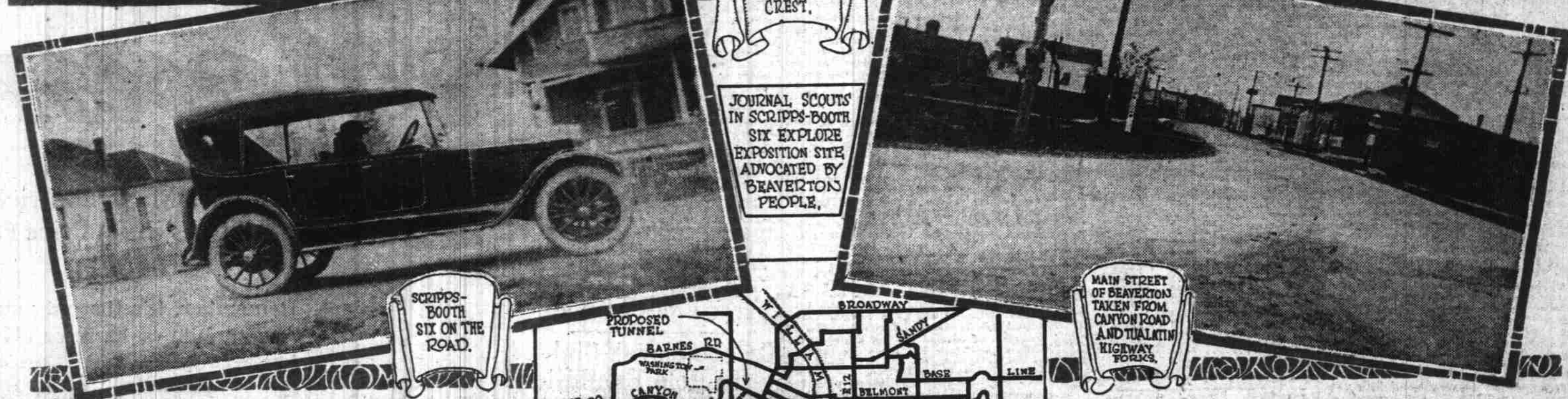
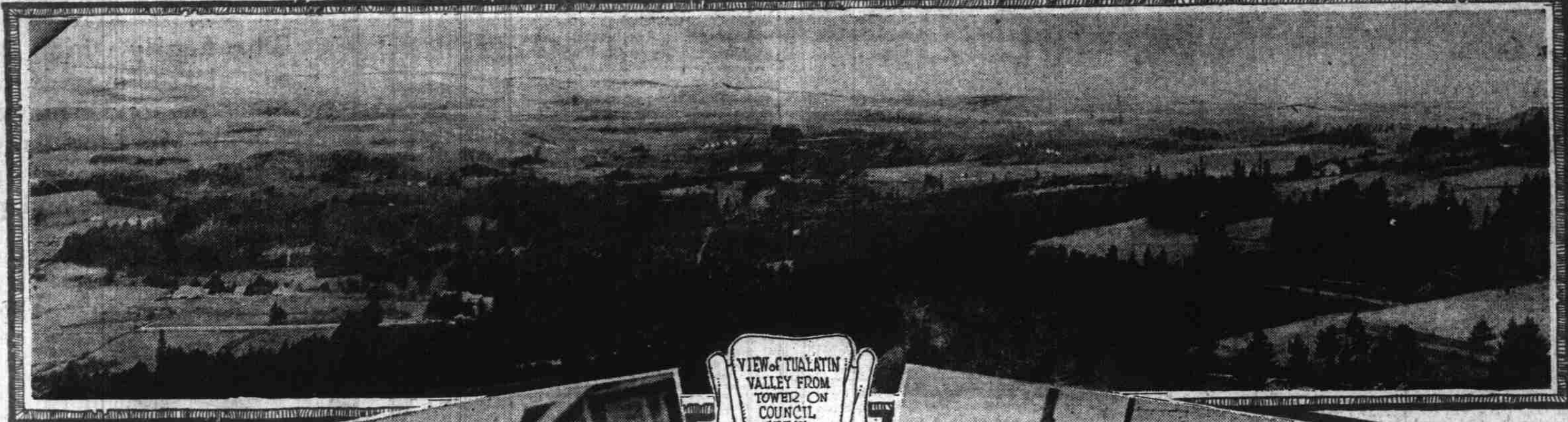


PORTLAND, OREGON, SUNDAY MORNING, MARCH 13, 1921.

TUALATIN VALLEY OFFERS GOOD EXPOSITION SITE

ANOTHER FINE SITE FOR FAIR INVESTIGATED

Tualatin Valley Between Portland and Beaverton Considered Ideal by Residents Who Advance Reasons Why.



Eight possible sites for Portland's 1925 exposition have been mentioned. They are: Hayden Island, Park Rose and Rocky Butte, Gresham, Eastmoreland, Sellwood, Oswego, Beaverton, St. Johns. In these discussions, the writer will set forth the claims advocated by the advocates of the respective sites.

By Frank A. Clarvoe
When the committee in charge of arrangements for the 1925 Atlantic-Pacific Electrical and Highways exposition finally settles on the two thousand acres needed for the erection of the buildings, they may choose a portion of the tract lying southwest from Council Crest, and northeast of Beaverton. If E. S. Swenson, president of the Beaverton Commercial club, is able to swing it, they will do so. If there is anything on earth Swenson believes in, it is that the exposition should be held in that portion of the Tualatin valley. Journal scouts visited Beaverton last Sunday to look over the proposed site near that city and Mr. Swenson kindly served as guide and enthusiastic booster for the tract.

It was in a Scripps-Booth Six, sent out by the Apperson Motor Car company, with William E. Worth, manager of retail sales, as guide and pilot, that the Journal party sought the valley metropolis. The whole town pointed to Mr. Swenson as the man "who knows all about it," and that man was forthwith kidnapped and taken out to the site. The arguments as set forth by him were many and convincing.

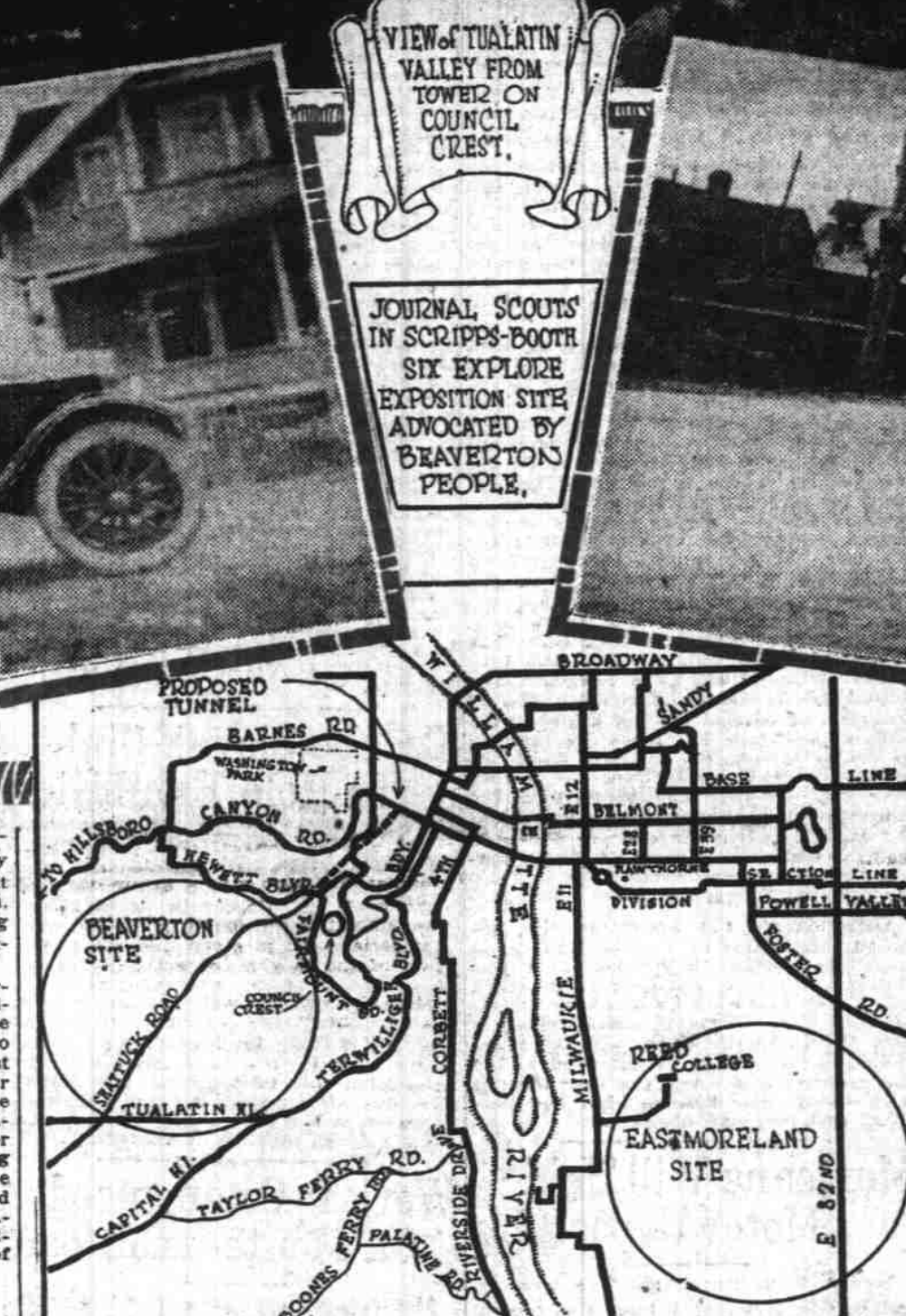
BIG ACREAGE AVAILABLE
The tract of land in question is near Olslen and lies to the southwest of Council Crest in the "V" formed by the Canyon road and the Tualatin highway, which meet at the fork just outside Beaverton. The Canyon road winds by many stages from Beaverton up the heights until it finally dips over the crest and meanders down into town past the old county farm and winds up at the extreme west end of Jefferson street. It is a famous and much-used road for penetrating into the Beaverton and Hillsboro country and is paved all the way from Portland to its juncture with the Tualatin highway. From this road one

may see the expanse of the tract mentioned as a possible site for the exposition, a section which one day will be opened to considerable development through the building of the tunnel piercing the hills south of Portland. There are about 5000 acres in the tract, which is an assortment of farm, dairy and timber country and as only two-fifths of that acreage is needed the committee would have a wide selection. The site may be reached by the two highways mentioned, by the Southern Pacific and Oregon Electric railroads and by the tunnel facilities which senate bill 308, introduced by Senator Joseph, may make possible in the next three years.

PLENTY OF TRANSPORTATION
The two highways are established facts and instead of passing out before 1925 they probably will be improved and other roads may be added to swell the hard-surfaced mileage available for travelers to the exposition grounds. It is reported that the Southern Pacific has entertained plans for double tracking their lines from Portland to Beaverton, should the fair be held in that vicinity.

and as the Oregon Electric is already double-tracked to Garden Home, about two and one half miles from Beaverton, the additional cost of double tracking that short line would probably be considered eminently worth while. Then, as to the tunnel, which to a certain extent is problematical. This project has been talked of for a long time and the oldest residents are not able to recall just who the man was who first conceived the idea of a tunnel under Portland's southern rim connecting the city with the fertile lands seen to wonderful advantage from Council Crest or from Fairmount boulevard. Succeeding generations have taken it up until the recent legislature really got busy and passed a bill providing for the formation of districts for the purpose of building tunnels through the issuance of bonds.

SITE IS ACCESSIBLE
According to Swenson, the under-crest passage will be a mile and a quarter in length, 39 feet wide and will allow



VIEW OF TUALATIN VALLEY FROM TOWER ON COUNCIL CREST.

JOURNAL SCOUTS IN SCRIPPS-BOOTH SIX EXPLORE EXPOSITION SITE ADVOCATED BY BEAVERTON PEOPLE.

SCRIPPS-BOOTH SIX ON THE ROAD.

MAIN STREET OF BEAVERTON TAKEN FROM CANYON ROAD AND TUALATIN HIGHWAY FORKS.

NEW LAW ADDS VERY LITTLE TO LICENSE FEE

M. O. Wilkins Compares Ad Valorem Rate Which is Wiped Entirely Out and New Flat Rate for Motor Vehicles in Oregon.

By M. O. Wilkins
Many people have believed that with the passage of the new motor vehicle license law for Oregon that automobiles will pay a far greater license fee, or tax, than they ever paid before. People saw the passage of the road bill with some misgivings, and watched the legislature approve the new motor code with something akin to alarm. They believed automobiles and trucks were going to be taxed to the wall. This is not the case. Although additional revenue is to be derived from the new law, yet the law wipes the old ad valorem tax off the slate and gives the motor car owner a definite fee to pay and have it all over with. This fee goes into roads.

Two and one half million dollars, in round numbers, including \$500,000 derived from the operation of the original 1 cent a gallon tax on gasoline, was the total revenue derived from the automobile public last year. The 4 per cent limit road bonds now issued and authorized, including the next biennium, require approximately the same sum to be collected in 1921.

It developed very early in the late legislative session that, under the recommendation of the state highway commission, there will be required an additional sum of from \$500,000 to \$1,000,000 annually for road maintenance. It likewise developed, under the recommendation of the governor and the approval of the joint ways and means committee, that the one fourth mill road levy, so far as the highway commission funds were concerned, was to be suspended for two years, to enable \$250,000 per year to be used for other purposes.

ADDITIONAL MONEY NEEDED
The only source of this additional road revenue was the automobile and gasoline tax. Gasoline was already paying 1

get the adjustment of your brakes by the back set screw, the nut on the top of the band and by brake rods. The wheel should run free after all the adjustments have been made and should hold when the brakes are applied. You can readily see, if you look at your bands all around, whether or not they are rubbing or dragging in any one side or spot. If they are dragging, these different parts will tell you how to remedy the trouble. The back set screw adjusts the back part of the band; the top screw adjustment on the front adjusts the upper and the nut on the bot-

tom side of the same pin on some machines adjust the lower. On some machines you have to adjust the lower part by taking up the brake rod under the car. In purchasing brake rivets and lining what kind of a machine you have they can give you the exact size, width, length and thickness of lining and also the size rivets required.

The Colombian congress is planning to subsidize the first paper making plant in that country.

Brake Lining Must Be Watched Proper Way to Reline Is Told

By Mike De Cicco
With the death list from automobiles increasing each year rather than diminishing, and with the number of automobiles increasing yearly, the responsibility of each motorist toward his fellow motorists and to the public in general is growing. The answer to the motoring problem is "care," and the only means of cutting down the accident total is "control," and lots of it.

Faith and confidence in the care on the part of the driver is increased more by giving the adjustment lug a few turns. One particularly annoying thing suffered by all who have to do with automobiles is the squeaky brake as pressure is transmitted to the bands. This is caused principally by burned-out brake linings, which have lost their resilience through over-use or by abuse. Copper rivets rubbing on the brake drums as soon as the lining is worn out, or not the right adjustment on the equalizers are also responsible for this nerve-tearing sound.

BE CAREFUL IN OILING
The only way to preserve your brakes and keep the life in them is to put a few drops of oil on them every now and then. This will keep the wheels from skidding and will reduce the fire bill. Be sure after this oil has been put on the brakes that you work them on and off a few times to get the oil evenly distributed. If the brakes are worn do not wait for the drum to wear on your band but reline before an accident occurs.

To reline your brakes, remove wheel by taking off the hub cap, cotter pin, and the nut on the axle. As soon as the wheel is removed one has access to both brakes. By removing the adjustment bolt in the back part of the band that is attached to the stationary brace and unscrewing the brake adjustment nut on the top and the pin on the bottom side of the brake it can be removed from the car.

Old lining and rivets can be removed from the bands by using a chisel to cut the heads of the old rivets. Then take a punch and drive the remaining part of the rivets out. Be sure after old lining is removed to scrape all the rust and other foreign substance from the bands.

DANGER OF LOOSE RIVETS
In starting to rivet new lining on the bands, have a three-sixteenth inch iron drill, or the size required, and brace handy and drill a hole in the lining by starting on either end of the band. Place a rivet in and countersink it by driving it down in the lining with an iron punch or by using a larger drill to countersink after small hole has been made. To do a good job in riveting place a round piece of iron in the vise to the size of the head of the rivet, lay the head of the band rivet and the band on the iron and you cannot help but get a snug fit. If the rivets are put in loose, the lining will tear loose from the band, wear unevenly and will last only a short time. The way to rivet and get a snug job is to start at one end, and make a hole, place rivet and secure it each time. Before making a hole, press the lining up toward the end that you have started to work on, so lining will set snug to the band. When the job is through you will have smooth, quiet performing brakes that will respond to your emergency.

Place bands and wheel back on, then

Hudson Super-Six Now Holds Price Advantage

You Rank Hudson With the Few Really Great Cars. But Do You Realize How Much Less It Costs Than They?

Instinctively you group Hudson with the few cars that all men acknowledge truly great.

But do you compare its price with theirs?

That contrast is the emphasis of Hudson value.

Hudson does not expect undivided acknowledgement in leadership. Though in the regard of more than 100,000 owners it holds that position without dispute. Five years as the world's largest selling fine car proves this no transient favoritism, but a time-seasoned judgment.

owners proudly maintain greater expenditure for any car is not justified.

Remember, that heretofore, among fine cars, price was not a decisive factor with a large number of buyers. Hudson won its leadership because of its performance and reliability—not because it was least expensive of the really great cars. That is a judgment on which all may unite. It is proved by official records.

Today's market cannot fail to emphasize the Hudson price advantage. Men are examining more critically. They are buying with much more vigilance of value received for dollars spent. They will not sacrifice quality, fine performance or their accustomed car comfort and distinction to save money.

But neither are they longer in a mood to imagine advantages merely because a car is priced high.

Today's Market Shows Its Price Advantage

Is not even greater appreciation assured to Hudson value now that price is again so important an issue? Hudson

C. L. Boss Automobile Co.
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Portland

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Men no longer accept the doctrine that higher priced cars mean correspondingly finer cars.

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Will you find any-car of comparable quality and ability within hundreds of dollars of the Essex class?

And doesn't its low cost with such quality, appeal to judicious buyers, whether they are considering a car slightly less in cost or have been seeking Essex quality in some much costlier car?

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