

SAUVIES ISLAND IS 'SOMETHING DIFFERENT' FOR LOCAL MOTORIST

Del Wright Finds Tour of Adjacent Region a Journey Out of the Ordinary.

GREAT TREES FASCINATE

Little Lakes That Mirror the Beauty of Their Surroundings Are Beautiful to Behold.

One week ago, Del Wright, like a lot of other motorists who have seen much of Oregon and have been over almost every trail that a motor wheel can get a footing on, set out to find a new route.

That, within a few miles of Portland, there is a road or series of roads in a small piece of country that is as different from most of the roads around the city as Eastern Oregon is from Western Oregon.

He left the city on a Sunday afternoon about 4 o'clock, via the Linnton road. At Burlington, he drove the bridge on to the mainland where the Willamette slough to Sauvie Island.

On the island, Mr. Wright turned to the left and at once was able to imagine that he was in a different land. On the rolling meadows great oaks cast long shadows.

In the open sleek fat cattle grazed on the green, which here offered a sharp contrast to the mainland where the heat of summer long ago dried the grass. Comfortable farm houses and bulging barns, grouped, were reflected in the pretty land-locked lakes.

Further on, the growth became dense and the car brushed its way through groves of oak and cottonwood.

Sunset to Be Remembered

The sunset was one long to be remembered. Every detail of the sky was reflected in the waters below.

Then, as night settled down, the shadows and mists fascinated. As he drove along under the big oaks, it was impossible not to think of the old Indian chief and his warriors under those same trees years and years ago.

It would have been pleasant to spend several more hours in pleasant wandering on the island. There entered two factors that spoiled it all. Hunger is a powerful driver, and the last ferry across the slough leaves at 7:30 p. m. So those two "framed up a deal" which took the motorist off the island long before he was ready to go.

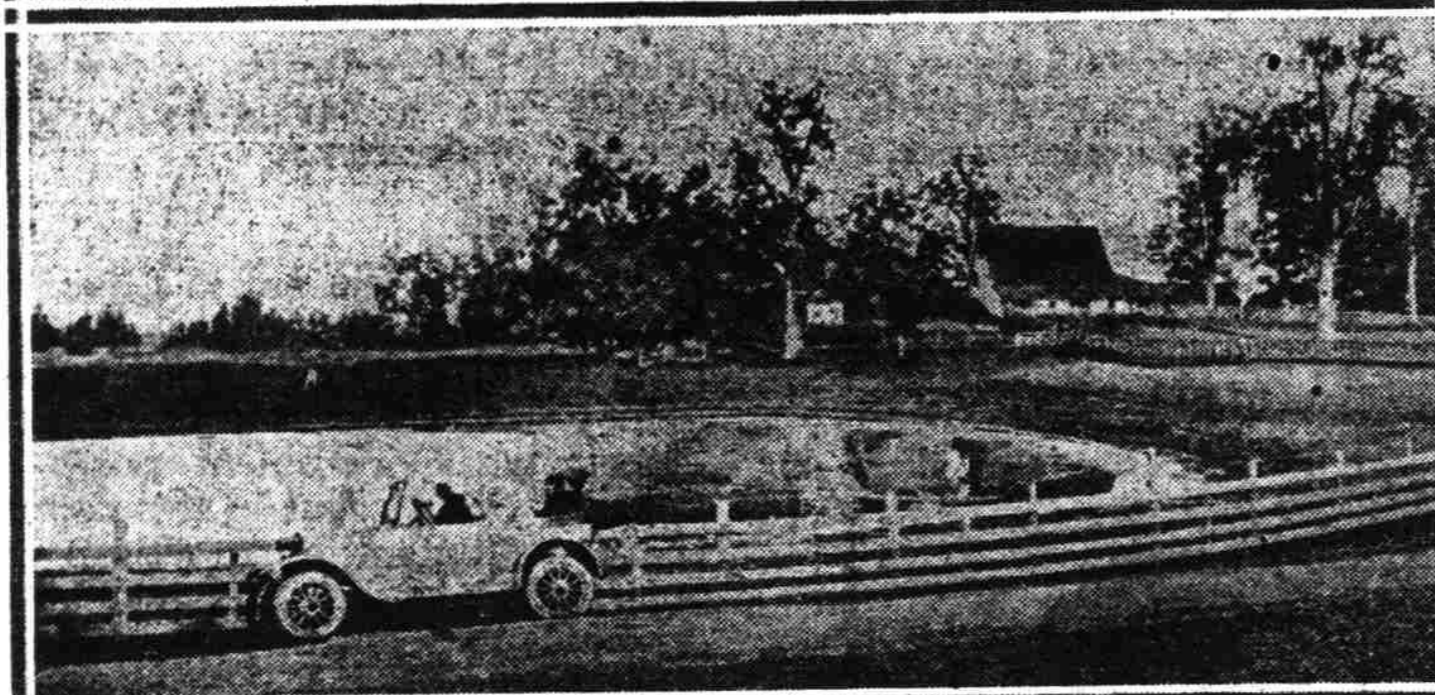
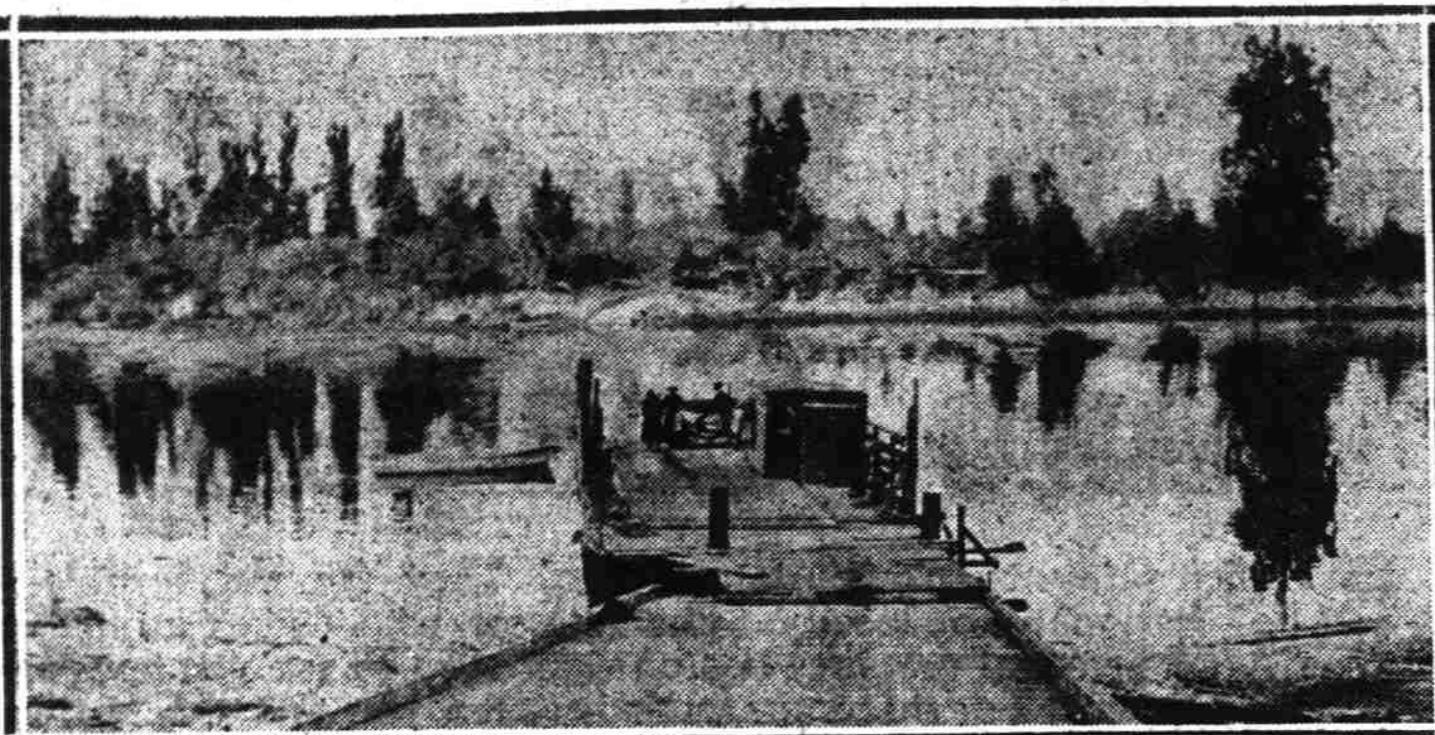
THE INTAKE

Wilkins to Remove Offices.—M. O. Wilkins, president of the Dealers' Motor Car association and publisher of the Automobile Record, will remove his offices to the Commonwealth building, Sixth and Ankeny streets, for the purpose of getting closer to the automobile trade center.

Kapp Joins Mitchell Forces.—The Mitchell Motors company, Inc., of Racine, Wis., announces the appointment of Frank A. Kapp as advertising manager. Before taking up his new duties on September 15, Mr. Kapp was associated with Willys-Overland, Inc. He had been in the advertising department of that concern for three years, during which time he held various positions.

Daniels to Pilot.—H. S. Daniels, whose services have been for some

ABROAD AT HOME ON SAUVIES ISLAND,



Above—The Burlington-Sauvie Island ferry across Willamette slough. Below—Picturesque scene on Sauvie Island.

time given jointly to the Dort Motor Car company and the Dooley-Brennan company, will hereafter devote his entire time and attention to the advertising management of the Dort organization, under the title of advertising manager. This new arrangement has necessitated the removal of Mr. Daniels from Detroit to Flint, where the Dort factory is located.

Weller to Tour California.—E. R. Weller, head of the used Car Exchange at 527 Washington street and a familiar figure on the "row," is about to leave for an extensive motoring trip to California. Accompanied by Mrs. Weller he expects to visit all points of interest in the Golden state in his Cole S.

Boss Goes East.—C. L. Boss, head of the C. L. Boss Automobile company, will leave this week for an extended trip east. In Detroit he will visit the Maxwell and Hudson factories for which he is the local representative. Accompanied by his wife, about five weeks will be spent on the entire trip the latter part of the week. Mr. Albright's headquarters are in Seattle and he gives a favorable report of the tire business of the northwest.

Albright Reams on Row.—W. D. Albright, the genial northwest manager for the B. F. Goodrich Rubber company, visited Portland for several days the latter part of the week. Mr. Albright's headquarters are in Seattle and he gives a favorable report of the tire business of the northwest.

C. C. Cook Passes Through.—C. C. Cook, sales manager of the Western Truck Attachment company of Seattle, passed through Portland Thursday on his way home from Los Angeles. Mr.

Cook reports an increased demand for light trucks in the California territory and has established an assembling plant for his concern in Los Angeles in order that deliveries might be made more quickly in that section. While here he conferred with A. J. Lormor, local representative for Oregon.

Knight Rejoins Chandler Forces.—Ralph Knight, who has been affiliated with the Apperson Motor Car company for the past several months, has rejoined the Chandler organization, now the Twin States Automobile company, under A. H. Knaus. Knight was formerly connected with the Gerlinger Motor Car company when they handled the Chandler line in this city.

Clemence Goes to Billings.—J. Stanley Clemence, who has been city sales manager for Ballou & Wright for the past five years, has accepted the position as general sales manager for the Northwest Motor Supply company of Billings, Mont., and left Saturday night to acquaint himself with his new work. Mr. Clemence has accepted an interest in the firm and is very enthusiastic over the new field. Prior to his connection with Ballou & Wright he was branch manager for Chanslor & Lyon, opening up their first store in this city over two years ago.

Why Light Varies

One reason that lights grow brighter with increased speed is that the generator is not perfectly self-regulating, so that its electro-motive force increases with its speed, which, of course, is proportional to the engine speed.

Vehicle Owners to Pay in New Roads

The Oregon plan of making motor vehicle owners pay for state road improvement has been adopted in Illinois. It is proposed to build 4000 miles of hard surfaced road at an estimated cost of \$60,000,000.

The principal and interest on the bonds are to be met out of the revenues arising from motor vehicle license fees. As was done in Oregon, the present fees are to be practically doubled.

The first bond issue will be in 1920 when \$10,000,000 will be floated. In each of the succeeding five years there will be an issue of the same amount, making the total \$60,000,000.

The motor rates in 1920 will total \$4,800,000 and will then increase until 1924, when the estimated income will be \$6,000,000.

Chief State Highway Engineer Marr has worked out a plan showing how the motor owners will not only pay the \$60,000,000 cost of the roads, also the interest of \$2,050,000 on the bonds, but also \$65,250,000 for the maintenance of the roads and for the purpose of giving state aid to the construction of still other roads. The total receipts from licenses up to 1924, the end of the bonding term, will be \$147,300,000.

Chicago will pay 40 per cent of the license fees.

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

HIGHWAY TO SEATTLE IS VERY NEARLY HALF PAVED, SAYS WRIGHT

Exact Proportion of Route Hard Surfaced 87.7 Miles, Portland Man Finds.

ROAD BETTER THAN EVER

Considerable Construction Work Is Going On—Route Followed Is About 200 Miles.

There is exactly 87.7 miles of pavement between Portland and Seattle, according to Charles F. Wright, manager of Ballou & Wright, who has just returned from an automobile trip to the Sound city.

Mr. Wright finds it necessary to make frequent trips to Seattle where Ballou & Wright have a branch, and often makes the jaunt in his Packard. The roads were found in better condition on his last trip than ever before and they will probably be that way until the rains set in, according to Mr. Wright.

High Water Area Avoided

The route taken in which the 87 miles of pavement are traveled via Tenino and Kelso, avoiding Olympia. Driving in a leisurely manner it took 10 hours to make the trip. The worst roads were found between Woodland and Kalama. One improvement found on this stretch was a fill being made over the lowlands along the Columbia where the high water obstructed traffic last year. This will help to make the route an all year road and avoid the using of the Goble ferry during high water.

A good deal of road construction has been done near Toledo, and while paving operations have been suspended, the road commissioners have graded the part not finished in order to make a good road for winter travel. Motorists should avoid the Winlock road and cross the bridge at Toledo for they will find this route far better than the other.

Paving has not yet been completed from Olympia to American Lake, although from Tacoma to American Lake it is finished. Detours are necessary around the unpaved portions and therefore the Roy road which joins the Rainier Park highway is the better, as from there to Seattle a distance of 52 miles is paved.

Favored Distances Tabulated

Mr. Wright made a tabulation of the paved stretches between Portland and Seattle and the distances figured from the Electric building in Portland to the Smith building in Seattle are as follows: Portland to Vancouver, 14.7 miles; Woodland, 9; Kelso, 4; Toledo, 3.4; Chehalis to Centralia, 13.2; a break of 4 miles intervenes, then, 1.3; Tenino, 1.4; Rainier Park highway to Seattle, 52.

The speedometer on Mr. Wright's car showed a total of 200 miles over this route.

Boss Agency Proud Of Selling Record

Total of 238 Maxwells and 99 Hudsons, All New Cars, Disposed of Since December 1, 1916.

Statistics compiled in the Automobile Record from December 1, 1916, to October 17, showing the Oregon registration of cars in which class registrations are made, first by counties, then by makes, reveal to C. L. Boss of the C. L. Boss Automobile company, that outside of Ford's organization holds the palm for selling efficiency in Portland in the retail line.

In the 10 months for which the state record was computed Mr. Boss and his force have sold 238 Maxwells and 99 Hudsons, outdistancing his nearest competitor by 53 machines.

In November, 1911, Mr. Boss organized the C. L. Boss company and handled the retail agency for the Reo for two seasons. In June, 1913, Mr. Boss obtained the agency for the Hudson for the state of Oregon and one third of the state of Washington and has handled this line ever since.

The Maxwell car is now a prominent part of the sales equipment.

On June 1 this year R. J. McReil came into partnership with Mr. Boss, the firm being a partnership instead of corporation. Mr. McReil was formerly connected with Mr. Boss as agent at Eugene and later as territory representative.

In addition to the state record for retail sales in Multnomah county are to be added the retail sales in Oregon City, Vancouver and Washington county, this territory being retained by the Boss firm for retail business.

The 337 sales of new cars added to the sale of used cars, makes a grand total of 649 sales at retail for the period since December 1, 1916, and combining the wholesale and retail sales the volume of business transacted during the last fiscal year makes a total of over \$800,000, Mr. Boss reported last week.

While in Indianapolis Mr. Finch attended a sales conference at the guest of the Premier factory. In Detroit the Liberty factory was the center of attraction, although several other factories were visited. Mr. Finch reports that both the Liberty and Premier factories have received contracts from the government, the former in the manufacture of the Liberty motor and the latter in the manufacture of the Mays truck.

While in Chicago, Finch's sporting blood was aroused when he attended two games of the world's series.

Chamberlain-Dent Measure Indorsed

The board of directors of the National Automobile Chamber of Commerce has endorsed the Chamberlain-Dent bill, which provides for preparation by the war department of plans for, and the construction and maintenance of a continuous military highway along or near the Atlantic and Pacific seacoasts and along the southern border of the United States.

MAXWELL

Most Miles per Gallon

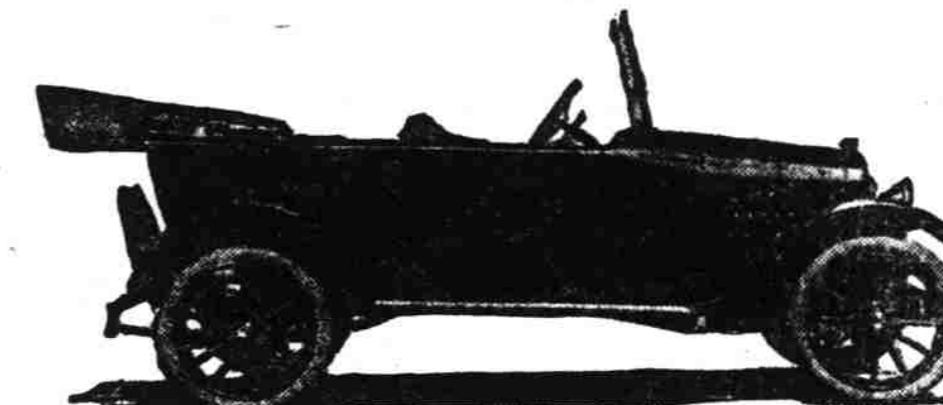
Most Miles on Tires

The New 1918 Maxwell

Gives you all the room—all the comfort—all the conveniences and beauty obtainable in any car selling at \$1200.

And yet the operating economy—the mechanical reliability—the ease of handling and the wonderful power that have produced such marvelous road and economy records in every section of the world are not only maintained—but augmented.

YOU can SEE the VALUE in the MAXWELL at \$745.



Touring Car \$745

Roadster \$745; Coupe \$1095; Barline \$1095; Sedan \$1095. All prices f. o. b. Detroit

C. L. Boss Automobile Co.

615-617 Washington Street

Ford

THE UNIVERSAL CAR

Ford Cars— Ford Service— Ford Satisfaction—

The Ford is acknowledged to be "the universal car" because of its demonstrated usefulness. There are solid reasons for this, as back of the remarkable performance of Ford cars—and of the car's strength and dependability—is the quality of material built into every vital part at the factory.

And yet, if your Ford car is to continue to give the service intended and desired, all adjustments and replacements rendered necessary through the wear and tear of usage, or accidents, should be made by competent Ford workmen, using genuine Ford-made material of the same quality and strength as the identical parts they replace.

This is the character of service we give to the owners of Ford cars who favor us with their patronage. Everything in our workshop is genuinely Ford—materials, workmen, and even charges. Bring your Ford cars to us for service, and thus have the assurance of getting the most possible use from your car.

Prompt care given orders for Ford cars. Runabout \$345; Touring Car \$360; Coupelet \$560; Town Car \$645; Sedan \$695; One-Ton Truck Chassis \$600. These prices f. o. b. Detroit.

- Palace Garage Co. 22d and Kearney Sts.
- Francis Motor Car Exchange East 13th and Hawthorne
- Pacific KisselKar Branch Broadway at Davis
- W. H. Wallingford Sixth and Madison Sts.
- Rushlight, Ransom & Penny Union Avenue at Wasco
- Talbot & Casey Grand Avenue at East Ankeny

It will pay you to know the Ford dealer in your neighborhood.

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

30x3	\$10.85 and up
30x3 1/2	13.80 and up
32x3 1/2	15.85 and up
34x3 1/2	17.95 and up
31x4	21.90 and up
32x4	22.40 and up
33x4	22.05 and up
34x4	22.10 and up
35x4	24.50 and up
34x4 1/2	31.50 and up
35x4 1/2	31.20 and up
36x4 1/2	31.70 and up
37x4 1/2	33.15 and up
35x5	34.15 and up
36x5	25.30 and up
37x5	33.85 and up

Our Amazing Prices

Read these prices carefully and you will see where money can be saved. 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.

FACTORY SECONDS

	Plain	Non-Skid
30x3	\$ 8.55	\$ 9.50
30x3 1/2	11.20	12.25
32x3 1/2	12.70	13.45
34x3 1/2	13.45	14.90
31x4	16.50	18.05
32x4	17.15	18.35
33x4	17.45	19.65
34x4	18.90	20.25
35x4	19.40	21.05
36x4	19.90	21.65
34x4 1/2	23.25	25.15
35x4 1/2	24.10	27.30
36x4 1/2	24.65	27.65
37x4 1/2	25.40	28.50
35x5	28.45	30.75
36x5	28.90	31.00
37x5	29.45	31.50

AUTOPARTS SUPPLY CO.

82 SIXTH STREET, BETWEEN STARK AND OAK

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Seattle Tacoma