William Kelley, chief engineer for Maxwell Motor company. With the

trailer from four to six tons can be easily handled, which triples the truck's capacity.

Maxwell With Hot-Spot.

It is an established fact that the famous hot-spot Chalmers motor runs as smoothly and as powerfully in the winter time as in midsummer and

with the incorporation of the hot-spot and ram's horn manifold as part of the new Maxwell it is equally true of this powerful four-cylinder motor. This was recently demonstrated by Ray McNamara, Maxwell road engineer, who drove from Detroit to New York and return, spending but two days on the road each way.

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