

FOREST SERVICE TO SPEND \$12,000,000

Oregon One of States to Benefit From Road Policy.

28 STATES ARE INCLUDED

Through Traffic Needs to Be Taken Into Account in Highway Building Programme.

Interstate road construction which will serve to meet the demands of through as well as of local traffic will be one of the features of the road programme of the United States forest service in 1919.

Approximately \$12,000,000 worth of road work is planned by the service for the current year. Some \$8,000,000 of this represents accumulated funds and money appropriated at the recent session of Congress. The remainder is state and county aid to go in varying proportions to the forestry funds according to ability of the local community to pay, the type of road, the kind of traffic and other factors.

In all it is estimated that some 1642 miles of road will be improved or constructed. Estimating that each road serves an economic zone 10 miles in length on either side of it, some 22,800 square miles of territory will thus either be given new recreational and economic outlets or will have existing highways greatly improved.

May Help Outside Forests. The provisions governing administration of these funds are much more liberal than those contained in the post-road section of the road bill. Under the latter each state is considered as a separate unit and appropriations from the government are granted only under a strictly defined proportion.

Forest funds, on the contrary, may be used within or without forest boundaries as long as they serve to afford an inlet thereto, and, if desired, they can be concentrated on a few projects which may overlap state boundaries.

The policy of the service takes into account national as well as state needs, hence, while the forests are not sufficiently numerous to make possible the construction of a national highway, they do actually pave the way for interstate road construction.

The comparatively limited funds of the service when placed alongside the huge postroad appropriations makes any great amount of this work impossible, but officials of the service are constantly holding in mind the thought of making the forests as accessible as possible, regardless of the number of state lines which may be crossed.

An instance of this is in the Three-State highway project. This road, 15 miles long, touches Georgia, South and North Carolina when completed will do much to serve the needs of through traffic. Appreciating the importance of the highway from this standpoint, the service has asked the states and respective counties involved to contribute only \$45,000, with the expectation that the government will be able to undertake the rest of the work.

Jackson Hole to Benefit. A third example is that of the Teton road in Wyoming and Idaho, which has been under construction for several years and which will furnish the Jackson hole country with its only outlet to the west.

The year's appropriations and some for 1920 have been apportioned on the basis of the relative needs in the 28 states served by the service and also with regard to the possibility of doing work with a view to picking up labor slack during the readjustment period.

Estimates would indicate that labor will absorb some \$1,000,000 of the total fund, providing employment for about 10,000 men for a period of four to six months.

A recapitulation of appropriations by states for two funds and the apportionment for the appropriation derived from section 5 of the postoffice appropriation act, which does not take into account accumulated funds already apportioned, has been made up by the service. It follows:

Table with columns: State, 10 Per Cent Section 5 Emergency fund, fund, 1919 and 1920, fund, 1919 and 1920. Lists states like Alaska, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Maine, Michigan, Minnesota, Montana, Nebraska, Nevada, N. Hampshire, N. Mexico, N. Carolina, Oklahoma, Oregon, S. Carolina, S. Dakota, Tennessee, Utah, Virginia, West Virginia, Wyoming.

Total \$340,488.78 \$900,000 \$4,642,887.06

(a) Apportionment of section 5 funds for group 1, \$205,000.

(b) Apportionment of section 5 funds for group 2, \$225,000.

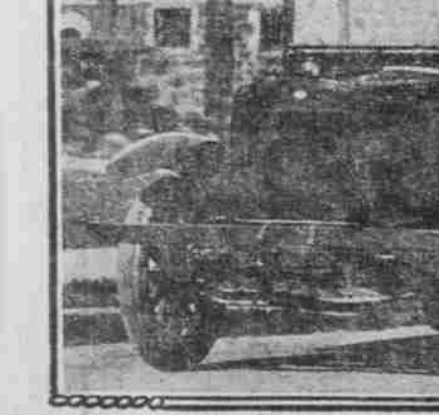
(c) Apportionment of emergency fund for group 1, F. Y. 1919 and 1920, \$107,000.

(d) Apportionment of emergency fund for group 2, F. Y. 1919 and 1920, \$322,000.

Grand total, \$3,971,887.

Michigan Offers Highway Course. The University of Michigan will

COMPLETE ELECTRICAL EQUIPMENT GRANT SIX FEATURE.



DRIVER OF THIS VEHICLE DOESN'T HAVE TO WORRY ABOUT CRANKING. FOR IT HAS SELF-STARTER, ELECTRIC LIGHTS AND EVEN SPOTLIGHT.

C. M. Menzie, manager of Manley Auto company (standing), is discussing the spotlight feature of the Grant truck with E. J. Jeffery, manager of the truck department, who is at the wheel. The Grant also comes with windshield and full pneumatic tire equipment.

whorly introduce a course in highway transportation. Preparation of textual references for the course is now under consideration and the subject will shortly be placed before all of the colleges of the country for consideration. The enormous increase in highway expenditures together with the rapidly growing transportation over the roads makes this an attractive field for construction and operating experts.

ACROSS THE SIERRA NEVADA

Harley-Davidson First Motorcycle for Year "Over the Top."

Every year a keen rivalry exists among motorcyclists and dealers as to who tops the Sierra Nevada mountains first.

May 9 a Harley-Davidson motorcycle driven by Carl Mankel, with Ben Shoemaker as tandem passenger, was the first to go over the top this year. The magnitude of the feat can be imagined when it is realized that these daring riders traveled over an elevation of 7000 feet for a distance of 42 miles with snow for a distance of 15 miles from three to 15 feet deep in places.

GIVE 'EM THE GAS

WHEN it comes to knowing automobiles, what's in 'em and what they can and can't do, we take off our hat to Fred W. Houghton of the C. H. S. garage, who also is distributor here for the Moon. He ought to know something about the subject, for despite his youthful look Mr. Houghton spent 15 years of his life in various automobile factories before going into the motor car business for himself.

Back in 1905-06 he broke into the business as a mechanic in the factory of the Aerocar of America. Ever hear of it? In its time it was one of the well-known cars and in a way it was the grandfather of the present Hudson. Among the big stockholders of the Aerocar company was J. L. Hudson, who later founded the Hudson company. The Aerocar of America was one of the early air-cooled models, made in competition with the Franklin of that day.

Mr. Houghton joined the Reo factory when that popular car was first built. He also was with the Cadillac for a time. Another factory in which he worked was that of the Silent Northern, which, like the Aerocar, is only a memory today. But in its time it caused a great sensation because it was the first automobile to be equipped with a muffler. It had a two-cylinder motor with the pistons flat, like those of a locomotive.

The factory in which Mr. Houghton served longest was that of the Packard. He was with the Packard Motor Car company, first as an inspector at the factory and later as factory representative in the Chicago territory, for ten years. He came to Portland several years ago for the Packard and located here with Frank C. Riggs, who then had the Packard agency at Twenty-third and Washington streets, of the present C. H. S. garage. When Mr. Riggs sold his agency to become western district representative for the Willys-Overland company a few years ago, Mr. Houghton took over the quarters and opened his garage, which has been one of the most successful in Portland.

He became a dealer a few months ago when he took the Moon agency here. His only worries just now are due to inability to get enough Moons for folks who want to buy them.

After a couple of weeks' work in Portland, Robert E. Wagner of Seattle, field secretary of the National Automobile Dealers' association has signed 31 Portland dealers as members of this country-wide organization. The purpose of the association is protective, with guarding the interests of the dealer at large against harmful influences as its object. Those who so far have signed the dotted line for Mr. Wagner are: Northwest Auto company, W. H. Wallingford, Howard Automobile company, Northwest Oakland company, Oregon Motor Car company, Covey Pacific branch, Roberts Motor Car company, Braly Auto company, C. L. Boss Auto company, Twin States Motor Car company, Oldsmobile company of Oregon, William L. Hughson branch, Cook & Gill, Portland Motor Car company, Atterbury Truck Sales company, Falace Garage company, Graham Motor Car company, Pike-Horn Motor Car company, Willamette-Oakland company, Mitchell, Lewis & Staver company, Charles C. Fagan company, A. C. Stevens, Gary Coast agency, E. D. Van Dersal, The White company, Lewis E. Chys Motor Car company, D. C. Warren Motor Car company, C. H. McCabe, for the Portland branch of the Chevrolet Motor company of California, and Fields Motor Car company.

Authorized announcement that owners of cars handled by them who motor to Portland for the Ad Men's convention this week are invited to call on them for service while here. This service will be given free of charge. Dealers in Seattle, Tacoma, Spokane, Vancouver, E. C. Walla Walla, Wash., and a number of other towns have been asked to make this announcement. Auto caravans from these places are coming to Portland for the convention and Rose Festival.

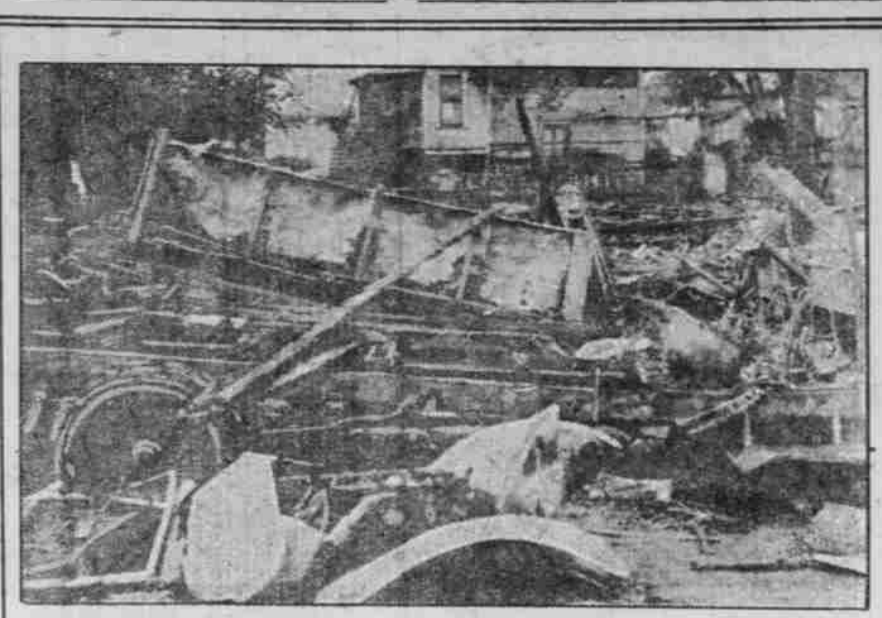
An error was made last week by the automobile editor in the caption of a photograph of M. L. Thompson and his new Lexington car, sold him by J. H. Settlemier of the Bruins Motor Car company. The caption described Mr. Thompson as a druggist of Dallas, Or. The fact is that he is a druggist of Falls City, Or., which is a bustling town and isn't donating any of its leading citizens to Dallas.

A. H. Kraus, of the Twin States Motor Car company, Chandler distributors, is at the Chandler factory to hasten shipments to Portland. The demand for the new Chandler cars has so far exceeded the supply that it has become imperative that more cars be allotted to this territory and Mr. Kraus hopes to accomplish this by being at the source of supply. In fact, he wires that a substantial increase has been apportioned to the June allotment. While at the Chandler factory, which is at Cleveland, O., he will also visit the plant of the Cleveland Automobile company. This organization is made up of men identified with the Chandler and the product may be marketed through the Chandler distributors and dealers, although nothing definite has been announced on this point.

John Kroeg, manager of the Portland Motor Car company, went east last week by special invitation of the Packard Motor Car company to attend a convention at Detroit of Packard managers and salesmen on June 14 to 18. He was selected for this honor as one of those

L. A. O'Donnell, vice-president and treasurer of the Gary Truck company of Gary, Ind., arrived in Portland Thursday as a visitor at Gary Coast agency headquarters here. Mr. O'Donnell is making a tour of the Pacific coast in the interest of the Gary truck.

The Northwest Auto company has written all its dealers to make the au-



Insurance \$5700.00 Loss occurred 3:00 A. M. Loss paid in full 2:30 P. M. Same day

The PACIFIC STATES FIRE INSURANCE COMPANY and THE OREGON SURETY & CASUALTY COMPANY, both HOME COMPANIES with headquarters in PORTLAND, write a joint policy insuring your automobile against every contingency—FIRE, THEFT, COLLISION, PROPERTY DAMAGE and PERSONAL LIABILITY. One policy covers EVERYTHING. The most liberal contract offered. No delay in adjustments, as the Home Office and assets of the companies are here in OREGON.

Do Your part and boost HOME INDUSTRIES. Keep your money in Oregon. Give Your Insurance to Your Home Companies. Agents in every city, town and village.

Pacific States Fire Insurance Company Covers Fire, Theft, Collision and Property Damage

The Oregon Surety & Casualty Company Covers Liability

T. H. WILLIAMS, Secretary-Manager Title & Trust Building, Portland, Oregon

scoring the highest percentage from among Packard dealers all over the United States in handling the quote of cars and trucks assigned for sale. W. B. Froude, in charge of the truck department for the Portland Motor Car company, also qualified, but will not make the trip.

The Packard company has chartered a commodious lake steamer on which those attending the convention will be its guests in a four-day cruise about the Great Lakes. From Detroit Mr. Kroeg will visit the Nash factory at Kenosha, Wis. In the meantime, before the opening of the Packard convention, he will attend from June 10 to 13, the Shriners' convention at Indianapolis, where he will put in his most stalwart weeks to help bring the next convention to Portland.

Special Attention to Be Given to Cars and Trucks on Farms. The remarkable development of the automobile and allied industries since the last government census was taken in 1915 has made necessary a revision of the questionnaire which will be used to gather information concerning the manufacture of automobiles in connection with the coming census of manufacturers, which will cover the

operations of 1919 and be taken in 1920. One of the features which will be of interest not only to manufacturers of automobiles but others who wish information in regard to the distribution of automobiles, trucks, tractors, etc., is found in the schedule of the agricultural census. An inquiry relating to farm equipment regarding the number of automobiles, motor trucks and

number of tractors in use on each of the farms in the country will be gathered. In the tentative draft which will be submitted to manufacturers, a very marked change has been made, due to the broadened field of activity and the many changes in the industry since the last census.

Eugene F. Hartley, chief statistician of manufacturers, is planning to send out the industrial draft for criticism, as the bureau is desirous of making the inquiry meet the needs for which it is designed as fully as possible.

Don't Underinflate. Underinflation and overloading account for fully 90 per cent of all tire trouble.

Advertisement for Gordon Cord Tires. Includes image of a tire and text: YOU CAN'T go wrong in buying a Commerce Truck. Built of recognized standard units selected to give maximum service at minimum expense, the Commerce Truck will solve your truck haulage problem.

Large advertisement for Pacific States Fire Insurance Company and The Oregon Surety & Casualty Company. Features headline 'Insure in Your Home Companies' and details about fire, theft, and liability coverage.

Advertisement for Lee Line Way 'Makes Trucks Pay'. Includes headline and text about making your hauling 100% efficient.

Large advertisement for Lee Line Way equipment. Includes headline 'LEE LINE WAY "Makes Trucks Pay"', sub-headline 'Make Your Hauling 100% Efficient', and detailed text about the benefits of the equipment. Includes images of a truck and a trailer.