

TRUCK FLEET WILL TOUR STATE FROM PORTLAND TO SOUTH

Mighty Caravan of Trucks Will Celebrate "Ship-by-Truck" Week in Albany.

(Continued From Page One, This Section)

The Devil Dogs and the Blue Jacks to jump ashore, get into the fray, and lug their largest naval guns to the front so effectively.

This is why the army, navy and the marine corps are interested in the truck caravan, and will be represented therein. The army will have one of the largest portable search lights in the world, in the commercial train, it weighing over two tons, mounted on a special six and a half ton truck. The 15,000,000 candle power ray will be flashed along the line, announcing in the sky at night the approach of the heavily laden modern country to city short haul train.

Robert E. Wagner, field secretary of the National Automobile Dealers' association, has been named to the arrangements committee and is on the job assisting in getting caravan affairs in shape.

STEEP IS BUT SHORT

The dealers are particularly interested in this up state ship-by-truck-short-haul caravan due to their enthusiasm over the recently organized Oregon Automobile Dealers' association, which is affiliated with the national organization.

From the ox team to the motor truck seems a long way, but it is but a step, for this train of modern wagons will be viewed by many sturdy young in spirit Oregon pioneers, the remainder of the advance guard of the civilization who crossed but yesterday with the oxen, and who have grown with Oregon, spiritually, physically, financially, and progressively, and who own trucks and tractors, appreciate the value of good roads and are urging "302—Yes."

The committee in charge of the caravan consists of W. M. Copeland, W. L. Hugheson company; H. W. Roberts, Roberts Motor Car company; Gerald Goodsell, Palace Garage; E. L. Cramblitt, Gary Coast Agency; F. B. W. Peters, Portland Motor Car company.

The run as scheduled will be routed through Oregon City, Hubbard, Woodburn, Salem, Jefferson, Albany, Junction City, Eugene and returning through Monroe, Corvallis, Independence, Dallas, Newberg, Hillsboro, Forest Grove and Portland.

Each truck is required to carry a 90 per cent load. The purpose of the run is to educate and demonstrate the use of the motor vehicle in short haul transportation. Some 40 truck firms have already indicated their intention to enter one truck each.

The truck caravan will be in Salem, Albany and Eugene at the same time as the on to Stockton caravan.

Rules of the tour will be as follows:

1. Attendants—One of the firm's sales manager or his representative shall be required to accompany each truck and no other person. Each truck to be numbered and catalogued in no case except director's car, shall accompany the caravan.

2. Equipment—Each firm must maintain and equip its truck. Any style of body, either solid or pneumatic tires, maximum capacity 2½ tons. There should be carried material for emergency repairs as would be required of an operator of a freight truck.

3. Signs—Signs will be limited to the word designating the firm, make of car, truck for short haul and vote for 302, yes, finish highways now. No general advertising will be permitted. Signs will be provided by the committee.

4. Firms will not be permitted to start in the run without the payment of \$50 entrance fees. If the committee find that they do not require the entire amount, the residue will be returned pro rata.

5. Load—Each truck will be required to provide and transport a load not less than 90 per cent advertised carrying capacity nor over 10 per cent in excess of advertised capacity.

6. This run is intended to educate and demonstrate the use of trucks for short hauls; to advertise the motor truck as a freight and commercial vehicle and to promote a more extensive use thereof.

7. Any change or modifications in the rules or direction therefrom shall be decided by the director of the run. All trucks shall be numbered and the director shall have full authority and control; also to divide the caravan into two or more sections, designating who shall lead the section and for what distance and to change the leader of the run or section as frequently as may be necessary to rotate the leading truck two or more times during the entire run.

8. Arrangements will be made for hotel accommodations for two persons for each truck, the same to be paid for by the firms represented. Owing to crowded conditions at hotels, no other persons can be accommodated and in no case will additional salesmen be permitted.

9. Trucks must be ready to start from West Park and Flanders Monday, May 17, at 4:30 a. m., returning to Portland Friday at 6:30 p. m.

10. In case of an accident, the entire caravan will be halted and the director shall have authority to act as the emergency shall require, using the aid of all members of the party if necessary.

11. The director under advice of committee shall have authority to direct any truck to unload and make a detour to a farm or other nearby shipping point for quick service in moving local freight. Such truck to be temporarily detached from the caravan.

SCHEDULE AND ROUTE

Monday—Leave Portland 8:30 a. m., via Steel bridge, Grand avenue, Hawthorne, Eleventh street, Milwaukee street, arrived Oregon City 10:45 a. m.; lunch at Hubbard 1 p. m.; arrive at Woodburn 2:30 p. m.; arrive at Salem 6 p. m.; parade at Salem 7:30 p. m.

Tuesday—Leave Salem 7 a. m.; Albany at noon; Junction at 4 p. m.; Eugene, night stop.

Wednesday—Leave Eugene 8 a. m.; Monroe 10:30 a. m.; lunch Corvallis 1 p. m.; Independence at dinner 6:30 p. m.; drive to Dallas after dinner, 10 p. m.

Thursday—Leave Dallas 8:30 a. m.; McMinnville at noon; Newberg for dinner and night stop.

Friday—Arrive at Hillsboro 10:30 a. m.; leave Hillsboro 1 p. m.; Forest Grove 4 p. m.; arrive Portland 6:30 p. m.

Trucks entered to date are as follows: Astorbury, Astorbury Truck Sales company; Clydesdale, Clydesdale Motor Truck company; Commerce, one 2-ton, McCracken Motor Car company; Day Elder, 2½-ton, Taylor's Motor Car company; Denby, 2-ton, Denby Motor Truck company; Duplex, Shives-Howe Motor company; Fagool, 2½-ton, Fagool Sales Agency, Inc.; Federal, 2-ton, William L. Hugheson company; Lee trailer, 1½-ton, William L. Hugheson company; Garford, 2-ton, Garford Oregon Motor Sales company; Gary, 1½-ton, Gary Coast Agency; G. M. Co. Westworth & Irwin; Indiana, Pacific Motor Sales company;

ONE OF VOGLER'S STORIES SCORES AGAIN



Three live ones hold down the running board of a Cole Eight and get acquainted with the latest stories. They are, from left to right—F. L. Howland, manager of the tire department Northwest Auto company; F. C. Millehoff, sales manager Miller Rubber company, who is in town on a visit, and Fred W. Vogler, president of the Northwest Auto company, local distributor of Miller tires.

Amendment 302 Does Not Add to Taxes One Penny

Good roads amendment 302 on the ballot next Friday will add nothing to the taxes of the state—not one penny—not now and never will.

Amendment 302 simply means building needed highways now instead of waiting 15 or 20 years for them.

Defeat of the amendment means that for years to come long stretches of Oregon highways, including parts of the Columbia river and Pacific, will have only gravel surface.

The continuance of the present intensive road improvement by the state will depend upon the vote next Friday on the constitutional amendment raising the limit of state indebtedness for roads from 3 to 4 per cent of the total assessed valuation. Under this amendment the total amount of indebtedness, based on the present assessment, is \$40,000,000, approximately. Under the existing law the limit is approximately \$20,000,000, an amount which has practically been reached. The amendment does not involve an increase of direct taxes. The indebtedness is to be met by an additional capitalization of the revenue received from motor vehicle licenses and the gasoline tax.

By the end of this year all the money available under existing law will have been either expended or obligated.

If the limit of indebtedness is not raised, long stretches of the Pacific and Columbia river highways will have to go without paving and be content with gravel or macadam for many years to come. If the amendment is adopted, the state highway commission will be able to give aid to every county in the state within the next two or three years as is outlined in the state-wide road system.

Based on the present rate of fees derived from motor licenses and the gasoline tax, there will be ample income not only to pay interest and principal of all road bonds that can be sold by authority of the amendment, but also a large yearly surplus to apply on maintenance and construction. In brief, the automobile will pay the tax without any increase of license fees. The present fees will be maintained whether the amendment carries or not.

The virtue of the amendment is that it makes possible building the most important state highways within the next few years instead of waiting 15 or 20 years for them, and with no additional burden to the taxpayer.

International, Broughton Motor Truck company; Jumbo, Mitchell, Lewis & Staver; Kleiber, States Auto Sales company; Oldsmobile, Oldsmobile company of Oregon; Packard, 2½-ton, Portland Motor Car company; Patriot, Pacific

Travel on Highway As Far as Pendleton To Open Next Year

Travel over the old Oregon Trail and Columbia river highways will be possible by the first of the next year from Pendleton to the west bank of the Deschutes river, but between that point and The Dalles a detour will be necessary. M. O. Bennett, district highway engineer, estimates. Grading on the unfinished portions of the two highways

will be completed during the summer and will be rolled on completion. Bridges across the John Day and Deschutes will be ready in the fall.

Sixty days' work remains before the Echo-Roth section is completely graded. In the Arlington region the grading has also been retarded. From Echo to the Morrow county line the highway is completed with gravel surface and grading is completed into Morrow county as far as Castle.

East of Pendleton the Old Oregon Trail will be rushed as rapidly as possible, if plans of Commissioner E. E. Kiddle do not miscarry. Grading on Cabbage hill and in the mountains, but difficulty has been experienced between La Grande and Kamela, at the summit, owing to late snows.

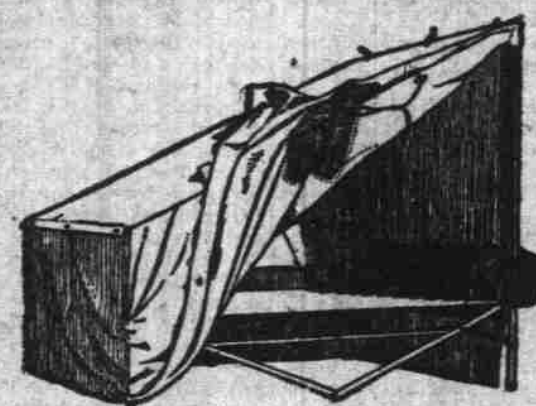
Felt Washer Under Iron Washer Useful

Most car owners know that the use of felt washers under the iron washers in certain instances is a useful idea. The felt washer gives an elastic hold, allowing for expansion or contraction, and may keep the threads of an over-tight bolt from stripping. However, most of them do not know that the ordinary corn and bunion plasters make very acceptable felt washers and are always easily obtained.

Work Launched on Marshfield Section

The highway from Marshfield to Coquille is torn up preparatory to paving by the state highway commission. It is expected to rush this through to completion early in the summer. It will give a paved street from Marshfield to Coquille and from that city to Bandon on the north bank of the river is to be improved. Until this work is finished the Seven Devils road is the only connection between Marshfield and Bandon.

Now, About That Tent!



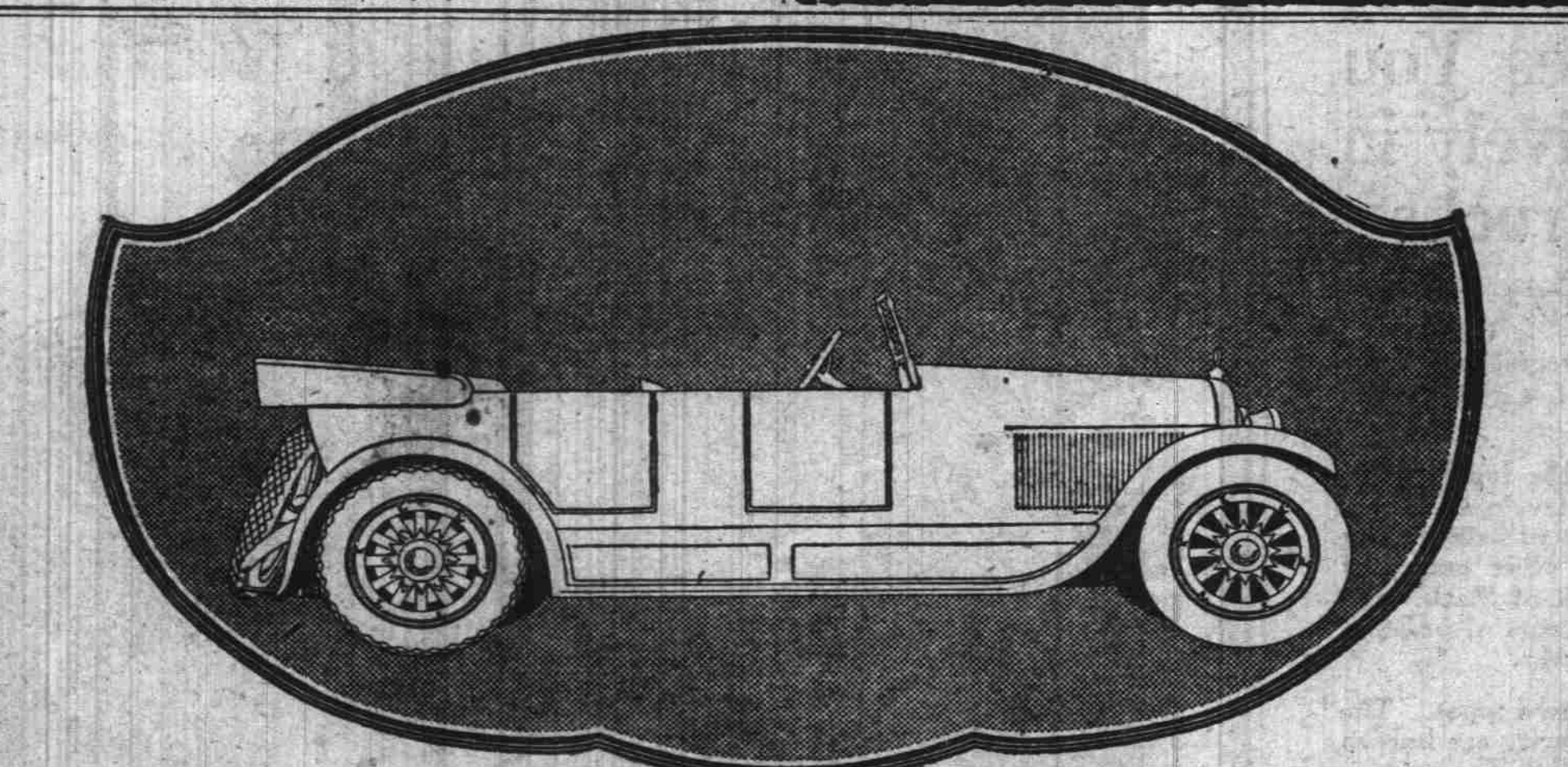
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