

COMING WET SEASON THREATENS TO DELAY PAVING OPERATIONS

Contractors Give Assurance Rock Work Will Be Left in Condition for Travel.

CAR SHORTAGE HAMPERS

Ten Miles in Umatilla County Expected to Be Completed Soon—Much Grading Being Done.

As the dry season grows shorter it is beginning to look as if all the paving contracts on the state highways will not be finished this year unless the contractors "hit the ball" livelier than they have thus far.

In any event, the contractors give assurance that the unpaved parts will be rock and left in condition for winter traffic.

If weather conditions remain normal about six more weeks of working weather is expected west of the Cascades. East of the Cascades the season will be longer and the probabilities are that the 10 mile contract in Umatilla county will be entirely completed, as will the macadamizing work in Gilliam and Wheeler counties.

Railways Hinder Paving

On the Rex-Tigard road the contractor has just begun to lay the surface. Great delay was experienced by inability to get railway transportation for material. If the plant can be run at full capacity some 1500 lineal feet of pavement can be put down daily.

In Clatsop county two plants are to be worked. One at Swenson is to pave five miles west to the John Day river, where the second plant is to be operated on the remaining five miles between Swenson and Astoria.

All the grading work of the John Day section in Clatsop county is practically finished.

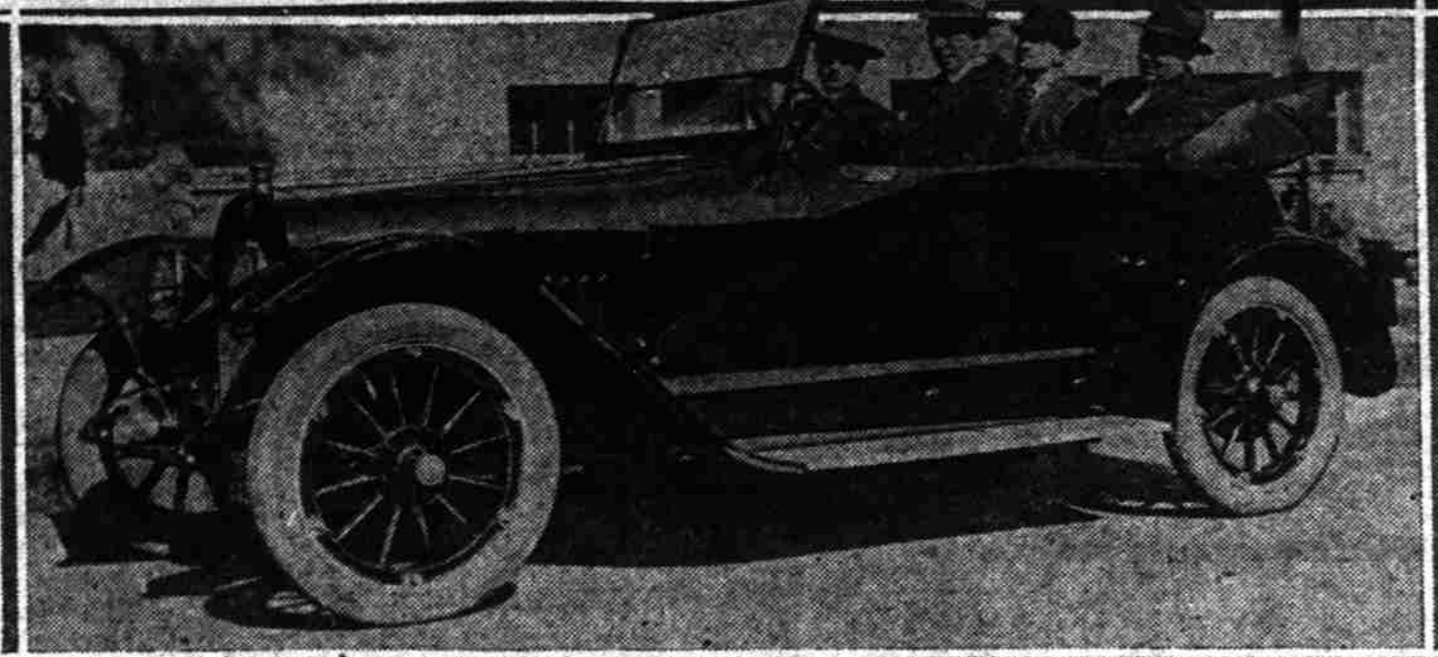
Excavation Is Completed

At Goble in Columbia county the earth excavation is practically done east of Reuben and nothing remains but rock work, which will be prosecuted during the winter. Between Reuben and Goble the Bowly survey has been modified somewhat. Instead of keeping under the bluff, the road will be thrown out on the flat, where a sand fill will be made. The change will shorten the road 700 feet and reduce the cost of construction. At Goble a rocky point containing 700 cubic yards to be removed. This will be another winter job.

Lincoln County Road Plan Up to Voters

The voters of Lincoln county will pass on the question of issuing bonds to the amount of \$300,000 for improving the main highways of the county Tuesday. Among the roads which it is proposed to improve are the east and west road from Newport to the Benton county line and the north and south road along the coast from Tillamook county to Lane county. This road will form a link in the coast highway of the state system. The state highway commission has promised, in the event the bonds are ordered, to match the county appropriation for the main roads.

SALES FORCE FOR MITCHELL SIXES



A. L. Smith, new sales manager for Mitchell Sixes, who succeeded H. S. Rodebaugh, of the retail department of Mitchell, Lewis & Staver, and his sales force. Left to right—H. E. Jaggar, A. L. Smith, Ed Ostendorf and C. H. Wertenberger.

WORK UPON FOREST ROADS TO COMMENCE IN EARNEST IN 1918

Very Little Actual Work Will Be Started This Season; Preliminary Plans Develop.

Present indications are that but very little construction work will be done this season on the forest roads included in the cooperative agreement of the state and national government.

It is hoped, however, to have the preliminary arrangements concluded so that work may begin early next year on a number of projects. Some rock excavation may be done this winter.

The forest service has accomplished a great deal this season in the way of preliminary surveys. Every one of the roads included in the three year construction plan have been reconnoitered by the engineers of the office of public roads except the one in Tillamook county. There has been no survey of this owing to the fact that location of the state road between Yamhill and Tillamook has not been determined.

It is possible that the forest service will undertake some construction on the three mile stretch between Crater Lake park and the forest boundary in Klamath county. It is proposed to do this work by force account in order to get a line on costs, etc., to be used as a guide in future work.

The first important construction to be undertaken on the forest roads in Oregon will be applied to the three following which are regarded as the principal ones, the Enterprise-Flora road in Wallowa county, the Mitchell-Prineville road in Wheeler and Crook counties, and the road between Canyonville and Galesville, in Douglas county, which form a link in the Pacific highway.

Oil Found in Great Britain

London, Sept. 29.—Government geologists have found oil in Great Britain and the government is pressing the discovery for all it may be worth. Boring for oil has been made a government monopoly, and operators are the revenue from these fields will help materially to pay the expenses of the war.

THE INTAKE

Elgin Representative Visitor.—G. A. Marks, factory representative of the Elgin Motor Car company of Chicago, visited A. C. Stevens, local distributor, last week and was very much pleased with the splendid showing made since the appearance of the new car.

E. G. Line Is Placed.—The Electric Service Auto company has taken the agency for the A. B. C. starting and lighting system for Fords. The A. B. C. company is formed of officials of the Ford Motor company.

Willard Executive Here.—C. S. Harper, branch manager of the Willard Storage Battery company for the Pacific coast, visited W. C. Allen, manager of the local Willard service station, last week. Mr. Harper is on his way to San Francisco after establishing a new organization in Seattle.

Being Located Here.—Clyde Ewing, formerly Mitchell tire representative of San Francisco, has been appointed manager of the Portland branch to succeed C. A. Hogaboom, who has been promoted to territory man.

Hemphill in New York.—Ollie Hemphill, district salesman for the Wally Motor Car company will handle the used car department for that concern during the absence of Earl F. Heym, who will leave for the east October 1.

Apperson Official Here.—T. E. Jarrard, vice president of the Apperson Bros. Auto company of Kokomo, Ind., made a short visit to Portland last week and spent the most of his time in conferring with G. F. Horn, local distributor for the Apperson cars. Mr. Jarrard's visit was shortened on account of having to return East to attend the Automobile Chamber of Commerce meeting, October 3.

Squires Returns From Honey-moon.—After spending a three weeks' honeymoon in the Canadian Rockies, Mr. and Mrs. Cameron Squires returned to Portland last week. Mr. Squires is the president of the Portland Motor Car company, distributor for the Packard and Nash cars.

Headings Seen Highway.—C. A. Hastings, factory representative of the Hudson Motor Car company of Detroit, Mich., spent a few days in Portland last week in the interests of his factory. His visit was shortened on account of having to return East to attend the Automobile Chamber of Commerce meeting, October 3.

First day of the congress was devoted to an inspection by the delegates of the Willys-Overland plant. The last three days were given over to business sessions while on tour of the great lakes. Mr. Willys chartered the largest of the lake steamers, the South American, for the exclusive use of the congress. Meetings were held on board twice daily. Stops were made at Detroit, Mackinac island and Chicago. At Detroit and Chicago the delegates visited the Willys-Overland service branches with the idea of learning how modern service stations are conducted in large cities.

For Gasoline Economy Gasoline economy demands that you keep your motor tuned up to the highest point of efficiency, and that the machine itself moves with the minimum of effort, so that you can utilize the last possible atom of energy from each drop of gasoline.

Hal-12 Driven to Big Pendleton Show

One of the few dealers' cars which made the run to the Pendleton Round-up was the Hal-12, driven to the Eastern Oregon show by Roy Hemphill, manager of the Western Motor Car Sales company. It was necessary to wheel the Hal-12 over the rough and crooked road construction at Cascade Locks. Accompanying Mr. Hemphill were James B. McNaughton, president of the company; Emil Fehr, M. G. Wilkins, resident of the Motor Car Dealer's association, and two newspaper men. As the guest of Mr. Hemphill, Queen Lula Matlock spent some of her time in the big Hal, when she was not attending "court" at the Round-up park. On the road from The Dalles the party found the road badly cut up, many of the deep holes in the road being covered level with dust.

At Pendleton Mr. Wilkins' brother provided dinner for the tourists. Pendleton was reached in the early evening. The notorious "Buick" hill at the outskirts of Pendleton succumbed to the Hal-12. The wheel drove over the top with five passengers with ease. On the return trip to The Dalles Saturday and Sunday, steep hills, dangerous turns and deep mud holes were encountered under the heavy rain of Saturday, but from Olex on a terrific dust storm of the proportions of a cyclone was run into. At times the dust filled the air so thickly that it was impossible to see more than a few feet ahead. The party made a government stop at a stopping place Saturday evening, and the party arrived in Portland Sunday afternoon.

Stevens Takes Over Haynes for Oregon

Among announcements of important note on automobile row last week was the appointment of A. C. Stevens, Winton and Elgin dealer, as state distributor of the Haynes, which has been heretofore handled by Henry L. Mann. Henry Mann, who has been handling this line for the past several years under the name of the H. L. Mann Motor Car company, has retired from the automobile business and notified the factory to appoint a new distributor.

The early part of the summer Mr. Stevens bought out the factory branch of the Winton company in his own name, and about the first of August took on the agency for the Elgin Six for the state of Oregon. During that time the sales force was reorganized and Lee L. Gilbert was appointed sales manager. With the addition of the Haynes line, Mr. Stevens will handle the three lines in his present place of business.

Successful experiments are under way in India with the manufacture of an automobile fuel from the blossoms of the mahua tree, which grows profusely.

RIGGS RETURNS AFTER AN EXTENDED TOUR OF EASTERN MARKETS

General Manager of Willys-Overland Pacific Coast Makes Study of Conditions

Frank C. Riggs, general manager of the Willys-Overland Pacific coast organization, returned to Portland yesterday after a month's tour of eastern cities. He has been studying manufacturing and market conditions in Chicago, Toledo, Detroit, New York, Boston, St. Louis, Denver and Salt Lake. As a result he is most optimistic over the outlook for the automobile industry. "Our company," says Riggs, "is shipping twice as many automobiles into Canada as we did before the war began, and we expect the sale of our cars to increase in the same proportion in the United States."

"The demand for automobiles," he says, "has been greater during the past summer than ever before. As the government demands upon the resources of the country increase, raw materials will be proportionately more difficult to obtain, and transportation problems will have to be solved, so that prices will have an upward tendency for a long time to come. There is no doubt about the fact that right now is the time to buy an automobile for those who want to avoid paying a higher price later."

Sales Congress Attended The principal magnet that drew Riggs to the east was the John N. Willys congress of retail salesmen, of which Mr. Riggs was appointed an honorary member. The congress was composed of 300 auto salesmen of the Willys-Overland organization. All of them won their seats in the congress in a nationwide sales contest, which covered a period of three months prior to the meeting of the congress.

P. H. Dunn, of the Overland-Pacific, Inc., was the winning contestant from Portland. The first day of the congress was devoted to an inspection by the delegates of the Willys-Overland plant. The last three days were given over to business sessions while on tour of the great lakes. Mr. Willys chartered the largest of the lake steamers, the South American, for the exclusive use of the congress. Meetings were held on board twice daily. Stops were made at Detroit, Mackinac island and Chicago. At Detroit and Chicago the delegates visited the Willys-Overland service branches with the idea of learning how modern service stations are conducted in large cities.

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POPULAR SALESMAN NOW SALES MANAGER

E. N. Howe, who has been recently appointed sales manager of the Northwest Auto company, is well and favorably known in Portland motor car circles. After serving on the selling end of several prominent concerns in this city, Mr. Howe took charge of the Marmon sales for the Northwest Auto company until lately, when he was promoted to sales manager.

Adjust Bearings

It is just as bad to have parts fit too tight as it is to have them too loose. A bearing which is too tight will loosen rapidly and will pound while doing so. It is bad practice to have the bearing taken up merely by retightening the movable half. The whole bearing should be refitted, if the parts to be given really good service.

WASHINGTON MAN GOES OVER HIGHWAY AND IS NOW OREGON BOOSTER

A. Buckley of Tacoma Writes Glowing Account of Trip in Letter to Harvey O'Bryan.

WANTS TO DO IT AGAIN

Files to All Washingtonians Is to See the Highway for Themselves, Which Cannot Be Disappointing.

It has taken a Washington man to prepare the following report for Oregon. Over a booster out of Washington: "Take the wonder trip over the Columbia River Highway and you will see the beauty of the highway trip. Then he wrote to a Portland friend, Harvey O'Bryan, about it. His letter follows, and it is a unique contribution to the descriptive literature of the scenic way.

By A. Buckley I am a Washingtonian, which means that in the pride and conceit of my native state I have been content, having only a sort of lukewarm affection for any other.

But all of that is changed; I have taken a trip on the Columbia river highway and lo! I have become a convert to an enthusiast of a booster for the beauties of Oregon.

When only a few weeks on your way you are able to express what your heart feels, for it touches the heart, that wonderful Columbia river highway, with its beautiful scenery. You know there is a Creator, you view his handiwork and worship silently.

But I must tell you of my trip as best I can, though the trip to prove to yourself, that no description can be overdrawn.

Imagine rising early one of these cool mornings which promises a glorious day and you are with me, besides agreeable companions, are all kinds of good things to eat, which you fully appreciate later.

Glad Oregon Is Neighbor You start, and as you drive along you think you are to have a "lovely" time, though your host is rambling on in an insane sort of manner, about the highway's unsurpassed beauty, etc. You know he is a Portland booster, so ready to rave about his state and his state's beauties affect you little.

Soon, however, you find yourself murmuring other adjectives besides lovely, though at heart you are still loyal to your native state and have decided to be enthusiastic too much, just enough to be agreeable.

As you drive through beautiful pastoral scenes on either side, you begin to feel rather glad that Washington is so near Oregon. It seems to have quite a thrifty looking country and really quite desirable as a neighbor; the road your car is smoothly rolling over is fine and then when each turn the car makes reveals more wonderful scenery, and finally you reach the highway and are told that there are many miles more of perfect road and magnificent views to be seen. One far surpassing those already passed, you find yourself gradually understanding your host's enthusiasm and begin to rave, mildly, with him.

After leaving the highway, which is not far from the beginning of the highway, you look back and up at its height and wonder how any road could be so perfectly constructed. One is hardly conscious of any grade in making the descent; so it is all through the trip.

You pass cars from all parts of the United States and, as at those from Washington; visit the interesting fish hatcheries at Bonneville and marvel at the wonderful, substantial looking bridges over which you so often pass, and the many beautiful falls. To look at them from a distance seems to be all that one could desire—there is so much done for you—but when the car stops and you get out and walk over the bridge, all made, winding paths—showing how complete in every detail is this wonderful highway—and when you feel the cool spray gently falling on you, you wonder what could be more perfect.

At several points are stores and tables for the accommodation of the hungry tourist who has his provisions and for those who do not believe in preparedness there are chicken dinner houses and lunch rooms where he can appease his appetite. It will be keen, I can assure him.

Sublime to Charming All this, of course, is mentioned the wonderful rocks which rise above you all along the way; perhaps because I feel they are so grand, so mighty that it is impossible to describe them; but they are so grand, so mighty that they represent such strength; silent sentinels guarding the beautiful country below, inspiring you with thoughts of greater deeds and nobler aims. One deep within your heart, you feel a reverence for them.

When you reach the end of the 45 miles of pavement you are an enthusiastic fan of your host and the other guests. You really have not forgotten your native state, for she is right across the beautiful Columbia all along the way, it reminds you of the incline; this you simply have added another love to your first, for surely nothing can surpass the beauty and grandeur of that highway trip in the picturesque state of Oregon, which you have succumbed to its charms.

Having reached the end of the highway you feel there could be nothing left to see, but in that you are mistaken, for homeward bound presents the scenery from a different viewpoint, and you begin all over again, and rave on with your host.

After you arrive at the point from which you started in the morning, so happy after such a perfect day, not a bit tired or dusty on account of the wonderful road mentioned, what do you feel now like doing? Well, just this—getting up early the next morning and taking the trip all over again; and when you are told to "just remember and boost the Columbia river highway when you go north," you feel it is, in comparison with your gratitude, only a little thing to do for your Oregon friends who are so proud, and just so, of their marvelous highway, to say to the people of Washington, as I said before, take the trip and judge for yourselves, for I assure you no disappointment could possibly await you.

Horn Returns From East With His Bride

G. F. Horn, head of the Apperson Motor Car company's office in Portland, returned with his bride last week, after spending the past three weeks in the East.

Mr. Horn rather surprised his friends in this city; for, upon leaving, his stated purpose was for getting delivery of more cars. His trip East was made via Salt Lake, his old home town, and it was there that the announcement of his marriage was made public.

After visiting the Apperson factory at Kokomo, Ind., and several other cities, Mr. and Mrs. Horn arrived in Portland the latter part of last week.

Farmers Again Take Grain to Lewiston

Concrete evidence of the value of improved roads is found in the statement from Lewiston, Idaho, that for the first time in 20 years grain has been marketed at Lewiston from the Rimrock district. This is the result of the construction of the Lewiston hill state highway.

When the highway was first discussed the prediction was made that its construction on a 5 per cent grade would result in developing a Lewiston market for farmers of the Rimrock district. The highway has not been finished, but it already has sufficient traffic to confirm the prediction.

Care of Batteries

Batteries, like tires, wear out. Batteries, like tires, last longer in proportion to the care which they receive. But properly cared for, batteries give you longer service at less cost than either tires or gasoline.

The Dalles-Mosier Road Job Awarded

A remarkable disparity in the figures of contractors characterized the bids submitted to the Wasco county court for the improvement of the road from The Dalles to Mosier. The difference between the lowest and the next lowest was \$4,317, and the difference between the lowest and the highest was \$59,458.

Three bids were submitted as follows: Elliott Contracting company, \$70,134; E. T. Johnson & Son, \$115,941; United Contracting company, \$129,562. The contract was awarded to the low bidder.

This section of road is to be paid out of the county bond issue authorized one year ago.

An effort was made by the Wasco county court to have it accepted as a portion of the Columbia river highway, but the commission could not see its way clear to do so. The maximum grade is approximately 7 per cent, which is in excess of the state standard, 5 per cent. Further-

Standard Military Truck Authorized

Washington, Sept. 29.—A standardized military truck, the second great achievement of American automotive engineers since the United States entered the war, has been announced by Newton D. Baker, secretary of war. The chassis will be completed by the middle of October and final tests made at once.

Fifteen thousand of the trucks already have been ordered and are to be delivered in the first six months of next year. Deliveries will begin January 1.

A new material for electrical insulation made from fish oil, has been invented by a Danish chemist.

"SAFERLITE" A Non-Glare, Shadowless Auto Headlight Lens Officially Approved by the OREGON HEADLIGHT COMMITTEE "Like Pushing Daylight Ahead of You" Up to 8 1/2-inch diameter (Ford size) \$1.00 per pair 8 1/4 to 8-inch diameter \$1.50 per pair 9-inch to 10-inch diameter \$1.75 per pair Over 10-inch diameter \$2.00 per pair W. P. FULLER & CO. DISTRIBUTORS OFFICE and Salesroom: Front and Morrison Sts. PORTLAND, OREGON East Side Store: 124-126 Grand Ave.

\$1250 F. o. b. Racine. 120-inch Wheelbase 40 h. p. Motor Mitchell Sixes \$1525 F. o. b. Racine. 127-inch Wheelbase 48 h. p. Motor New-Style Bodies Exclusive to the Mitchell One great interest in the Mitchell exhibit lies in the new-style bodies. There are eight new types, and each type is distinctive. No radical innovations — the models are not unique. The adopted trends are simply carried farther. There are added luxuries, extra features. All the known attractions are combined. They show the present zenith in the body-building art. Our Advantage Most bodies, you know, are not built by the car makers. All Mitchell bodies are. We have a model body-building plant. We have our own artists and craftsmen. So each Mitchell body is a Mitchell creation, exclusive to this line. Then our own body plant, with its efficiency methods, saves us a large sum per car. All this saving goes into extra luxury and beauty. Since we occupied this body plant last November, we have added 25 per cent to the cost of finish, upholstery and trimming—all out of factory savings. 257 Cars in One The first step in designing these latest models was to learn what all others had done. Our experts examined 257 show models. And all their best attractions are combined in our new designs. No other single car embodies so many wanted features. In fact, there are 31 features in Mitchells which nearly all cars omit. There is heat-fixed finish which stays new. There is extra-grade leather which lasts. There are shock-absorbing springs—the easiest-riding springs ever put on a car. And not one has ever broken. Even the touring car has a light in the tonneau. There is a locked compartment for valuables. There are handles for entering. So ladies can drive, each car is equipped with a power tire pump. Also an engine primer at the driver's hand. Luxury Models There are two all-season models. In the Convertible Sedan, in pleasant weather, the side windows disappear. In winter, rain or dust, the car becomes a luxurious Sedan. Seats for seven, all in one compartment. Our new-type Cabriolet is a Coupe which changes to an open Roadster. Our Coupe, Town Car and Limousine are three of the smartest models built. Our 4-passenger Roadster—our sport car—is a stunning new design. See these new designs. In each you will find some scores of attractions which no other car offers. And each is a study in artistic body-building. MITCHELL MOTORS COMPANY, Inc. Racine, Wis., U. S. A. Reliability in Car and Dealer MITCHELL-LEWIS & STAVER CO. SALES—SERVICE and PARTS East 1st and Morrison Sts., Portland

WE take pleasure in announcing the opening of our Four-Story Modern Fire-proof Garage and Ford Sales and Service Station at 254 Sixth street, corner Madison, rendering day and night service, under the personal supervision of Mr. W. H. Wallingford, with a staff of competent expert assistants. We solicit your continued patronage with assurance of absolute satisfaction.

A complete line of Genuine Ford Parts and Accessories always on hand. Also several used Ford cars at special prices. Close-out prices on nearly all kinds of Tires.



W. H. Wallingford, Show Room, Authorized Agent, 254 Sixth St., Ford Motor Co. at Madison