

MULTNOMAH TO BEGIN WORK IMPROVEMENTS IN NEXT FEW WEEKS

Sandy River Cutoff Nearly Done; Base Line Extension Will Be Next.

SEVEN BRIDGES PLANNED

Four Concrete Viaducts for St. Helens Road—One on Base Line, Two Railway Crossings to Be Built.

The actual work of construction on the most important road improvements planned for this year in Multnomah county will probably begin about March 1. At this time it is expected that the work on the Sandy River cutoff, which has been in progress all winter, will be practically finished. There are about 100 men in this crew and they will be put to work on the Base Line extension which is so near the present work that it will probably not require the setting up of another camp.

Surveys and estimates on the relocation and regrading of the St. Helens road between Millers and Burlington are being made up by the engineers and it is hoped to have work started here early next month.

Another improvement which will be started about this time is the relocation and regrading of the Canyon road inside the city limits.

Bridge Plans Nearly Done.
In the bridge department plans are about finished for seven reinforced concrete structures. Four of these will be on the St. Helens road, replacing the present wooden structures. Their cost will be about \$25,000. On the Base Line extension there will be a concrete bridge of neat design which will cost \$50,000 or \$60,000. At Fairview there is to be an underground railway crossing and at Multnomah an overhead crossing. These will cost about \$28,000, of which the railroad company is to pay half.

The paving program includes the completion of about 11 miles under last year's contracts and about two miles of new work to be constructed.

\$800,000 Is Available.
This new work embraces the cross road from Gresham to Fairview and the Capitol highway from the city limits to the end of the Terwilliger boulevard, one-half mile.

A great deal of macadamizing is also to be done during the year. This will be placed on the Fairmount boulevard, the Sky line boulevard, the Germantown road, the Palatine Hill road and a number of others.

There will be available this year over \$800,000 for roads and bridges.

Skamania County To Open Road Bids

Second Section of Highway Extends from Cooks to Underwood—Contract for First Section Let.

Bids will be opened March 4 by Skamania county, Wash., for grading and clearing 13 miles of highway between Cooks and Underwood. This is the second section of the highway being built through the county with the bond issue of \$210,000 voted last fall. The contract for the first section between Collins and Stevenson was let a few months ago for approximately \$50,000.

The estimates for the third and last section are now being made up and bids will probably be called for in April. This last section will be between Stevenson and the western boundary of the county. When the Skamania county link is completed there will be a highway on the north bank of the Columbia river from Vancouver to White Salmon.

WHO'S WHO IN MOTORDOM

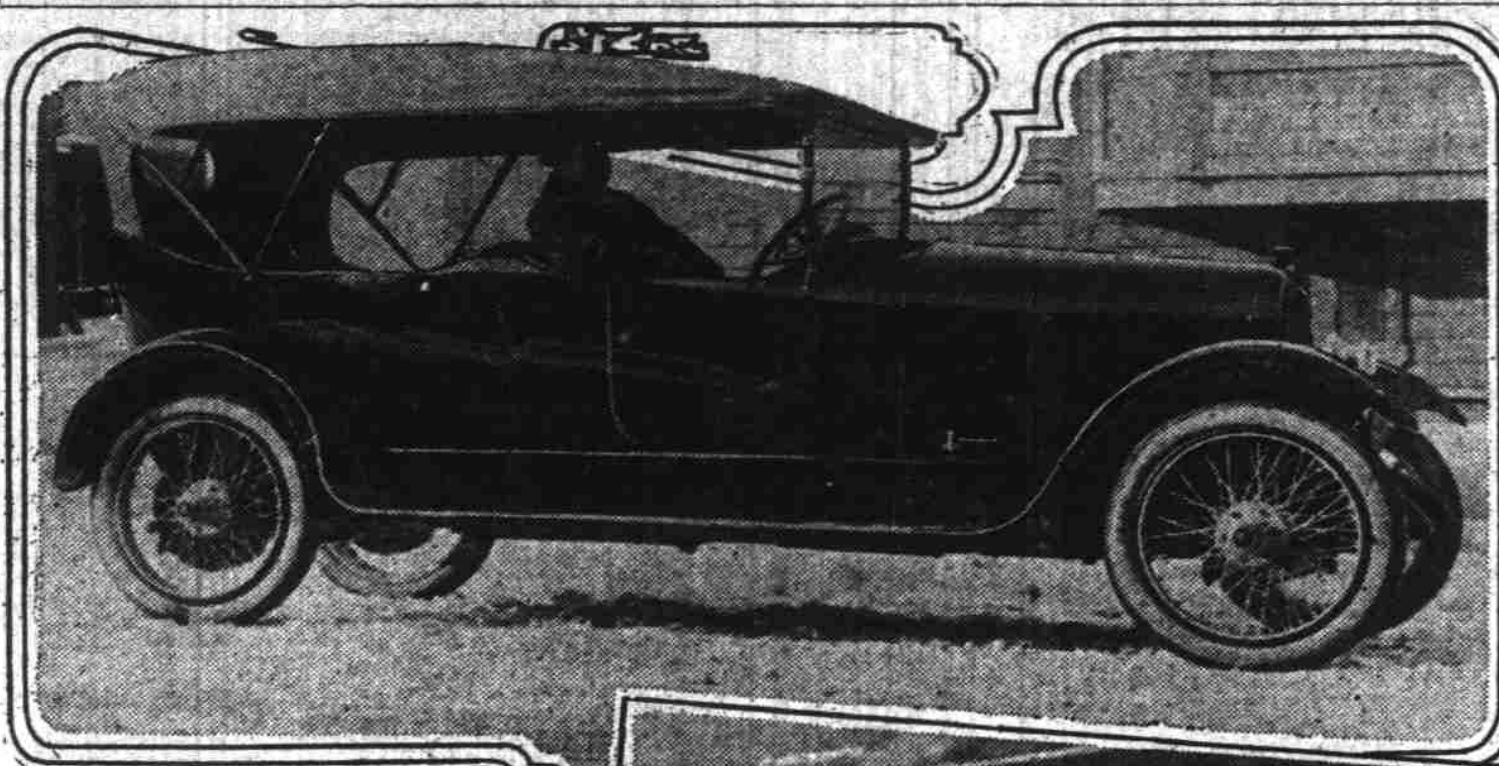


Frank S. Osen.

The man on the screen today is Frank S. Osen, the service expert who keeps the Mitchell cars running on the roads of the northwest. Mr. Osen is responsible for the proper handling of more than \$20,000 worth of auto parts which are housed in the plant of the Mitchell, Lewis & Staver Co., the Pacific coast distributors of the Mitchell cars.

Mr. Osen entered the service of the Mitchell Motor Car Co., of Seattle, in 1911. When the Mitchell, Lewis & Staver Co. took over the coast agency for the Mitchell cars, it moved the stock of parts to Portland and transferred Mr. Osen to see that they were properly applied.

LIGHT WEIGHT IS FEATURE OF BIG CAR



ROAD SUPERVISORS ARE CONDEMNED BY COOS COUNTY JUDGE

Men Frequently Chosen Because They Are Popular, Not Because They're Fit.

The abolishment of the road supervisor system and the placing of all road work under the supervision of an efficient roadmaster is advocated by County Judge Watson of Coos county.

Under the supervisor system he asserts that road expenditures are not more than 40 per cent efficient.

"Very few road supervisors," says he, "will follow instructions. Out of 32 road supervisors in Coos county I know of only one who will follow instructions to the letter."

Most of them have their own ideas, which are generally very poor ones; consequently, we have 32 different kinds of roads, large sums of money are wasted and we have no uniform system of road building or maintenance.

In fact, we have not much of anything except an empty treasury.

There is so much red tape connected with the mode of removing a supervisor that it is seldom done, no matter how grossly incompetent may be his acts or his inefficiency. I have been connected with county business for the past 11 years, and not in my memory has a supervisor ever been removed, although 90 per cent should have been removed for extravagance and inefficiency.

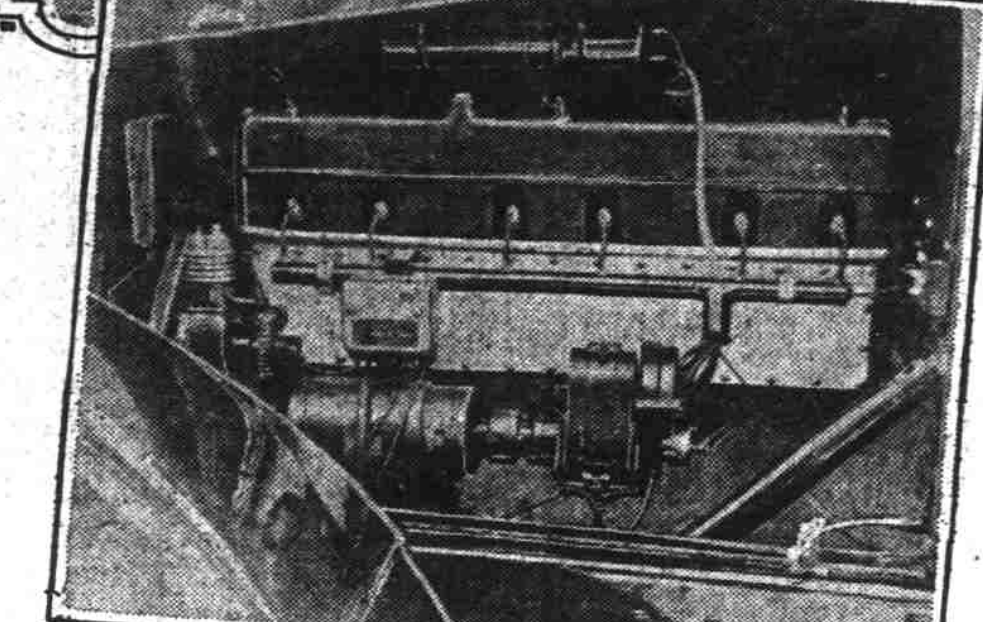
Popular, But Not Fit.
"In many instances supervisors are appointed on petition from their districts and it often happens that the most popular man is not the fit man for the position."

They hire their former friends for road work, and it generally happens that at the very time when the roads should be worked is the very time that the farmer is busiest; consequently, the road work is postponed until some later date. Then the earth is in such a condition that it can not be worked to advantage.

When he does work, he does his chores before he comes, and generally gets to work late, and then the chores at evening necessitates his knocking off early—probably gets in 7 or 7½ hours when he should put in eight faithful hours.

"If the road supervisor system were abolished, and a roadmaster appointed with authority and funds to do some real permanent work in some part of the county each year, it would not be many years before many of the roads would be of a lasting and permanent nature."

Something for Money.
All roads could not be made permanent at once, but the county would at least have something to show for



The Marmon aluminum cylindered six which was called the "mystery car," and the power plant which gave it that name.

That the points of distinction which formerly contrasted the American built automobile from that of continental Europe, as regards body design, are disappearing is more than ever brought out by the new Marmon Six, which the Northwest Auto company is showing.

This car is of the extreme "boat-line" model, without a perceptible edge in its body from stem to stern. The only thing missing to give it the extreme appearance of a speedboat on land is the funnel, which some of the Italian cars have on the cowl.

The body and frame construction of this new car is noteworthy. The body is in three pieces, all of aluminum—built, front seats and tonneau. These sections bolt direct to the frame, giving a low-hung body, with the wooden body sills eliminated. This last feature allows the passenger to sit at comfortable seat height.

The general appearance of the big, roomy body gives it one of extreme massiveness. The coach and body work might be a special job from the hands of such artists as Napier, Rolls-Royce or Mercedes.

Under the hood is the surprise. There is a big, purring, six cylinder motor, with so much aluminum that the departure is almost startling. But this metal and its alloys have been fully tested in all its present uses and found to be wonderfully suited to the purpose. There has been absolutely no sacrifice of strength, in spite of the fact that the use of the metal has lightened the car fully 25 per cent.

The Marmon weighs, with all tanks full, less than 3500 pounds.

The spring system is one of the most novel shown for some little time. The type is said to prevent anything but a straight up and down movement of the tonneau. It is said, furthermore, that the springs have all the properties of a complete shock absorbing system.

This light weight, combined with power, gives the man who likes a car with "pep" a motor which will pull from 10 to 60 miles an hour in less than 18 seconds. At a speed of 2400 revolutions, the motor has tested 75 horsepower.

For the man who takes care of his own car, the fact that there are but four grease cups on the entire transmission means something. The Marmon oiling system takes care of almost every moving part without the attention of the driver.

general plan of road construction and in training along parallel lines men who may be expected to take charge of the road system, and any change in the system would mean a different school for our engineers, conflict of methods and lack of harmony and unity. This would apply to construction of bridges, which must, as a measure of economy, be as nearly as possible of uniform design.

Minnesota to Spend \$3,000,000 on Roads
State Has Already Given \$750,000 to Counties As Its Half and Will Give Same Amount More.
The state of Minnesota will spend \$3,000,000 for better highways. To date this year the state has given counties for state aid \$750,000 for highways, which will be increased to \$1,500,000 before next January. George W. Cooley, engineer for the state highway commission, recommends a one-mill tax, and making the state's share of the expense for state roads one-half. He said: The commission is engaged on a

ROAD AUTHORITIES ARE NOT IN ACCORD ON SHACKELFORD ACT

Chairman of A. A. A. Executive Committee Considers It Good; Others Say Bad.

BOTH WOULD GO SLOW

Criticism Expressed is That Money Will Be Spent for Local, Not Interstate Highways.

Considerable comment has been aroused by the passage by the lower house of congress of the Shackelford good roads bill, which calls for a federal appropriation of \$25,000,000 to aid states in road development. A. G. Batchelder, chairman of the executive committee of the American Automobile association, discussing the bill, said: "It contains some things that are excellent and some that are doubtful, as is always the case in making laws which endeavor to satisfy the diversified wants of the whole country. There is a feeling at this time that federal money should be spent only for construction and improvement and not for maintenance."

"Undoubtedly the bill will be amended in the senate and be modified to meet the Bankhead, Watson and Gore bills, which are somewhat along the same lines. The first year's appropriation should not be very large until the machinery of operation is fully perfected. Federal aid for good roads is not any new proposition except as to details."

National Help Logically.
"Since self-propelled vehicles have increased all over the country, the interchange of commodities and the transportation of passengers have changed road conditions until it is just as logical for the national government to help the states as it is for the state to help the county."

Elias Vander Horst, vice president of the National Highway association, New York, has an altogether different opinion of the measure. "I can characterize it as a 'pork barrel,'" he says. "By 'pork barrel,' said he, 'I do not mean graft, but an attempt to have part of some congressmen obtain the use of government funds in the building of roads that would be local in character and therefore subject to their jurisdiction.'"

"The idea is fundamentally wrong. It does what has never been done before with public money, namely establish a partnership between the states and the federal government."

Failure Is Feared.
"Heretofore either the state has done the work and paid for it or the government has done the work and paid for it. Under this bill the states select the routes and the bill states that one of the purposes of this act is to improve the condition of a general system of roads leading from the cities, towns and railroad stations into adjacent farming communities."

"Quite evidently these roads should be taken care of by local communities. Such roads would seldom carry any interstate commerce. Their location would be subject to political pull of local district leaders. This has been the result in those states that have tried state aid to the counties of the state. In every case it has failed and the relation is not far to see between state aid whereby bits of road have been constructed in the counties and federal aid whereby bits of road would be built in the states, roads beginning nowhere and ending nowhere."

A recently patented steel fence post has prongs at the bottom that spread as it is driven into the ground to anchor it firmly.

GOOD ROADS NEWS NOTES IN THE OREGON COUNTRY

Plans \$250,000 Expenditure.—Clatsop county plans to expend over a quarter of a million dollars this year on roads and bridges.

Supervisors to Meet.—The 35 road supervisors of Linn county will meet with the county court March 4 for the purpose of discussing road work for the coming year.

Will Assist County Court.—Permanent organization of a county wide association to assist the county court in promoting good roads has been effected in Union county. George T. Cochran is president and F. E. Curry secretary of the association.

Route Will Be Same.—The new routing of the Pacific highway between Eugene and Clatskanie county will not vary from the existing line of county roads, according to an announcement of the state highway department. Plans are being formulated to eliminate several grade crossings in Lane county between Eugene and Cottage Grove.

Can Bond District.—A highway from White Salmon to Snowdon is being considered. It is understood that the district through which the road runs can be bonded as in the case of the

Hood River Club Roasts Legislators

Commercial Body Blames Lobbyists, Lawmakers for Preventing State Commission Maintaining Highway.

In a set of resolutions recently adopted by the Hood River Commercial club refusing to endorse a movement to close the Columbia river highway unless the state highway commission accepted responsibility for its upkeep, is contained caustic criticism of the Hood River county representatives in the last legislature.

"We recall," read the resolutions, "that certain politicians and contractors made a spirited fight against the state highway commission during the last session of the legislature, and notwithstanding the fact that Hood River county had at that time the promise and good will of the state highway commission to take over and maintain the Columbia highway as a state road, local lobbyists appeared at the capital and did everything possible to handicap the commission and the public spirited citizens who were co-operating with the commission in a laudable attempt to provide a public road that would connect the eastern and western parts of the state."

"The efforts of the lobby created a division in the legislature which resulted in the defeat of pending legislation upon which the highway commission depended, and which would enable them to carry out their policies and fulfill their promises in various parts of the state. Our own county delegation in the legislature voted solidly against our interests, which they had publicly promised to support."

The failure of the legislature to provide for and continue the plans of the preceding session left the commission without funds and powerless to keep up and maintain the highway as a state road as contemplated."

Tire Company Has Its Private Wireless

Plant Is Used to Communicate From Detroit Office and Factory in Akron; Other Concerns Have Followed Lead.

Tires and wireless telegraphy—the two would not be supposed of association, yet sending wireless messages long ago ceased to be a luxury with the Goodyear Tire & Rubber company of Akron, Ohio. Wireless plays a large part in the company's business.

About three years ago the company conceived the idea of using wireless to

Florida Highway To Be Beautified

Day Is Set Apart Where Everyone Will Be Expected to Turn Out With Shovel and Plants and Assist.

Florida is working on plans to make her roads attractive to tourists by planting trees and flowers along the roadside.

The committee on highway beautification will ask Governor Trammell to set aside a day each year, to be known as "Florida Highway Beautification Day," when every man and woman living on or near an improved highway will be expected to turn out with shovel and plants and aid in the general improvement of the road.

As a good start in the right direction being urged by the committee, some places the Florida highway 30 feet wide, and in other places it from 40 to 70 feet in width. An effort will be made to put it within the power of each county to secure land from abutting property owners for from five to 10 feet additional land on either side of the highway; wherever a property owner refuses to deed the necessary land, that the county commissioners may take steps to purchase such land if the price asked is not prohibitory. The association will also work for the elimination of rowing cattle from the highway.

In connection with the installation of a simple "white way" system of illumination it is interesting to note that Winter Park and Orlando, in Orange county, four miles apart, have in contemplation a string of electric lights every 400 or 500 feet apart, the expense of operation, equipment and installation to be met jointly by the cities of Winter Park and Orlando and Orange county.

Government Aid Provided.
Representative Johnson of Washington has introduced a bill to pass authorizing an advance of \$100,000 from forest reserve receipts to build a 30 mile road across the Columbia forest from Carson to Galesburg.

When writing or telling an advertisement, please mention "The Journal." (A-1)



Concentration

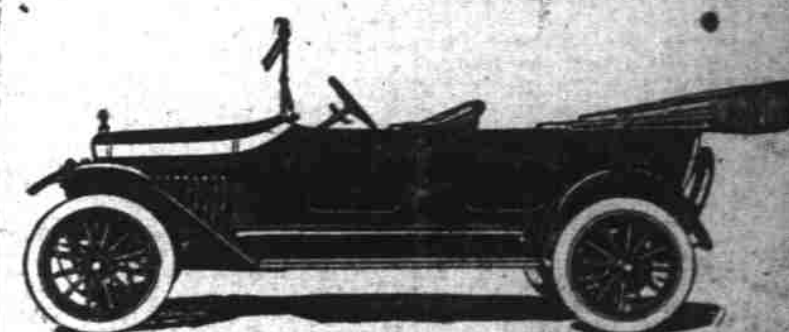
"MAN is not born to solve the problems of the universe, but to find out what he has to do and to restrain himself within the limits of his comprehension."

So spoke one of the world's greatest philosophers. And the same immortal truth has been echoed down the centuries.

Notably, in this era of specialization, the greatest awards are to those who concentrate on a single aim and accomplish it with exceeding skill.

Maxwell Motor Cars are products of concentration. They are built by organized specialists, whose collective aim is the creation of a car of such excellence that we can be justly proud to trade-mark and brand it with our name.

The achievement of this aim is facilitated by the great volume of business necessary to make a low price possible. Thus we "restrain ourselves within the limits of our comprehension," by evolving a car of character that will capably serve a wise and economical public.



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H. L. Keats Motor Co.

BROADWAY AT BURNSIDE