

NEW BRIDGE OVER WILLAMETTE RIVER AT OREGON CITY RISING RAPIDLY.

STATE MOTOR BODY IS AID TO TOURISTS

Road Information Given to
Thousands of Visitors.

NEW HIGHWAY MAP OUT

Columbia River Route Complete
From Pendleton to Seaside Is
Pictured in Folder.

From the first of this year up to the middle of August tourist parties numbering several thousand from points outside the state of Oregon have been assisted by the giving out of road information and distribution of road maps by the Portland branch of the Oregon State Motor association, 271 Pine street, according to a summary of the activities of the association thus far this year, prepared last week by officials.

This year to date has been by far the most active in the history of the association in regard to assisting visiting motor tourists, the summary shows, indicating that the number of motorists who have visited Oregon this year has far exceeded previous years. The season practically begins with the first of May, so far as the distant motorist is concerned, so figures for the entire year thus far practically mean for the months of May, June, July and first half of August.

During that time total registrations of motor parties in the Multnomah hotel building has been nearly 600. Those who register represent less than a fifth of the total number of parties who call personally for information. It is estimated, thus bringing the total to over 3,000. This does not take into account the thousands of telephone queries, many of which are from outside visitors.

Tourist Business Growing.

The unusual activity of the Portland bureau of the Oregon State Motor association is taken to indicate conclusively the rapid growth Oregon is making as a tourist state and to forecast the not distant time when the summer tourist will be one of the greatest assets.

While a resume of the number of motorists from different states registering at the association headquarters was not made, it was stated that practically every state in the union has been represented since May 1. On one day last week, it was pointed out for example, they registered at the office and were given information and road maps W. W. Pace and party of Thatcher, Arizona; H. G. Hill and party of Nashville, Tenn.; A. M. Dantler and party of New Orleans; A. C. Adams and party of Edmonton, Alberta; J. J. Malone and party of Castle, Pa., and N. Blinn and party of Trail, B. C. In addition to the above there were the usual large number from Washington, California, Idaho and other western states.

Association Work Explained.

"The service to motor tourists from other states represents the main phase of the work of the Oregon State Motor association," said a bulletin issued by the association in commenting upon the summary of the work thus far this year. "In addition the office attempts to keep its members informed as to the condition of roads and to assist members who make motor trips elsewhere. To this end a large number of maps have been issued this year for the use of the members at a considerable reduction over the ordinary rates.

"Another feature which has been built up to an important position is the monthly publication, 'The Oregon Motorist.' Effort is made to maintain this publication as the recognized motor magazine for the Oregon people, the magazine describing new trips of interest to drivers and keeping abreast with road developments throughout the state. While this magazine is sent free to every member of the association as part of its membership privileges, it also has an outside circulation and this has been built up recently to strong proportions."

New Map Issued.

One of the most important maps issued by the association this year recently made its appearance and is now being widely distributed. The map shows the Columbia river highway complete in the form of five strips. It is in fact a gathering together on one sheet of the five separate strip maps of the Columbia river highway published previously by the association. The entire pamphlet is arranged to fold to the side of one of the regular strip maps. The highway is mapped in sections as follows: Pendleton to Arlington, Arlington to Hood River, Hood River to Portland, Portland to Rainier, Rainier to Astoria and Seaside. The maps have been brought thoroughly up to date, it was customary with the Oregon State Motor association maps are printed in two colors, showing paved roads in red and gravel or macadam roads in blue or black. On the back side of the folder is contained information of interest and value to motorists, including a description and history of the Columbia river highway, Oregon rules of the road for motorists, and a list of hotels, garages, etc., which are members of the association.

JEFFERSON PAVING ASSURED

Route Will Follow Second Street and Diagonal to Bridge.

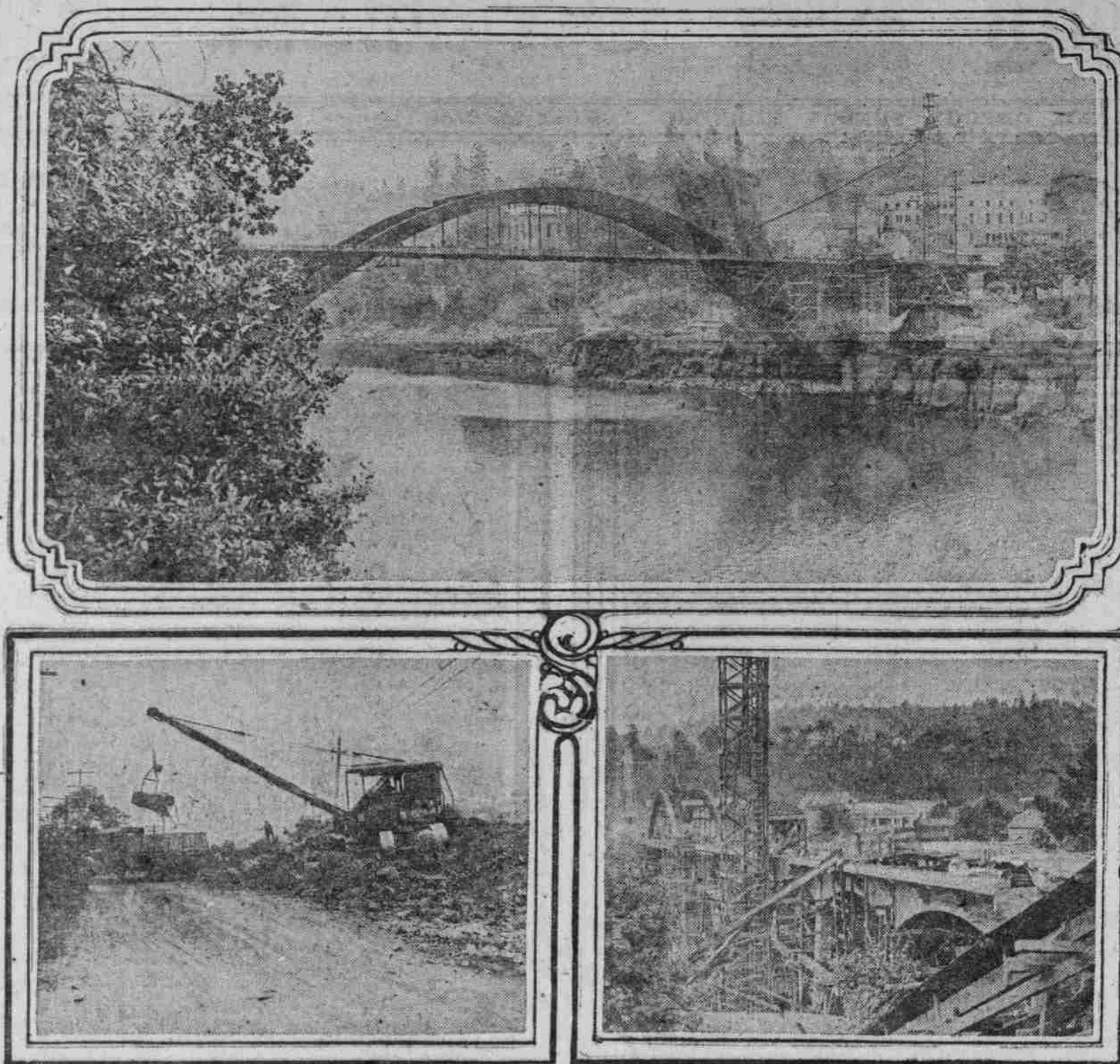
JEFFERSON, Or., Aug. 19.—Unless some unforeseen obstacle appears to prevent, the paving of the Pacific highway through the city of Jefferson will be accomplished within a short time this year.

Attorney Devers and Engineer J. C. McLeod of the highway commission were in Jefferson last week and completed arrangements for the right of way through the city over the Second street route and will acquire title to the W. E. Smith property at a consideration of \$4750. The state is to pay \$4250 of this and the city is asked to pay \$500.

Mayor Allen has pledged this amount, which will probably be raised by subscription.

The route to be paved is from the city limits on the north to the Smith property, where it will curve through it to meet the east approach of the Santiam river bridge.

In 1901 England won for the first time the modern fire, theft and public liability insurance on commercial vehicles.



Above—View of new span, steel work upon which is practically completed and concrete work on which is now well under way. Below—Lengthwise view of new span, showing concrete work on west approach, and view showing steam shovel at work widening grade of Pacific highway from end of present pavement to approach to new bridge. Pavement of this stretch will be completed at about the same time the new bridge is finished, it is planned.

GO EASY AND CAREFUL

CARELESS DRIVERS ALWAYS
PAY FOR RUDENESS.

Motorist Turned Out to Let Phone
Pole By: His Spirit Is Motor-
ing Down Long Trail.

The simple mechanics of driving—the steering, the manipulation of gear-shift lever, pedals and so on—are easily mastered, and there are few in the United States capable of any form of self-education who are not able to control a car. But the record of crumpled fenders, damaged lamps and wayside wrecks tells the story that not all of the 10,000,000 car owners know how to drive, says Motor.

From this record let us draw a few instances, sketched from the lives of careless motorists who thought they could drive, but who to borrow a saying from another branch of sport—"didn't know the gun was loaded." On the front page we find Mr. A. B. See. He was proud of his car's accelerating ability, and when halted by city traffic he invariably started in second and was going 20 miles an hour before the slower cars had got into motion. One day he relaxed his customary vigilance and piled head-on into the rear of another car. First result: Two bent fenders and no headlights on his own car, plus two sheered spring clips on the car ahead, totaling a repair cost of \$42.50. Second result, arising from stopping too quickly: Demolished rear luggage carrier and the total eclipse of the lights on the car which bumped him from behind. Because he failed to put out his hand on stopping, Mr. See assumed responsibility for the damage to the overtaking car—and it cost him about 100 merry little dollars to learn that he didn't know how to drive.

Next in line comes Mr. B. C. Doe. He was such a good driver that he could afford to be careless. He prided himself on knowing the bumps and other peculiarities of all roads in his neighborhood. But one night after a heavy rain he was looting along at 50 miles an hour when his car rolled over and out of control. He was killed, and the hole which had been caused by undermining water and he indulged in two new springs and a rather expensive repair.

BICYCLE MISHAPS FEWER

FATALITIES LESS THAN FOR
MOTOR VEHICLES.

Cyclist Advised to Have Bell
Equipment and Use Lamps at
Night for Protection.

HARTFORD, Conn., Aug. 19.—There is an impression in the public mind that there is a large number of accidents to users of bicycles on the streets and highways of the nation.

A recent investigation of the state of Connecticut, however, would seem to disprove this theory. There perhaps are as many bicycles in Connecticut as in any other area of equal size. With the Connecticut figures as a basis, therefore, it will be shown that there are fewer accidents to bicyclists than to any other group of vehicle drivers, based upon the analysis of accidents per thousand vehicles.

The figures compiled by the motor vehicle department of Connecticut show a total registration of 124,000 motor vehicles and the number of bicycles ridden is estimated at 60,000. According to official statistics the ratio of the number of bicycles per one fatality to operator is: Bicycles, one in 8000; motor vehicles, passenger cars, one in 5299; motor vehicles, commercial cars, one in 6068.

Ratio per number of vehicles per one fatality to occupants, operators, passengers, one in 1495.

The Bicycle Manufacturers' association has gone on record as desiring to co-operate with motor vehicle departments of the various states in minimizing and avoiding accidents on the highways to bicycle riders, and these statistics show that few accidents occur to riders between the ages of 10 and 14. In fact, records show only three in one year.

The Bicycle Manufacturers' association, in furtherance of its desire to reduce accidents to the minimum, has recommended to all dealers that, when a sale of a bicycle is made, they instruct the purchaser as to the laws of the highways and also has recommended that each manufacturer insert in its catalogues and all printed matter the following:

"The bicycle is a vehicle and therefore entitled to the same rights and privileges on the highways enjoyed by horse-drawn vehicles or automobiles.

Observe the laws governing the use of highways.

Never ride on the wrong side of the road.

Do not 'hitch on' to a vehicle.

Equip your bicycle with a bell or other warning device.

Use lamps at night for your own protection.

ROAD CONGRESS WILL MEET

International Session Called in Spain Next Spring.

A certain indication that after eight years of war and upheaval the world is beginning to return to a normal state is contained in the announcement from New York that the international road congress, which opened operations in 1914 because of the European conflict, is to resume its deliberations early next May at Seville, Spain. The programme for what promises to be the greatest and most important conference on highway improvement ever held has just been received from the office of the general secretary in Paris.

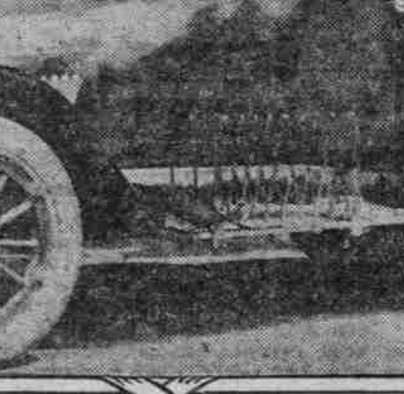
Thousands of delegates representing national and state governments and good roads associations in the United States, Belgium, Canada, Australia, New Zealand, China, Japan, France, Great Britain, Italy, Holland, Sweden, Denmark, Switzerland, Argentina, Czechoslovakia, Spain, Portugal, Norway, Germany, Yugoslavia, Poland, Austria, Cuba, Chile, Brazil and many other countries, will participate in the congress and exchange views and experiences.

Study the traffic laws.

Dodge to Build in Canada.

DETROIT, Aug. 18.—Plans for the erection of a Dodge Bros. factory in Windsor have not yet reached a point where the company will make an announcement of its plans or the extent to which it will go in a Canadian investment, but it is definitely determined that the company will build soon. The property obtained is at the west end of Windsor, an option having been taken on it about a year ago.

NEW YORK PEOPLE MAKE LONG MOTOR TRIP TO PACIFIC COAST.



Mr. and Mrs. A. Amrein and son, McEllislan avenue, New York, and Oldsmobile car in which they recently arrived in Portland.

After a trip of over 4300 miles Mr. and Mrs. A. Amrein and son of New York arrived in Portland last week in their Oldsmobile "four" four-passenger coupe. In telling of their trip to Ed Cohen, head of the Oldsmobile company of Oregon, the motorists declared they encountered some bad road in the middle west and in the Rockies, and on the trip had helped to pull 12 cars of various makes out of mud holes. The Oldsmobile pulled through everything by itself, however, they declared. The New Yorkers carry 400 pounds of camping equipment and have camped out practically every night since June 8, when they left New York. The entire expense for the car, including gasoline oil, labor on car and tires, for the run from New York to Portland has been but \$74, Mr. Amrein declared.

Greater Volume; Lower Prices



So rapidly has the volume of Nash sales risen throughout the country that our business this year has broken all previous records.

The production economies of increased business have enabled us not only to improve upon the known quality of the Nash but also to reduce the price of every model in the line. Now is buying time. Bring your check book and drive your car away.

Fours and Sixes

New Reduced Prices Range From \$1115 to \$2495 f. o. b. Portland

NASH

Portland Motor Car Co.

Tenth at Burnside

Nash Leads the World in Motor Car Value

AUTO TIRE CHANGER SPEEDY

Philadelphia Man Claims World's
Quick-Change Championship.

PHILADELPHIA, Pa., Aug. 19.—A spirited contest is on for the title of champion quick tire changer of the world with Charles W. Paine of the United States Tire company organization in Philadelphia offering a \$1000 prize to anyone who can change a tire in less than 30 seconds.

The Automobile Service association, in conjunction with the Automobile Accessories Business association, is offering a silver cup as a trophy to be contested for. Stop watches will be held by the presidents and secretaries of the two organizations.

It is understood that simultaneously with Mr. Paine's efforts Karl Mitz of Dayton, N. D., will strive before a committee of representatives of his own town to establish a better record than the one made by Mr. Paine. It is expected that other contestants will pop in a bid for the title from time to time and facilities for testing their ability will be provided.

Charles W. Paine has been regarded in Philadelphia as a phenomenon in the matter of making a quick change of tires. It is no uncommon thing for him to take off

and put on a Ford tire without any tools in 30 seconds. At various Philadelphia contests held in the past a free tire has been offered to anyone who could change a tire as fast as Paine, but no one has ever yet succeeded in bettering his time.

Ford Shows Great Expansion.

DETROIT, Mich., Aug. 19.—Ford Motor company enters the 20th year of its existence with 75,000 employees. It started in 1903 with 59.

In 1903 they produced 126 cars as against 1,133,000 in 1921, with the probability of producing 1,300,000 in 1922. Value of output is estimated at \$750,000,000, compared with \$200,000 in 1903. The Ford plant covered one-quarter of an acre in the first year of its existence as against 200 at present. Ford agents have grown in about the same proportion as output. Against 22,122 agents and service stations now there were 19,000 in 1920; 4300 in 1915, and less than 100 agents in 1903.

Repairing Water Pipes.

A satisfactory temporary repair of a leaking water pipe may be made by binding around several layers of string well soaked in thick oil.

28 No. Broadway and Couch

21st at Washington

COVEY'S USED CAR CLEANUP

THE CARS ARE SELLING!!
OUR PRICES ARE WAY DOWN!!

IF YOU ARE EVER GOING TO OWN
A CAR, NOW IS THE TIME TO

BUY!!

You Can Rest Assured of One Thing—

COVEY MOTOR CAR COMPANY

Is Going to Keep Its USED CAR PRICES
Under Those to Be Found Elsewhere

TWO STORES—

28-30 No. Broadway and Couch

21st at Washington

Come to the Place Nearest You

NEW BARGAINS DAILY

ASK FOR CAR BY HOUSE NUMBER

Cars at 28-30 N. Hwy. at Couch	No.	Cars at 21st at Washington St.	No.
1750—1920 Chevrolet sedan...\$ 525		1813—1920 Elgin Sport...\$ 490	
1871—1920 Chevrolet tour... 385		1901—1920 Maxwell r'dster... 360	
1755—1919 Chevrolet tour... 285		1898—1914 Cadillac touring... 215	
1807—1920 Dodge coupe... 865		1900—1917 Marmon touring... 975	
1870—1920 Dodge roadster... 590		1900—1920 Buick coupe... 950	
1910—1918 Paige touring... 515		1920—1920 Maxwell touring... 325	
1825—1920 Maxwell touring... 490		1913—1918 Maxwell touring... 285	
1825—1920 Maxwell touring... 415		1908—1918 Oakland touring... 315	
1809—1920 Maxwell touring... 390		1718—1919 Oakland touring... 425	
1801—1919 Ford touring... 200		1802—1919 Oakland r'dster... 358	
1827—1920 Franklin tour... 1250		1780—1918 Willys-Overd'd 6... 445	
1906—1920 Ford tour... 350		1913—1918 Overd'd 80 tour... 290	
1906—1918 Chalmers tour... 325		1902—1920 Ford sedan... 445	
		1911—1920 Franklin tour... 1250	
		1843—1917 Model N Hug... 425	
		1941—1920 Chevrolet tour... 385	
		1815—1920 Dorr touring... 425	
		1890—1915 Cadillac touring... 445	
		1885—1920 Gardner touring... 445	

COVEY MOTOR CAR COMPANY

21st at Washington

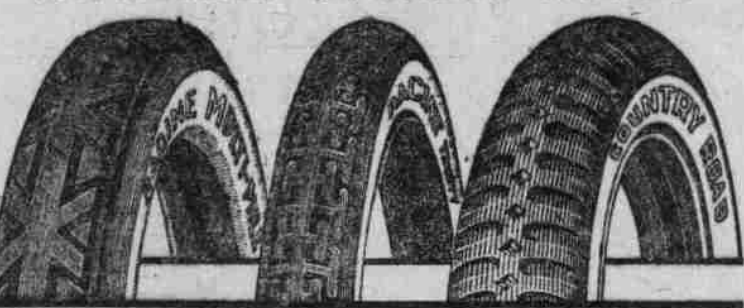
28 N. Broadway at Couch

Covey Service Satisfies

Broadway 6244

RACINE TIRES

KNOW THEM—BY THESE TREADS



ASK FOR THEM—BY THESE NAMES

RACINE Multi-Mile Cord	RACINE Trusty Tread	RACINE Country Road
A CORD TIRE OF EXTRA-TESTED QUALITY	A FABRIC TIRE ONLY IN 30x3 AND 30x3 1/2 SIZES	A FABRIC TIRE GIVING SUPERIOR SERVICE

IDENTIFY THEM—BY THIS NAME ON EVERY TIRE

Made by
RACINE RUBBER COMPANY
RACINE, WISCONSIN

We are distributors for Racine tires and recommend them to you

Distributed by

Ballou & Wright

Portland, Tenth and Flanders

Seattle

Dealers: Write us for facts about a very fine opportunity for you