

NEWS OF CANDIDATES ON ROAD QUESTION ARE HELD IMPORTANT

People Interested in Knowing How Money Is Raised and Expended.

TRUNK LINES ARE NEEDED

A. King Wilson Believes That \$1,000,000 Annually Should Be Raised for State Highways.

"As a number of men are seeking our votes for nomination to the legislature, it is appropriate," said A. King Wilson, mayor of Oswego, "that thought and attention should be paid to the subject of what legislation should be enacted by our next legislature on the subject of good roads. One of the questions which will be presented to the legislature is an appropriation for construction of roads. The citizens are interested in knowing what means money will be raised for good roads, and how it will be expended; and the question of road building by the state is one of the most important questions that will be for consideration before the next legislature.

Money for Trunk Roads.
"The 1912 legislature made a tax of one quarter of 1 mill on the property of the state, which has produced about \$250,000 annually. If the legislature would make a tax of 1 mill, it would produce \$1,000,000 annually. This sum of money could be expended on main trunk line roads. The roads should be located and the grade and curve fixed by the state engineer, disregarding as far as possible road district lines and county lines, and it should be hard surfaced under the main trunk lines. The state built the main trunk lines, the counties could build shorter roads leading into the main ones; then the burden for improvement would be equally borne, and the citizens in each locality would have some control of the amount of tax and location of the roads.

Paved Road to Salem Needed.
"A hard surfaced road from Portland to Salem would be used more than any other 50 miles of road that could be built in the state. A provision could be made in the law that this road was to be continued south until it reached the California line. Later a road could be built east and west clear across the state. If there was a million dollars used annually, it would not be long until these roads were finished. As Multnomah county has already expended a large sum of money on good roads, it would not be necessary to spend any state money in Multnomah county.

Hudson Super-Six Advanced in Price

Word is Received Announcing Raise of \$100 Per Car That Became Effective May 9.

C. L. Boss, local Hudson dealer, has received the word that the Super-Six advanced \$100 in price at midnight May 9. This was not unlooked for, but the dealer had no intimation that the price raise was forthcoming. With it came explicit instructions which dealt with the cars that have been sold and those that are in the hands of the dealers. The raise took effect at once but all cars on which an actual deposit had been made are exempt from the increase.

A sworn statement concerning such cases must be forwarded to the factory. Mr. Boss has 12 such statements to make out for the benefit of those who purchased before the changing date. The raise makes the car \$1175 at the factory.

Labor gets the benefit of the raise. Never before has the east had such a demand for the skilled artisan and the automobile industry demands the best there is. Materials also had a hand in the increase. The cost of the car. The same telegram which brought news of the price increase also contained news that deliveries were being speeded up and that in a few weeks cars would be getting out west at the rate of one every other day.

An Evening Ride to Beaverton and Back

Canyon Road Route Affords Attractive Drive at the Close of the Day—Return by Different Way.

The "after dinner ride" has become as much an established institution as the "after dinner smoke." Judging by the number of machines that make their appearance on the roads about the city just after the close of the day. These past few evenings with the long twilight have been especially conducive to a short turn over the boulevards.

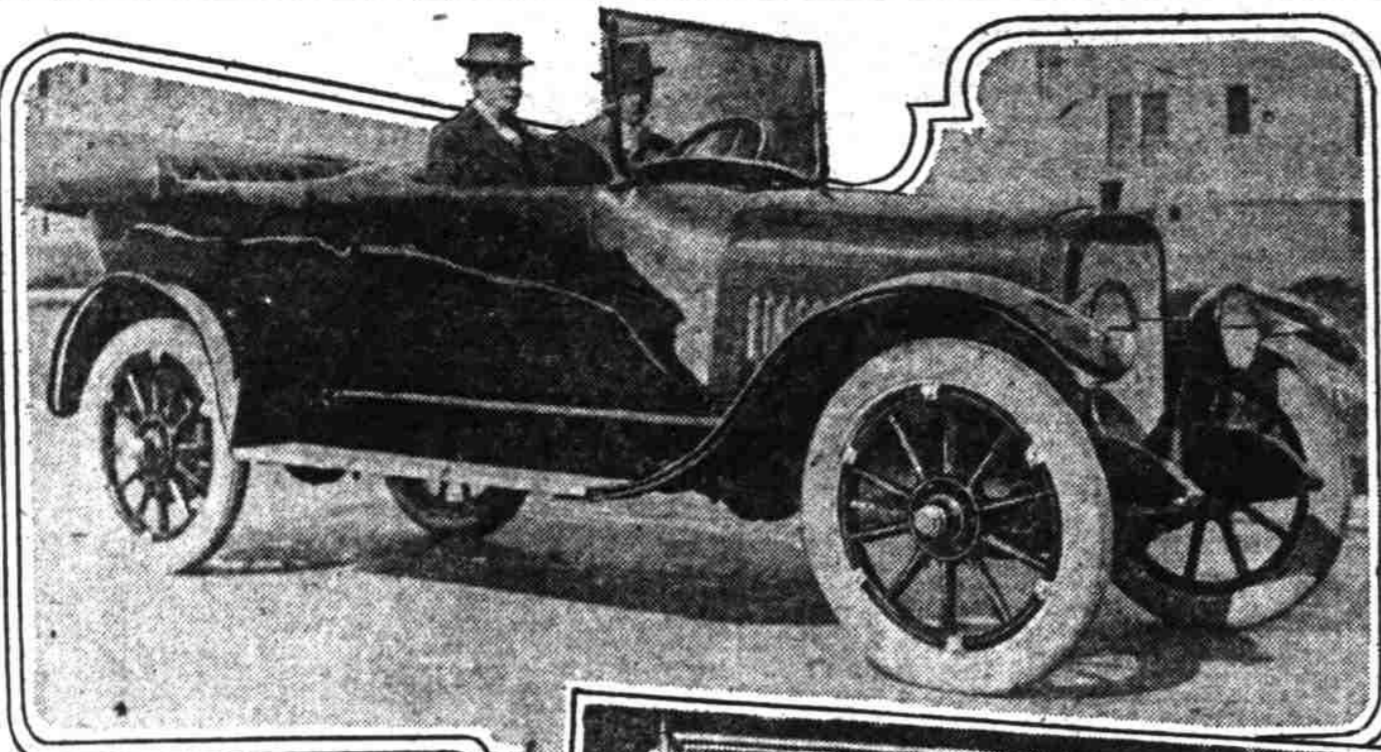
The rides are many and of infinite variety, but just as example may be taken the one outlined by the Chalmers Six-30 and the Journal Service one evening of last week. It is to Beaverton and return, taking different routes over portions of the way.

Portland is left behind by going up Jefferson street and out the Canyon road, passing through Sylvan and taking the road straight ahead. After that comes a short stretch of pavement which winds down the hillside to the Tualatin valley bottom.

THE INTAKE

Goodrich Business Expands.—W. D. Albright, northwest manager of the B. F. Goodrich Rubber company, was in the city the end of the week in consultation with the local force. Goodrich business throughout the northwest states has increased so since the touring season started that new methods for the distribution of the product must be devised. Mr. Albright said that the country had as yet not acted

CHANDLER'S TRIM APPEARANCE APPEALS



Quality of Body and Other Striking Features Command Attention.

Not so many season ago, attractive body work in a medium priced car was not expected. But that day is past. The new Chandler Six, which the Gerlinger Motor Car company is now distributing in Portland, is a comparatively low-priced car which has a real Fisher body, from the shops of those famous makers.

This includes the double cowl with the sides rounded over and stripped across the back of the front seats. The second cowl is nearly the same as the front and has a panel of finished oak. The extra seats are made to fold away under the back of the front seats. The upholstery is of the finest quality and the holstery of the long-sprinked style.

Other features about the Chandler also attract immediately because of their simplicity and neatness. Manager A. A. Knus of the Gerlinger Motor Car company points with pride to the finish of mechanical details and the ease with which every part of the mechanical may be reached, on a road or in the garage.

The distributor has received a large initial shipment and has been promised more for immediate delivery as the Chandler was one of the companies which was well fortified for the season's rush.

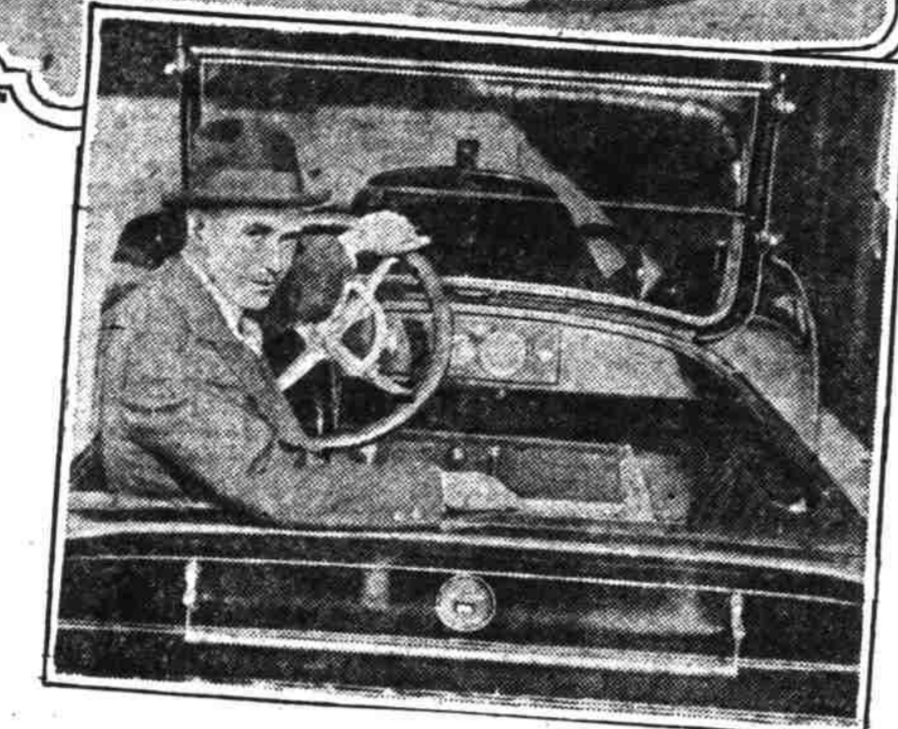
Maxwells Placed in Utah-Idaho Field
W. J. LaCasse, Returns to Portland With Announcement of Business Arrangement With Prominent Concern.
W. J. LaCasse, head of Maxwell interests in this section of the country, has returned from a long stay in Salt Lake City where he contracted with the Utah-Idaho Motor company to distribute the Maxwell in the states of Idaho and Utah and portions of Montana and Nevada during the 1917 selling season.

Governor William Spry of Utah, former Governor Gobling of Idaho and N. T. Porter of Salt Lake City are the guiding figures in the Utah-Idaho Motor company.

Mr. LaCasse prevailed on Governor Spry and N. T. Porter to make a trip east, visiting all the factories in the quantity production field. The trip was made, and immediately on their return to Salt Lake City the Utah delegation announced its decision in favor of the Maxwell.

"Our visit to the Maxwell plant was a revelation to both Mr. Porter and myself," Governor Spry told Mr. LaCasse on his return. "It was a wonderful presentation of modern efficiency and the highest type of business organization."

According to Manager LaCasse,



Above—The Chandler Six, which is handled by the Gerlinger Motor Car Co. Below—A. A. Knus, manager of the company, at the wheel showing the double cowl and the Fisher body.

Foreign Built Cars Entered in Races

Indianapolis, May 13.—Three more Delage cars have been entered in the sixth annual international sweepstakes race to be run on the Indianapolis Motor Speedway May 30. They are a part of the New York Speedway team, Harry Harkness, president of the New York track, is "fathering" the foreign built cars that are to be driven by Carl Limberg, Jack LeClair and the third perhaps by Major Gaston Morris, who has been serving in the Carranza army.

These three cars are of the same make that Rene Thomas drove to victory at Indianapolis in 1914. They are the cars built for the French Grand Prix race in 1914. The fourth Delage car will be piloted at Indianapolis by the veteran Barney Oldfield. They have block type motors, with valves in the head, and bore and stroke of 3.70x6.30 and a cubic inch piston displacement of 211.8.

Oldfield's entry is separate, however, from the Harkness trio, although the four cars are almost carbon copies of each other.

JOURNAL PATHFINDER REPORTS CONDITIONS OF ROADS OF STATE

Generally Good Highways to Bend Found, Though Some Places Still Rough.

By Ralph J. Stachil.

First reports on the condition of the central Oregon highways have just been received from the members of The Journal's touring service, which is now operating a car in charge of central and eastern Oregon. The report of its first travels indicate good and fair roads from Portland to Bend.

The first stretch, from The Dalles to Dufur and Wapinita, is in fine shape, dry and smooth. The speedometer showed 47.5 miles, of which every mile could be classed as fine road. The new grade down the hill into Tygh valley was formally opened to traffic Friday.

The roads from Mecca, through Shinesee, Warm Springs agency and Mecca to Madras are in good, passable shape, dry but rough in places. These roads will be better as soon as travel wears them down a bit. The grade down the mountain side into Warm Springs canyon is in good shape for travel and safe enough, but a little rocky. The stretch from Mecca to Madras is in fine shape.

A good, smooth grade out of the Deschutes canyon and fine flat roads take you to Madras in no time. The distance from Mecca to Madras is 16 miles. The roads from Madras to Prineville also will be found in good shape and offer 33 miles of fine, smooth roads over which almost any speed can be made.

The stretch from Prineville to Bend will be found a little rough, but easy going if the speed is kept down. The scenery along that country is wonderful, and the fishing is great in the Deschutes. The Journal pathfinders have too much ground to cover, so did not stop to try their luck, but everyone told them that they could send in the word "great," relative to the Deschutes.

The tourists will report all the roads of the country. Their next episode will deal with the road to Silver Lake and other points of interest through the heart of the state.

WHO'S WHO IN MOTORDOM



Roy Hemphill.

Occupying the glare of the light today is the retail sales manager of the retail sales manager of the H. L. Keats Auto company, Roy Hemphill, one of the tribe of Hemphills included in the local automobile circles. Roy, Ralph and Stanley have been in the business here for some time, during which they have been able to become pretty well known as sales experts.

Road Looks Like French Battlefield

Highway to Linton Has Trenches Running Both Ways Across It, Paving Being Completed and Renewed.

The Linton road is again taking on the appearance of the first line of defense of the battlefields of France, with trenches running both ways across the road. Paving crews are completing the part which was filled last year, and also renewing some of the wood block pavement that need attention.

Must Supply Own Matches. Vienna, May 13.—(I. N. S.)—The restaurant men's organizations in this city and Budapest have agreed to put no more boxes of free matches on the tables. Guests must bring their own matches.

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Other Sizes in Proportion

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POWER—Amply to take this car, loaded, anywhere that any automobile can go.

SPEED—More than 999 out of every thousand car owners would ever want or dare to use.

MOTOR—The marvelous Chandler Motor, built in the Chandler factory for three years past and famous the world over. Free from any hint of experimentation.

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If you want to try out some new theory of motor construction—

You won't be interested in the Chandler

BUT if you want a motor that has in it three years of making good, If you want the motor that turned the whole automobile industry away from high-priced sixes and wasteful heavy fours,

If you want the strong, sturdy chassis that showed men the folly of needless weight,

If you want the solid aluminum motor base, and Bosch magneto ignition, and the silent spiral bevel rear axle, and Gray & Davis starting and lighting, and a dozen other of the highest class features at the lowest obtainable price, and

If you want The Most Beautiful of All the New Motor Car Bodies, You will be interested in the Chandler.

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