

STATE ROAD BUILDING ROSEN

Federal Engineer Says Poor Counties Will Have to Be Helped in Construction.

FEW ROUTES ARE CHOSEN

Important Highways Must Be Improved First, He Says, if Benefit Is to Be Gained From New Federal Legislation.

BY B. J. FINCH (Senior Highway Engineer in the United States Office of Public Roads and Rural Engineering.)

The United States Department of Agriculture, through the Forest Service, has been engaged during the past 19 years in a detailed study of the road development necessary for the state of Oregon, and this study has received a new impetus in the Federal aid road act, by the terms of which \$127,000 is made available each year for the construction of roads in or partly within the National forests in the state.

The difficulty which was encountered in making out an adequate road system has rested mostly from the geographic conditions in the state, whereby the state is divided into two great natural divisions by the Cascade Mountains.

No easy means of communication has existed across these mountains in the past, aside from the water communication furnished by the Columbia River. The Columbia River Highway is the first step in breaking through this barrier which divides the state.

Under the 5 per cent fund there was returned to the state from the net receipts of the Forest Service for the fiscal year 1916 about \$75,000; from the 10 per cent fund there was made available from this same source about \$30,000; from the Federal aid road act, the amount available is as given above, \$127,000, making a total of \$232,000 available this year for road construction in the National Forests.

You will understand that of this amount \$75,000, or the 25 per cent fund, is expended by the counties for roads and schools; the remainder, or \$157,000, will be expended by the department of Agriculture in co-operation with funds made available by the state and counties.

In deciding upon this system of roads the Forest Service has compiled reports from all sections of the state showing the roads which are most needed and their connections with existing and proposed state highways. A number of these routes have been approved by the State Highway Commission as proper routes for their recommendation in the matter.

In making out a system of roads for the National forests in the state it is found that there is a total of 1500 miles which could possibly be classed as roads necessary to be improved within the boundaries of the National Forests.

You will understand that not all of this mileage can be improved under the present appropriation of \$1,000,000, nor yet by the use of the additional funds available. We must, therefore, determine upon the most important routes to be improved and construct these routes first.

Under the Federal aid road act the amount of co-operation necessary on National forest roads under section 3 of the act is not fixed by the act itself, but under the terms of which the Secretary is empowered to make. Desirable co-operation is given as 50 per cent of the cost of the road. This co-operation can be available either from state or county funds.

Roads Cover Several Counties. The map which we have prepared, giving the location of the important roads, shows that these roads run in two or more counties. The road from Portland to the south of Mount Hood lies in Multnomah, Clackamas and Wasco counties. The McKenzie River road lies in Lane and Crook counties. We have the Tiller-Trail road in Douglas and Jackson counties. The Pendleton-La Grande road lies in Union and Umatilla counties.

It will be seen from this fact that it will be difficult to construct these projects entirely with county co-operation, since it will probably happen that in many of them the counties would not be able to co-operate, even though the best interests of the state at large would be served by the construction of the road.

Under the present laws county funds might not be available for the construction of these roads, inasmuch as 70 per cent of the road tax must be expended in the district where it is raised and the road districts in which National forest roads are situated are not wealthy districts.

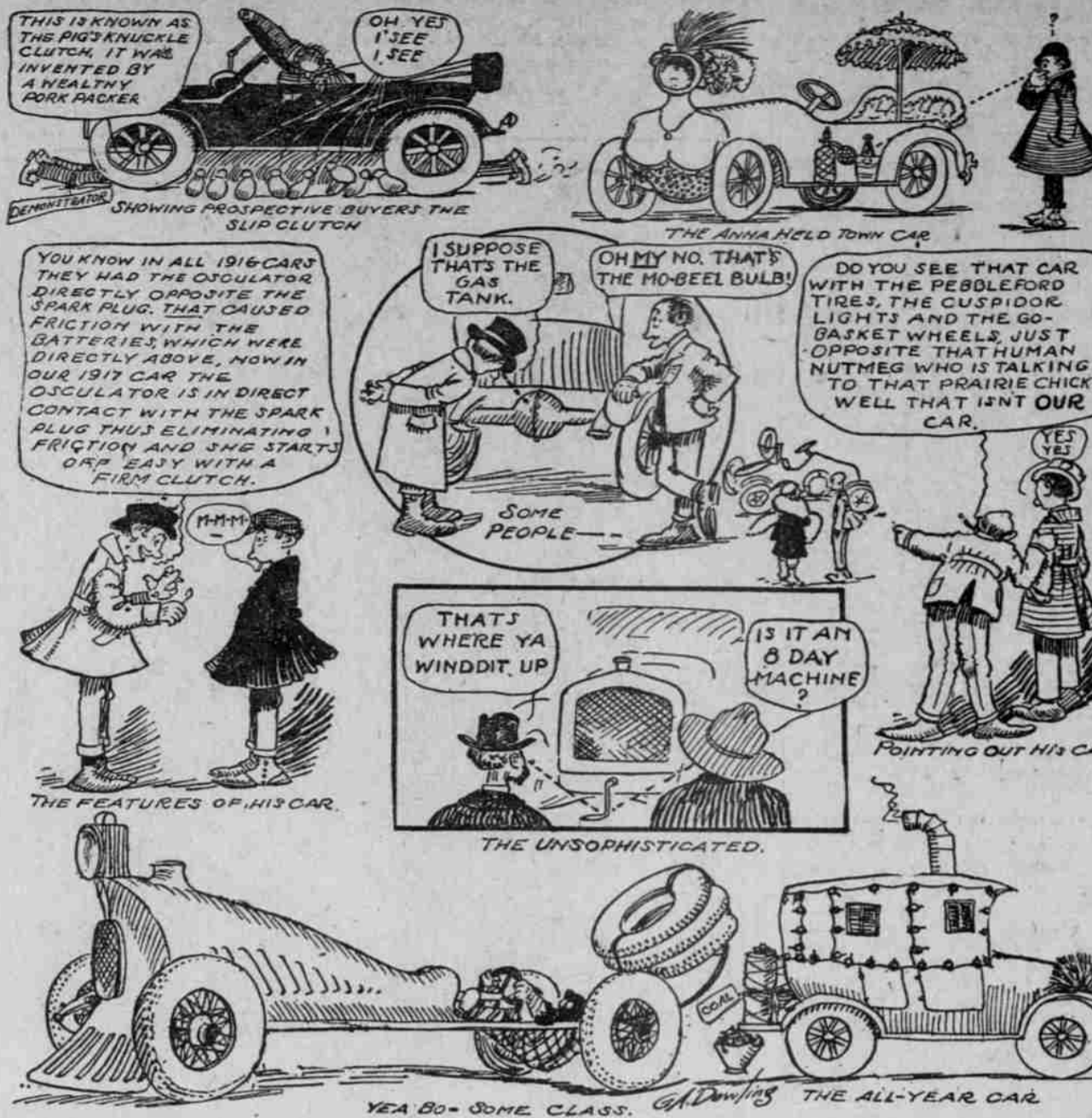
It would seem from this that it is extremely desirable that some arrangement be made whereby the co-operation for these roads may be furnished by the state instead of by the counties.

If this were true, the county boundaries would no longer act as a barrier to development, but the road problem could be considered from the standpoint of the state and the development secured would be more desirable from the fact that the interests of the entire state were served.

Driver Is Remembered.

OAKLAND, Cal., Jan. 20.—Fred Anber, the young driver who piloted the Chevrolet "Wolf" up the Mount Wilson trail, sealed in high gear, breaking the stock car speed record as well as the high gear record, has been presented with a cigarette case bearing a reproduction of the photograph taken at the end of the daring drive, done by hand in 18-karat gold.

SIGHTS AND CONVERSATIONS THAT MAY OR MAY NOT BE SEEN OR HEARD AT PORTLAND'S AUTO SHOW.



BOARD IS ELECTED

Oregon State Motor Association Has 15 Directors.

The Oregon State Motor Association has a new set of directors who are starting forth with new duties and purposes as the result of the annual meeting of the organization held in the Chamber of Commerce dining-room last Wednesday night.

PLANS ARE OUTLINED

Directorate to Meet Soon to Choose Officers—Enactment of Law Making Auto Theft a Felony to Be Considered.

The Oregon State Motor Association now has a new set of directors who are starting forth with new duties and purposes as the result of the annual meeting of the organization held in the Chamber of Commerce dining-room last Wednesday night.

The new directors, chosen among a list of 25 nominees, who will govern the association for the coming year are: Charles F. Wright, Robert G. Morrow, Phil Metcham, Jr., John H. Hill, J. C. Olds Henry Wagner, Jr., Ira F. Powers, James D. Abbott, Frank E. Watkins, Dr. C. W. Cornelius, John H. Burgard, Emory Olmstead, John E. Cronan, E. E. Tressler and W. J. Clemens.

OVERLAND GETS HONOR

A. B. FASSETT'S CAR IS FIRST TO CROSS INTERSTATE BRIDGE.

First Motor to Christen Big Span Was Mack Truck—Overland Also First Over Highway.

The much-coveted honor of driving the first automobile across the Interstate Bridge fell last week to A. B. Fassett, construction manager of the Warren Construction Company, whose Overland, loaded with R. U. Peterson, sales manager of the Overland Pacific Company, and Gordon Stuart, of Vancouver, as passengers, performed the feat on Monday morning.

The first motor to christen the big bridge was a Mack, driven by F. C. Atwell, of the Portland branch of the International Motor Car Company, directly behind the Overland.

Mr. Fassett's car, which has been driven about 38,000 miles, was the first machine to pass over the Columbia River Highway.

As soon as the cars had crossed the bridge and returned to Portland pavement operations were commenced on the final span.

One long span remains yet to be paved with the top surface, and this will be done when the concrete base becomes a little harder. It begins to look as though the bridge may be used by February 1, though the pavement on the lower ends of Main and Washington streets may not be completed by that time.

WASHINGTON BILL EXPLAINED

"In brief the bill is as follows: The stealing of an automobile constitutes a misdemeanor at present and we are asking that it be made a felony with suitable punishment attached. We

FIRST AUTO TO CROSS INTERSTATE BRIDGE, ALSO CHRISTENED COLUMBIA RIVER HIGHWAY.



Overland Car With A. B. Fassett at Wheel in Act of Crossing Oregon-Washington Bridge for First Time.

FAST TIME IS MADE

Round Trip to the Dalles is Covered in Six Hours.

H. N. Lawrie, of Portland, Finds Road Good and Scenery Especially Delightful—Winter Run Preferred to Summer Trip.

ALL-YEAR ROUTE SHOWN

If anyone doubts the truth of the new motto, "Oregoniana Motor All The Year," let them listen to H. N. Lawrie, chairman of the Oregon Geology and Mines Commission, who drove his Chevrolet to the Dalles and back last Sunday in the course of six hours' running time.

"I found the full length of the Columbia River Highway, including the unpaved portion above the Multnomah County line, in as good condition as it is at any time of the year," says Mr. Lawrie, who is an experienced motorist. A year ago he made a round trip across the continent in his Dodge.

"Of course, the frozen condition of the surface made travel rather hard on tires. The upper part of the road has rock surface and when the rocks break in their positions they do not budge when the automobile wheels bear down on them, the result being a rather severe wearing surface.

"I won't worry about the condition of the road when the surface thaws out, but my personal opinion is that the Columbia River Highway is an all-year road and I see no reason why the trip from Portland to Hood River and back should be made in the winter, I didn't even put on my chains last Sunday. There was not enough mud anywhere to undermine the surface.

"There was no snow on the highway at all, yet the view of the snow-capped hills was most magnificent, due largely to the clearness of the atmosphere. Those who are willing to suffer the hardships of cold, crisp weather will find the topography of the Columbia Gorge at its best in winter. I would rather make the trip now than in the summer and those who fail to divert their course from the main road this side of The Dalles and drive over the river's edge at Orley's Point will overlook the best part of the entire trip. There we stood on the apex of a great triangle with Mount Hood and Mount Adams stationed at equal distances to the south and north, respectively. We could also see the shadows on the shiers of Mount St. Helens.

Mr. Lawrie not only made a near-record by driving to The Dalles, which is about 96 miles from Portland, and return in six hours, but he covered the distance on six gallons of gasoline, he reports.

Will Autos Grow Higher?

A point that probably will be raised in many people's minds, after seeing exhibits at the Automobile Show, is why it is necessary for a vehicle, which, for instance, carries five passengers (equivalent to a load of 750 pounds), to weigh in a great many cases from 3000 to 5000 pounds.

It is significant that only a few months ago the Portland automobile engineer raised the same question in a discussion of weight. "Motorcycles and buggies," he pointed out, "weigh very little more than their maximum loads. When will we get automobiles more closely approaching this weight? Other vehicles, and they are, are getting heavier and heavier, and this improvement from heavy to light with great gain. There is no reason why the same transformation is not applicable to automobiles."

"Pretty Is as Pretty Does."

Men of affairs do not eat with their fingers nor elevate their feet in drawing rooms, so why revert to the custom of prehistoric times in the use of like manners at the wheel of the automobile. Motorists who impress with their good manners in home, office or club seem to throw their breeding to the four winds when they drive. They dent fenders through traffic crowding. They tighten pedestrians, and they blast their horns long and loud when a slight warning would be plenty. Their lack of good balance and care about the possibility of accident and accidents come like lightning strokes.

WARNING NOTE FOR MOTORDOM VOICED

Manufacturers and Dealers Informed That They Should Preach Touring Gospel.

"VIRGIN SOIL EXPLOITED"

Prediction Made by Raymond Beck That Supply Will Overtake Demand if Broader Field Is Not Developed for Trade.

BY RAYMOND BECK, Chief of Goodrich National Touring Bureau.

In this heyday of motor property I take this opportunity to sound a warning note. That note calls every motor manufacturer, every dealer and owner and others equally interested in the future of the industry to a duty that is none the less urgent because for the moment it is not "striking anyone in the face." That great railroad general, James J. Hill, not very long ago gave warning to this Nation that the wastefulness of the virgin soil of our country will, before many years, bring about the impoverishment of the land. It exactly illustrates the condition of the great American motor industry. This industry has grown beyond all precedent. The tale of its progress is like the tale of the Arabian Nights. It has attracted to it scores of small investors, who subsequently have been able to turn out cars on order overnight. It has found a ready sale for all of its products, and has become most successful. But the harvest cannot last forever. The supply will catch up with and exceed the demand. An over-enthusiasm is liable to burst, and possible calamity will follow. All this, of course, if conditions be permitted to continue as they now exist.

Salvation Pointed Out. Happily, there is a means of salvation, if all motor interests would pause long enough in their task of gathering riches to seize upon it. They cannot give back to the soil that which they have taken from it, but they can make that soil more steadily yielding by fertilization. This will come most surely and most swiftly, from the encouragement of touring in motorcars; from the stimulation of the greatest form of outdoor recreation so far known of man. It is our duty to blaze the way for motor travel across this broad land, just as it is the duty of every farmer to put back into the soil some of the life he has abstracted from it.

In blazing the way those most interested in the welfare of the motor industry must do more than by word of mouth applaud motor travel on the highway. They must assist in protecting life and property while they must give assistance in the propagation of touring routes, maps and literature. And they must encourage that form of endeavor that aims to install the charms of motor travel into humdrum life of plain American citizen.

Virginia Soil Exploited. In other words, every owner of a motorcar and every citizen who can afford to become an owner just as he gotten on to the road and whisked away into the country, so that, like the rest of us, he may become a motor enthusiast and may remain a touring enthusiast.

If such a campaign of touring uplift be not entered upon, the calamity affixed will come just as surely as wastefulness of the soil will be followed by improvement of the land. The fact that motorcars are now built better and stronger than ever before will not retard that calamity, but rather will hasten it, with cars that last for years the fad of making changes every season soon will cease. The satisfied owner will prefer to retain the machine which he has owned for years for which he has some affection rather than make yearly exchanges for models that earn their title to novelty by some trivial change in the fender hood. With 3,000,000 American citizens now owning motorcars, and with new ones being turned out at a "faster than ever" rate it takes no secret to

forecast that the virgin soil of motordom soon will become exhausted if the needed fertilization be not soon applied. It is pointed out by Mr. Olcott that an apparent injustice is done by this provision to the party buying a car towards the close of the year, and he recommends that all license requirements for motor vehicles be amended to conform with the present law governing chauffeurs, thus reducing the license fee one-half after August first.

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