

OUT OF SIXTY BILLS, TWELVE RELATING TO HIGHWAYS PASSED

Legislature Enacted Into Law Several Measures of Importance in Road Matters. ROAD BOND BILL IS CHIEF

Measures Pertaining to County Administration of Highways Are of Little Less Interest as Simpler Methods.

During the recent session of the legislature 60 odd bills relating to highway traffic were introduced, and about one dozen of them were enacted into laws.

Chief among these were the \$6,000,000 road bond bill, the reorganization of the state highway commission...

County Courts Have Full Power. Under the old law, there was much confusion and conflict. Under the new law county courts will have full authority over all county roads...

Filing Claims for Damages. The board of viewers shall assess and determine damages. Claims for damages must be filed with the county court prior to the expiration of the date on which the viewers' report is read the second time...

Things That Are Immaterial. The following irregularities are declared to be immaterial defects: Errors of description of intermediate points when the road can be otherwise definitely located...

May Use Another Method. The second method of procedure that may be used is by resolution. The county court may, without petition, on its own motion by resolution declare its intention to locate, establish, alter, widen, straighten, or change the direction of any road...

For Vacating Roads. A new method of vacating roads is also provided. This can be done either by petition or by resolution. Under the old law the only procedure is by petition.

Another important bill is House Bill 419. This measure abolishes after January 1, 1918, the offices of the road supervisor, and provides instead for the appointment of county roadmasters, who may be either a practical road builder or a trained engineer...

Can Divide Counties. The county courts may, as often as they deem necessary, but not oftener than once a year, divide counties into suitable and convenient road districts. Upon the petition of 15 resident freeholders, approved by the roadmaster, district improvements may be initiated.

All property owners who have resided in the district for 30 days previous are eligible to vote at district meetings. The district may vote a special tax of not to exceed 10 mills on the dollar on the taxable property of the district if approved by the county court.

In district work, except in case of emergency or the determination by the county court to use district labor all improvements estimated by the county roadmaster to cost \$2000 or more shall be let to contract.

The work is to be done under the direction of the county court and supervision of the county roadmaster. For a general road fund the county court may levy a tax of not to exceed 10 mills.

A middle wheel in the center has been invented that can be turned over to make a cake on both sides.

SAVING IDEA INSPIRES TRUCK PURCHASE



Two-ton Packard truck purchased through Portland agency by Billy Sunday for use on his Hood River ranch.

Among the newest purchasers of a Packard truck is Billy Sunday, the evangelist, who last week bought one for use on his Hood River ranch. Mr. Sunday closed a deal with the Portland Motor Car company of this city through W. E. Froud, local representative for Packard trucks...

Among his well kept lot of stock is a fine strain of Polin China hogs, of which he has taken a particular fancy. The truck is one of the latest models and is equipped with electric starter and lights. The body is of special design and construction for facilitating transportation problems of the farm.

But, sad to relate, Mr. Terrace has no chance to enjoy the chair. Just about the time he gets settled down in it, there comes a call from some section of the northwest for him to address some good roads meeting.

RELATION BETWEEN HORSES AND MOTORS IN WORLD'S HAULAGE

Long Time Must Elope Before Latter Can Be Motorized, Says A. E. Robinson.

"As there still are something like 25,000,000 horses living in and on the United States, there is yet some distance to go before the world's haulage becomes completely motorized," says A. E. Robinson of the Kiesel-Kar.

"Against these millions we now have but 150,000 motor trucks, although the truck percentage gain of each year is so great that the future of this branch of automobile manufacture is one of the rosiest sureties among American industries."

"Consider for a moment just the cost of feeding 25,000,000 horses—at least \$1 a day per head. Twenty-five million dollars sounds like European war figures, doesn't it?"

"If these horses all worked steadily, which of course they do not, each might haul a half ton 10 miles a day or in the aggregate 12,500,000 tons over 2,500,000 miles."

"It is estimated that 8,000,000 trucks could cover the same distance and haul the same tonnage as the 25,000,000 horses. Therefore, if each two horses were replaced by a one-ton motor truck, it would mean 12,500,000 trucks reeling off about 375,000,000 miles each day. Whereas the horses require \$25,000,000 a day to feed, their haulage equivalent in trucks, liberally estimated, would consume much less in oil, gas, repairs and depreciation, while covering 125,000,000 million miles."

CRITTENDEN IS MADE COVEY CO. MANAGER



Coincident with the resignation of A. W. Strouger from the Covey Motor Car Co., comes the appointment of "Jack" Crittenden as manager. Mr. Crittenden has been associated with the Covey Motor Car Co. for the past two years, in a man of wide experience in the automobile industry, having been connected with several eastern auto concerns prior to this time.

PULL YOURSELVES OUT OF THE MUD IS ADVICE OF FRANK TERRACE

Washington Booster Tells What Good Roads Have Done for His State. IS CONSTANTLY ON THE GO

Orilla Mae Has Had No Time to Sit in Morris Chair Given Her.

Cooks county friends have presented Frank Terrace of King county, Washington, with a Morris chair, made of native myrtle wood in appreciation of his services in the road bond campaign of several months ago.

But, sad to relate, Mr. Terrace has no chance to enjoy the chair. Just about the time he gets settled down in it, there comes a call from some section of the northwest for him to address some good roads meeting.

"They are working me to death," he says. "Two weeks ago I was at Clatsop. From there I went to Vancouver Island and then to Mt. Vernon in Skagit county, Washington, where they are considering a bond issue for hard surface roads."

"I was at Rainier last Sunday and in the next few days I am going into eastern Washington. The farmers all over this northwest country are demanding better roads, and they are going to have them. The movement is growing bigger every day."

When he is at home near Orilla, Mr. Terrace is a dairyman and he has studied the road question from the dairyman's standpoint. While the dairy possibilities in Oregon and Washington west of the Cascades are very similar, Oregon has a natural advantage, but this is more than offset by a lack of roads, asserts Mr. Terrace.

"Oregon was a great state when Washington was a territory," he added, "but Washington has forged ahead largely for the reason that she has developed her highways. That has developed her farms and her dairy industry."

Milk Business Grows. "The first milk condenser in Washington was established at Kent near Seattle. It had a capacity of only a few thousand pounds per day and had but little product to handle because the farmers could not reach it on account of the worse than bad roads."

With the coming of the condenser road development started. In the last five years King county has spent \$5,000,000 on her roads and the counties north as much more.

"During the last 15 years or so there has been put into condensers more than \$10,000,000. These condensers have manufactured millions of pounds of milk annually, the product of 100,000 cows. This could not have been done without improved highways."

"Four years ago the milk was bringing an average of \$1.48 per hundred. Now it brings \$2.10, and the demand is constantly increasing."

Demand Better Roads. "For this and other reasons our farmers are demanding more and better roads. They do not ask about the cost, as they consider roads an investment. We have some 17 condenser fully so creameries and at least 30 cheese factories."

Fair List Prices Fair Treatment

GOODRICH BLACK SAFETY TREAD TIRES Must Make Good

WHEN a Goodrich Black Safety Tread Tire is sent from the factory of the B. F. Goodrich Company, it carries Goodrich's avowal that it is free from imperfection of material and workmanship.

It is the best non-skid fabric tire, the oldest, largest, most skillful rubber manufacturer can make.

It must render service worthy of the good name it bears—the high service Goodrich requires of it.

If, as occurs in rarest instance, it fails, the B. F. Goodrich Company is more eager than you that its shortcoming be made good.

Fair Treatment Open-Handed Goodrich Fair Treatment will not let you hold a just grievance against a Goodrich tire.

Goodrich Fair Treatment lays down this law: "The buyer of a Goodrich Tire must be satisfied."

The B. F. Goodrich Company courts honest fault-finding with its tires. Goodrich Fair Treatment will meet these complaints with adjustments, quick and square—will make these adjustments gladly and generously.

It will not permit a Goodrich patron to feel that a Goodrich tire owes him anything. It wants back any Goodrich tire you feel owes you anything.

The B. F. GOODRICH COMPANY, Akron, Ohio Also maker of the tires on which Dario Resta won the official 1916 National Automobile Racing Championship—Silvertown Cord Tires

BROADWAY AT BURNSIDE STREET, PORTLAND

increase at least 500 per cent and you will be up with us of Washington. "Your slogan should be 'Pull Oregon out of the mud.' Only recently at Rainier, a man came to the meeting which I addressed and apologized for not bringing his wife. He said his road to the highway, that is, the Columbia river highway, was about four miles long and he couldn't drive a team over it. His wife couldn't walk so he came on horseback. We had that condition once in Washington, but we've passed long beyond it."

JOURNAL'S AUTO DIRECTORY

COOLEVENINGS SUGGEST WARM ROBES Largest Assortment in City BALLOU & WRIGHT BROADWAY AT OAK

Prest-O-Lite Storage Batteries We Have a Suitable Size for Your Car ARCHER AND WIGGINS COMPANY Oregon Distributors SIXTH STREET AT OAK

Bailey's Tire Shop TIRE DOCTORS In the Triangle STARK AT 18TH

CLEAN, HONEST, SERVICE GARAGE First-Class Garage and Repair Shop, Heavy and Fully Equipped. Skilled Mechanics. CRAWFORD-HOUGHTON-SNODGRASS 65 222 ST. W. MARSHALL 1467

Chalmers H. L. KEATS AUTO CO. Broadway at Burnside. Broadway 5368 New Demonstrating the New 3400 R. M. F. \$1090 F. O. B. Factory

Chandler See the Chandler Four-Passenger Roadster GERLINGER MOTOR CAR CO., 383 Oregon Street, East End of Steel Bridge

Edwards' Tire Shop Vulcanizing—Tire Repairing 331 ANKENY—Broadway 1034, A-1133 Goodyear Service Station, Ajax Distributors

Fords FORDS—1917 models. Easy terms, \$188.70 down, balance \$20 per month. Trade in your old Ford. Ford Service Dept. never closed. Plans for Service Car. PALACE GARAGE CO., 704 Kearney St. Main 90, A-3442

Francis Motor Car Exchange Phone E. 1199—E. 13th at Hawthorne

Garford Motor Truck Sales Company 822 ALDER STREET, PORTLAND, OREGON A complete line of motor trucks made from the best material, reliable and backed by reputation, resources and facilities.

Haynes H. L. MANN MOTOR CAR CO. 59 NORTH 23D MAIN 299

Hudson Super Six—The car with the greatest records. BOSS & PEAKE AUTOMOBILE COMPANY 615-617 Washington Street

Hupmobile A WONDERFUL CAR IN PERFORMANCE. MANLEY AUTO CO., 11th and Oak at Burnside. Broad. 217.

National National cars of today represent unquestionably the highest standard in motor cars. MANLEY AUTO CO., 11th and Oak at Burnside. Broad. 217.

Maxwell Economy records, non-stop records and smallest up-keep records. BOSS & PEAKE AUTOMOBILE COMPANY 615-617 Washington Street

Oldsmobile Distinctive High Grade. Light Weight. OLDSMOBILE CO. OF OREGON Broadway and Couch Phone Broadway 1640

Oakland OREGON OAKLAND MOTOR COMPANY, Wholesale OAKLAND AUTO SALES COMPANY, Retail 522 Alder St. at Sixteenth Main 414

Owen Magnetic Gibson Electric Garage & Storage Battery Co. 144 Twelfth Street

Smith Form-a-Truck BALLOU & WRIGHT BROADWAY AT OAK Distributors for Oregon Some unoccupied territory; open; write for proposition

Trucks Moreland Distillate, 3/4 ton to 5 ton. Vim Delivery 1/2 ton capacity. McCRAKEN MOTOR COMPANY Main 9019 445 Stark Street

U. S. L. and Diamond Grid Batteries Van Matre Storage Battery Co. 32 North Broadway—Sales and Service Report Advice About Your Battery Freely Given

Velie The Biltwell Series represents the latest and best in motor cars. New value at medium prices. D. C. WARREN MOTOR CAR CO., 55-60 N. 23d Street. Phone Main 780

VULCANIZING Let us do your tire repairing. All our work is absolutely guaranteed. Our prices are always right. We sell all leading brands of tires and tubes, gasoline, oil, and tire grinders. PACIFIC VULCANIZING CO., 54 Third St. Phone Broadway 476.

White Pleasure Cars and Motor Trucks — The White Company, Park and Couch Streets

Willard We Stock Them, We Repair Them, We Charge Reasonable Prices. Free Advice and Inspection. AUTO ELECTRIC EQUIPMENT CO., 51th and Burnside Streets.

SILVERTOWN'S DOMINATION OF 1916 AUTO RACING The 1916 automobile racing season brought forth amongst a half hundred Silvertown victories the following special triumphs of the ONLY two-ply, cable-core tire: National Automobile Racing Championship, won by Dario Resta with 4100 points. 15,532 points scored toward the championship by Silvertown to 7,176 by ALL its competitors COMBINED. Eighty per cent. of all the prize winning positions of A. A. A. sanctioned races. 31 Firsts to 5 Firsts by ALL its competitors.

"Best in the Long Run"