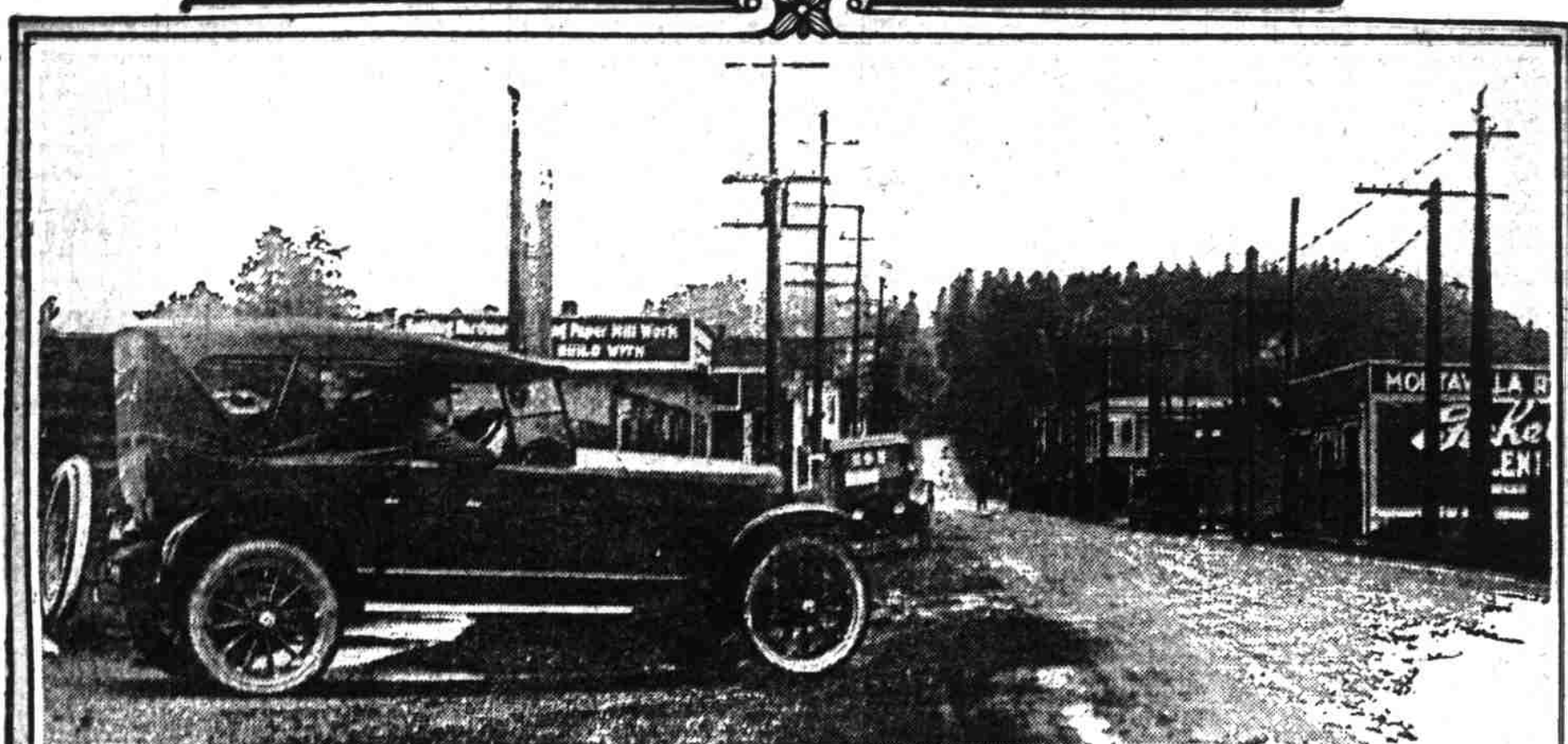


PORTLAND, OREGON, SUNDAY MORNING, OCTOBER 17, 1920.

## Scouts Survey Portland's Checkerboard Road System



Where  
Baseline  
enters  
Montavilla

Chandler  
Dispatch  
on  
Multnomah's  
Checker-  
board

A Tempting  
Orchard;  
**EARLY ROADS  
ON EAST SIDE  
ALL STRAIGHT**

Pioneer Pike-Laying Enthusiasts  
Wrought With Care; Old  
Thoroughfares Faithful.

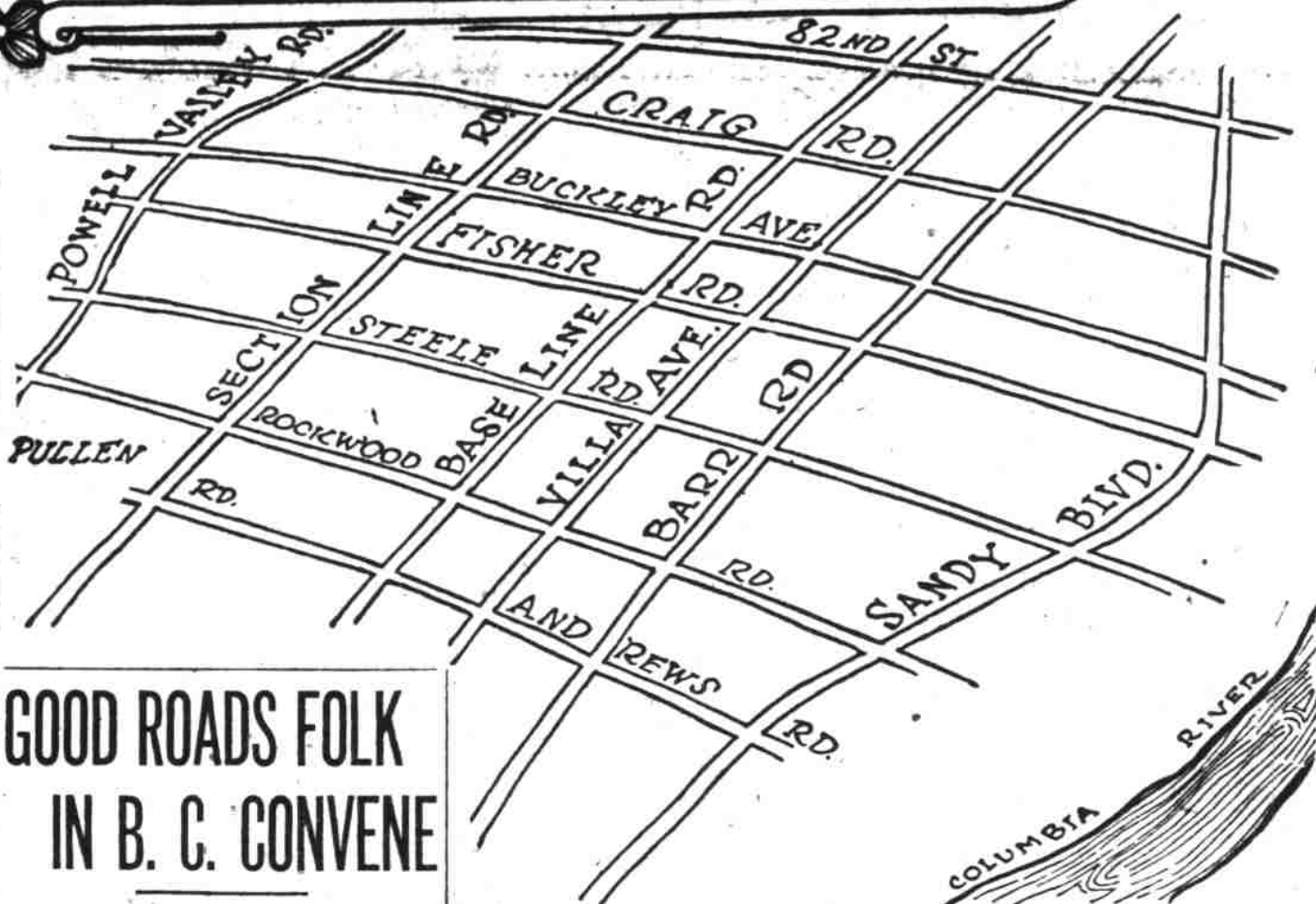
By Frank A. Clarvoe

One of the leading questions asked by the idle-minded motorist is: Why are the roads on the west side of the river uniformly crooked, while those on the east are uniformly straight? Those sight-seers who have burned gasoline over into Washington county have at times been confused by the road switching this way and that, like the rear end of a light car on a slippery street, and have wondered. H. B. Chapman, assistant roadmaster of Multnomah county, explains it by saying that the settlers in Western Multnomah county and along the border of the adjoining county, of which Multnomah at one time formed a part, settled and marked out their land according to fancy, running their chains where the brush happened to be thinnest and where the soil was richest.

Amateur surveyors in the old days are largely responsible for the crooked roads of the western part of the county, since roads followed the lines of least resistance until recently, and one man making a road across another's land was liable to meet with strenuous opposition. So crooked boundaries were followed.

The checkerboard road system found over on the east side, beyond Eighty-second street, was brought forcibly to the attention of The Journal scouts last Sunday when a Chandler Six, driven by H. E. Tulp, salesman for the Twin States Motor Car company, local distributor, explored the section and traveled many of the east and west section line roads as well as those running north and south.

One thing regarding which the motorist wonders subsequently to recovering from the effects of the roads' trueness to line is the surface condition of practically every road in that section. Sandy road is, of course, paved, as is the Base Line road and the Powell Valley turnpike. The Section Line road, once one of the main roads to Gresham, which is now probably one of the least traveled improved roads in Multnomah county, is of macadam which runs into gravel six miles out of town, and the Barr road, one mile north of the Base Line, is of gravel and clay. Villa avenue,



### GOOD ROADS FOLK IN B. C. CONVENE

Trans-Provincial Highway Certain; Direct Route to Washington From Nelson, B. C.

Spokane, Oct. 16.—Delegates from all parts of British Columbia to the number of 100 attended the British Columbia Good Roads league convention at Nelson, B. C., October 6-7. Officials of the provincial government in attendance included Dr. King, minister of public works, and J. W. Foreman, chief engineer, and Fred L. Wolff, Washington delegate from Newport, Wash.

The principal matter of discussion was the building of the trans-provincial highway to connect the eastern and western portions of the province. Two routes are under consideration, one via the Fraser river canyon and Kamloops, the other the southern route, the main uncompleted link of which is the section from Hope to Princeton, B. C. Dr. King made the statement to the league that the government was carefully considering both routes and having thorough surveys made, but was not yet in a position to announce which route was the most favorable. That British Columbia will have such a highway on one of these routes in the near future appears certain.

Fred L. Wolff of Newport, Wash., was in attendance at the convention in the interest of securing a Canadian connection with the Pend Oreille highway to the Trail and Nelson, B. C. countries, which will open a new direct route from Spokane to this section, in which much timber is owned by United States citizens.

On the Washington side two important links of this road are about completed, the new bridge at Metalina, which will be open to travel in November, and the forest aid road from Metalina Falls, which will be completed this fall to Walla, in two miles of the boundary. A five-mile connection is necessary on the Canadian side, and it was announced by Dr. King that this would be built.

### Stolen Cars

Sundry gentlemen whose brains and mechanical ability subordinate their respect for other people's property are still at large with the following automobiles and motorcycles.

- Chevrolet touring, 1920 model, Oregon license 25120, motor No. 2318.
- Dodge touring, 1920 model, Oregon license 64302, motor No. 531138.
- Dodge touring, 1920 model, Oregon license 73969, motor No. 491630.
- Dodge touring, 1920 model, Oregon license 93795, motor No. 528689.
- Dodge touring, 1920 model, Oregon license 82908, motor No. 509435.
- Dodge touring, 1920 model, Oregon license 8418, motor No. 52139.
- Dodge touring, 1920 model, Washington license, motor No. 504021.
- Dodge touring, 1918 model, Washington license 58755, motor No. 228291.
- Dodge touring, 1918 model, Oregon license 3478, motor No. 29905.
- Ford touring, 1917 model, Oregon license 72069, motor No. 1952049.
- Ford touring, 1919 model, Oregon license 92823, motor No. 4047088.
- Ford touring, 1919 model, Oregon license 72135, motor No. 3725043.
- Ford truck, 1918 model, Oregon license 64924, motor No. 14449.
- Ford roadster, 1919 model, Oregon license 15737, motor No. 3216814.
- Ford touring, 1918 model, Oregon license 20149, motor No. 3042706.
- Marval touring, 1918 model, tax missing, motor No. 227941.
- Oakland touring, 1919 model, Oregon license 27908, motor No. 18197.
- Overland delivery, 1918 model, Oregon license 11078, motor No. 140941.
- Overland touring, 1918 model, Oregon license 47765, motor No. 31670.
- Stripes-Hood touring, 1918 model, Washington license 19633, motor No. 24883.
- Standard touring, 1920 model, Oregon license 83177, motor No. 52139.
- Cleveland motorcycle, 1918 model, Oregon license E-93, motor No. 10113.
- Harley-Davidson motorcycle, 1918 model, Oregon license H-95, motor No. L19A22401.
- Harley-Davidson motorcycle, 1918 model, Oregon license H-95, motor No. L4871394.
- Harley-Davidson motorcycle, 1920 model, Oregon license AB-3, motor No. L20F15354.

### ITALY INCREASES DUTY FOR AUTOS

Readjustments Made to Meet Rates of U. S. and Other Countries.

To equalize the present disparity between the low Italian duties on motor vehicles and the high duties which France, Great Britain and the United States impose on these vehicles, the Italian government has just decreed radical increases in the rates now in force.

Effective September 15, 1920, passenger automobiles, with or without bodies, traction engines, including farm tractors, motor-driven street-cleaning apparatus and motor fire engines will pay the following duty in gold per quintal:

Light	20
Over 400, up to and including 900 kilos	113
Over 900, up to and including 1600 kilos	63
Over 1600, up to and including 2500 kilos	75
Over 2500, up to and including 4000 kilos	95
Over 4000 kilos	60

Automobiles, with or without bodies, weighing not more than 2500 kilos, will pay also a surtax of 35 per cent ad valorem.

Automobile bodies will be classed as automobiles. On automobile parts the following new duties, gold per quintal, will be established:

On frames, 70 lire; gear shafts, 110 lire; rear axles, complete, 90 lire; all plus a surtax of 30 per cent ad valorem.

Horses Growing Fewer

Returns of the 1920 agricultural census indicate a steady decline in the number of horses on the farms in the country of this year as compared with the number in 1910.

### AUTO SALE BRISK WITH PRICE CUT EFFECT LESSENERD

No Further Changes Expected on Selling Figures of Cars; No Slash Possible, Say Several.

Further changes in the prices of motor cars seem to be off the board for the present, with manufacturers who have not yet announced price reductions firm in the belief that their cars will continue to command old figures until reductions in raw materials warrant decreases. The effect of the price cut is wearing off, and trade is brisker.

Approximately 10 motor car manufacturers have announced new lists with substantial reductions in price, the cuts ranging as high as \$500 in some cases and as low as \$140 in others. General Motors, Hares Motors, and other combinations declare their costs of production have so advanced that a price cut would mean selling at a loss or at such low profit as to make transactions out of the question.

Of the independent companies, Haynes has guaranteed its present price against decrease until July 1, 1921. A. G. Seiberling said, in making this announcement public, that to cut the price without an equal fall in the cost of raw materials would mean a curtailment of progressive ideas in car construction now

under way and might result in foregoing a legitimate profit. Velle Motors corporation, of Moline, Ill., has wired its dealers that Velle prices will hold without decrease until July 1, 1921. The company guarantees against a decrease but not against an increase in list price. No reason is assigned by the company for this action. Cadillac will maintain present prices, as will Stutz.

**DEALERS REASSURED**

From the Templar factory comes word that prices for that car will stand fast without reduction, but no definite date has been set as a guarantee limit. Templar factory officials claim the car to be selling at its value, and deny that their product is overpriced. Harry W. Anderson, general sales manager for the company, made the factory's stand clear when he said that with materials where they are in price, it was folly for his company to reduce simply because the other fellow was reducing. The Cole Motor Car company, of Indianapolis, stands clear of the price toboogan, and states that with the car selling at a price commensurate with cost and legitimate profit, officials would go against the company's policy of making reductions simply to play in with existing and apparently popular conditions. The Standard Eight is guaranteed against a drop in price before April 1, 1921, by word from the Standard Steel Car company, manufacturers. Lewis E. Obye Motors company, local distributors for the car, have received official guarantee that the car will maintain its present price level, with refund to customers should any reduction be announced before the date set. This company claims conditions at present do not warrant a drop in the price of their car.

On the other hand, trucks seem about to be afflicted with the drop fever. The Indiana truck dropped in price almost at the same time with the first 10 motor cars to fall. Trucks manufactured by automobile concerns who have cut prices for their passenger cars have also cut prices on their trucks. Indiana truck was the first commercial carrier to yield to a bear market in automotive

(Concluded on Page Two, Column One)

### LONDON SHOW HAS GREAT APPEAL TO AMERICAN MOTORS

Manufacturers in United States Apply for Space at European Classic.

Members of the National Automobile Chamber of Commerce are expressing great satisfaction with the way manufacturers in the United States are applying for space in the London automobile show, to be staged early in November. This show, which is gaining prestige through the determination of the Paris association to hold no show this year, is staged under the auspices of the Society of Motor Manufacturers and Traders of England.

Olympia has formerly been the scene of the show, but with manufacturers having no outlet in Paris and with American manufacturers applying for space, additional space is being secured by the committee in the White City. So far 37 firms have drawn for space at the Olympia and 77 for space in the White City.

The following American cars have been admitted to the Olympia: Buick, Cadillac, Chevrolet, Darrault, Grant, Hummer, Nash, Oakland, Oldsmobile and Scripps-Booth. In the White City the following makes have space: Bethlehem truck, Briscoe, Chalmers, Dixie Flyer,

Essex, Haynes, Hudson, Jordan, King, Matbom, Maxwell, Milburn Electric, Mitchell, Moon, National, Packard, Paier, Woods and Winton.

The number of cars from the United States showing in London indicates the extent to which Uncle Sam's manufacturers are going after the English market. The London show will not cater to the English trade alone, but will have great influence upon the continental demand. It is safe to say further that many dealers and fanciers from all over the world will attend the classic at the English metropolis prior to coming to the New York show, which follows shortly thereafter. The effect of these two shows will do much, in the opinion of leading manufacturers, to standardize American makes in the mind of the world at large.

### Rolls-Royce Will Make Debut Next Month in Boston

Reports come from Boston that John Bull's Rolls-Royce, which obtained a foothold in this country last year, will make its debut in the form of the first finished chassis next month. The price for the chassis has been fixed at \$11,750, with the cost of the finished car ranging from \$15,000 to \$17,000.

The company has 500 men at work in Springfield, Mass., and will probably increase the personnel to 800 or more as soon as production gets under way. In addition to its own output, the company for a short time will import chassis from England and finish the body work in this country. The first year's production, it is planned, will run about a car a day, with importations of possibly 100, making less than 500 cars all told for the year.

The English plant of the company is producing in chassis a week, and as a reflection of the fact that the company did not produce for five years a single car for the public market, are sold ahead until May, 1922.

## New Organization Creates New Values

The vital and valuable reductions announced by the new and powerful organization manufacturing the good Maxwell car represent values so evident, and even sensational, that further comment from us would be almost a waste of words.

New factory prices are as follows:—

Touring Car . . . . .	Now \$ 995
Roadster . . . . .	Now 995
Sedan . . . . .	Now 1695
Coupe . . . . .	Now 1595

(War tax to be added)

**C. L. Boss Automobile Co.**  
615-17 Washington St., Portland

# MAXWELL

Concluded on Page Four, Column Two