

HIGHWAY PIONEERING DONE BY FORESTERS

Service Road Men Extending Trade Arteries.

OREGON WORK IS PLANNED

Operations of Department in Opening Up New Territory Covers Twenty-Seven States.

Penetrating into the forest depths, edging their way along the sides of dizzy cliffs, chancing the perils of swamp and glade, the men of the United States Forest Service today are acting as the advance guard of the road builders of the country. Where

under construction with the first touch of Spring.

From Canyonville to Galeville, in Douglas County, Oregon, is a trail today which leads through the heart of the Umpqua forest. That trail must be widened that travel may flow freely along the Pacific Highway.

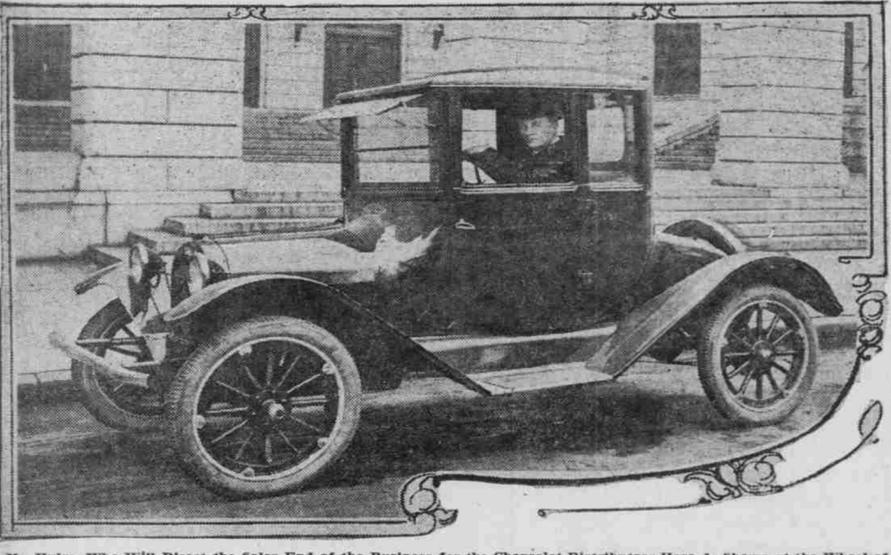
Again in Oregon there is a stretch of road known as the Zigzag Government Camp Way. Two stretches of that trail are impassable for machines today. Completed, they will open up for Portland a circle trip to Crater Lake of surpassing beauty. It is hoped the work will be completed this year.

Timber Belt to Be Tapped.

Down in Arizona there are two east-and-west main highways but no connections between them from the Rio Grande River to the road from Phoenix to Ash Forks in Western Arizona. Moreover, people living at Clifton, but 30 miles from the cool breezes of the range, must travel to California to escape the blaze of the summer sun. So the Forest Service, in conjunction with the counties, has projected a north-and-south road 84 miles long from Clifton to Springville which will not only let people into the hills but will open a market for millions of feet of matured timber which today can be brought out only by pack saddles.

In New Mexico the Tijeras Canyon runs down to the east of Albuquerque. At its head lies a valley of grazing and farming lands. Firewood can be had there in abundance. It must be brought out and so a road 14 miles

LEONARD HULSE NAMED SALES MANAGER FOR REGNER & FIELDS.



Mr. Hulse, Who Will Direct the Sales End of the Business for the Chevrolet Distributors Here, is Shown at the Wheel of a Chevrolet Coupe, Which is Proving to Be One of the Most Popular Enclosed Models in Portland.

other agencies devote most of their effort toward the reconstruction or improvement of roads already constructed, the Forest Service is still engaged in pioneer work and many a tale of adventure has come out of their work.

From the standpoint of expenditures the work of the service is relatively insignificant, but just as the prairie schooners of the '60s blazed the way for the traffic of today, so the Forestry Department is opening up new fields for the citizens of tomorrow. Sometimes, it may be, they are occuring in the most remote and unexplored corners of the range may send its produce to market, again it is a clearance for precious metals of timber, or it may be simply a route along which travelers may move in search of health, diversion, recreation. Sometimes it is all of these and more, for the men of the service are versatile lot and the sound of their axes rings out in death valleys and haunts of the wild beast, that man may find his way into the far edges of the United States.

Activities Will Be Renewed.

Last year the work of the service was the first to be cut down by the war, since for the purposes of immediate war-making their task was of little importance. This year they will be on the job again with renewed life and wherever the national forests are to be found, there will be seen the forest gangs harder at it than ever. All told, \$5,750,000 will be expended on this work this year, of which \$2,900,000 will be derived from the funds of the service, the rest from the co-operative funds of states and counties.

The exact mileage will, of course, be determined by labor conditions and cost of material, but the policy of the department will be to open up links of communication wherever possible and, if limiting conditions prevent more than a few miles of construction on some projects, these miles will be selected with an eye to making traversable the entire stretch of road between points.

It is not a question of durable, permanent-type roads with the Forestry Service; it is a question of any road at all, and the annals of the department show that remarkable results in the development of the service have been attained through their work in the past.

Work Paves Way to Bill.

They are the educators—the men whose work makes possible the introduction of such a bill as that now before Congress and providing for the expenditure of \$500,000,000 on roads in the next seven years. Their work will profit only indirectly through the release of state funds by the passage of this measure, it may safely be said that while the men of the service are not the ones who have understood the economic value of the road without the work of the Forestry Department to guide them.

The department operates in 27 states and two territories—the last Alaska and Porto Rico—and wherever it had a road to build, there may be found a story of absorbing interest. Space prohibits the unfolding of the background to this work in detail, but by glancing briefly at a few of the projects, something of the romance which rests behind the work may be glimpsed.

In Washington, for example, we find a crew engaged in clearing the way for a road along the south side of Lake Quinalt in the Olympic peninsula. Trees of enormous diameter block the way but back of this timber is production and the world needs food, so in the face of unheard of difficulties the work goes on.

Colorado Link Projected.

In the southern part of Colorado rest the Needles of the San Juan, rated as among the most rugged points in the United States. There is a section of country which has never been opened to travel, through solid rock and skirting a roaring creek. Seventeen miles of cliff must be dropped into the valley below, switchbacks and hairpin curves must be located but the road will complete the last link in a 1200-mile trip and the men of the service do not turn back.

On the north side of the Columbia River in Washington locations have been completed for a connecting link in the main state trunk highway. A railroad must be relocated, cliffs must be tumbled down, dynamite in carload lots will be needed. The work will be

long will be pushed through the canyon.

Where the Humboldt forest rests in Northern Nevada, will be found one of the most promising new gold fields in the world. Isolated in the winter, but poorly linked up in summer, Elko County is not anywhere near capacity production. But it will be, for a road 50 miles long, known as the Charles-Jarbridge project will probably be under way this Spring.

One of the chief difficulties which travelers have encountered in entering Yellowstone Park from Wyoming has been the lack of good roads, so a project has been drawn up which will improve the road from Dubois to the western boundary of the Teton forest. This in turn will be linked up with the highway through the Jackson Hole country. At Dubois the road will connect with three transcontinental routes and will thus afford the traveler an optional route of great charm in his journey to the famed park.

Tish Road on Programme.

Another line in the transcontinental route which has been seriously needed will be constructed in Utah when the highway is pushed through from Ephraim to Orangeville, a distance of 46 miles. This will link up with the road through the noted Paradox Valley of Colorado, where are mined the precious carnotite ores and will give the through traveler an outlet both to the east and west.

In Idaho there is the Galena-Summit section of the Ketchum-Clifton road not only a link in an important trunk highway but a route which will open a new district for grazing, agriculture and mining—a land of beautiful background, diverse scenery and resources.

Finally, the service is planning to evade the notorious Nigger Hill west of Missoula in Montana and by a heavy construction operation will open a new road on grade.

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The inventor says that numerous tests have shown that it will clean spark plugs and cylinders, effect a saving in gasoline and lubricating oil and prevent the engine from smothering and choking. The device is called the cyclomizer and will be placed on the market by the Wesco Sales Company.

Curing Brake Squeaks.

Squeaking brakes may be cured by washing the lining with kerosene applied with an oil gun. A drop or so of oil on the drums is also efficacious in some cases, and soapstone is recommended. None of these remedies will help very much, however, if the squeaking is due to brake lining rivets scraping on the drums. In this case relining probably will be necessary.

Oregon Rancher Praises Truck.

A. C. Sidney, prominent Oregon rancher from the Hood River district, has estimated he has saved more than \$500 in the four months he has been using a Chevrolet one-ton truck in place of the five horses he formerly employed on his apple properties.

Beat the Car Crook.

One of the best ways to foil the car crook is to neglect your tires. He would be singularly inept and inexperienced who would attempt to steal a car unless the shoes were in good running order.

CO-OPERATIVE SPIRIT EXISTS IN FACTORIES

Bond Between Employer and Employee Strong.

PRODUCTION SPEEDED UP

Pride of Workmanship Guarantees Increased Output, National Distributor Says.

In the American automobile plant, a new spirit of co-operation exists. This spirit, which runs through the shops and then passes on to the executive offices, came from the same source as the handicaps and inconveniences that were suffered during the 18

War Teaches Lessons.

"The lessons in patriotism he learned while the country was at war are being applied to peace-time tasks. He realizes more the company he works for is one of the Nation's many vital resources, and not merely a source of individual revenue. He understands that if he fails to do his full part, his company also falls short of its maximum intent and that his country, which many of his fellow-workers fought and died for, shares the burden of his inefficiency.

"And there is a stronger bond between the employer and employee than ever before as a result of the war. Each knows how much the one is dependent on the other for success. They have labored together and sacrificed together for a common cause—the triumph of America on foreign battlefields. They have met, as American citizens and American patriots, on common ground. They have had common obligations to fulfill, the conservation of food, the purchase of war savings stamps, the subscriptions to Liberty loans, Red Cross funds, etc.

"It is fortunate for the automobile industry that such a spirit of co-operation exists at this time. For will speed the reconstruction work that all motor car factories must complete before production is restored to normal. Present and future conditions require a closer co-ordination between the various departments of the automobile plant and between the shop and office. A greater pride of workmanship also guarantees an increased output without a sacrifice of quality. Each operation must be performed better and quicker than it ever was performed before if American automobiles are to serve more people than they do now and as well.

"The National company, for example, is relying a great deal on factory teamwork to build in 1919 as many Twelves as were made in the most productive year in the organization's history—an output of 1,000,000 to supply the demands of distributors in this country and the expanding foreign market."

BIG MOTOR SHOW SLATED

SAN FRANCISCO'S EXPOSITION OPENS FEBRUARY 6.

Tractor and Truck Displays Will Augment Big Display of Passenger Cars.

San Francisco's automotive exposition is announced for February 6 to 15 in the Exposition Auditorium.

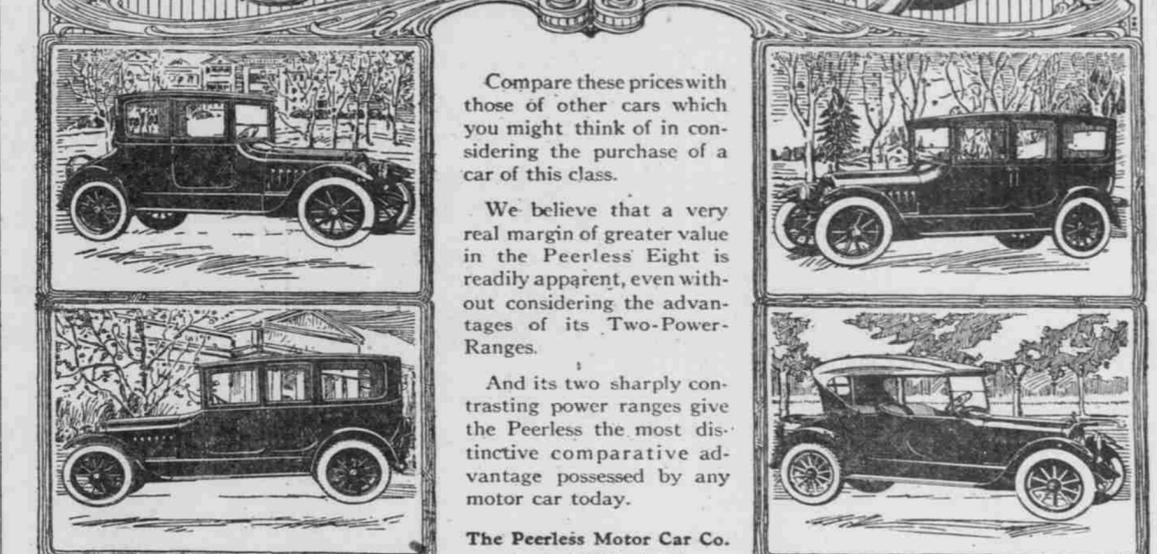
It will be the first big style-tradecongress of Northern California since the coming of peace. Befitting the importance of the industry, the display of motor cars and trucks, tractors and accessories of all kinds that go to aid the kings of the highway and the field, it will surpass anything of its kind hitherto attempted in the West if present indications do not fail.

While the announcement of the show caused more or less surprise, it is logical that there should be an early resumption of orderly affairs in the motor world. In a business so highly sensitive to popular demands, and taking front rank in the social and business life of every community, there has developed with the progress of the automobile a demand for annual shows.

The public wants to know about the various mechanical and body refinements; they like to see their favorites ranged alongside of their rivals in motortocracy. Above all do they like to see the latest creations in special designs put out in limited numbers for those

PEERLESS

Two-Power-Range Eight



Compare these prices with those of other cars which you might think of in considering the purchase of a car of this class.

We believe that a very real margin of greater value in the Peerless Eight is readily apparent, even without considering the advantages of its Two-Power-Range.

And its two sharply contrasting power ranges give the Peerless the most distinctive comparative advantage possessed by any motor car today.

The Peerless Motor Car Co.
Cleveland, Ohio, U. S. A.

D. C. Warren Motor Car Co. 58-60 North Twenty-third Street Portland

who are never content with the commonplace. And an automobile show is the only place where they can have their fill of such things.

While the passenger car displays will hold the center of public interest, this year will see an added interest in the motor truck exhibits. War needs have focused the attention of the merchant and the manufacturer and the farmer on the commercial vehicle. The truck has taken its place among the great aides of commerce, for the herculean tasks imposed by the conflict of nations found the power wagon—from the giant 10-tonner to the midsize delivery car—the master of every situation. It is estimated by conservative authorities that the mammoth truck production of America—which has advanced beyond the average person's conception since the thunders of war were loosed—will not begin to take care of domestic and export demands for this year.

Indications are that there will be a representative exhibit of tractors, which will lend further attraction to the display. The tractor emerged from the war one of the best advertised in the annals of modern times. Despite the fact that it is purely an engine of work, it is clothed in a cloak of romance which had won the interest of thousands who can never hope to have use for one. The tractors probably will draw hundreds who would otherwise stay away from the show.

MITCHELL ON FACTORY VISIT
Portland Dealer Will Attend Auto Show in Chicago.

H. W. Mitchell, of Mitchell, Lewis & Staver Company, is last night for a visit to the Mitchell factory. While in the East Mr. Mitchell will attend the auto show in Chicago.

MOTORCYCLE MEN WANTED

SOLDIERS' SERVICE DEPARTMENT IS OPENED.
Manufacturers of Indian Will Help Former Army Cyclists Find Civil Life Positions.

Recognizing that there are thousands of men who have become motorcycle experts through their services in the Army and that many of these men will be open to opportunities to become repairmen, salesmen, demonstrators and selling representatives as soon as they are discharged, the Hendee Manufacturing Company, manufacturers of Indian motorcycles, has established a

soldiers' service department, designed to aid these men in getting positions upon their return to civilian life.

Quite naturally, the Hendee Manufacturing Company knows of quite excellent opportunities for competent men in these various lines in the motorcycle field. There are at all times a demand for good repair men by motorcycle dealers, and the men who have "been through the mill" in the Army are particularly well qualified for this work. Salesmen and demonstrators are also in demand at the present time by some of the largest dealers. Doubtless some of the motorcycle enthusiasts returning from the war will have saved money, or will have the means necessary to becoming dealers, and for such there are openings with good territory available.

All soldiers returning to civilian life minus a job, but with Army motorcycle experience, are urged to communicate with the soldiers' service department, Hendee Manufacturing Company, of Springfield, Mass., immediately with a view of obtaining a good position "in the game." Every effort will be made by the factory to place all applicants in the niche in the motorcycle field they seem best fitted to take up. Applicants should give full particulars in their first letter about themselves, what branch of the motorcycle business they are interested in, whether as repairman, salesman or as dealer, where they have been stationed and what form of motorcycle work they have been doing in the service.

Address all communications to Hendee Manufacturing Company, Soldiers' Service Department, Springfield, Mass.

When in a hurry don't cut in short on another driver after passing him. Take up all lost motion in your steering gear, and oil.

William L. Hughson Co.
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Oldest Motor Car Organization on the Pacific Coast, with branches at San Francisco, Los Angeles, Oakland, San Diego and Fresno.

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Feature—Dependable Power

Heavy loads must be moved faster—business demands this. The pulling power of Federal tractor-semi-trailer is helping solve the business man's problem. Perhaps it's a Federal tractor you need—Our engineers will help you—call on us.

Write or Phone for Traffic News