

TRUNK ROADS PROGRAM PUT TO THE FRONT

Plan of Improvement Is in Line
With the Nation-Wide Move-
ment Launched.

DISTRICTS ARE NOW LISTED

One Million Dollars Set Aside
for Work on the Columbia
Highway.

The tentative plans of the state highway department for 1918 are chiefly directed to the improvement of the main trunk highways. This is in line with the nation-wide sentiment of confining road construction to essentials, keeping in mind a conception of the place the highway holds in the war scheme, not only as an agency for the transportation of agricultural and industrial products, but as a military thoroughfare, should the occasion demand.

In making up its program for the year, the highway commission has set aside, in round numbers, \$1,000,000 for the Columbia river highway. Special attention will be given to the opening of the highway between The Dalles and Pendleton. This stretch of 131 miles is to be graded by the different counties, and the rock surface to be laid by the state. The estimated cost to the state is approximately \$460,000.

The Dalles to Arlington
From The Dalles to Arlington the road will follow the river, alternating between the right of way adjoining the railroad tracks and a position on the first bench ranging from 50 to 200 feet above the river.

Intercounty bridges will be constructed across the Deschutes and John Day rivers, eliminating the present toll bridges across the Deschutes.

To Parallel Railroad
From Arlington to Umatilla the highway will run parallel and adjacent to the railroad, excepting in a few places where slight climbs will be made to avoid sandblows.

Through Wasco county east of The Dalles the highway will run along the Cello canal.

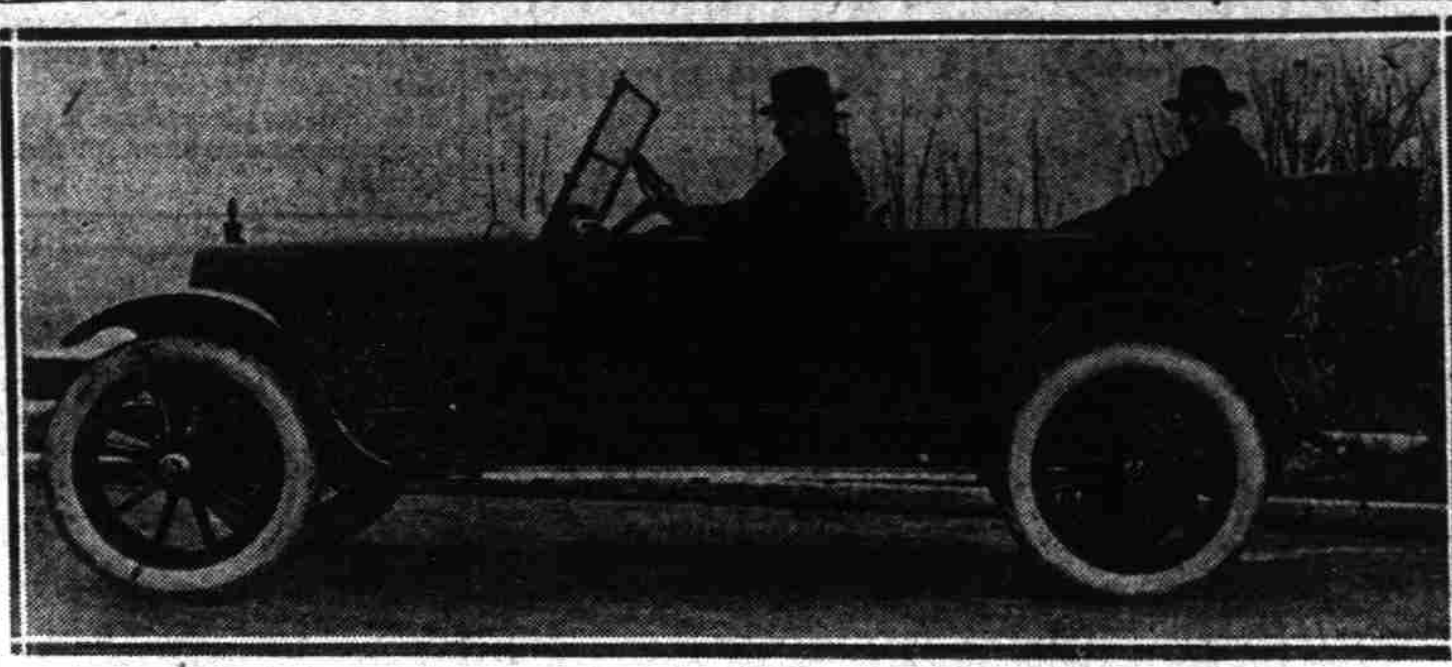
An important construction is the place between Hood River and Mosier, for which \$350,000 has been set aside for grading.

On the lower end of the highway there remain two stretches in Columbia county in the vicinity of Columbia City to be graded and paved. The total distance is about three miles, and for the improvement \$80,000 has been allotted.

As tentatively outlined, the highway department has made the following provision:

Columbia County Paving
Columbia county—Paving and grading, Columbia City to McBride, 1.5 miles, \$41,000; grading and paving, Houston to Columbia City, two miles, \$41,000.
Gilliam county—Macadamizing, 34 miles, \$120,000.
Hood River county—Grading, Hood River to Wasco county boundary, \$213,094; bridge at Hood River, \$40,000.
Morrow county—Macadamizing, 28.6 miles, \$100,000.
Sherman county—Macadamizing, 12.4 miles, \$45,000.
Umatilla county—Macadamizing, 41 miles, \$145,000.
Wasco county—Grading, Mosier to

HUDSON PHAETON MAKES DEBUT HERE



New seven passenger Hudson phaeton received by C. L. Boss last week.

Slightly different from those of previous models and somewhat resembling the popular Hudson speedster model, the new Hudson seven passenger phaeton made its appearance in Portland last week at the salesrooms of the C. L. Boss Automobile company on upper Washington street.

Mr. Boss, head of the company, pointed out many important features and refinements not found in any of the other open car models of previous years. The body line has been lowered and a bevel

edge carried around from the cowl. The bevel is further accentuated with a narrow white strip that sets off the car and shows off the beauty. A small compartment in the rear of the front seat just between the two auxiliary seats provide space for rubbers and smaller parcels. The new rakish windshield gives it a snappier appearance and the windshield brackets have been changed.

There are several mechanical changes incorporated in the new chassis. No

radical change has been made in the carburetor itself, but a thermostat has been added to the cooling system, which makes it possible to warm the motor more quickly. The hot air pipe over the top of the motor has been eliminated together with the stove on the exhaust manifold.

The seating arrangement has been made more comfortable than in previous models. The front seat has been slightly changed to give more room between the steering wheel and the seat.

but under the slackening pressure of the brake, and your car will be brought to a standstill more quickly, in greater safety and without detriment to tires.

GOOD BRAKES FIRST ESSENTIAL IN SAFETY IN RAINY WEATHER

Uneven Brake Tension Will
Often Do Serious Damage to
Automobile Tires.

Right now is a time of year when automobile brakes are especially valuable, safety itself depending upon their being in good order on all occasions. Benefits other than a sense of security accrue to the motorist who knows that his brakes are right, for then he can make use of his motor's maximum power, certain that reliable brakes will respond to his touch. Moreover, the non-skid properties of his tires may be depended upon to do their full duty.

"Safety, convenience, economy, all are dependent more or less upon the efficiency of a car's braking apparatus," says R. R. Lawes, manager of the Fisk Rubber company. "Tire economy, especially on hardened or slippery roads, can be governed by braking efficiency. Make sure both brakes take hold with equal effectiveness, keep your brake linings clean and dry, and use moderation in applying your brakes. Never apply them so suddenly that your wheels become locked, causing the car actually to slide over the road by its own momentum. I have seen tires with a section the size of a man's hand gouged out of the tread when uneven brake tension caused one wheel to lock and slide while the other rolled. Let the wheels keep turning.

County Courts Pass Buck to Commission

There seems to be a growing disposition on the part of county courts to throw upon the state highway department the burden of acquiring rights of way for state roads. In Union county there are five cases which the county has passed on to the state. In Clackamas county there are two cases and in Washington county two.

Under the law the state may proceed at the request or failure of the county to do so, but the costs are to be borne by the county indirectly. They are deducted from appropriations made to the county out of the state road funds. The main reason for the indisposition of county courts to prosecute these right of way suits seems to be based on local politics.

AUTO FACTORIES PAY \$275,000,000 YEARLY TO THEIR EMPLOYEES

Industries in 32 States Represent
Capitalization of \$736,-
000,000, Reports Show.

The far reaching influence of the automobile industry was proved at a recent meeting of the National Automobile Chamber of Commerce in Detroit, when the members were supplied with some interesting figures.

They showed 230 makers of passenger automobiles and 372 makers of motor trucks in 32 states, with a capital investment of \$736,000,000 and with 500,000 workers, to whom \$275,000,000 in wages and salaries is paid annually. The production for the year ending June 30 was 1,806,194 motor vehicles, of which 112,200 were trucks, the total value of both being \$917,470,938.

Exports Are Heavy
It was shown that 1080 manufacturers of bodies, parts and accessories have a capital of \$356,000,000, employ 130,000 workers and pay \$284,000,000 annually in wages. Last year 13,000,000 tires were made, valued at \$480,000,000. There are 27,800 automobile dealers and 25,500 garages, located in almost every town and village of the United States, all dependent on the production of motor cars. They have a capital investment of \$184,000,000 and employ 230,000 people.

Exports for the year ended June 30 were 64,334 passenger cars and 15,977 trucks, the latter mostly for our allies

in Europe. The value of these exports, including tires and parts, was \$132,411,000. There are now 4,500,000 automobiles registered in the United States, of which 400,000 are trucks which are annually transporting goods to a total of 6,000,000,000 ton-miles and relieving the railroads of short-haul traffic.

At this meeting in Detroit last week in answer to a call from the National Automobile Chamber of Commerce, more than 150 automobile manufacturers voted unanimously to support the work of the automobile industries committee at Washington, pledged to the war industries board and the war and naval departments their heartiest support and to a man expressed their readiness to turn over the vast productive facilities of the industry to the government as fast as the government can make use of them.

In the meantime, automobile makers will keep their organizations intact so as to conserve the greatest possible potential strength for the present and future war programs of the government. President Charles Clifton of the N. A. C. C. presided, with every prominent company in the industry represented and also representatives of the Motor & Accessories Manufacturers' association.

It was very clearly shown that the Washington authorities had no intention of arbitrarily cutting off the automobile business and that automobile men themselves have offered to reduce passenger car production according to the government needs for war materials or as the government may require the facilities of the automobile and accessory manufacturing companies. The heartiest response to the committee's efforts has been received from the war industries board and from the army and navy departments.

Don't Neglect Gasoline Leak
Do not neglect a slight leak in the gasoline line because it isn't leaking very fast. The vapor, being colorless, accumulates without your seeing it, and a disastrous fire may result. If tightening the joints does not stop the leak rub some soap in the threads.

STORAGE BATTERIES NEED GREATEST CARE IN WINTER MONTHS

Expert Says Auto Owners Should
Keep Them Up, Whether Car
Is in Use or Not.

Care of a storage battery in the winter is an important factor for the automobile owner, whether the car is in use or not, according to W. C. Allen, manager of the Auto Electric Equipment company, local Willard distributors.

"A storage battery is a chemical and not a mechanical device, and for that reason care and attention rather than strength and materials count for the most in the life of the battery," he said. "The actual difficulties, however, are not great if the battery is examined at regular intervals.

"Especially in the winter is the storage battery likely to give trouble because of improper care and actual abuse. The lights are used more, fewer long drives are taken, slippery streets compel slow travel and there is less opportunity for recharging. The driver is more inclined to take it for granted that the battery will take care of itself. He may hold the starting button instead of priming, and furthermore the battery is apt to freeze. The effectiveness of the battery is determined by the important part, that temperature plays, as a cold battery, three fourths charged will produce no more current than a warm battery only half charged.

"For this reason hydrometer readings should be taken about twice a

month, whether the car is in use or not, to determine whether recharging or refilling with distilled water is necessary. By all means do not let any but an experienced battery man add any acid or electrolyte to the battery.

"A fully charged battery will not freeze until a temperature of about 60 degrees below zero is reached. A battery which is to stand idle in the winter should be fully charged and the positive wire removed to prevent possible short circuits through the wiring system. Recharging should follow when the battery reaches the point of half charge."

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32x4	Non-Skid	22.20
33x4	Non-Skid	22.85
34x4	Non-Skid	23.00
37x5	Non-Skid	37.60

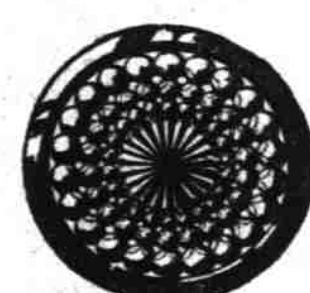
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directly within law and dismissed test
case.

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test under headlight law passed War-
ner-Lenz as absolutely legal. (24
candle power bulb.)

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Oakland gave O. K. to Warner-Lenz
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follows: "Upon careful inquiry I have ascertained
Warner-Lenz is perfectly satisfactory to the
police authorities in so far as its compliance
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lights is concerned."

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Warner-Lenz is legal throughout
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only this but it is the only lens that
requires no thought or attention after
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Turning of the lens in the lamp-
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roughness in the road are some of
the conditions that affect other de-
vices or lenses.

Unless carefully and constantly
adjusted they fail to meet the re-
quirements of motorists and the laws
by glaring or by giving insufficient
light.

These objections are done away
with by Warner-Lenz. Its light is
scientifically diffused, not held down
to a narrow shaft below the 42 inch
line. There is no direct beam at any
angle or height. All glare is ended.

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No other lens has re-
ceived nearly this en-
dorsement. Motorists and
manufacturers both select
the Warner-Lenz. This
fact is significant.

Let these facts decide
for you. You must change
your lenses to comply
with the law. Insist upon
the Warner-Lenz. Accept
no substitute.

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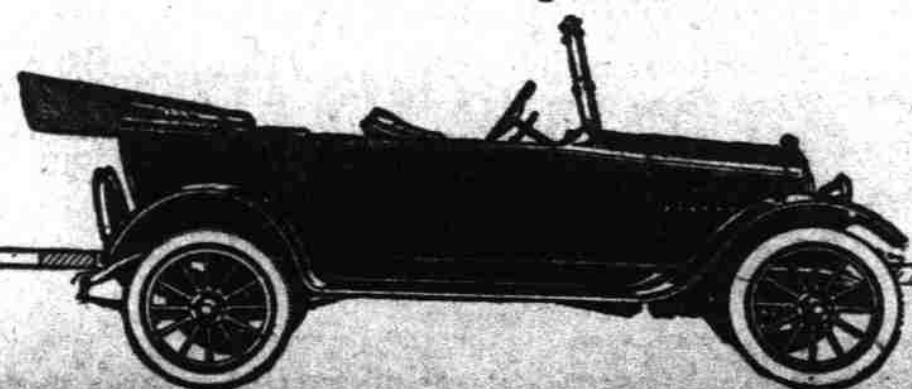
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