

COUNTY ROAD BUDGET TO PERMIT PAVEMENT PROGRAM TO GO ON

What Is to Be Done With County Roads Within City Limits Creates Question.

MORE PARK FACILITIES

Additional Use of Columbia River Highway Would Be Made by Developing More Picnic Places.

In making up the county road budget for next year the board of county commissioners will keep in view the continuation of the hard surfacing program begun two years ago.

A definite sum will be set aside for paving. Among the roads to be considered is the city boundary road to Clackamas county, the Columbia slough road and the Base Line extension.

A question to be determined is the treatment to be accorded county roads within the city limits. At present there is a gap between the paved street of the city and the paved road of the county on a number of main roads, such as the Linnton road, White House road, Canyon road, Base Line road, Powell valley road and Foster road.

When the county bond issue was ordered two years ago the parts of these roads within the city boundary were not included for the reason it was felt that the improvement should be made by the city instead of the county.

A different phase to the question has been created by an act of the last legislature which makes all incorporated cities and towns separate road districts. Under this law Portland is now road district No. 1. Another feature of the law is that 70 per cent of the money raised by taxation in a road district must be spent within that district. If the law is literally observed the commissioners will now have funds available for paving these roads inside the city limits.

A practical difficulty, however, is that along these roads street grades have not been established. Should the county pave them the work would probably be done on the present roadbed which is not on the city grade. In the course of a few years the city might decide to improve the streets. This would involve the tearing up of the pavement at a consequent loss.

Highway Parking Facilities
Provision will probably be made in next year's county road budget for enlarged parking facilities and camping grounds along the Columbia river highway. One of the first comments made by visitors to the highway is on the lack of sufficient parking room. This is especially noticeable on Sundays and holidays. Owing to the want of room for picnic parties and campers the highway as a place of healthful resort is not utilized as it could be and those who contributed to its construction are not getting full return for their money. To popularize the Columbia gorge there should be better facilities in the way of rest stations and parks.

The United States forest service has established a camping ground at Eagle creek, but it is inadequate. There are a number of other locations between Eagle creek and Crown Point which could be fitted up in a similar manner. It has been suggested that these should be acquired by the public before they are bought up by private individuals for summer homes and for speculation purposes.

With an appropriation of \$50,000 or \$60,000 Roadmaster Yeon estimates that several locations can be obtained and improved which will provide a valuable adjunct to the highway and make it still more popular. One of these spots is the body of land in which the "figure eight" is located.

This tract contains about four acres and on it stands the choicest body of timber on the highway. Ever since the highway was started it has been hoped that some rich man who wanted to hand his name down to posterity as a public spirited citizen would purchase it and dedicate it to the public at least, if not give it outright.

Song of Pacific Northwest Sounds In the Southland

Under the heading, "Hark to Songs of Pacific Northwest," there appears in a recent issue of the San Francisco Call the following:

"There are some things about which one cannot argue, and one of those things is a Call representative today."

"Our people come to California by the thousand every winter," he said, "and spend thousands and thousands of dollars with you. Can't we reasonably and rightfully expect that you will come to us in summer and give us back some of the money?"

"Of course we can and we should, and undoubtedly we shall after Cuthbert has accomplished his program here in California."

"The Call man who talked to Cuthbert has never been in the Pacific Northwest—at least not any farther north than Santa Rosa—but after listening to Cuthbert for five minutes today he just begged for mercy or he could not go on with his worst but would have to pack his grip and go to Oregon, Washington and British Columbia right away, leaving his city editor in an awful titch!"

"Why, folks, to listen to Cuthbert the Pacific Northwest is what most of us pray for after we die. It is paradise and heaven and apple pie a la mode and Los Angeles all combined. It is full of the biggest trees and the biggest rivers and the biggest fish (and how they bite, oh, how they bite!) and the best looking women and the most enterprising men and the finest climate and the best equipped railroads."

"But why should we advertise the Pacific Northwest for Cuthbert, he is getting paid for doing it! Take our ad space if you want to learn how to express yourself descriptively, how to sound like a beautifully illustrated folder, how to be a combination Circe and Lorelei—listen to Cuthbert."

"His idea is to get 100,000 tourists to the Pacific Northwest next summer, by rail and automobile—or airship for all he cares—but come, oh, Call reader, come, whatever you do, and see for yourself how wonderful the world is just north of you."

"So says Herbert Cuthbert."

This hope, however, has not been realized. Before the highway was built it could have been purchased for a few thousand dollars, but now it is understood that it is held at \$40,000 or \$50,000.

At Wahkeena Park
At Wahkeena park, presented to the city by S. Benson, there is a large tract between the railroad and the river. This could be made available for a picnic ground and a head railroad crossing. In addition, the grounds could be filled and leveled off by pumping sand up from the bed of the river as was done at Multnomah falls. It is a well wooded place and fully supplied with water from Wahkeena creek. Room could be made here for the parking of hundreds of automobiles.

Another location is just east of Horsetail falls on a level spot between the bluff and the highway. On a little further near Warrendale is another location which would make an excellent park. Other places capable of development are between McCord and Tanner creeks and at Bonnevillie.

Under the terms of a law passed by the last legislature the county has the power to condemn land for parks as well as operate them. Under this law the county may take over from the city the Wahkeena and Multnomah Falls parks. It is understood that Mayor Baker would favor the transfer and has so expressed himself.

When writing to or calling on advertisers, please mention The Journal.

HIGHWAY COMMISSION IS TO HANDLE ABOUT \$3,000,000 IN 1918

Multnomah Will Not Share in Allotment, Leaving Big Sum to Other Counties.

MONEY FOR BIG TRUNKS

Revenues of \$1,200,000 Derived From This County Will Be Spent on Columbia and Pacific Highways.

The state highway commission will have available for next year's construction a fund approximating \$3,000,000. Of this fund \$2,000,000 will come from bond issue, \$220,000 from the quarter of a mill tax, \$308,000 from auto license fees and \$472,000 from the post road appropriation, half of which is contributed by the federal government.

If the assessed valuation of the state is taken as a basis of apportionment 25 per cent, or \$750,000, will go to Eastern Oregon and 75 per cent, or \$2,250,000 to Western Oregon. Inasmuch as Multnomah county is to receive no state aid, the Western Oregon allotment will be divided among the coast and Willamette valley counties.

Multnomah Pays Nearly Half
Forty per cent of the state road revenues is derived from Multnomah county. Therefore, this county will pay into the road fund \$1,200,000. It is proposed to apply this to the two main trunk highways, Columbia river highway and Pacific highway. On the Pacific highway, in Douglas, Josephine and Jackson counties, it is planned to expend \$450,000 and on the Columbia river highway, in Hood River and Wasco counties, the sum of \$750,000.

Under this disposition of Multnomah county's contribution there can be no criticism that counties removed from the Columbia river highway are paying for it. From The Dalles to Astoria, Multnomah county will be building the highway which it passes, assisted by Multnomah county.

Little Paving East of Cascades
For the Willamette valley and coast counties there will be available, after deducting the Multnomah county contribution, \$1,050,000 to be expended chiefly in hard surface. This amount will provide for approximately 70 miles of pavement, basing the calculation on a pavement 12 feet in width.

With an allotment of only \$750,000, it is evident that but little pavement can be laid east of the Cascades. Included in the amount to be awarded Eastern Oregon is 60 per cent of the post-road money.

Oregon Roads Excel Neighboring Routes

So Declares Ray F. Van Slyke, Who Drove From Pocatello via Nevada and Northern California.

From Pocatello to Portland by way of Nevada and Northern California, was the unusual route taken by Ray F. Van Slyke and party.

Mr. Van Slyke has been in business in Pocatello and came to Portland to locate here, where his parents reside. Before taking up settlement they went on a visit to Seattle and expect to return in a short time.

In spite of all the criticism heard about the condition of Oregon roads, Mr. Van Slyke pays the roads in this state a decided compliment by saying that the country roads are in much better shape than those in the other states through which they traveled. "The fact that road crews were working on all the bad places in Oregon roads was an encouraging contrast to the roads that were bad for miles and miles with no sign of any immediate or distant improvement," says Mr. Van Slyke.

ADAMS ARGUES FOR WEST SIDE HIGHWAY BY WAY OF BALLSTON

Road Commissioner Says the Route He Favors Would Serve Larger Population.

HUGE TONNAGE FORESEEN

Connection With McMinnville-Sheridan Road Near Bellvue Will Save Nine Miles of Paving, He Says.

In his report to the state highway commission recommending that the west side Pacific highway be located between McMinnville and Dallas by way of Ballston with a stub road from McMinnville to Amity, Highway Commissioner Adams says that the question should be treated from a local standpoint under the terms of the \$8,000,000 road bond law.

"If the road is to be a short line, a through or trunk road," he adds, "it should not be located on the lines we have considered. It probably should be built on a line north from Corvallis through Monmouth and Rickreall, Dayton and Newberg to Portland with stub service to Independence, Dallas and McMinnville, or through Independence to West Salem and thence through Dayton and Newberg."

Length of Routes Listed
The distance from Independence to Portland by the several routes is as follows: Via Salem and Oregon City, 64 miles; via West Salem, Dayton and Newberg, 60 miles; via Rickreall, Amity, McMinnville and Newberg, 68.5 miles; via Dallas, Ballston, McMinnville and Newberg, 74 miles.

As located by the legislature the road is to run from the Multnomah county line through Washington county and Yamhill county by way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence in Polk county.

Conforming to this location there are between McMinnville and Dallas three available routes as follows: Via Amity, McCoy and Rickreall with a stub to Dallas, distance 24 1/2 miles; via Amity and Perrydale to Dallas, distance 28 1/2 miles; via Ballston to Dallas, distance 25 miles. The Polk county route is assumed to contain some turns which will reduce the distance to approximately 22 1/2 miles.

Ballston Route Favored
As to the route via Rickreall with a stub to Dallas Commissioner Adams says he does not think that it would comply with the spirit of the law though it might in a technical or legal sense.

"If this route were to be adopted," he continues, "it would be better to build from McMinnville to Rickreall and then to Dallas and from Dallas to Salem and the Salem-Dallas road with Independence connecting Monmouth with the system of independent cutting the road from Dallas to Monmouth entirely."

The second route, by way of Perrydale, Mr. Adams discredits with his observation that it will not serve the territory to the best advantage besides being hilly and costly to improve. Arguing in favor of the Ballston route, Commissioner Adams says that it runs through a more thickly settled part of the territory to be served than either of the other routes.

Future Storage Foreseen
He further finds that more than half

the assessed value of Polk county lies west of the route. The country along this route, he adds, is devoted largely to fruit raising, much of which is just coming into bearing. This means a greater need for good roads and more tonnage per acre for transportation over the roads than general or grain farming. The route, he asserts, is for the most part fairly level. Between Dallas and the Perrydale junction there are only two heavy

grades which can be easily reduced. Discussing the course of travel, Commissioner Adams says through traffic originating at Independence and south of there goes to Portland by the way of Salem and Oregon City, by the way of West Salem and Dayton and by the way of Rickreall, Amity and Dayton. Travel originating at Salem and south of there goes to Portland by way of Whitehead ferry and Newberg, by the way of Oregon City

and by the way of West Salem and Dayton. **Saves Nine Miles of Paving**
The travel for Portland from Monmouth, Dallas, Falls City and north of there goes by way of McMinnville, Amity, Dayton and Newberg largely. Travel for the coast from Dallas, Independence, Salem and the south, which is large, goes by the way of Dallas, Ballston and Sheridan very largely.

From these statements Mr. Adams draws the conclusion that the Ballston route would accommodate both the coast travel and the travel for Portland originating north and west of Independence.

Another argument advanced by him in favor of the Ballston route is that it would connect with the McMinnville-Sheridan road near Bellvue, thus saving nine miles of pavement construction.

the assessed value of Polk county lies west of the route. The country along this route, he adds, is devoted largely to fruit raising, much of which is just coming into bearing. This means a greater need for good roads and more tonnage per acre for transportation over the roads than general or grain farming. The route, he asserts, is for the most part fairly level. Between Dallas and the Perrydale junction there are only two heavy grades which can be easily reduced. Discussing the course of travel, Commissioner Adams says through traffic originating at Independence and south of there goes to Portland by the way of Salem and Oregon City, by the way of West Salem and Dayton and by the way of Rickreall, Amity and Dayton. Travel originating at Salem and south of there goes to Portland by way of Whitehead ferry and Newberg, by the way of Oregon City

Announcing the New Series Model "Four-Ninety"

CHEVROLET

Five-Passenger Touring

\$715

ROADSTER \$700

PORTLAND Immediate Deliveries

The car with all essentials supplied

Mechanically this model has reached a standard of excellence not surpassed in any motor car. Vanadium steel is used for every part requiring unusual strength. It has an abundance of power—proper spring suspension—correct weight—classy in appearance—well finished. Unusual economy records and the one hundred and fifty thousand Model "Four-Ninety" cars in use is ample proof of the satisfaction this model is giving.

Chevrolet Model "Four-Ninety" always a dependable and trustworthy automobile, now in a position to receive the attention of those who desire completeness in equipment with the minimum in price and utmost in performance.

This model, now more than ever before, is entitled to the term "economy car," as it embodies everything necessary for enjoyable motoring with the least expense.

NEW FEATURES

Improved Motor

The motor is of an improved design. The cooling is by water pump. The oil pump has been changed to the gear type. The pump is placed in the forward end of the cylinder casting and a fan is mounted on the water pump shaft.

Tire Carrier

Tire carrier is provided and is fastened at the rear of the body.

NEW FEATURES

Foot rail; robe rail; tilted windshield; one-man top; improved type curtains, folding into the top; flaps on top of each door for protection of the body and fender; pockets on the inside of each door; kick pad added at the rear of front seat; front and rear fender skirts extended to meet the radiator splash guard and the rear splash guard on the body.

NEW FEATURES

New Oil Pressure Gauge

A new oil pressure gauge has been mounted on the instrument board.

Dismountable Rims

Wheels are fitted with demountable rims; one extra rim is furnished.

New Radiator

The radiator is new, of an improved type, and is fitted with a connection for a smaller diameter water hose.

NEW FEATURES

New Oil Pressure Gauge

A new oil pressure gauge has been mounted on the instrument board.

Dismountable Rims

Wheels are fitted with demountable rims; one extra rim is furnished.

New Radiator

The radiator is new, of an improved type, and is fitted with a connection for a smaller diameter water hose.

REGNER & FIELDS, Inc.,
Grand Ave. at East Burnside St.
Phone East 92

The easiest driving, easiest riding car in the world.

It's a

LIBERTY

Get into one today. For your own protection, buy on facts, not theories.

MITCHEL & WALLINGFORD.

522-526 Alder St.

\$1350

HUGE TIRE SALE!

7000 Tires at Prices Far Below Their Present Value

STANDARD MAKES, INCLUDING GOODYEAR, FEDERAL, REPUBLIC, GOODRICH, FIRESTONE, QUAKER, FISK, CAPITOL, MOHAWK, DEFIANCE, PORTAGE, ETC.

Our Store and Warerooms Are Filled With Tires and Tubes That We Purchased and Contracted for Before the Last Two (and Three) Advances in Price.

WE OFFER YOU THE ADVANTAGE OF OUR FORESIGHT BUY NOW BEFORE WE ARE COMPELLED TO ADVANCE

The Price of Tires Will Go Higher and Higher—Already Prices Have ADVANCED 50 PER CENT SINCE JANUARY 1, 1917.

REG. GUARANTEED STOCK		Our Amazing Prices		FACTORY SECONDS	
				Plain	Non-Skid
30x3	\$10.85 and up	30x3	\$ 8.55	\$ 9.50	
30x3 1/2	13.80 and up	30x3 1/2	11.20	12.25	
32x3 1/2	15.85 and up	32x3 1/2	12.70	13.45	
34x3 1/2	17.95 and up	34x3 1/2	13.45	14.90	
31x4	21.90 and up	31x4	16.50	18.05	
32x4	22.40 and up	32x4	17.15	18.35	
33x4	22.05 and up	33x4	17.45	19.65	
34x4	22.10 and up	34x4	18.90	20.25	
35x4	24.50 and up	35x4	19.40	21.05	
34x4 1/2	31.50 and up	36x4	19.90	21.65	
35x4 1/2	31.20 and up	34x4 1/2	23.25	25.15	
36x4 1/2	31.70 and up	35x4 1/2	24.10	27.30	
37x4 1/2	33.15 and up	36x4 1/2	24.65	27.65	
35x5	34.15 and up	37x4 1/2	25.40	28.50	
36x5	25.30 and up	35x5	28.45	30.75	
37x5	33.85 and up	36x5	28.90	31.00	
		37x5	29.45	31.50	

Call or write for Our Bargain List No. 27 Full Description

These Prices Subject to Your Immediate Acceptance

Our stocks of Accessories are full and complete. We make our own prices, irrespective of what others charge.

AUTOPARTS SUPPLY CO.

82 SIXTH STREET, BETWEEN STARK AND OAK

Portland
Spokane
Seattle
Tacoma

GET ROAD MATERIAL BEST FOR TRAFFIC YET CHEAPEST IS ADVICE

Secretary Perry of Automobile Chamber of Commerce Gives Highway Suggestions

Highway commissioners find themselves in a difficult position because of a tendency of the part of state legislatures, county commissioners and township boards to economize by cutting down highway appropriations and the demands of commerce and agriculture for better highway facilities to move an increased volume of production at a time when there is unprecedented railroad freight rates.

Labor and Material Chief Items
There are ways in which the situation can be met successfully, according to H. W. Perry, secretary of the Good Roads committee of the National Automobile Chamber of Commerce, who says that labor and materials constitute the largest items in road work and therefore offer the greatest possibilities in economy.

In deciding upon the kind of road to build, he says that type should be selected for which the materials can be bought at least expense, delivered, and which will require the least labor in producing a finished road, always provided, however, that the material is suited to the kind and amount of traffic that will have to bear.

Traffic Census Suggested
A traffic census should first be taken, the probable increase of traffic after reconstruction of the road calculated and then an estimate made of the probable cost of maintenance of different types of road under such traffic for a period of years—from 10 to 20. This maintenance cost, plus interest, should be added to first cost of construction. This will determine which of several types will be most economical. It is false economy to choose a kind of road merely because it will cost less to build than a more durable road.

One of the things that makes road building costly is the fact that it has been the practice in many states to let contracts for many short pieces of road, often for sections of less than a mile. Such jobs are too small to warrant the expense of preparing for doing the work in the cheapest way.

Iowa to Repair Roads
Linn county, Iowa, which has been known as the "hub" of the Lincoln highway and avoided by cross-country tourists, has adopted a program for the betterment of the highways by the expenditure of \$275,000. The work will be done within the next two years.