

PORTLAND BECOMING NOTED FOR HIGH CLASS OF ITS GARAGES

FIREPROOF BUILDINGS AND BEST EQUIPMENT AT PATRON'S SERVICE

Charges Range From \$3 Per Month to Upwards of \$25; Locality Governs.

By Douglas Shelor.
The problem of housing automobiles is one of great importance to the local owners in cities where large building lots are not the general rule. In some of the residential sections of Portland the dwellings are built so close together that the owners have not sufficient room to build their own garages, and therefore have to depend upon the community garage for the housing of their machines.

Portland is fast becoming noted throughout the northwest for having the nearest, most fireproof and best equipped community garages of any of the cities. These garages all have their own repair shops and accessory departments, making it unnecessary for their customers to have their machines taken to other places for repairs, gasoline, tires or the little requirements needed to make the motorist comfortable.

West Side Charges Higher.

The rates, of course, are necessarily governed by the locality in which the garage is located. The west side garages, in most cases, charge a little more for taking care of machinery than the east side ones on account of the higher rent paid by the west side man. Unless an owner has a hired man on the premises to take care of the washing, polishing, greasing, etc., that is necessary in properly taking care of a machine, or unless he is himself especially handy, he will find it cheaper and much more satisfactory for the owner to keep his machine in the community garage and have expert garage men attend to its upkeep. There are several different heads under which the garage men render service to automobile owners. They have dead storage, which consists of simply storing the machine away when the owner does not desire to use same for several months; the rates for this class range from \$3.50 to \$5 per month.

Then there is live storage without service, which consists of housing the machine and the operator in the same place, paying extra whenever it is washed, greased or oiled; for this the general charge is from \$5 to \$10 per month.

Also there is live storage with service, which is also divided into several divisions—the first is live storage with one wash per week, the price for this is from \$10 to \$15 per month; then two washings per week, the price ranging from \$15 to \$17.50; three washings per week, the price is \$17.50 to \$20 per month; then what is called best service, consisting of washing and polishing the car daily, the price for which is from \$25 up, according to the location of the garage.

Cars Will Be Delivered.

In some cases arrangements can also be made at a slight increase in charge to have the car called for at your home each evening and delivered back to the house at a certain hour each morning. The Portland garages are well located throughout the residential districts so that from almost any section of the city a car owner can reach a garage within five minutes' walk from his home.

There is also one big garage at the corner of Sixth and Madison streets that makes a specialty of taking care of the business man who drives his car down town in the morning and does not want it standing out in the street all day at the mercy of mischievous boys, who have been known to stick tacks in the tires and otherwise mutilate automobiles found standing along the sidewalk. This garage employs several extra men in the morning and afternoon for the express purpose of calling for and delivering machines to business houses.

SPECIAL TRAINLOAD OF AUTOS ARE ON WAY

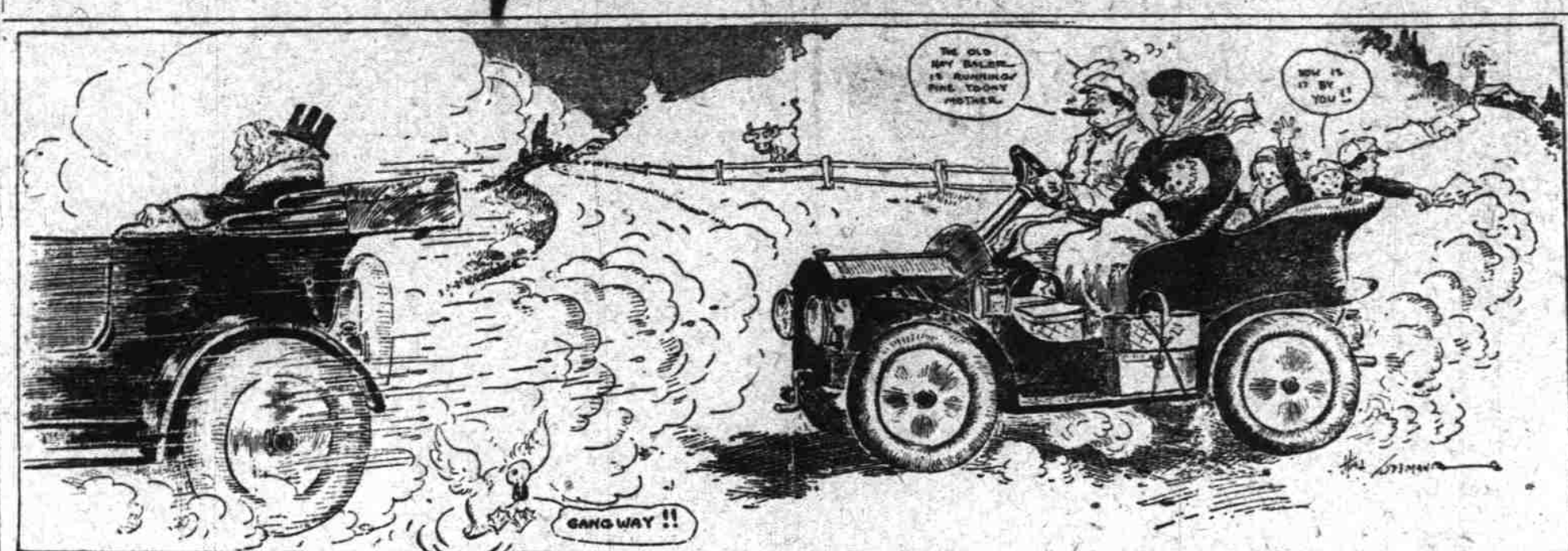
The special train of 40 double decked cars, containing Buick automobiles, consigned to the Howard Automobile company, for distribution in the Pacific northwest, is now well on its way to its destination.

The train reached Minneapolis, Minn., Tuesday, March 10, and was held there one day for exhibition purposes, banner and photographing by the officials of the Buick Motor company.

The train left Minneapolis Wednesday evening, March 11, and is due to arrive in Spokane Tuesday, March 17. At Spokane, the train will be re-banded and photographed on Wednesday morning, March 18, start on the daylight run across the state of Washington, from Spokane to Seattle, with stops at Spangles, Yakima and Ellensburg.

Manager Mel G. Johnson of the Howard Automobile company's Portland branch, went to Spokane last night to spend a couple of days at the city on business, before the arrival of the train, and will accompany the train on the daylight run to Seattle.

TWO IN A SIX—AND—SIX IN A TWO—BY HAL COFFMAN



BUILDING OF COUNTY ROADS IS OREGON'S GREATEST PROBLEM

State Highway Engineer Declares His Bureau Is Willing to Give All Aid Possible

The construction of county roads is the most important problem in Oregon today in the opinion of Henry L. Bowby, state highway engineer.

"There will be spent in 1914 approximately \$4,000,000 in the construction of new roads and bridges and in the repair and maintenance of existing roads," said Engineer Bowby. "How to expend this money to the best advantage is the problem that must be solved by each county court. I have always considered this problem the most difficult one that is met in highway construction."

"Local conditions must be taken into account by each county court in making its plans for the coming year. In some counties rainfall of 100 inches is met with, and in other counties a rainfall as low as 10 to 15 inches for the period of a year. Some counties with the largest areas have the smallest assessed valuation. Large areas means a large mileage of necessary roads. Small assessed valuation means large levies and small funds for doing the work."

"Criticism seems to be the portion of all officials who have the handling of road problems. A public official must make up his mind to take criticism in a philosophical manner. Our critics are usually of three kinds: Those who are malicious in their fault finding; those who criticize that which they do not understand, and these are usually actuated by a desire to help but are ignorant of the facts or are misinformed; and those whose personal interests are touched, and not being broad-minded enough to see the benefits of a far-reaching policy, try to bring influence to bear to have the roads improved made for their individual benefits. We must not be so hardened that all criticism will glance off, but we have to always be on the alert to recognize that which is founded on facts and that which is malicious or biased."

Problem Up to County Court.

"The solution of the road problem in this state is in the hands of the county courts."

"It must be admitted that the construction of good roads and good bridges is a technical problem. If the county surveyor is not an experienced road and bridge engineer, for first advice is to secure a competent road and bridge engineer. Call him, say, county road engineer. It will be an easy task to find a competent man who is at the same time tactful, energetic, and above everything else honest. A few of the county boards have already requested the state highway commission to find for them such men. The salary of this man should be somewhere between \$150 and \$200 per month. It will be a poor man indeed who will not save to the county many times his salary. A few words as to qualifications of a county road engineer. In the first place he must be a man in whom the county board will place entire confidence. Giving his whole time to the road problems of the county, his advice should be carefully followed. When the time comes that the county court has lost confidence in him, then it is time to get another man. Always remember, however, the Chinese adage, 'Show not unfinished work to children or fools.'"

Accurate Surveys Necessary.

"As soon as possible I believe the roads in each county should be surveyed. These surveys should be accurate, and thorough enough so that maps could be made and profiles prepared, showing the present condition of all county roads. In doing this work, I would suggest that the field notes, if possible, be made according to a standard. The state highway commission will furnish samples to all road officials that ask for them. With these surveys and maps on hand it will be possible for the county court to ask for, and the county road

GOOD ROADS PROGRESS

Snoqualmie Pass Road Over Cascades in Washington Will Be Ready for Travel in July; Bids for Columbia County Bonds Opened April 1.

The Washington State Good Roads association makes announcement that the Snoqualmie Pass road over the Cascade mountains will be ready for travel by the middle of July. The road will not, however, be in a completed state before September 1, when it will be turned over to the state.

The contract for the construction of the east 24 mile link in the road was let a few days ago. The eastern terminus of this link is at Lake Keechelus, four miles from the summit, and from there to the pass the road winds its tortuous way through a wild mountain district. From the summit at Laconia the road follows the course of the Snoqualmie river, crossing and recrossing that stream as it drops into the valley below.

The cost to the state of grading, draining and rolling this 24 mile stretch will be \$208,894. The road where it crosses the summit will be 3000 feet above the level of the sea. While the snowfall in this section is heavy, it is claimed that the road can be kept open in winter with but little difficulty.

Good Roads Notes.

Citizens of Glendale have organized the Glendale-Cow Creek Good Roads association, of which Mayor Coe of Glendale is president. The association starts off with a membership of 35.

The first work to be undertaken is the reduction of the steep grade of the Cow Creek road. The improvement of all the roads in the vicinity of Glendale is to be urged by the association. A road is planned to the proposed health resort in the Blue mountains, to be built jointly by Umatilla county, Oregon, and Walla Walla county, Washington. It will have a much lower grade than the one now running up "Pike's Peak."

County Engineer Lew W. Loehr is making elaborate maps of Walla Walla county, Washington, preparatory to the designation by the commissioner of the trunk and lateral highways. The trunk highways are to be designated as follows: Engineer Smithwick has been named to take charge of the state's portion of the work of the inland Empire highway, westward from Walla Walla. Bids for the road have recently been called for.

Hermiston people and farmers on the Umatilla project are already acting on the suggestion of The Journal that a hard surface highway be constructed from Hermiston to the Columbia river. Candidates for county offices will be asked to indorse the project and those favorable to it will receive support.

A mass meeting will be called at Newport next week for the purpose of formulating plans to secure a special election authorizing a bond issue by Lincoln county to make necessary road improvements.

The Kennewick Commercial club has set apart March 24 as Good Roads day to be observed throughout the valley. Business houses will close and every available man and team will be put on the roads. The territory to be worked will be divided into districts with a captain over each. Luncheon will be provided by the women.

This is a problem for the engineer to solve.

Ferrous Culverts Destructible.
"The problem of culverts and bridges is an important one. From now on, all culverts and bridges should be made permanent whenever they are built on a permanent road. Few county surveyors are good bridge designers. In the past, many of the county courts have been at the mercy of the bridge companies. Some companies have had money and some have not. I believe all bridges should be built by contract, and that the bids should be called for on the plans and specifications prepared by

engineer to furnish the map and profile of any piece of road. Then all grading that is done would be done to a determined grade, and the work be of a permanent character. "The main through roads, or trunk roads, should be hard surfaced. This will prove to be the most economical in the long run. Nothing but a hard surface will withstand constant and heavy automobile traffic. The kind of hard surfacing must be determined by local conditions to a great extent. There is no one and only hard surface road that is the best for all lo-

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LOW-PRICED ELECTRIC COMING ON MARKET

New Pleasure Car to Make Appearance Early Part of Summer.

The low priced electric pleasure car is again being talked of by some of the promoters of the east. Recently the Electric World published a report that a low priced electric pleasure car will be put on the market the early part of this summer.

A Portland representative of one of the best known electric automobile concerns on the American market stated to a representative of The Journal that:

"The demand has been continually for larger and finer cars. It is a significant fact that the manufacturer who attempted to market anything at less than \$2000 either went to the wall or had to come to a higher price. "The tendency is still in the same direction. There is no buying class that wishes a car costing \$600 to \$1000. The man with this amount of money to spend wants speed and mileage. That the cheap electric vehicle is not desired is shown by the fact that second hand open cars can be bought for \$500 and less which have more real value than a new car at the same figure."

"The electric car buying public is somewhat critical. The present cars are built as they are not because the manufacturer is trying to force prices higher and higher, but because the demand is for more speed, more mileage, more expensive finish—not a car but a house on wheels—and each succeeding year calls for more rather than less."

"When buyers will be content with a relatively low speed, open car, with inexpensive finish, and when owners will not worry about an occasional squeak or rattle, then the cheap electric vehicle will be much nearer than it is at present."

Wooden Mallets Are Best.

In repairing bent or broken fenders, or other parts of light sheet metal, be sure to hold something below the part on which you are hammering, preferably between the point where you are

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Trouble in Gasoline Feed.
When a motor car, after being cranked, runs for a minute or two and then stops, the first place to look for the cause of the trouble is in the gasoline feed line. A partial stoppage in the pipe will lessen the flow of fuel so that the float chamber fills slowly. On being started the motor at once consumes this gasoline and then has to wait for more. There is another possible cause for this trouble and that is the float of the carburetor sticking. Of course if the float is struck in a high position the flow of fuel will be greatly lessened or even stopped.

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34 x 4	26.05	38 x 5 1/2	57.30

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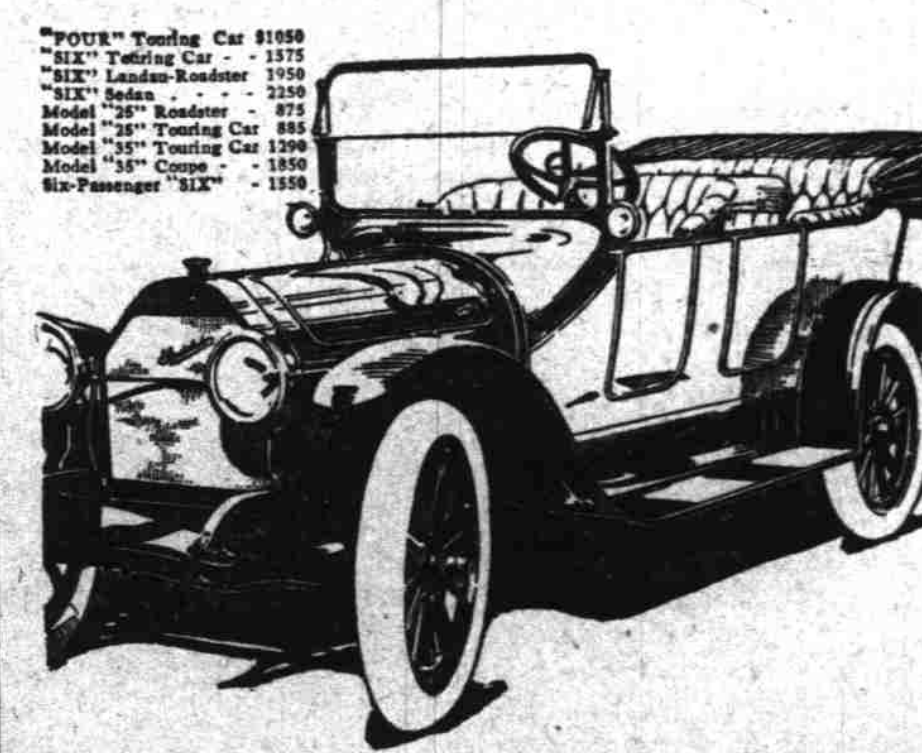
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