

DUST IS SETTLED BY RECENT RAINS; BOON TO AUTOIST

Diamond Rubber Co. Issues Weekly Report on Condition of Roads in Various Parts of the State.

The Diamond Rubber company, through its department of personal service, further reports condition of roads throughout the state.

The showers of the past week have been quite beneficial and have settled the dust to a marked degree, so that tourists can ride with a great deal of comfort.

Bend, Or.—Roads to the north are very poor as far as gravel City. Roads to the south are smooth and free from rock, but crooked and full of ruts in some places. Roads east and west are hilly, with some ruts, but very fair for this section of the county. The heavy freight outfits from this town to the railroad are doing considerable damage to the roads.

Roads Are Good.

Baker, Or.—Roads to the north are good, considering that they are over the mountains. Roads to the south had as far as Canyon City, from there on, fair. The road to the east is good. There are no roads to the west.

Goldendale, Wash.—Roads in all directions are very fair.

Grants Pass, Or.—Roads in all directions are very good, especially that leading to the west, which is considered the best trail to the coast and is being traveled extensively by those interested in the development of Woolley Port, the new harbor 15 miles south of the Oregon state line in California, which is destined to be one of the largest cities on the coast because of its excellent facilities.

Hillsboro, Or.—All roads leading to and from Hillsboro are in very good condition. The scenery in this valley is as beautiful as any in western Oregon.

Medford, Or.—Roads to the north are average fairly good, lots of work being done, grades being reduced. Some conditions prevail east and west. Sheriff's deputies are quite active in all directions. Representative at this point reports that most beautiful scenic drives in the world are over these roads, which is confirmed by tourists. Macadam improvements are going in as fast as possible.

Klamath Falls.

Klamath Falls, Or.—The road to the north is very good, with the exception of the first four miles, which has been cut up some by traction engines. Roads poor to the south.

To the east roads are good, with the exception of some heavy sand in places. To the west the road is good to Jack county line, then poor. City and county officials are quite active on speed and rules of the road. All main streets are being paved. There is a good road from here to Crater Lake.

Lake View, Or.—Roads in all directions reported in very good condition.

Medford, Or.—Roads in all directions are good.

Newberg, Or.—The road to the north is fair, in other directions good, mostly gravel. This is one of the finest country in this part of the state.

Ontario, Or.—Roads in all directions very good.

Complete reports for reference are on file at the Diamond Rubber company, Seventh and Broadway streets in Portland, and in the automobile columns of The Sunday Journal each week.

MARKING OF NEW HIGHWAY ASSURED

Enthusiasm Points to Speedy Construction of Auto Road Covering 3 States.

The most tangible result of the recent convention of the Pacific Highway association held in Portland was the pledging of friends to mark the Pacific highway from the Columbia river to the California border. The offer to do this work came from M. C. Dickin, Jr., former president of the Portland Automobile club and one of the first friends of the Pacific highway, and Frank B. Riley, who was elected vice president for Oregon.

Uniform Signs.

When the route of the Pacific highway is marked across Oregon the signs will guide the automobile tourist to travel up the coast from the California line through Oregon, Washington into Vancouver, B. C.

The type of sign used in all cases is uniform and the only exception is the fact that the different signs in the various states carry the emblem of the club responsible for their erection and maintenance. The signs through Oregon will carry the crest of the Portland Automobile club, while those in Washington are marked with the emblem of the Automobile club of Seattle.

The route of the Pacific highway through Oregon from Salem to Portland is soon to be improved in a first-class manner as the Portland Automobile club has agreed to immediately put 150 convicts to work on this road. This section of the Pacific highway will be known locally as the Capitol highway connecting the metropolis of Oregon with the capital.

Much to Be Done.

Representation at the annual convention of the Pacific Highway association covered British Columbia, Washington and Oregon. Delegates from California were not present. The enthusiasm displayed by the Oregon neighbors aroused the people of Oregon to the realization that a great deal had to be done if the Pacific highway was to be completed in time for the opening of the Panama Pacific exposition in 1915. There is no question that the people of Oregon will put their shoulders to the wheel for next year and it is expected that an immense amount of progress will be seen in the Pacific highway through western Oregon. According to W. J. Roberts, state highway commissioner of Washington, the Pacific highway is second only in importance on the Pacific coast to the Panama canal, and it is particularly fitting that improvement of the international road project be well in hand by the time of the opening of the big ditch.

To Economize Floor Space.

Floor space is economized by a step-ladder, which a Wisconsin man has invented, which has a thin section sliding between the front and back that may be raised to any desired height.

PORTLAND-TO-SEA AUTO RUN WILL BE TAKEN BY MANY

More Than 50 Have Signified Intention of Making Trip— Races at Gearhart Beach to Be Held August 26.

As the date for the banner run of the Portland automobile club to Astoria and Gearhart Park draws near, interest is increasing and indications point to one of the most successful outings in the history of the organization.

The change in the date of the race at Gearhart beach from August 18 to August 26 have proven a popular move and will result in a great many more machines making the run. Julius L. Meier, chairman of the special committee of the Automobile club, in charge of the arrangements, made the trip from Portland to Gearhart last week with H. L. Keats, also a member of the committee.

"The roads from Portland to Astoria and Gearhart are now in good condition," said Mr. Meier. "Automobile owners," he continued, "who make the run will be well repaid, for the trip is one of the most scenic and attractive out of the coast."

"The route has been mapped very carefully and owners may have no fears of losing their way. Extra sign boards have been placed at cross roads and on the morning of the run the pilot car will scatter confetti at road crossings to guide cars that follow. This will assure drivers, who have never made the trip an easy road to follow and they need have no fears of getting lost."

"To reach Clatsop beach when tide conditions are right for the run down the beach from Columbia beach to Gearhart beach, the committee has arranged to start the tour at 8 a. m. of the morning of Thursday, August 24. The machines will line up in front of the Portland hotel on Sixth street facing Morrison and south on Morrison.

"Arrangements have been made for 50 reservations at Gearhart Park hotels. These reservations will go to the first 50 persons making applications. President Clemens is making arrangements for additional accommodations at cottages and other places."

"Since this is to be the banner run of the year, automobile owners are urged to turn out and make the tour, one of the most talked about yet planned by the Portland Automobile club."

Already more than 50 members of the club have notified President Clemens and Mr. Meier of their intention to make the tour to Gearhart beach. The date for the races and the tour was changed to accommodate members of the Portland Commercial and Ad clubs. Friday, August 25, will be Portland day at the Astoria centennial. It is estimated this will attract fully 500 visitors to Astoria from Portland and the rail and water transportation lines are arranging to carry that number. The Ad club will have a special car.

A great many members of both organizations want to make the run by machine, but did not care to make two trips to the beach, so for that reason the run was postponed for one week to accommodate automobile owners in general. The tour starts Thursday, August 24, the following day is Portland day at the centennial and Saturday, August 26, come the big races on Gearhart beach.

According to a plan now being worked out by the committee there will be three or four exciting events and there is a strong possibility of some fast beach races being made.

Three beautiful cups will be offered. Carl R. Gray, president of the North Bank, has offered a cup. Other cups will be given by the management of Hotel Gearhart and the Astoria centennial committee. The cars as they are entered will be classified. The first race will do doubt be between cars of 30 horsepower or larger. The second race for cars under 30 horsepower, and a third race for rumpabouts. However, the racing program has not been made up, but will be announced by the committee soon.

AUTOMOBILE MAN WINS PROMOTION

Another Portland automobile man has been promoted by his firm and will be sent to Los Angeles to take charge of the J. W. Leavitt branch in the City of Angels. D. E. Whitman, the popular manager of the J. W. Leavitt interests in the northwest, leaves Portland this week to assume the management of the Los Angeles office. Mr. Whitman came to Portland last August from San Francisco, where he had been in business for himself handling the Dorris cars for the northern part of California. He opened the Portland branch of the J. W. Leavitt concern, which handles the well known Overland car for Oregon and Washington. Mr. Whitman made such a success in Oregon without the aid of his firm put him in charge of the Seattle branch also. The 1911 season has been a banner season, with an output of more than 400 cars in Oregon and Washington. Mr. Whitman has made a large circle of acquaintances in Portland who wish him every success in the new field.

STOP RINGING BELL ON OREGON ELECTRIC



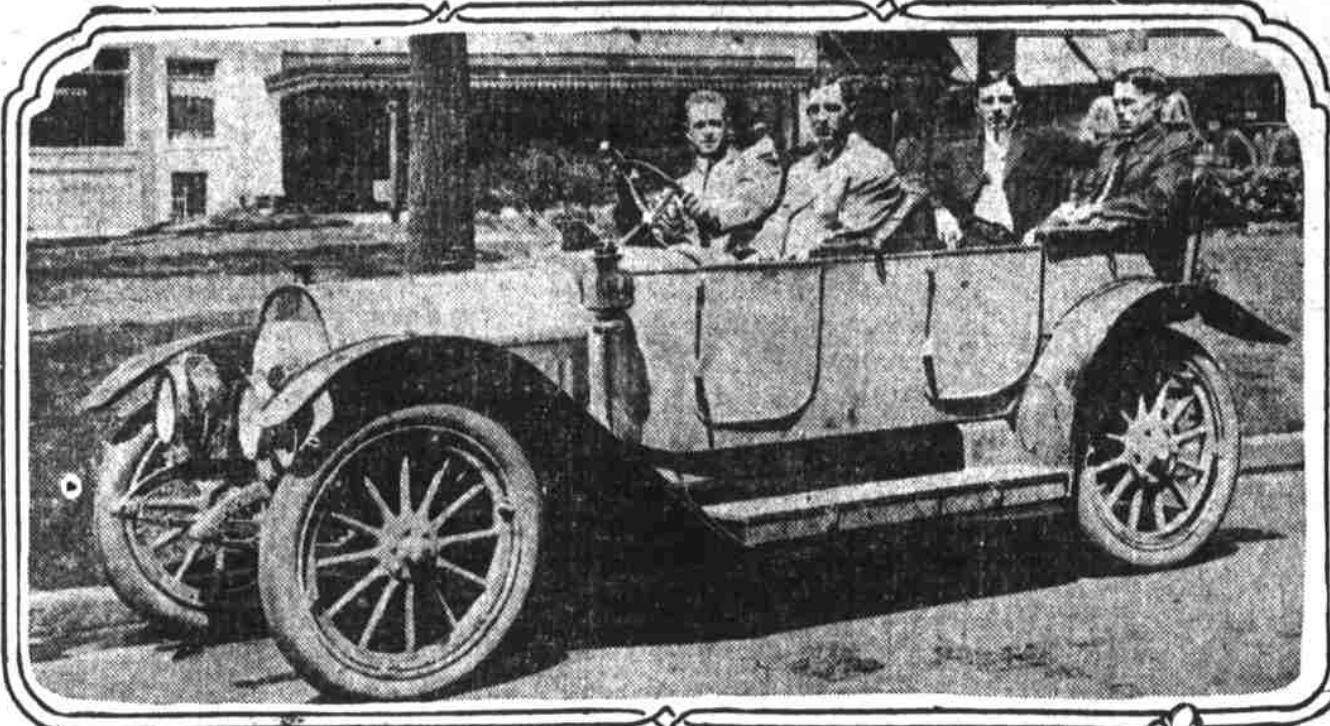
Owing to the large number of complaints received by the Oregon Electric Railway company in regard to the bells with which their cars are equipped, an order has been issued that the bells shall not be rung inside the city limits. The noise was particularly aggravating in the early morning and late evening hours and the residents of Belmont and Tenth streets, over which the cars have recently been put into service between the Oregon Electric depot at the foot of Jefferson and the North Bank depot, had not been able to become accustomed to the racket, they say.

The company placed the bells on their cars after the fatal collision at the corner of Hood and Gibbs streets between a car and an automobile some time ago. A street car was struck at that time because the cars were not equipped to make enough noise to warn people driving down the steep incline at which the cross streets drop from Kelly street. In the future the foot bells alone will be used on approaching crossings and when necessary.

In regard to the complaint that the wheels made an unnecessary grinding noise an official of the road stated that nothing could be done to prevent it, but that this grinding would become less and less noticeable as the tracks were down. He said that it is impossible to do anything to stop it and that people would soon get used to the passing cars and would not notice them as they went by.

MOTURING HELPS BALL TEAM WIN VICTORIES

Hal Chase and His New York Champions of Diamond Hit Upon Novel Idea of Bracing 'selves for Gruelling Games—Warren "40" Does the Work



For exhilarating recreation stars in national game find that tours in auto are just the thing.

When Hal Chase and his New York ball tossers were in Detroit on their last western trip, busily engaged in taking four straight from Jennings

Tigers, they inflated their lungs with Detroit ozone while touring in a brand new Warren "40," the latest creation of the Warren Motor Car company.

HOOSIERS ADOPT UNIQUE PLAN OF BOOSTING AUTOS

Party of Twenty-seven Cars Make Trip Trough Four States; Other States May Follow Example 'Set.

Indianapolis, Ind., Aug. 12.—The automobile manufacturers of Indiana have completed a unique boosting stunt that promises to terminate in the formation of the Indiana Automobile Manufacturers' association.

Starting from Indianapolis the party of 27 cars, three of which were commercial vehicles and one electric, made a trip through the states of Indiana, Illinois, Missouri and Iowa. The run was full of pleasant incidents, great receptions and intense enthusiasm.

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The officials of the tour were general chairman, Frank E. Smith of the Maxwell-Briscoe company, secretary, P. P. Willis of the Mals truck, chairman of the tour committee, A. E. Vinman of the National, treasurer, Fred L. Coates of the Lexington, pilot, W. D. Edensburn of the Indianapolis Star, chairman of the press committee, H. C. Bradford of the Cole.

The trip was through a productive farming country and nearly every city of any importance in Indiana, Illinois and eastern Iowa and Missouri was visited by the Hoosiers. In many cases the stop of the party was made an excuse for a local holiday.

Although Indiana is given credit for having 46 automobile factories, the Indiana concern that sent cars on the trip were as follows: Cole, Indianapolis; National, Indianapolis; Marmion, Indianapolis; Premier, Indianapolis; Lexington, Connersville; New Parry, Indianapolis; Maxwell, Newcastle; Continental, Franklin; Nyberg, Anderson; America, Indianapolis; Lambert, Anderson; Zimmerman, Auburn; DeTamble, Anderson. In nearly all cases the factories entered two cars. The trucks were the Mals of Indianapolis, White-side of Franklin, and Ideal of Fort Wayne.

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Cheese Factory Does Well.

(Special to The Journal.)

Langlois, Or., Aug. 12.—About a year ago the cheese factory opened for business. At this time the daily receipts of milk aggregate about 10,000 pounds.

Title Plant for Albany.

(Special to The Journal.)

Albany, Or., Aug. 12.—J. H. Murphy is planning to establish a title plant at Albany.

HOW VANCOUVER, B. C., HANDLES PROBLEM OF RAISING REVENUE

(The following article is written by one who has studied the taxing system employed in Vancouver, B. C.)

1.—Vancouver does not have the single tax according to the Henry George theory of the subject.

2.—Vancouver does not have the single tax since all of its revenues are not received by or from its own taxing power.

3.—Vancouver does not have the single tax in any manner embodied in its charter.

The first proposition needs no comment, as Vancouver derives 24.02 per cent of its revenue from sources other than by a tax on the land.

As to the second proposition, as above stated, for the year 1910, 24.02 per cent of all revenue collected other than by a tax on the land was derived from local improvement taxes, street sprinkling, government, grants, sundry licenses, rentals, fees, receipts and interest, and school trustees credits. Excluding local improvement taxes there remains 21.94 per cent of the total revenues derived from sources other than a tax on the land.

As to the third proposition, the so-called "single tax" is authorized or arises from that portion of the Special Act of Incorporation of Vancouver which grants to the city council the right to exempt improvements partially or wholly from taxation.

It is, therefore, clear from the above that Vancouver does not have the "single tax" for its revenue producer in its full meaning nor even in a full or limited meaning as a permanent condition. Therefore, to ascribe Vancouver's present and comparatively recent growth and building construction as resulting from the "single tax" is erroneous and misleading.

Further, the business man or individual is not through when he pays the taxes levied by the city of Vancouver. The province comes in for its share as follows:

Provincial Taxes.

Business tax, merchandise, 4 of 1 per cent value of stock, 4 of 1 per cent value of property, 1 per cent; income tax, \$1000 to \$2000, 1 per cent; over \$2000, 2 1/2 per cent. Subject to discount of 10 per cent if paid by certain date.

Poll tax levied on males between the ages of 18 and 60, \$2 per annum. This tends to show that while Vancouver, as a city, may have a theoretical single tax system, the taxpayer is anything but a single taxpayer.

In a pamphlet written by Walter A. Hutman is a statement to the effect that the council decided to continue the "single tax" system and it could be done without raising the levy of 20 mills on the assessment. The implication in the statement is not justified by the facts. The assessment increased from \$22,566,540 to \$106,451,265, or practically 60 per cent. The levy for 1911 is 22.22 mills. The system has not been on trial long enough or under sufficiently settled conditions to prove anything. To 1896 the ordinary system of taxation prevailed and from 1896 to and including 1903 an assessment of 50 per cent on valuation of improvements was taxed; and from 1904 to and including 1909, improvement valuations to the extent of 25 per cent were included in the taxable property. Again, the increase in population has been simply marvelous.

In the period between 1886-1895 it advanced from 1000 to 17,862 or over 1600 per cent. In the next eight years the increase was practically 200 per cent; and in the next seven years 170 per cent. Therefore, if the "single tax" advocate seeks to prove the increase of population was caused by that system, the figures do not bear them out, as the greatest percentage of increase in population was before any attempt was made at single tax. Again the property assessments show during the same period an increase, respectively, of 587.5 per cent, 26.39 per cent and 364.1 per cent. It might be claimed that the latter two excludes 50 per cent to 75 per cent and in one year 100 per cent of the value of the buildings or improvements. But this cannot be so, as the percentages are worked from the figures shown in columns of "Total assessable property."

Cause of Vancouver's Progress.

"What, then," the single taxer will ask, "has caused the enormous growth of population and increase of improvements?" To this might be truthfully made the general answer that all Canada is growing and Vancouver is getting its share. Specifically it is answered by the geographical position of Vancouver. It has a most magnificent harbor and is the actual western terminus—both rail and water, of the only completed transportation line in the entire dominion. Further, both the new transcontinental lines, the Grand Trunk Pacific and the Canadian Northern intend to build branches into Vancouver. That the single tax of itself is not responsible for this growth is shown by the fact that Victoria, which still follows the old tax system is growing fast both in population and improvement. A great deal of the building is from actual necessity. The original buildings are old fashioned and are not well fitted to accommodate modern business. Another line of extensive building is apartment houses. There are large numbers of these going up and so great is the demand that as soon as any part of them can be occupied they are filled while the balance of the building is being completed.

I would not say that single tax as applied to Vancouver, has nothing to do with increase of population or buildings, for I think that would not be accurate. It is a strong inducement to build, knowing there is no tax against the improvement and that the taxes on the ground will be as heavy if not improved and income earning. Also the same line of argument is striven to induce outside capital to invest. But do not conclude that the system itself is very largely a factor, as yet, in the growth and upbuilding of Vancouver. It is too new, too untried, too many other things have entered in as large contributing causes. And what is important, it is not, as before stated, a definite, permanent system, only permissive. I talked, or attempted to do so, with a number of people on the subject, and found that practically none of them knew anything about it and but one who was definite and positive in his belief that the single tax is the right and proper thing to follow. He was a taxpayer and had practically carried out his belief by erecting a second dwelling in his property. I do not wish to be understood as condemning it; on the contrary, think it to be a good system if gone at slowly as has Vancouver, but cannot grant that the full result of the growth of that city is attributable to it. In fact, my opinion is that a very small part of the growth can be so allowed. Five years from now will be the earliest to show the effect of the system. There is no gainsaying that a land value tax is the most equitable way of providing revenues. All western raised men have seen and are seeing too much idle city property that is enhancing in value through the efforts of others. This class of property under this system does not escape paying its equal proportion of the revenue. It also tends to reduce the vast holdings of individuals. As I have seen its operation in Vancouver, I think well of it.

Speculating on the Future.

Incidentally the question is often asked what will happen when a city reaches its theoretical final growth. And many and varied are the answers given. But it seems to me that question can be answered when the time comes. We cannot legislate today for all the years and generations to come.

A writer for an eastern paper shows that Vancouver's increased assessment for 1911 is \$22,000,000, and the levy for this year is 22.22 mills, an increase of 2.22 mills over 1910. This would not seem to argue in favor of single tax as an economical proposition. I found on inquiry that it is the impression that the aldermen of the city are the same as the councilmen of the average American city; the more money they receive, the more they want to spend. I append a few notes on various lines of taxation as made by Vancouver.

First—All local improvements except

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NATIONAL CAPITAL WILL WATCH CANADIAN ELECTIONS CLOSELY

By Ralph M. Whiteside.
(Publishers' Press Service.)
Washington, Aug. 12.—There is one foreign election now on which will be followed with as keen an interest in Washington as though it was an election for members of congress.

I allude, of course, to the election for the Canadian parliament. For upon its result hangs the fate of the reciprocity treaty which Mr. Taft, with so much difficulty, guided through congress.

From the Washington standpoint the result is not in doubt. It is felt that Sir Wilfrid Laurier, who is recognized as a master politician, never would have gone to the country had he not been practically certain what the result would be.

There is called to mind that in the Canadian northwest when Laurier in the past has been weakest, there are now some thousands of American-Canadians, who are red-hot for reciprocity.

Nevertheless, the progress of the campaign is being followed with the keenest interest in Washington.

La Follette Sentiment Varies.

What strength will La Follette have in the Republican national convention next year? You can hear various estimates here. For instance, A. M. Stevenson of Denver, former Republican national committeeman of Colorado, does not take seriously the efforts of the Progressive league in his state.

"La Follette couldn't get a precinct,

not to mention a county, in Colorado," Mr. Stevenson said. "There will be absolutely no opposition in Colorado to the re-nomination for President Taft; the delegation to the national convention will be solid."

"Will the Republicans carry Colorado in the election?" was asked.

"Well, that's another question," replied Mr. Stevenson. "There is no telling which way Colorado may go, but I have strong hope that Colorado will be for Mr. Taft next year."

Then comes a La Follette voice from Minnesota.

"The Minnesota state delegation will go instructed for Senator La Follette according to the present outlook," says James Mahan, a prominent attorney of the Gopher state, who is in Washington on legal business.

A large La Follette for President club was organized recently in Omaha, said Mr. Mahan, "and strong clubs have already been formed in St. Paul and Minneapolis. A state-wide organization is being perfected under the leadership of Harvey Clapp, son of United States Senator Clapp, and Alexander McKnight."

"La Follette sentiment is strong all over the state, and if the will of an enormous majority of Republican voters is not thwarted by politicians, the state delegation will be anti-Taft and pro-La Follette."

"North Dakota also is practically certain to send a La Follette delegation, and South Dakota will do likewise unless politicians there throttle the will of the Republicans."

Mr. Mahan and Attorney General Wickersham had a hot clash at the convention of the Minnesota State Bar association at Duluth over the recall of judges, the Minnesota attorney being emphatically in favor of the plan.

California Is Progressive.

"Unless sentiment among the Republicans of California is changed, the state delegation to the Republican national convention next year will be an anti-Taft body," says Frederick S. Lyon, a lawyer of Los Angeles. "While I am not a politician, I take great interest in politics, and have observed the trend of sentiment in the state. There can be no question that California is totally in the hands of the progressives, and while it would be premature to say that the state will be for La Follette, the situation at this time would indicate it."

"The wing of the Republican party of which Senator Works is the head has built up a stronger machine than ever was known in the state, and this machine is controlled by the progressive faction. Whatever candidate Senator Works and his followers may support, therefore, will be the choice of California in the convention."



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