

PORTLAND-SALEM ROAD IN GOOD SHARE

Except for distressing roughness between Aurora and Canby and between Brooks and the outskirts of Salem, the highway from Portland to the Capital city is now in excellent condition for pleasure driving, nearly all of the road being hard-surfaced with standard pavement.

Unfavorable appraisals of several miles of road on the westside of the Willamette river leading south from Salem to Independence and Corvallis is given by Merrill B. Moores of Portland. Some of this road was plowed up in the winter season and the result has been disheartening to motorists who are obliged to pass over it in wet weather. At times short stretches of it are nearly impassible.

Probably the best course to follow in driving to Salem from Portland at present is by way of Sellwood, Milwaukie, Gladstone, Oregon City, New Era and the rest of the east side or regular Pacific highway route to Salem Mr. Moores reports.

Coast Willard Dealers to Hold Portland Meet

Willard battery dealers from Oregon, Washington, Northern California, Utah, Montana, Idaho and British Columbia will meet in Portland next Thursday and Friday at a convention which will be addressed by officials of the Willard factory.

Dates for the convention are February 19 and 20, and it will be held at the Benson hotel. Fully 200 dealers are expected to attend.

The Willard factory men who will be here for the convention are S. W. Repp, manager of renewal sales; H. S. Bentley, manager of sales promotion; S. E. Baldwin, advertising manager; and E. Elmo Martin, efficiency expert for the Willard company.

HAVE NEW HOTEL FOR AUTOISTS

A 20-room hotel will be built by Swarz Brothers at their Lost Creek ranch above Belknap Springs, on the upper McKenzie River highway this spring, according to announcement made recently. They have purchased a small sawmill which they will take to their ranch at once, and will begin to saw out the lumber and shingles for the building as soon as it is set up.

The Swarz Brothers will also erect a garage for tourists and will install a swimming pool nearby. Their ranch has become quite a resort for tourists and hunters.

The roughest part of the trip is between Canby and Aurora, where a new survey has been made along the railroad track. This new road when opened up will shorten the route materially and eliminate the dangerous rail road crossings.

LOS ANGELES' NEW SPEEDWAY ALLOWS HIGH SPEED TESTS

Los Angeles, Feb. 17.—Californians heretofore have taken their 100-mile-per-hour speed sport at long range. They have read about races being run over the eastern speedways at a pace above the century mark, but it all was far removed.

Now this sport of extreme speed is to be brought to the Californians in the construction of the greatest gofast plant of its kind ever built. One hundred miles per hour will be visualized right at home with the greatest of America's speed talent competing for the sizeable purse of \$25,000.

When the new Los Angeles speedway is opened at M.Beverly, one of the most beautiful of the city's residential suburbs, on Friday, February 21, California will have landed in the "big league" with a debut that will make motor history. As the construction of the speedway is nearing the end, the entry list is swelling up with the name of the great.

The new course will be thrown open to practice next week and there will be some highly interesting hours on the board track. So steeply are the curves banked that a car will have to travel 80 miles an hour to go around them without sliding down. And 100 miles an hour is figured by the engineers to be the safest gait.

From there on up.

Many States Put Tax Upon Heavy Motor Vehicles

It is coming to be recognized that the exceedingly heavy load is ruinous to highways, says the Reo Truck News. In consequence many states adopt legislation placing heavy fees on heavy trucks.

Other countries are thinking along the same lines. In New Zealand the man who operates a heavy truck over the road is responsible to the community for the result. At the end of each year the highway engineers assess the damage which the truck did to the roads and charge it against the owner. As a result owners give thought in buying a truck or loading it, to the effect upon the highways. As with every legislative swing, this one already shows a tendency to run to extremes.

As with the new Pennsylvania law which applies its provisions to all commercial vehicles, the chassis of which weighs more than 2000 pounds. This limit seems very low.

When kerosene is used as fuel in the motor tractor it will be found necessary in many cases to change the oil in the crankcase after every 20 hours of running. This is because of the tendency of kerosene to condense when it is not properly heated, whereupon it mixes with the oil and destroys its lubricating qualities.

New Road West From Eugene to Be Senic Path

Eugene Or., Feb. 17.—As soon as the highway along the coast from Lincoln county, is completed, the finest coast scenery in the state will be opened to

tourists, says R. S. Shelley, supervisor of the Siuslaw national forest, in which this territory is located. And if the road from Eugene to Florence is made a highway under the plans of the state highway commission and the forest service, Mr. Shelley believes Eugene will become the western Oregon center for tourists.

The forest service has already spent thousands of dollars on the construction of the road along the coast south of Waldport. Much of the road is

blasted from the mountain side. From Cape Perpetua south to Heceta Head and on to Florence, Mr. Shelley says there is the most wonderful scenery to be found anywhere between Astoria and Coos Bay. In his duties as supervisor of the forest he has been over every foot of the route between the mouth of the Columbia and Marshfield.

JOURNAL WANT ADS PAY

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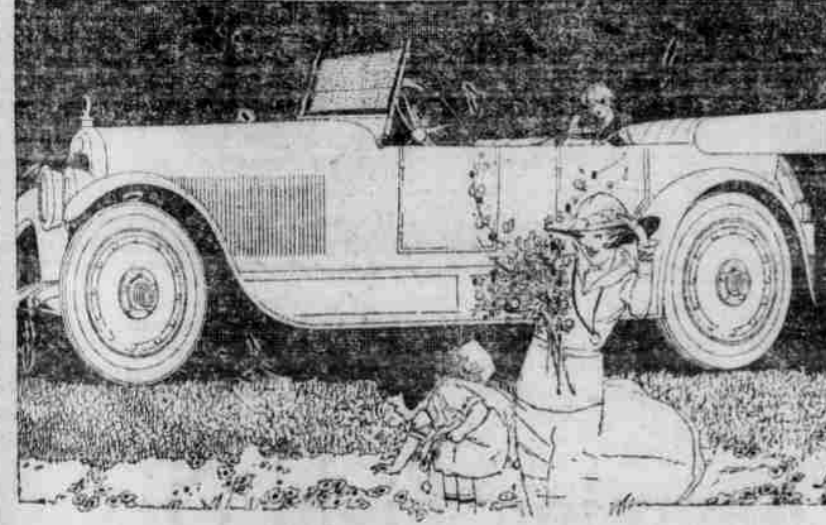
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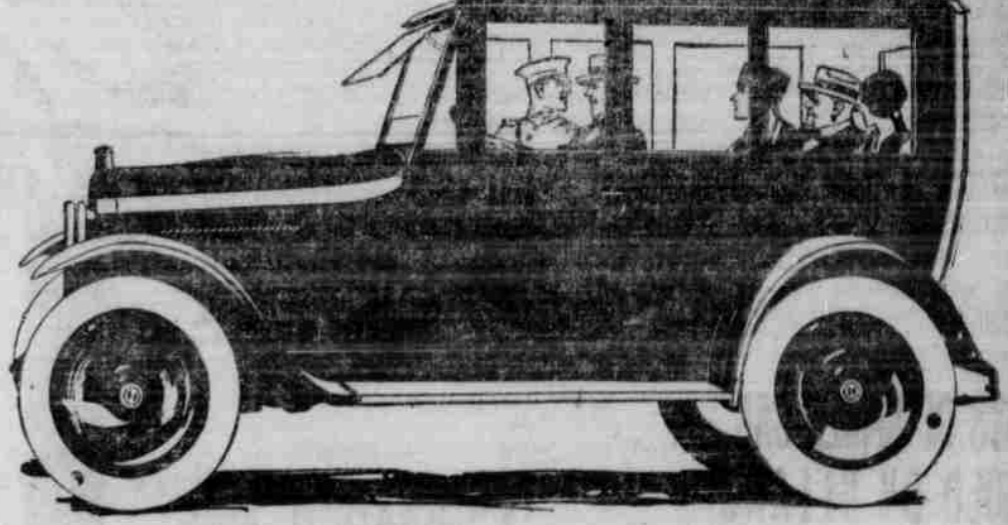
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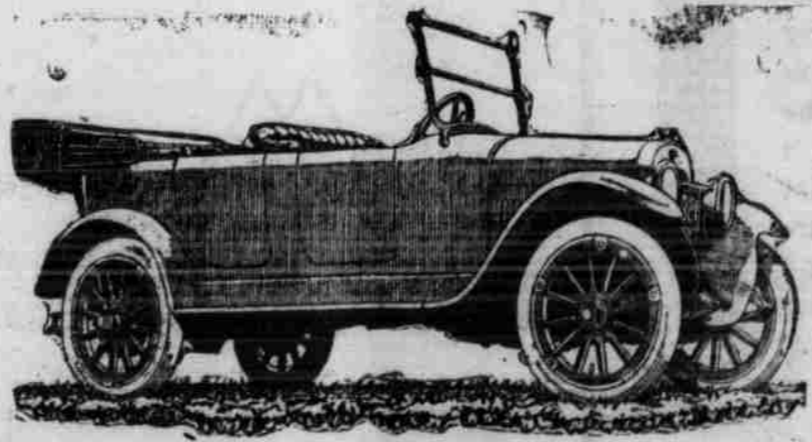
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