

GOVERNOR TO HELP

Road Signs Greatly Needed, Says Executive.

PERSONAL AID PROMISED

In Letter to Frank E. Watkins, of State Motor Association, Governor Says He Will Recommend New Law, if Necessary.

The campaign started by the Oregon State Motor Association to have road signs placed on the principal highways of the state is warmly approved by Governor James Withycombe.

The Governor last week wrote to Frank E. Watkins, president of the association, saying that he has officially taken up the matter with the State Highway Commission, and that he will furthermore recommend to the next Legislature a law to provide for road signs, unless this proves not to be necessary.

Mr. Watkins had suggested that if the signing problem could not be handled by the various county courts a tax of 25 cents added to the present motor car state license fee by action of the Legislature would provide money for a fine system of road signs at slight expense to each individual motorist.

Here is the Governor's letter to Mr. Watkins: "For some time I have realized the inadequacy of the present road sign system in Oregon, and recently I have definitely determined that, in the event I am privileged to continue in service as Governor, I shall recommend to the next Legislature a law to provide for road signs, unless this proves not to be necessary."

State Supervision Preferred. "I have conferred on this matter with State Highway Engineer Nunn, who informs me that the Highway Commission is now working on a state highway map. Please rest assured that this general plan has my very warmest approval, and that the Highway Commission will also be more than glad to co-operate with your association in striving toward the desired end."

"According to my understanding it has been the duty of the various county courts to place signs along the roads in their respective counties. I believe this plan to be wrong in principle, inasmuch as a standard state-wide system established and maintained under the direct supervision of the State Highway Commission is certain to prove more satisfactory from every standpoint. Mr. Nunn advises me that the Highway Commission now has certain authority to regulate road-signing, but the highway department is not clear as to whether or not money is available for road-signing purposes."

"Personally, I believe that any given amount of road money derived from automobile license fees cannot be spent to better advantage than in the direction you have in mind, and I am happy to know that the members of the automobile fraternity are willing to support the plan enthusiastically. I am satisfied that a moderate sum of money would finance a road sign system embracing all main roads of the state."

Commission Favors Action. At the suggestion of the Governor Mr. Watkins appeared before the State Highway Commission at its meeting last Tuesday in Portland, and the commissioners expressed the desire to help in a comprehensive system of road signing, but before taking action referred the matter to the Attorney-General for his opinion relative to their authority to expend funds for the purpose.

Mr. Watkins has received the following letter from State Highway Engineer Nunn relative to the need for road signs: "Governor James Withycombe has urged upon the State Highway Commission the necessity of properly signing all state highways within the state of Oregon and signing all main tourist routes, as well as the shortest routes between towns of importance."

"In compliance with the Governor's request, the State Highway Department is now working out a state highway map which will show all the most important routes in the state and is designed to be used not only in our own work, but for tourist in connection with this work, we are outlining a system of signing to be supervised by the State Highway Commission for approval."

"I have given the matter of signing considerable study, and on a recent trip through Eastern Oregon had occasion to note the poor system of signing and the necessity for co-operation."

Multnomah Plan Explained. "I worked out the system of signing Multnomah County while Highway Engineer J. B. Teon, and while that system could not be used to the best advantage in the state, it has given me a very fair idea of the cost and method of handling such work."

"In Multnomah County the system of signing was more or less local and the simple names of the roads were given on each sign, as it is customary in Multnomah County to direct tourists to take a certain road. By consistently following the sign at each cross-roads it would be impossible for him to make a mistake until he had reached the county line. In this work, all signs were placed on the northeast corner of the highway in intersections for the following reason: That the largest traffic would be from Portland toward the limits of the county where such parties were looking for a particular point on the signs of crossroads could be read without stopping. The sign was placed on the north side of the road in order that it would have the advantage of being seen on moonlight nights."

"As I remember, about 348 signs were erected on three-inch pipes, set in heavy concrete base, and the total cost, including the map work, was somewhat less than \$1500. As you are familiar with the work in Multnomah County, you will be able to add such criticisms as you think is necessary. You will also note that on all main intersections, the sign mentions the names of such towns as are in the immediate vicinity."

"I would be very glad, indeed, to have your personal advice in working out a system for the state."

New Highway to Seaside. PORTLAND, Aug. 8.—(Automobile Editor.)—Dear Sir: Will you kindly insert in the Sunday auto section the condition of the Lower Columbia Highway from Portland to Seaside? Thanking you in advance. A SUBSCRIBER.

The Lower Columbia River Highway is in good condition most of the way to Astoria. The good, in fact, for the opening of the fine macadamized stretches has resulted in a lot of speeding, which is injuring the surface. Between Goble and Astoria are a few stretches of crushed rock where macadamizing is still in progress. Fast driving on this is sure to injure tires. Most of the lower highway is in excellent condition and the stretches of crushed rock are not bad if driven over slowly. From Astoria to Seaside there is a paved highway.

FLEETS OF LIBERTY TRUCKS LIKE THIS ONE ARE BEING DELIVERED TO THE ARMY EVERY DAY BY THE BIG EASTERN TRUCK FACTORIES.



The fleet of 55 United States Army trucks in this picture has just been turned over to an officer of the Quartermaster's Department at Marion, Ind., by the Indiana Motor Truck Company, which is devoting a large part of its capacity to building Liberty trucks. These trucks were driven from the factory to the seaboard under their own power, picking up supplies at various cities en route.

EDITOR IS BUMPED

A. D. Moe Has Some Hard Luck in Astoria.

DODGING HOLES SOME JOB

His Car Suffers Broken Spring Hanger on Detour Through Lumber Yards, and Garage Men Are All Too Busy to Fix It.

HOOD RIVER, Or., Aug. 10.—(Special.)—A. D. Moe, publisher of the Glacier, who, accompanied by Mrs. Moe and two daughters, Misses Florence and Frances, and Mrs. Moe's sister, Mrs. Laura Clapp, motored last week to Fort Stevens for a visit with his son, Sergeant Forrest L. Moe, had an experience in Astoria that tried his patience.

Mr. Moe, eager to get back to Hood River and his newspaper plant, running with a war-time shortage of help, left Astoria at daybreak Monday. "It is a small task to get through the town of Astoria at present," says Mr. Moe. "The streets are being repaired, and the driver who negotiates the alley trails and lumber yard detours successfully can be rated as a fine driver. For comparatively long distances one has to steer his machine along a passage only wide enough for a single car."

Couldn't Dodge 'Em All. "The road has been built of heavy planks, and in numerous places heavy trucks have broken holes in the timbers. When your car drops down into these depressions the bumping is terrific."

"On Monday morning we had just about completed this winding detour through the city and were emerging from the yards of the Hammond Lumber Company when a drop into one of these holes broke a spring hanger on my car."

"There we were, two miles from a garage, with the sun just coming up. I took a look at the damage, and it made me so sick that I couldn't relieve my feelings by any strong ejaculations. A spruce division guard gave us false hopes. He said they had a member of one of their crews, a fine mechanic, who would arrive about 11:30 o'clock and who could probably help us out."

"We waited in vain. Finally it was suggested that we might get help from the company's blacksmith shop. After breakfast given us at the officers' mess-room at the plant's hotel, we held a conference with the manager, who advised that we get in touch with a garage in the city. Apparently the telephones of garages were not working."

Garages Cramed With Work. "But finally we got the car jacked up and got back into town. Conditions at blacksmith shops and garages, however, were discouraging. They are so short of help in Astoria and have so much work ahead that you must get a man by offering him more work."

Mr. Moe was unable to get a garage to touch his car. His pleadings finally won the ear of a blacksmith. By afternoon, with a new piece replacing the broken part, he was able to head out again for home.

"Except for 30 miles, the road between Portland and Fort Stevens is in fair shape," says Mr. Moe. "Between Scappoose and St. Helens we encountered a stretch of disintegrating macadam that was full of chuckholes and very hard on tires."

"Several new bridges are under construction on the lower highway and it is necessary to detour around four of them. At points construction crews are at work, and the tourist is retarded by their activities. As bad road as any of these poor stretches is, however, that two miles of detour through Astoria lumber yards."

"But all the bad points between Portland and Astoria are as bad or worse than the incomplete stretches of Columbia River Highway between Cascade Locks and Hood River."

Mr. Moe marvels that cars are able to stand the fast pace set by some drivers. He says that he saw numbers of big machines making 25 miles an hour over the bad roads. None of the way, he says, is dangerous, if drivers travel at a safe rate of speed and use care.

Mr. Moe says rapid progress is now being made on the Columbia River Highway between Cascade Locks and Hood River. "I measured the gravelled surface out from Cascade Locks," he says, "and four miles were completed when we returned. They were graveling the road at the rate of a mile a day. Grading between Cascade Locks and Viento is practically complete. It is my opinion that the road will be in pretty fair shape by September 1."

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LIGHT CAR IS HANDIEST

COST OF OPERATION SMALL, DRIVING IT EASY.

Old Idea That Car of Light Weight Lacks Strength, Merely Because It Is Light, Not True.

"Light weight in an automobile means more than it ever did before," says A. W. Regner, of Regner & Fields, local Chevrolet dealer. "Less weight in a car means less expense for gasoline, less expense for oil and less expense for tires. It means longer service for less cost, the very thing that is eagerly sought by every motorist. The man who drives a light car isn't carrying around a lot of excess weight which he cannot utilize, but must pay for dearly in extra fuel and tire wear."

"The light car not only costs much less to operate, but is easier to drive, especially in congested traffic. For long-distance driving it is far more dependable. It can travel with ease over rough roads and get in and out of places which the heavy car, handicapped with its own weight, could never negotiate."

"But in spite of the many advantages of the light-weight car, which anyone can easily understand, if they give the subject a moment's thought, there are many laboring under the delusion that a light car lacks strength. This is not so. If built right, the light-weight car is just as staunch and sturdy as the heavy-weight car. As a rule it also possesses longer life and depreciates less in value from year to year, all because there is less weight, which means less strain, less wear and tear."

"Anyone skeptical on this point should inspect the Chevrolet 'four-ninety' touring car. Here is a car weighing less than 2000 pounds, yet possessing ample strength for all uses to which it could possibly be put and power enough for all occasions. Because of its light weight and famous valve-in-head motor, 25 miles on a gallon of gasoline is a common performance for this car. And a set of tires on a 'four-ninety' will give exceptionally high mileage."

Road Courtesy. You and your car will have a longer life if you give the benefit of the doubt to the other vehicle. We need more courtesy on the road, anyhow.

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—the Truck you've heard so much about, and the Truck you want.

This is your chance—15 of 'em—some just as good as new—with capacity ranging from 500 pounds up to 5 tons—while they last this week (with terms to responsible parties) at \$250 and upward.

Open Sundays until noon. ROBERTS Motor Car Company Distributors Park and Everett

Stay clear of the car tracks whenever you can. You'll save tires, as well as the tempers of many in the trolley behind. Remember that the tracks are reserved chiefly and primarily for the trolley.

Avoid Car Tracks. Stay clear of the car tracks whenever you can. You'll save tires, as well as the tempers of many in the trolley behind. Remember that the tracks are reserved chiefly and primarily for the trolley.



This New LIGHT-FOUR Sets a Higher Value Standard

What other car at this price gives you these quality features?

- Beautiful Stream Line Body Design. Tilted Windshield. French Plaid Upholstery. Adjustable Foot Pedals. Horn Button on top of steering wheel. Gas and Spark Controls on top of steering wheel. Instrument Board tilted at most convenient angle. Carpeted, Limousine-type Foot Rest in tonneau. Blackmore Door Curtain Openers, Ventilating Catch on front doors. Low, Roomy, Comfortable Seats.

ALL the genius and resources of the great Studebaker factories have been centered upon making this the greatest value light-four ever offered to the American public. Because Studebaker manufactures practically all of its own parts in its own plants, assemblers' profits have been eliminated. This saving and the constant improvements in manufacturing methods and processes, have made it possible to come to you with this extra value even at a time when it is customary to ask more and give less.

The supply will naturally be limited this year, so do not postpone your investigation of this car. See it at our sales rooms today.

Beautiful in Design Thoroughly Modern Mechanically Right Oregon Motor Car Co. Distributors Park and Davis Sts. Broadway 616

Long Island railroad says: "Better wait a minute at a crossing than an hour in a doctor's office." The same applies on the streets. Keep the Push Rods Clean. Binding of the bushings that surround the push rods frequently causes trouble. This may be caused by the oil becoming gummy or by valve grinding grit that has gotten down into the interior. If the aperture is closed with a cloth before the valves are ground, this latter trouble will be obviated. Keep the Air Vent Open. In the cap on the filler hole in a gravity feed tank you will usually find a small hole. This is to allow air to enter at the top so that the gasoline can flow into the carburetor from the bottom. If gasoline fails to reach the carburetor, though there is plenty in the tank, make sure that this air vent is open before trying to locate a stoppage in the line.—Milestones. Sturdiously avoid spilling, leakage and evaporation.



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THE Miller crack regiment of tire-builders will this year make only enough Uniform Tires for one motorist in 50. And The Miller Rubber Company has granted us the local rights to supply these much-sought tires. For Millers are known far and wide today for their uniform mileage. That means that wherever these tires are run under like conditions they wear the same. That 99 Millers in 100 outrun standard guarantees. That less than 1 per cent ever need adjustment. Of all the some 429 brands on the market, there is no other yet produced to equal them.



There is no excuse longer for buying tires on luck. Miller means certainty—and safety, too, because of the tread that is geared-to-the-road. Mark how the sharp rubber cogs engage the ground. Our allotment of Miller Uniform Tires is limited each month. To make sure of securing your season's supply, come in and reserve your tires now. F. W. Vogler, Pres. Broadway at Couch. C. M. Menzies, Mgr. Alder at Chapman. NORTHWEST AUTO CO.