

# HIGHWAY SYSTEM PLANNED TO SERVE NEEDS OF COAST

Raker-Poindexter Bill Provides Marginal and Two Interior Main Highways for Coast.

SUPPORT IS BEING SOUGHT

Portland Convention Proposed to Crystallize Sentiment in Favor of This Measure.

Two measures providing for a system of national defense highways along the Pacific coast are now before congress. One of these, known as the Chamberlain-Dent bill, provides only for a marginal highway along the coast. The other, designated as the Raker-Poindexter bill, includes the highway which is to be supplemented by two main highways, one on the western side of the Cascades and one on the eastern side. In addition, provision is made for lateral highways running east and west through the mountain passes. A campaign is now being made by the Pacific Coast Defense League for the purpose of crystallizing public sentiment around the Raker-Poindexter measure.

It is planned to hold a convention in Portland this spring at which addresses will be made by the leading highway advocates of the United States.

**Of Permanent Value**  
The proposed system would meet the requirements of both peace and war. It passes through three state capitals, 69 county seats, touches every important seaport of the United States on the Pacific, controls all the mountain passes of the Cascade range and the Sierra Nevada for a distance of 1000 miles and commands all the available landing places along 3500 miles of ocean coast. Not only the three states along the coast are involved, but all of the other eight states west of the Rocky mountains are concerned. This region embraces an area of 1,183,140 square miles and a population of over 8,000,000 people. These figures are quoted merely to give a suggestion of the magnitude of the country which is associated with the general term, Pacific Slope.

The total coast line of the west border of the United States proper is over 3500 miles, divided as follows: Washington 2000 miles, Oregon 300 miles, California 1200 miles. With the exception of possibly 100 miles this line is without defense, devoid of facilities for the quick and efficient movement of troops and supplies at any of the numerous unprotected places along the coast where a hostile force could make a landing.

An analysis of the proposed project discloses the value of the three main lines of defense.

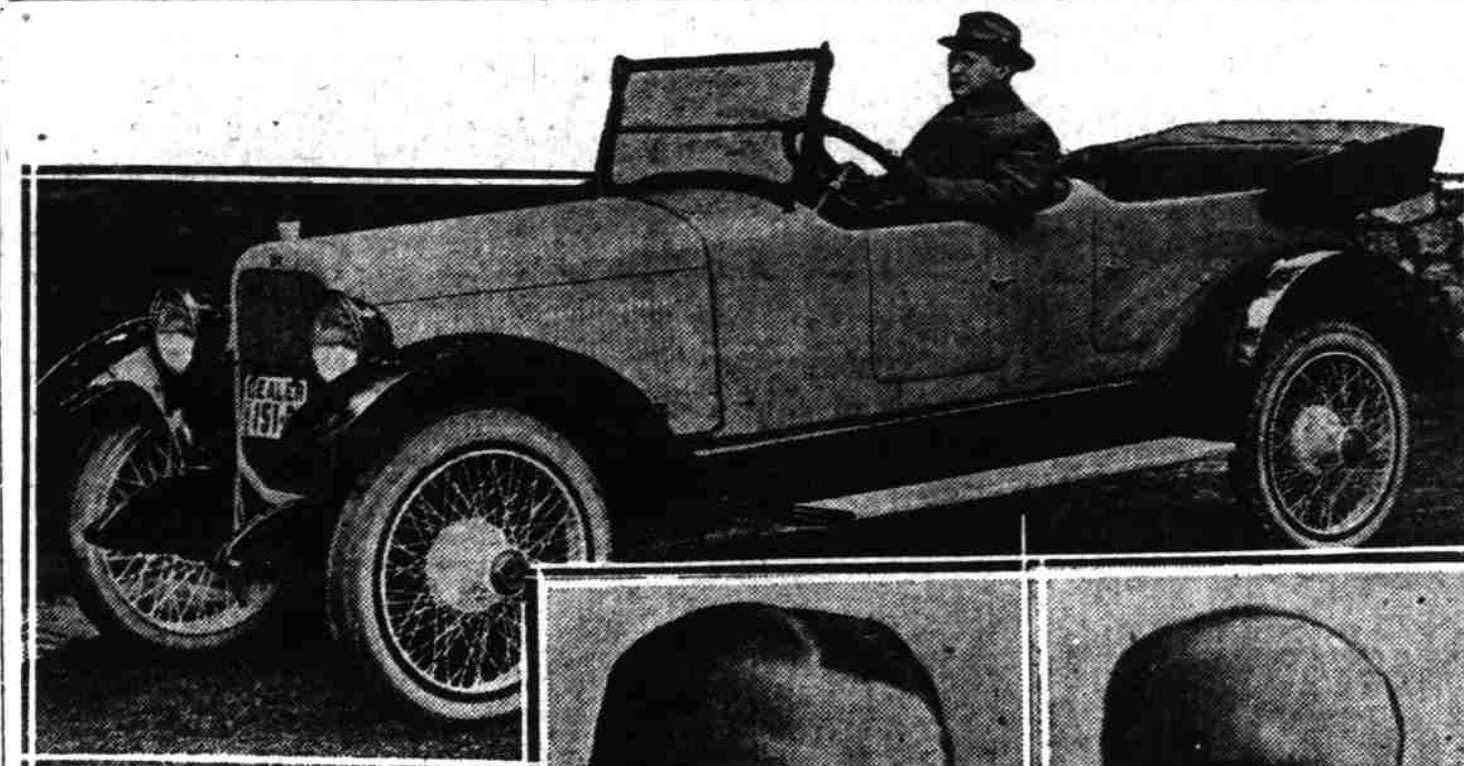
**In Event of Invasion**  
With a highway along the coast men and munitions could be quickly massed at points where an invading force was attempting a landing and the advantage would be in favor of the defenders. If, however, the enemy should land, a new base line of communication would be established on the Pacific highway, which would be the second line of defense. Supporting, through the fortunes of war, the enemy could not be checked here, the defenders would then fall back through the mountains to the great trunk line east of the Cascades and Sierras and occupy previous selected positions which control all the mountain passes.

From these mountain points 100 men could check 1000 and hold the passes against any force.

So much for the military aspect. There is yet to consider the supreme value of the proposed system as a public utility in time of peace.

Washington has an area of 69,127 square miles and a population of 1,142,000. Of the 39 counties in Washington, 19 are traversed by the proposed system of highways. These 19 counties com-

## CHANDLER SPORT CAR AND REPRESENTATIVES



prise 57 per cent of the total area and 69 per cent of the population of the state.

Oregon has an area of 96,699 square miles and a population of 2,216,000. The total value of all farm property in Oregon is half a billion. The 19 counties which are traversed by the proposed military highway system comprise over 51 per cent of the area of the state and over 76 per cent of the population. The value of the farm property in the 19 counties is \$291,087,813 or 55 per cent of the total of the state.

**Of Economic Consideration**  
The total area of California is 158,297 square miles and the population 3,216,000. The 47 counties of the state the proposed system traverses contain over 86 per cent of the total wealth and 88 per cent of the total area. Of the total population 84 per cent would be served by the system.

When to the public wealth of Oregon, Washington and California is added that of the eight other states west of the Rocky mountains, making a grand total of thousands of millions, one is impressed with the vast importance of the Pacific Slope as a part of the nation.

### C. L. Boss Co. Takes Adjoining Quarters

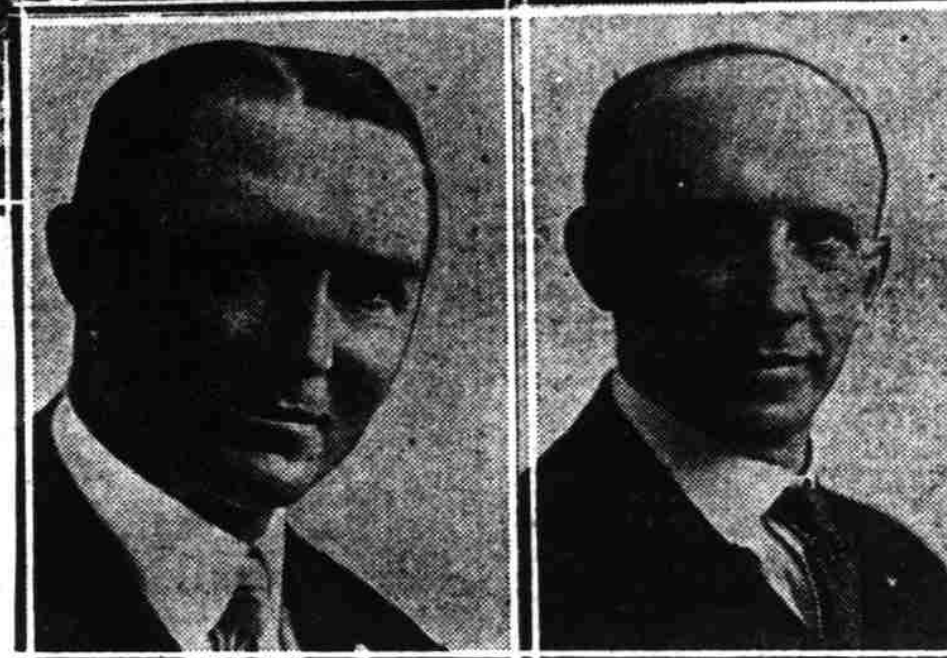
Three store fronts on Washington street were added to the establishment of the C. L. Boss Automobile company last week to take care of the extensive growth of the business of that firm during the past few years.

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, he obtained the agency for the Hudson for the state of Oregon and part of Washington, which is still retained as originally taken. A little over two years ago the Maxwell agency was taken for this territory and these two lines have proved among the most popular lines in this section.

On June 1, last year, R. J. McReel came into partnership with Mr. Boss, the business being a partnership instead of a corporation.

To enable more efficient and prompt service, the store fronts adjoining the present location on Washington street have been leased and converted into a service and repair shop for the Maxwell line. The old repair shop, with a large service platform and old facilities will be converted to handle the Hudson line exclusively. The two shops will be run separately, each shop having its own foreman. Carl Olson has been made superintendent of the mechanical departments.

Meat deposits sufficiently large to develop are known to exist in 20 states.



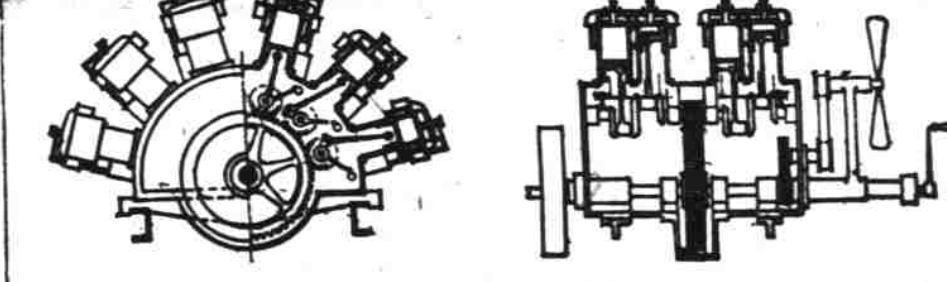
Above—E. W. A. Peake at the wheel of his new Chandler Sport car. (Gifford & Prentiss photo). Below, left to right—R. V. Rawlings, territory manager for the Chandler in Oregon and the southern part of Washington, and R. R. Coster, retail sales manager. (Bushnell photos.) The entire Chandler organization under the name of the Twin States Motor Car company, has moved to the headquarters of the company at Sixteenth and Alder streets, where they occupy spacious quarters. Guy Johnson will have complete charge of the service department.

### Stevens and Gilbert Take New Location

A. C. Stevens, Winton and Haynes distributor for Oregon, and Lee L. Gilbert, Elgin Six and Harroun distributor for this territory, have leased the old J. W. Leavitt building on Washington street for a term of years and expect to be completely established in their new location the first part of this week.

The Leavitt building is one of the best suited for the automobile business in this city, as it was built purposely to handle automobiles. It is of two story brick and concrete construction

### Seeks Capital for New Enterprise



The cut represents the drawings of a patent 400 H. P. truck motor held by A. McF. McSweeney, who controls a company organized for its manufacture. When on the market it will probably be the most powerful and easy running low speed motor in existence, occupying practically the same space as an ordinary six or eight. Mr. McSweeney wishes to reorganize under going conditions and is looking for capital to properly back the enterprise. He can be located at Apartment 55, Claypool Apartments, or Main 2271.

and covers a 50 foot frontage. The second floor will be devoted to a service and repair station with a parts department, carrying a complete stock of parts on all four lines. The lower floor will be arranged for the offices of both distributors and a spacious salesroom will enable them to have a complete line on display.

J. W. Hoyt, manager of the Pacific Motors company of Oregon and wholesale distributor for the Elgin Six and Harroun will also make his headquarters in the new location.

An inventor in Russia has developed a method for making felt boots and knit goods from dog hair.

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Metz cars retain their "pep" and set the pace from get-away to finish.

Prices F. O. B. Portland

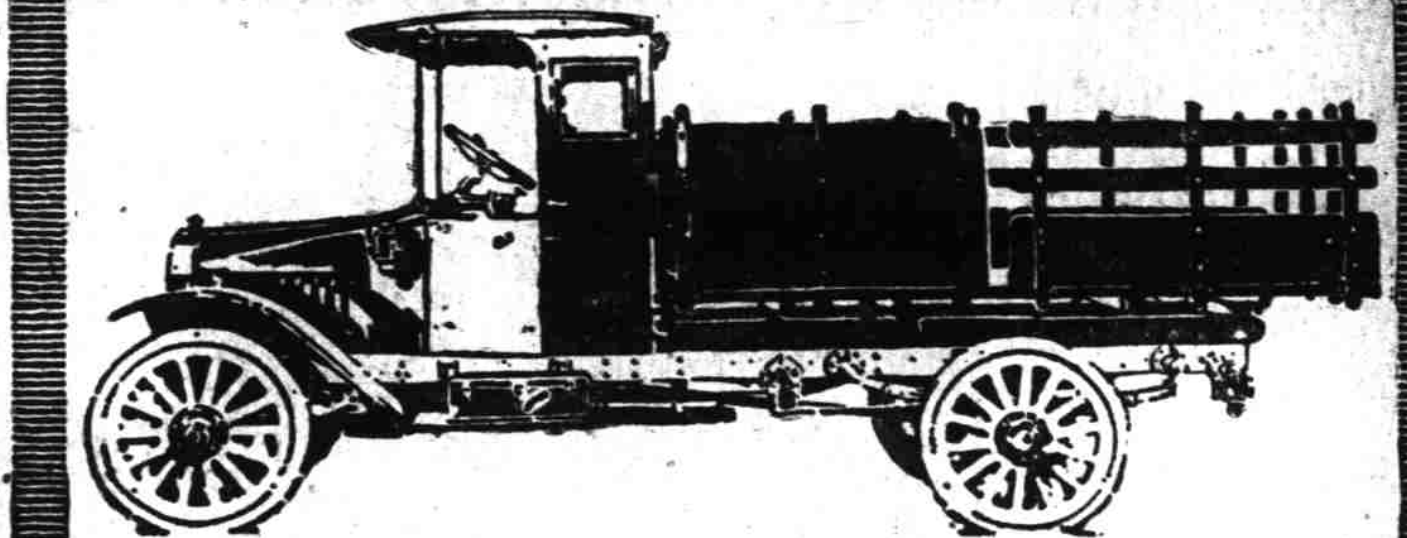
Touring Car, 5-passenger, \$755  
Roadster, 2-passenger, at \$755

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## Saxon "Six" Touring Car \$995

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**MOTOR CARS**

"What We Need Most, is Not So Much to Realize the Ideal as to Idealize the Real!"

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Saxon "Six" offers you, for \$995, a combination of the value features found on other cars selling from \$1150 to \$10,000. It has a six-cylinder Continental motor, Timken axles, Timken bearings, Fedders radiator, Stromberg carburetor, Remy ignition, spiral bevel gear drive, Exide battery. No other car within many hundred dollars of the Saxon "Six" price has such a complete array of standard recognized features.

With this combination of unsurpassed features of construction, Saxon "Six" gives you unsurpassed qualities of operation—exceptional power and speed, flexibility and smoothness obtainable in no inferior cars, splendid hill-climbing ability, utmost comfort and ease of riding, ample room and a gratifying economy.

Saxon "Six" has won a reputation for day-in-and-day-out reliable service. It is an honest value in every sense of the word.

| If "A Man Is Known by the Company He Keeps" Why Not a Car? Note the Associates of "SAXON SIX"                                   |  |   |  |  |   |  |   |   |   |
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| SAXON, \$995  | SAXON, \$995   | SAXON, \$995  | SAXON, \$995   | SAXON, \$995   | SAXON, \$995  | SAXON, \$995   | SAXON, \$995  | SAXON, \$995  | SAXON, \$995  |
| Paige<br>Lexington<br>Feltus<br>Auburn<br>Moon<br>Davis<br>Jordan<br>Liberty<br>Columbia<br>National<br>Patterson<br>Bour-Davis | Cadillac<br>Peerless<br>Hudson<br>Stutz<br>Liberty<br>Packard<br>Hudson<br>H. A. L.<br>Packard | Packard<br>Loeomobile<br>Pierce-Arrow<br>Cadillac<br>Peerless<br>Hudson<br>Chalmers<br>Oldsmobile<br>Winton<br>Hugomobile | Cadillac<br>Chalmers<br>Franklin<br>H. A. L.<br>Hudson<br>Loeomobile<br>White<br>Chalmers<br>Maror<br>Packard<br>Paige<br>Pierce-Arrow<br>Simplex<br>Premier<br>National | Pierce-Arrow<br>Premier<br>Stearns<br>Packard<br>White<br>Peerless<br>Hudson<br>Fiat | Packard<br>Peerless<br>Winton<br>White<br>Chalmers<br>Moon<br>Chandler<br>Fathfinder<br>Oldsmobile<br>Chalmers<br>Hudson<br>Paige | Packard<br>Haynes<br>Hudson<br>White<br>Chalmers<br>Moon<br>Cadillac<br>Stearns<br>Winton<br>Liberty<br>Jordan | Pierce-Arrow<br>Cadillac<br>Packard<br>White<br>Buick<br>Franklin<br>Hudson<br>Cole<br>Auburn | Stutz<br>Stearns<br>White<br>Peerless<br>Studebaker<br>Winton<br>Paige<br>H. A. L.-12 | Paige<br>Cadillac<br>Peerless<br>Hudson<br>Chalmers<br>Stearns<br>Winton<br>Pierce-Arrow<br>Scripps-Bo'th |

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