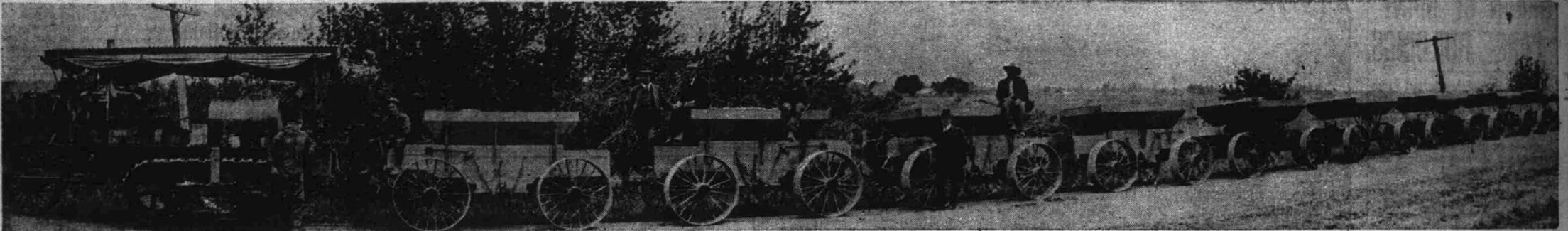


BENTON COUNTY HAS PRETENTIOUS WAGON TRAIN WITH TRACTOR POWER TO EXPEDITE ITS ROAD BUILDING WORK



Gravel outfit introduced by former County Judge Wade Malone and commissioners in road work in Benton county. The 10 wagons are drawn by a 75-horsepower Holt tractor and carry a total of 32 yards of gravel at a single trip. The speed of the outfit averages 2 1/2 to 3 miles per hour. The tractor can haul a load up a 3 1/2 per cent grade. On a heavy grade one or more of the wagons are dropped off. On a short pitch of heavier grade, a part of the train is temporarily dropped and after reaching the top the tractor returns and couples all the wagons together and proceeds on its way. The tractor is also much used in grading work and has been found to be very economical for the purpose. The operating expense is about \$50 a day, including depreciation and maintenance. Up to three or four miles the tractor train is operated at a cost of about 50 per cent of other methods. On a seven or eight mile haul, trucks are used in Benton county to a greater advantage.

CLATSOP COUNTY BEGINS WORK ON 3 ROAD PROJECTS

Astoria to Seaside, Tillamook to Seaside, and Seaside to Cannon Beach Work Started.

Seaside, March 26.—Contracts have been let and the work begun on the three major Clatsop county road projects. The J. H. Tilman company is now grading that stretch of highway between Astoria and Seaside that has not been paved, but this work will not necessitate the closing of the road for some time.

According to the county court the detour by way of the Lewis and Clark road and the Melville-Wahamona cutoff will be in good shape for travel within a short time and long before it is necessary to close the highway. Two steam shovels are now establishing the grade on the Melville road, three miles having already been graded of the five-mile stretch. After the highway is closed the motorist coming to Seaside will take the Lewis and Clark road at Miles crossing to Melville and then over the new road by way of Thompson falls to the beach. The Seaside-Tillamook highway is in excellent shape, with the exception of about two miles which is being rocked at this time. This work cannot be finished before July, but with 10 days of good weather the road will be in good shape for motor traffic. The county has two rock crushers on this road and the Seaside steam roller will be taken there this week. Up to 18 miles from Seaside the road is good, and with the minor improvements being done on the Tillamook county side the highway will undoubtedly prove very satisfactory this summer. The impassable stretch of road at this time is of clay mixture, and with the coming of good weather will bake and provide an excellent roadway.

The third project, the widening of the Seaside-Cannon Beach road, is being rushed to completion and will be finished not later than the middle of June. A steam shovel is working double shift and a crew of men is widening this scenic highway to 24 feet. This has been not only the most popular highway in the county but the most dangerous in the past. The work of rockering can not be done until the Seaside-Tillamook project is finished, but the road is good at this time and will be excellent this summer.

The county court has also let contracts for grading and planking the Columbia Beach road from Warrenton to Gearhart. This work will be finished before the main highway is closed.

Veteran Salesman Goes With Keaton

Joe Green, one of the oldest tire salesmen in point of service with the tire industry on the Pacific coast, has gone with the Keaton Tire & Rubber company as a member of the sales staff. Green has been in Portland nine years and with the tire business the whole of that time.

Coming to Portland as Lee tire representative nine years ago, Green already had an enviable record as a Lee tire man, having started with that company when it entered the tire field. Leaving Lee, he went with Pennsylvania Tire three years, covering the Oregon and Washington territory, and then with Miller two years. After serving a term with General he transfers his affections in turn to Keaton and will be associated with Manager Thompson at the Sixth and Main streets office.

1920 TIRE SALES \$544,729,000

Increase Over 1919 Sales Was \$116,500,000; Total Number of Tires Produced 44,065,000.

Akron, Ohio, March 26.—Latest figures of automobile tire production in 1920 show a total production of 44,065,000, representing a total sales figure for the year of more than half a billion dollars. The actual total, \$544,729,000, represents an increase over 1919 of \$116,500,000. The 1919 tire consumption totaled 27,380,000, while in 1918 more than 25,000,000 tires were sold. Nearly 19,000,000 tires were consumed in 1917. The total number of motor vehicles was more than 9,000,000, and of these 1,900,000 required pneumatic equipment.

Gasoline Tax in 2 Years Is \$854,277

Salem, March 26.—A total of \$1,672,587.1 gallons of gasoline and 7,510,317.75 gallons of distillate have been consumed in Oregon in the past two years, on which state taxes have been paid aggregating \$854,277, according to figures compiled by Secretary of State Koser. The peak consumption of gasoline was reached in August, both in 1919 and 1920.

Maupin Roads Good
Maupin, March 26.—The roads in this section are all in excellent condition. Considerable work has been done on most of them. The grade leading west from Maupin has been graded.

MANY STATES FAVOR LICENSE FEES FOR ROADS

Oregon Motorists Believe That Money Should Go for Highway Improvement; Would Help.

The insistence displayed by Oregon motorists in determining that money paid for license fees for automotive vehicles shall go into road work and not be expended for other state purposes is finding reflection throughout the United States this year.

With an ever-increasing number of gasoline driven machines, licensees are demanding that they obtain their money's worth from money paid, and declare that license fees shall further the idea of upkeep for those vehicles by having better road conditions everywhere.

There were also registered a total of 238,146 motorcycles. The registration and license fees, including those for chauffeurs, operators and dealers, amounted to \$102,084,106.28. As compared with 1919, the data for 1920 represent an increase of 23 per cent, or 1,648,849 motor cars. This increase alone lacks but 4 per cent of being equal to the total registrations of the United States last year.

NEW YORK LEADS
In 1920 in the state of New York alone the number of motor cars registered, including commercial vehicles, exceeded the total cars registered in the whole of the United States in 1910. Furthermore, the revenues derived from registration in the state of New York in 1920 were about equal to the entire registration revenues of the United States for 1912.

The use made of the revenues has changed with the passing of years. In 1908 the total registrations were approximately 48,000 cars, paying a gross revenue of about \$183,000. (Arizona in 1920 paid approximately this amount.) In 1906 the gross registration revenues were equal to less than three-tenths of 1 per cent of the total rural road and bridge expenditures for that year. The registration revenues in 1920 were equal to about 35 per cent of the total rural road and bridge expenditures for the calendar year 1919.

MOORE GOES FOR ROADS
In 1905, virtually none of the motor vehicle revenues was applied to road maintenance or construction, while in 1920 96 per cent, or a total of \$97,997,160.60, was used for this purpose. The remaining 4 per cent not applied to road work was expended very largely for number plates and in carrying out the provisions of the motor vehicle registration laws in the several states. Of the total amount applied to road work 79 per cent, or \$77,531,582.57, was expended under the control or supervision of the several state highway departments.

For a number of years the general tendency toward devoting an ever-increasing portion of the motor vehicle revenues to road work under the control and direct supervision of the state highway department has been very noticeable. Prior to 1912 only a very small portion of the motor vehicle registration was devoted to this purpose.

may department has been very noticeable. Prior to 1912 only a very small portion of the motor vehicle registration was devoted to this purpose.

MAY ADJUST RATES
In 1920 76 per cent of the revenue, or \$77,531,582.57, was applied to road work under the direct supervision of the state highway departments, and in addition \$20,465,578.04 was applied to road work by counties or other supervision, but with little or no direct supervision from the state highway departments.

In most states the motor vehicle revenues are devoted to maintenance and repair of the state roads or other improved highways. These states seem to have solved fairly well the difficult problem of securing funds for the maintenance of the more important roads under the ever-increasing traffic requirements.

As both the traffic and the revenues increase with the number of cars, there apparently exists a possibility of so adjusting the registration rates as to keep pace with the ever-growing maintenance charges.

BASED ON WEIGHT
A number of the states having improved roads have recently adopted the plan of capitalizing the motor vehicle revenues and devoting these funds to road construction. The states doing this are Illinois, Maine, Minnesota, Missouri, Nevada, Utah and Wyoming. In them bonds have been voted or issued for road construction, and the principal, in some instances also the interest, is to be paid entirely from the motor vehicle revenue.

At the beginning of 1921 there were still seven states in which motor trucks were registered at the same rate as passenger cars, but in recent years there has been a very decided tendency in most states to increase the fees required for motor trucks over and above those required for passenger cars.

This increase is usually based on the weight of the truck and its carrying capacity, its horsepower, or a combination of these factors.

LIMIT MAXIMUM
The most general practice seems to be toward definitely limiting the maximum total road weight of the vehicles and basing the registration fee on the capacity of the truck. Some few states have adopted a scale of fees which in actual practice serves to make the operation of very heavy trucks impracticable.

In Colorado, New Mexico and Oregon, in addition to the registration fee, a state tax on gasoline or other products used for the propulsion of motor vehicles is also levied. In some states motor cars are taxed as personal property in addition to the required registration fees.

WORST STRETCH ON PACIFIC HIGHWAY WILL BE PAVED

Contracts for Work on La Center Road From Crabb's Corner to Be Let Soon After March 28.

Ridgefield, Wash., March 26.—There will be a number of road improvements made in this section of this county this year, the biggest part of the work being the hard surfacing of the Pacific highway from Crabb's corner, in the Pioneer district, to La Center, a distance of about 4.5 miles.

The highway is completely paved now from Vancouver to Pioneer.

OPEN BIDS MARCH 28
Bids for the hard-surfacing of the proposed project will be opened March 28, at Olympia, and pavement specifications are now in the possession of the county engineer, W. A. Schwartz. They provide a concrete construction 30 feet wide, 7 1/2 inches thick in center and 6 inches on each edge. The contract for this job will be let just as soon as the bids are disclosed, it is said, so that actual construction can take place earlier than in former years and the paving completed before the rainy season sets in again.

The Pacific highway from Pioneer to La Center was graded and graveled two years ago and has settled enough to receive paving. The long wooden approach to the span across the east fork of Lewis river at La Center will be filled. Bids for it will not be opened until some time in May. It is proposed to fill in the trestle with dirt and leave the span over the east fork. It will mean much to the automobilists and also to the residents of this section of the country, and when completed the Pacific highway from Portland to La Center will be entirely paved.

WORST PART FINISHED
The highway from La Center to Kalama, a distance of about 15 miles, will probably be paved this summer. With this project completed the highway from Portland to Kalama, the whole of the worst part of the Pacific highway between the Rose City and British Columbia, will be hard-surfaced. Local men.

Charles H. Greely, president, and Herman J. Potter, vice president of the Ridgefield State bank, are of the opinion that the highway in this state will be entirely hard-surfaced from the Columbia river to the Canadian border in the next two or three years. The Biddle cutoff on the Northbank highway in the eastern part of Clarke county will be completed this year, it is said, as the result of the passage of the road appropriation bill by the Washington legislature.

The bill provides for an expenditure to the amount of \$200,000 for the Ocean Beach highway from the "east bank of the Cowlitz river west" at Kelso and gives assurance of the erection of a new bridge over the Cowlitz river at Kelso to take the place of the wooden structure. The specifications for the new bridge, as prepared by the state highway department, call for a steel bridge and concrete piers.

Cook & Gill to Hold Demonstration Week
Paige demonstration week will be celebrated here by a salon in the salesrooms of the Cook & Gill company, Paige six distributors, and new "jobs," particularly models of the new Daytona 6-66, will be on exhibition. The salon is scheduled for the first week in April. The new Daytona model is named for Daytona Beach, Florida, where a Paige stock car achieved a speed of 102.3 miles per hour. One of the features of the week will be to show the public how the Paige does it. Practical demonstrations will be held every day.

Portland Center For 'Cycle Firm
Northwest headquarters for Excelsior-Henderson motorcycle interests has been definitely located in Portland, according to L. E. Croser, Pacific coast representative for the company, who reached Portland last week. George Strine of the Strine Cycle company, local Excelsior-Henderson distributor, is of the opinion that this move is of great importance to the motorcycle industry here, and will result in a decided boost for Portland vehicle trade. The entire line of motorcycles and bicycles will be merchandised from this city.

Mystery Car Stolen
In Cleveland, Ohio, a driverless automobile came tearing down a side street, perfectly turned a corner, and crashed into a car in which Mr. and Mrs. Fred Schummler were riding. Following the collision the driverless runaway car coughed, gasped and then, as if it were out of breath, came to an abrupt stop. Both cars were badly damaged. The "mystery" car proved to be a stolen one.

VOGLER PREDICTS AUTO SHORTAGE

Reduction of Dealers' Stocks and Underproduction in Factories Will Bring Reaction in May.

In a message just received by Fred W. Vogler, president of the Northwest Auto company, from P. L. Emerson, assistant sales manager of the Reo Motor Car company, he cites several pertinent facts concerning the production of the various factories during the past few months, the time required to again reach a normal production and the unmistakable revival of business now upon us which will create a shortage of cars not later than the first of May.

"Automobile production for the past several months," says Mr. Emerson, "has been running short of normal by 150,000 cars per month. Dealers' stocks have been greatly reduced. The market is opening up and sales are now exceeding production. With the revival of the building trades and other constructive industries that are now taking on new life, there is no question but there will be a shortage of automobiles, not only because of the difficulties attending opening their own plants, but of their various sources of supply as well. Even in the Reo factory, which has not been closed except for seven days during the Christmas holidays, it is now impossible to increase production

to care for orders that are coming in." Automobile dealers of the Northwest and the public generally will have the opportunity of meeting Emerson on April 13, when he is to give a five-reel motion picture lecture regarding the Reo organization. The five reels deal with the organization, the workmen, the buildings and the detail of many of the processes of forging, machinery and assembling the large portion of Reo cars and Speed-wagons which are manufactured in their 40-acre plant at Lansing, Mich. It will be a revelation to many who have never visited an automobile factory.

Vancouver Road to Washougal Is Good

Washougal, Wash., March 26.—The road between Vancouver and Washougal is in good condition but with one detour of a mile and a half between Vancouver and Camas and an unpaved strip of three miles between Camas and Washougal. Both are kept up with crushed rock.

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TIRES TUBES ACCESSORIES THIS WEEK'S SPECIALS

SPARK PLUGS
A-C CICO (all sizes)39c
PEERLESS GIANT (one year guarantee)55c
PORCELAINS for CHAMPION "X"18c

GUARANTEED BIKE TIRES
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"Sealtite," made by Federal, for instantaneous and permanent inner tube repair. Usual price 50c.
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A superior well known polish that is unexcelled—
Half pints39c
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WINDSHIELD CLEANERS
"RAIN-A-WAY" Cleaners; attaches to windshield and wipes both sides at a stroke.
Usual \$1.50—THIS WEEK . . .69c
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VULCANIZERS
MARVEL Tube Vulcanizers; no fire to burn. Does instantaneous and permanent puncture repair in a few seconds' time. Complete with six patches and heat elements.
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MOTOMETERS (Large Size)
Regular price \$10.00
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PLATE GLASS WIND DEFLECTORS
These Windshield Wings are of heavy plate glass. Brackets are of cast brass, nickel plated. Regular \$25.00 seller—
THIS WEEK \$9.95
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Fine Quality No. 1 White SPECIAL THIS WEEK, yd. 6 1/2c

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