

AUTO INDUSTRY LEADS IN U. S.

Bureau of Census Releases Figures Showing Rank of Leaders in Business.

The automobile industry is now the largest in the country according to the bureau of census, with the steel business and meat packing industry ranking second and third.

Much of the revenue of railroads is collected from the motor industry since it is the third largest shipper of manufactured products over the railroads, the total being over 750,000 carloads annually.

Over 1 per cent of the finished rolled steel and iron output of the country is used in the manufacture of cars and trucks.

Over a billion board feet of hardwood lumber, and 300,000,000 board feet of soft wood for creating railroad and export shipments are consumed each year.

The commanding position of the industry is easily recognized when it is remembered that more than 20,000,000 were registered in the United States last year.

A gasoline tank causes little excitement—unless the time comes when it needs its match.

Building Of Roads by Federal Aid in Northwest Described

Oregon's Mt. Hood Loop Road Is Unique Among Highways; Much New Work Scheduled for Construction During Present Year.

(By C. H. Parcell) The activities of the Bureau of Public Roads in the Northwest are confined almost exclusively to highway construction.

As soon as the snow had gone, the Mount Hood Loop road was opened to traffic. This was on June 21, 1925. The early travel was so heavy that it became apparent at once that something would have to be done to lay the dust.

This road is unique in many respects. The automobile leaves Portland at sea level and in a trip of 173 miles circles this snow-capped mountain, with its many glaciers.

The summit of Mt. Hood is 11,225 feet above the ocean. On this trip he crossed two passes, one at elevation 4160 and the other at 4675. He travels to Hood River, 62 miles on pavement over the famed Columbia River Highway; from Hood River to Gresham over an excellent gravel road and from Gresham

back to the city, 15 miles, on pavement. For miles Mt. Hood is in sight, and constantly changing settings.

The entire Loop outside Multnomah County represents an expenditure of \$2,032,900. The 18.2 miles in Clackamas county and 19.3 miles in Hood River county comprise the section built by the Bureau at a cost of \$988,000, of which 50 per cent was furnished from government funds and the balance from the state and county funds.

Between Prairie City and Unity the Bureau is now surfacing 25 miles of the John Day Highway, the grading of this portion having been finished in 1924.

When a Federal aid project, extending from three miles south of Seaside to Necanicum, is finished, the Portland-Astoria-Tillamook Loop will be completed as far south as Mohler. Work on this section was started in February, 1925, and will probably be finished during 1926.

In Tillamook and Lincoln counties the Bureau has recently completed the grading and surfacing of 22 miles from Neskokwin to the Siletz River. Between Siletz River and Newport, four sections are being built with Federal aid.

The Crooked River bridge, which will be the second highest highway bridge in the United States, was placed under contract September 25th. This bridge has been located so that the road passes under the approach of the railroad bridge, thus eliminating grade crossing.

Contracts for surfacing on Federal aid projects south of Lava Butte as far as the Deschutes county line, have been let and the work is under way.

A very heavy piece of work in northern California, joining the Oregon line, has been done under the supervision of the Portland office. A new road 32 miles long has been located along South River, eliminating the grades over Gasquet Mountain and Oregon Mountain.

The People of Reedsport, who have been compelled to transfer from auto to boat at Scottsburg, will be able to drive to Drain over an improved road on the Pacific Highway as soon as the Emporium Trading & Construction Company completes the surfacing of 13 miles between these two towns.

On the Alsea River the Bureau of Public Roads has graded 23 miles of road up the river from Waldport, 11 miles of which have been surfaced.

During the month of July there was completed a 24-mile section of road between Blachly on Lake Creek, which is a tributary of the Strawberry and Rainier. This route provides a connection from Junction City, on the Pacific Highway, to Florence, of which all but about

has been, or is being built under the direction of the Bureau. The surfacing on a 17-mile section south of Beaver Marsh is practically completed. The contract for the grading and surfacing 11 miles north of Beaver Marsh was let in June and in August a contract was let for the grading of 9 miles which will complete the grading as far as Crescent. When this 9-mile section and the 13-mile section to the north are surfaced, the Dallas-California Highway will be surfaced from the California line to the Columbia River.

The route of the John Day Highway extends from Arlington on the Columbia River to Ontario on the Snake River, on the eastern boundary of the state. A Federal aid project consisting of grading and surfacing 16 miles between Gwendolen and Rock Creek was completed in May, 1925, and 6 miles of grading, surfacing and structures between Condon and Thirty Mile Creek will be completed this year.

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SITUATION IS HELD COMPLEX

Car License Renewal Is Discussed by Secretary of State; Time Needed to Meet Demands.

(By Sam A. Kozier) (Secretary of State)

The situation with regard to the issuing of the 1926 motor vehicle license is no different from that which has existed during the renewal period in years past. Every state in the union is confronted with the same conditions of congestion during the renewal period each year, but, in due time, every motor vehicle is supplied with the necessary license.

In Oregon, however, the situation is made more complex at the beginning of the license year 1926 by reason of the operation, for the first time, of the certificate of title law. All of the states which have adopted the certificate of title or ownership law have had the same experience and difficulty in clearing up title to cars which have passed through a series of ownerships up to the time of the enactment of the title law and the titles are, therefore, in somewhat of a maze.

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Says Many Dunces of Today Will Be Great in Future LONDON, (AP)—Charles Darwin and Sir Isaac Newton were backward children, it is pointed out by Dr. A. F. Tredgold, a specialist, who contends that many school dunces of today will become great men.

"The dull boy who is made to wear the fool's cap in classes in the future will be able to beguile the tedium of his penance by reflecting that his stupidity may some day make him famous," declared the physician, addressing the Women's Sanitary Inspectors at Bedford College.

The backwardness of Newton and Darwin, he said, was due to late development of their mental powers. His studies have convinced him that the boy who is a dunce, and who has not much intellect or capacity for learning, often has a large amount of common sense and intelligence tucked away under his scalp, and gets on in life better than the scholarship boy.

SALEM, Ore.—Police here have been asked to locate Paul Martin, 12-year-old orphan, who disappeared while on his way to the St. Vincent de Paul school in North Salem last Thursday. The boy has been making his home with his guardian, Miss Anna Zenski, on route 9 out of this city.

Boy, 12, Missing.

SIMULTANEOUS BIRTHS COMPLICATE MATTERS WOODSVILLE, N. H. (AP)—Daughters have been born to a mother and daughter almost simultaneously. The four are in the same room at the Cottage hospital and comprise a grandmother, granddaughter, two mothers, three daughters, two sisters, an aunt and a niece.

Here is how: Mrs. Nettie Maynes Greenwood is a daughter of Mrs. Clar Maynes. Mrs. Greenwood's daughter is a granddaughter of Mrs. Maynes, while Mrs. Greenwood herself acquires a new sister in little Mildred Maynes. The Maynes child, in turn, becomes an aunt of Mrs. Greenwood's baby, Madelyn.

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In Illinois it is unlawful for persons on public highways to walk against traffic.