

### TO URGE REMOVAL OF HIGHWAY WORK FROM POLITICAL INFLUENCE

Legislative Committee of the American Highway Ass'n to Suggest Legislation.

### POLITICS IS CONDEMNED

Chairman Moore Declares Good Roads and Political Machines to Be a Bad Combination.

To meet the insistent demand for a model road law it is probable that the newly constituted legislative committee of the American Highway association will first direct its efforts toward outlining legislation covering the establishment and operation of state highway departments and the apportionment of state aid.

A hasty review of state aid in operation convinces one that the most important step is to take the state highway department entirely out of politics," declares Walton Moore, chairman of the committee. "It finally says Moore, that the most changes and the most troubles have occurred in those states where the highway departments are subject to political powers and are not conducted as non-partisan technical departments."

Undoubtedly the committee will urge that every state highway department consist of a non-partisan commission composed partly ex-officio and partly by appointment, and that this commission should act in the capacity of a board of trustees for the purpose of appointing a competent state highway engineer and for the further purpose of acting as an intermediary between him and the political branches of the state government. Experience has demonstrated that engineering positions should be filled by appointment rather than election and that the term of service should be as long as good service is rendered.

The committee also finds great necessity for the classification of the roads and an apportionment of cost hereunder by the state government. This means that one township should not bear the entire burden of roads which are used by several townships and that the burden of a road that is used by several counties. Varying degrees of traffic call for improvements equally variable in character and cost, so that the legislation which will be necessary be found desirable and necessary will apportion to each unit of government its responsibilities, burdens and benefits. The committee already has completed the classification of road laws and will shortly begin its further labors.

### DETACHABLES GROWING MORE POPULAR NOW

Tops Are Sound Proof and Absolutely Noiseless and Cost Reasonable.

Almost every motorist realizes that an automobile is more enjoyable during the winter than in the summer months. The duties that the motorist has to perform during the months of the year when the streets are covered with snow or ice, are just as important as the daily routine at that time of the year when touring is more of a pleasure.

For the doctors and professional men who are daily out of doors; for the social duties of the ladies and their shopping tours; the motor car in winter, is an indispensable utility. It is at times when the motor car owner is not inclined to afford the expense and upkeep of two distinct cars—an enclosed car for winter and an open car for summer. This has been the main reason why the car makers have hit upon the happy idea of building removable tops for converting the touring car and roadster into sedan and coupe enclosed cars. This winter detachables are becoming very popular all over the country. With the attachment of the removable tops, the owner enjoys all the luxuries of the most expensive enclosed cars, at a very reasonable cost. The tops are sound-proof, absolutely noiseless, and have a very pleasing interior appearance, as they are lined with very high quality linings. There is an electric dome light, the windows are ventilating, and in fact, the tops have all the appointments of luxury.

### Many Cars Are Sold During Lean Times

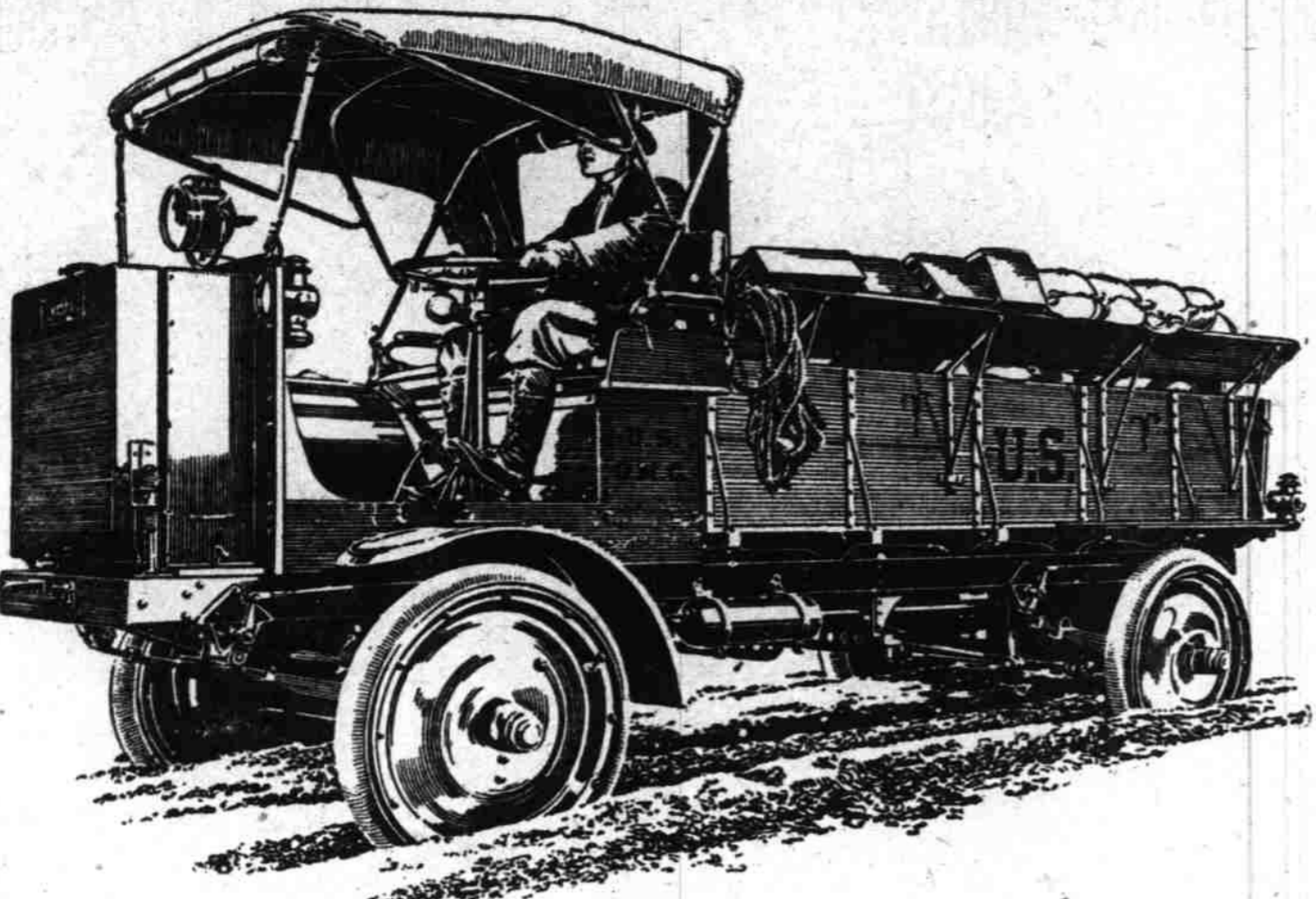
Factory Which Recently Introduced Profit Sharing Plan Aims to Dispose of 300,000 Machines in 15 Months. For the first three months after the announcement, August 1 last, of the profit sharing plan for Ford purchasers there were sold at retail and delivered 59,507 Ford cars. Those three months, August, September and October, are among the lean months of the year. They are preliminary to the "closed season," Dealers, too, in those months are making contracts with the Ford Motor company sold at retail and delivered 59,507 cars. The statement is highly significant in that the Ford Motor company can easily materialize its stupendous plan to sell at retail between August, 1914 and August, 1915, the 300,000 cars necessary to give each purchaser within that period a share in Ford profits.

### Auto Repairing

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Western Electric Works 615 BIXIE ST.

### OUR NEXT WAR TO BE ONE OF GASOLINE



One of fleet of quad trucks used by the Federal government.

Any uncertainty about the great fight in Europe being a gasoline war was completely removed by Irvin S. Cobb's recent interview with Lord Kitchener, in which the English army head inquired anxiously about the German supplies of gasoline.

Germany's supply of gasoline is necessarily imported, for there are no natural oil wells in that country. Benzol, a substitute for gasoline, cannot be made in large enough quantities. England's present mastery of the seas precludes the possibility of receiving fresh supplies of gasoline from America, except through Holland and the Scandinavian countries, and these sources are being rigidly supervised as far as possible by the fleets of the allies. Russia's oil fields will naturally be conserved for the czar's subjects, unless Turkey can succeed in her campaign against Baku. And the very fact that Germany persuaded the Turks to enter the war at this point is additional evidence of the supreme importance of a gasoline supply in a war waged under modern conditions.

How fast the world is moving is well indicated by the trend of recent war.

The British-Boer war in South Africa witnessed the introduction of motor trucks on a small scale, although the automobile was very much of an experiment in those days. The recent Balkan wars emphasized the desirability of motors along with battle front extending upwards of 100 miles. The present war leaves no doubt whatsoever about the absolute necessity for motor trucks and automobiles.

Horses are being purchased by the tens of thousands, it is true, but mainly for the use of the cavalry. The most anxious inquiries are for motor trucks. The chief demand, however, is for Quad trucks, which because they drive, break and steer on all four wheels, can operate on the actual firing line over the roughest kind of country, in places even where horses cannot pull a load.

It is significant, in this connection, that the United States army is rapidly adding Quads to its transport service. Armored Quads and ordinary supply wagon Quads are going into service every month. There is no secret about this among well informed people, for it is a fact that the United States is far better prepared for defense against foreign aggression than

certain alarmists give us credit for. There are signs, moreover, that in spite of President Wilson's carefully worded statement about depending upon a citizen soldiery, the United States regular enlisted army will be increased at an early date, probably to the 205,000 men recommended by Major General Wotherspoon in his final report when retiring as chief of staff of the American army. It is not improbable, too, that by a system of reserve there will be provided a mobile force of 500,000 first line troops equipped for a six months' campaign. This was also recommended by the former army chief.

But if this were done, the transportation equipment would be far from adequate. Only by a system of subsidy for army type Quad trucks, such as obtains in Europe, could Uncle Sam provide against the contingency of war, into which we might be plunged at any time during the present disturbance abroad. And we must not forget that every horse killed in Europe and every horse exported from America makes it just that much more certain that our next war, too, must needs be a gasoline war.

### GOOD ROADS PROGRESS

Clatsop County Spends Half Million in 1914 in Highway Improvement; Coos County Quarter Million.

A HALF MILLION DOLLARS has been spent on the construction and maintenance of roads in Clatsop county the past year and approximately \$75,000 remains to be paid contractors for work that is yet uncompleted.

In order to do her part in constructing the Columbia highway from Portland to the sea, the residents of the county last spring voted a bond issue of \$400,000. The money has been spent in building three main trunk lines in the county. Between Astoria and Westport, along the bank of the Columbia river has been spent \$208,000 from Astoria to the Clatsop county line, known as the Nehalem route, has been spent \$100,000. Another \$100,000 was proportioned to the route between Astoria and the Tillamook county line via Seaside. This work was the last to be started and only one contract has thus far been awarded. This was for the grading and clearing of the road beginning at a point 16 miles south of Seaside and extending to the Tillamook county line. The amount of the contract was \$57,000.

Five miles of the route between Astoria and Seaside has been held up by litigation, and nothing has been done during the past summer in improving that section of the highway. With the exception of this part of the route there is now a good hard surface driveway between Astoria and Seaside. From this city to one mile south of Warrenton is the cement roadway, eight feet wide, with four feet of macadam on either side. This road is estimated to have cost approximately \$10,000 per mile, exclusive of grading, as this has been accomplished there by the cost of the road was paid by an appropriation received from the state highway fund.

From Skipanon to Carnahan station in the section of the road that has not been improved. From Carnahan to Seaside the county has put the road in excellent shape for traveling, at a cost of \$15,950. It is improved with a main foot strip of "macadamite" with macadam shoulders on either side.

### Columbia Highway Unit.

Eighty-four per cent of the Columbia highway between Astoria and Westport has been completed. It is estimated that it will require the expenditure of \$44,661.25 to complete the road. As the amount of the general fund levy for next year will exceed \$60,000, it is estimated that that section will be completed during the coming summer. Eleven bridges are yet to be considered. The road will be in good shape for traveling in its present condition about three months in the year, as it has only a dirt bed which will become soft when the fall rains begin. The road, however, will be improved with a main foot strip of "macadamite" as available. During the summer months a contracting firm has cleared 158.91 acres for the right of way. The number of acres yet to be cleared is 24.

The grading and clearing on the Nehalem route has been completed, with the exception of one 40 foot opening, which can be either bridged or filled in the spring. The contract for this work was let on a day labor basis, owing to the fact that the bids received by the highway engineers were not satisfactory. The road is 36 miles in length and follows the route of the old highway between Astoria and Portland the greater part of the way.

### Activities in Coos County.

A HARD surface road which can be traveled by automobiles the year around and extending from the Coos county cities to Roseburg or some other point in the interior of the state, is the ultimate aim of the good roads movement in Coos county. It is believed that such a highway would do as much as any other one improvement of public project toward placing Coos county in closer touch with the

tourist travel and people in general in other districts of Oregon. It has been impossible to bring about this expensive improvement all at once, so in the meantime the county has been making road improvements throughout the county, where they are needed, and to put work on the main trunk lines which will not be started when it comes to building a main highway to the interior.

Up to December 1 during the year 1914 there has been expended on roads in Coos county \$99,500, which was apportioned to districts, and \$88,600 out of the general road fund, the latter amount including that which was expended for bridges and ferries.

For new bridges, repairs and reconstruction of old bridges the county has spent \$10,900, which money came out of the general road fund.

About 30 per cent of the district road appropriations was expended for maintenance of old roads, or about \$29,000.

For new routes, relocations and reductions to grade, about \$44,900 was expended out of the special and district funds, with some assistance from the general road fund.

Eight districts levied special road taxes, the amount thus raised aggregating \$46,001.

### Expenditure of Quarter Million.

This makes a total of \$222,000 which has been expended for old and new roads and for bridges and ferries during the year in Coos county. The road levy for next year is \$199,000.

Work on the roads of the county this year has been under the direction of P. M. Hall-Lewis, who holds the title of roadmaster of the county, and whose duties as those of highway engineer and general superintendent of county road work.

The policy of the county in doing road work will be to continue to reduce all main roads to established grades, as the funds are available, and as soon as this has been accomplished there will probably be some move set on foot to pave the main arteries of the county and thus have a hard surfaced auto route to the interior.

Water bound macadam which was laid during 1913 and 1914 is giving very satisfactory results. The native rock which has been exploited is not a character to produce a good asphalt-bound macadam. The macadam roads of the county are of five inches ultimate thickness and are intended for paving with bitulithic wearing surface.

Coos county has approximately 900 miles of public highways. The county is endeavoring to maintain in traversable condition 588 miles of county road, maintain ferries and bridges, and gradually reduce to grade and final alignment a large percentage of the total miles, on less than \$150 per mile, exclusive of the amounts raised by special taxes. The county is rapidly standardizing the roadway sections and methods of construction, and considering the amount of available funds the county officials think that during the past year they have accomplished much in the way of securing better and more permanent highways for Coos county.

Construction is Expensive. Road mining has in many parts of the county been exceedingly difficult and expensive. Particularly in the case through the mountainous regions where there are many landslides in the winter season, and where the construction work has been highly expensive. Many of the worst difficulties, however, have been overcome. The farmers who live in the more isolated districts are coming to a greater realization of the importance of a good road to the market centers, while the people of the cities of the county are now more than ever anxious to have high-grade, first-class kind which will connect with the interior, and thus give a route which auto can travel and reach the beach, mountain and lake resorts of Coos county.

### PRESENT PROSPERITY INDICATED BY LARGE SHIPMENT OF AUTOS

Train for Forty Cars Due in Near Future, Another of 100 Month Later.

A special trainload of 40 cars, containing 200 automobiles, for distribution in the Pacific northwest, would indicate at least some prosperity in this territory at the end of the year.

Met Johnson, manager for the Howard Co., accompanied by his business associate, A. S. Eldridge of Seattle, returned last week on a flying business trip to the Pacific northwest, where they met C. S. Howard and secured an allotment of 200 Buick cars of assorted models, which will leave the factory on their way to the Pacific northwest.

These cars will be loaded in 40 freight cars, which will be run as a special train from the factory at Flint, Mich., to the Pacific northwest. This will be the first of the special trains for the season of 1915, a second train of 100 carloads having been promised for shipment Washington's birthday.

The first special train of automobiles, a 40 car train, ever brought to the Pacific northwest, was shipped from the Buick factory in March 4 of this year, and created a real sensation.

The shipment of a special train at this early date, and particularly at the time the pessimists are all over the land, will, no doubt, create a still further sensation.

### Europe Demanding Commercial Cars

October, in Round Figures, Saw Exportation of 600 More Cars Than Same Month Year Ago.

Washington, D. C., Dec. 13.—The large demand for commercial cars as a result of the European war is shown in the October exports, made public today by the Federal bureau of statistics. In the month 672 commercial cars, valued at \$2,286,564, and 732 pleasure cars, valued at \$768,387, were exported, as against 79 commercial cars, valued at \$1,295,506 and 1,697 pleasure cars valued at \$1,662,716, exported in the same month last year. The exports for the 10 months ended October last were, 12,089 commercial cars valued at \$3,252,509 and 20,262 pleasure cars, valued at \$17,888,351.

### Tire Company Is In New Quarters

Republic Moves From Burnside Street to Beck Building; Broadway Declared Logical Location.

The local branch of the Republic Rubber company of California, formerly located on Burnside street, has taken up quarters in the Beck building, 71 Broadway, next door to the White company. The Republic was one of the first tire companies to establish a branch in Portland and has been very successful in its operations in this territory. John O. Leslie, local manager, in speaking of the new location, believes that Broadway is the logical location for all tire concerns in Portland, due to the width of the street and the great amount of traffic using that thoroughfare between the east and west side.

### LITTLE CAR IS GIVEN UNSTINTED PRAISE BY MOTOR ENTHUSIASTS

Machine Has Been Center of Attraction Since Intention to Market It Announced.

### EXPECTATIONS EXCEEDED STOCK MODEL IS USED

Authorities Unanimous in Assertion That New Standard Set in Popular Priced Field.

Several thousand people visited the salesroom of the Covey Motor Car company during the past week inspecting the new Dodge car that was placed on exhibition a week ago today. Out of all the motor enthusiasts not one had a word of disparagement for the little car that has occupied the center of attraction in the low car price for the past 12 months.

Ever since Dodge Brothers announced they would place on the market a small car, every possible conjecture as to the size and price has been set forth. Naturally, every one was greatly pleased when the car was finally placed on show in Portland to find that it was far beyond their expectations. Contrary to the expectations of those who expected freakish design, Dodge Brothers' car is a full grown automobile with a four cylinder motor, 2 1/2 inch bore by 4 1/2 inch stroke, developing 30-35 horsepower. It has a wheel base of 110 inches. For the present, the car will be available in five passenger touring car form and as a two passenger roadster.

Motor authorities who have examined and ridden in the new car are unanimous in stating that Dodge Brothers have established a new standard of value in the popular priced car field. In point of commodiousness for the passengers, service, sturdiness and general appearance, the car exceeds the general acceptance of what can be purchased in the open market at a figure in the vicinity of the \$800 mark. No sound suggestion for the improvement of the car's equipment, which includes electric lighting and starting, one man top, ventilating windshield, and other features, has been offered by a single automobile expert who has seen the car.

### Worm Driven Truck Ready.

The Gerlinger Motor Car company has just been advised by the Federal Motor Car company that they now have ready for distribution worm driven models of one and a half ton capacity. This company has heretofore built only chain driven trucks. The worm-driven truck is being taken up by good many of the truck makers and it is said that the pleasure car makers will soon adopt this method also.

### HAYNES LIGHT SIX MAKES NEW RECORD IN LOW GEAR TESTS

Distance of 180.4 Miles Covered of Which 166.1 Were Made Without Stopping.

### STOCK MODEL IS USED

Car Was Loaded With Full Equipment and Carried Four Passengers—Water Did Not Boil.

All former low gear tests were far outstripped by the Haynes light six at Newark, N. J., December 4, when a demonstrating car was given an all day low gear run by Clarence Schuyler. The total distance covered was 180.4 miles, of which 166.1 miles were covered without stopping the motor.

It has only been a few months ago that the Franklin people were pointing with great pride to the fact that no water cooled automobile would dare attempt to perform a low gear test such as they performed when they ran their car 100 miles on low gear, with-in a 10 hour limit. Now comes the Haynes and nearly doubles the Franklin performance, making the 100 miles in less than seven hours.

The car was driven 100 miles, non-stop, in 6 hours 52 minutes, and the distance for 10 hours running was 151.2 miles, a little better than 15 miles per hour. The consumption of gas for the whole 180.4 miles was 23 gallons, 7.8 miles to the gallon, or the oil used was 7 quarts, 26.7 miles per quart. No water was added to the cooling system and the car returned at the end of the run with the radiator practically as full as when starting out; the actual drop of the water level was less than a quarter of an inch. A motometer showed that the temperature did not rise higher than 160 degrees Fahr. at any time; the average was about 115 degrees. The water did not boil at any time and the water jackets were not too hot to lay the bare hand on even at the tops of the worst of the many bad hills.

The touring car used was a stock model used as a demonstrator and had been run about 1000 miles. It was loaded with full equipment and four passengers, and weighed en route, scaled 3800 pounds with and 2200 pounds without passengers. The low gear ratio is 11.75 to 1, intermediate 7 to 1 and high 4 to 1. When the report of this wonderful performance by the Haynes reached Portland, Henry Mann, the local representative of the Haynes, insisted that a representative of The Journal be shown a few of the stunts the car would perform around the hills of Portland. Leaving The Journal the car was taken up Hill street hill faster than the writer had ever been before. The car made the entire hill on second at a rate greater than 20 miles per hour. All of the other dem-

### MULTITUDE OF BABY CABS

Here is an interesting bit of information which offers food for thought. Think of a procession of 88,

000 baby carriages, each with its precious burden requiring fresh air and sunshine every day in the year when the weather will permit. It requires some stretch of imagination to realize what this means. Nevertheless, information comes to us from the Rubber Manufacturing company that during the month of October its output of baby cab tire rubber was 200 miles, which figuring 12 feet of rubber for each cab, would make comfortable 88,000 babies.

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