

PUBLIC SPIRIT HIGH IN SKAMANIA COUNTY

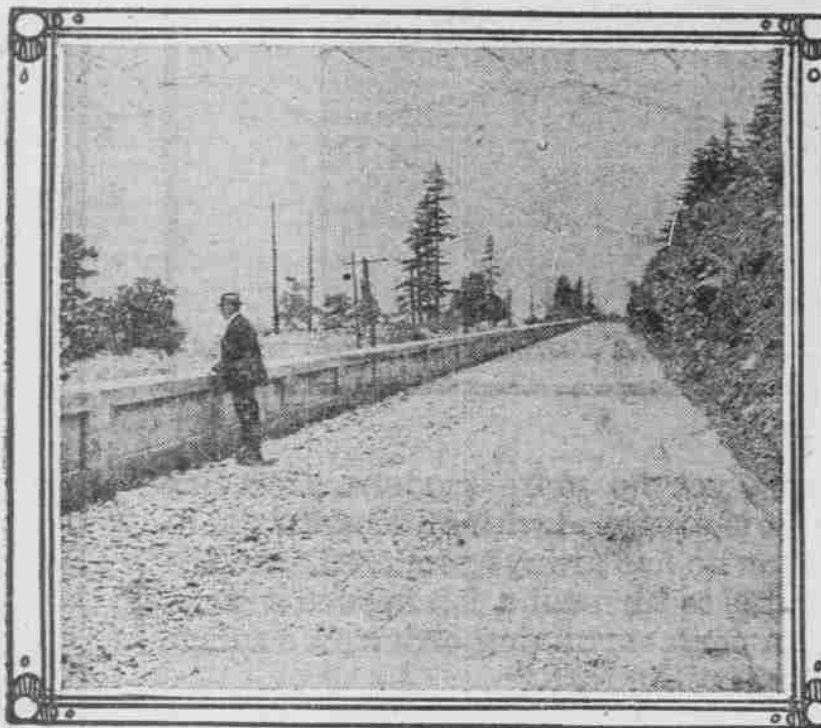
Big Debt Shouldered to Build
North Bank Highway.

PER CAPITA COST IS \$200

2500 People With Little Taxable
Property Expend \$492,000 to
Make Fine Roads Possible.

WHITE SALMON, Wash., Aug. 9.—
(Special.)—The greatest credit is due
the public-spirited taxpayers of Skama-
nia county, Washington, for their
patriotic co-operation with the state
and federal government to open

"SAFETY FIRST" SAFEGUARD ON NORTH BANK HIGHWAY.



This concrete rail separates the highway from the North Bank railroad. Incidentally, the photograph, taken near Cooks, Wash., shows the good condition of the roadbed, the rock surface of which has been rolled by steam roller.

through their county the North Bank-
Evergreen highway, a co-operation still
in full force.

Five years ago it would have been
impossible to get through from Cooks
to Collins with a pack horse, and al-
most impossible to run a car from
White Salmon to Cooks or from Steven-
son to Portland. Today one can cover
this stretch in comfort and revel in the
scenic vistas constantly unrolled.

Skamania county lies almost entirely
within the Columbia national forest;
only a narrow fringe along the Col-
umbia river, and four miles of this in
the national forest, is populated by
taxpayers.

\$200 Per Capita for the Highway.

Shut in from the outside, so far as
road connections were concerned, a de-
termined effort was made in 1914 to
effect their emancipation. There are
not to exceed 2500 residents in this
county, including men, women and
children, yet they bonded themselves
for the limit, \$210,000. In addition,
\$100,000 was spent from the road and
bridge fund, \$25,000 from the perma-
nent highway fund, another \$50,000 de-
rived from timber sales, \$15,000 from
the permanent highway maintenance
fund and approximately \$100,000 from
the special district fund, a total of
approximately \$492,000, or \$200 per
capita, not including the bond interest.

All this has been spent on the North
Bank-Evergreen highway construction.
Following the bonding, and during
the early construction period, some dis-
satisfaction arose over the acts and
expenditures of the county commis-
sioners, resulting in recall measures as well
as personal lawsuits, but in every case
decisions favored the board and its
members, who in turn brought two libel
suits, with decisions again in their
favor.

Today no condemnation is heard, but
only appreciation for the great work
accomplished.

Whenever asked, the federal government
has co-operated handsomely, no
doubt recognizing the strategic and
commercial value of this highway.

There must yet be done on the Van-
couver-White Salmon stretch of this
highway much standardizing. No heavy
grades exist, but widening, straighten-
ing, with some fills and cuts, will be
energetically carried on. Wherever
the state is doing grading work it is
making the roadbed 25 feet on fills,
25 on side cuts and 30 on thorough
cuts.

Highway to Be Standardized.

Without question the North Bank-
Evergreen highway from Vancouver to
its connections with the northern sys-
tem of east-and-west highways will be
thoroughly standardized and surfaced
within the next five to eight years,
possibly sooner.

The state highway department has
notified the commissioners that bids
will be let August 25 for the Under-
wood bridge, which evidently means
the new bridge across the White Sal-
mon river, on the eastern extension of
this highway. The county of Skamania
will put \$15,000 against a similar
amount by the federal government on
the Wind river road to Government
springs; on the Little White Salmon
river road, past Willard's, and for miles
through the national forest, the county
has already expended \$6000, and the
federal government \$9000; there is yet
to be expended co-operatively, on this
road, \$5000 by county and \$4000 by
government.

On the Wind mountain work the
county has put in with the state and
federal government approximately \$25-
000. Tourists over this highway are
enthusiastic over its close up and pan-
oramic views, its fishing and outing
opportunities.

In case of temporary closing of the
Columbia river highway for paving this
North Bank highway can be taken
from Vancouver east or by ferrying
across to Stevenson from Cascade
Locks and from back from White
Salmon to Hood River, from Lyle and
also from Grand Dalles to the Oregon
side.

SALES OF MACK TRUCKS GROW

Gain of 41.5 Per Cent Recorded in
June Over Previous Month.

Sales of Mack trucks for June
jumped all bounds, with the biggest
gain yet on record, when they in-
creased 41.5 per cent over the sales
for the previous month.

This phenomenal increase is due, no
doubt, in large measure, to the grow-
ing recognition of business men that

they must depend more and more upon
the motor truck, especially in view of
the imminent shortage of railway
transportation.

Labor, too, has some bearing on the
purchase of trucks. One big buyer
placing an order for 25 Macks said:
"We are able to operate our Mack
trucks with half the number of men,
including drivers, helpers, inspectors,
repair men and clerical help required
by any other equipment."

DRIVE TO SAVE REDWOODS

Californians Awake to Peril That

Big Trees Will Be Cut Down.

With the object of launching a state-
wide campaign to save the groves of
ancient redwoods in California from
destruction, the California State Auto-
mobile association is conducting an in-
vestigation of the activities of the lum-
bermen in northern California. At the
last meeting of the board of directors
Burton A. Towne of Lodi was author-
ized to investigate the advisability of
organizing a forestry department.

The goal of such a department would
be the purchase by the state of a strip
on each side of the state roads in the
redwood country. Tours of investiga-
tion through the redwood country show
that lumbermen have already begun to
extend their cuttings to the edge of the
road on the highway from Fort Bragg

and Garberville to Eel river in Hum-
boldt county.

The lumbermen have cut the trees
for at least three miles along the high-
way.

Similar operations are in progress in
the Santa Cruz district, Muir Woods
and the Ukiah country, according to
reports received.

FROM GUM TO GASOLINE

SPEARMINT KING BUYS INTER-
EST IN AUBURN SIX.

William Wrigley Jr. Made Director
in Auburn Automobile Com-
pany, Now Enlarged.

William Wrigley Jr., chewing gum
king, has extended his activities from
chicle and baseball to the automobile
industry. He has just been elected a
director in the Auburn Automobile com-
pany, after having purchased a large
block of stock in the enlarged Indiana
corporation. After 19 years of manu-
facturing the Auburn Automobile com-
pany, with an unprecedented business
on its books for the year, decided to
practically triple its capital, with the
result that the official personnel has
been considerably strengthened through
the addition of men well known in
business and finance.

Maurice Eckhart, president and gen-
eral manager, who has been with the
company since its inception, continues
in the same capacity, as does J. I. Far-
ley, second vice-president and general
sales manager. The new men who be-
come directors of the Auburn Automob-
ile company, along with William
Wrigley Jr., are A. F. Kemp, formerly
vice-president of the H. H. Franklin
Manufacturing company, who became
first vice-president and treasurer of
the Auburn Automobile company; H. H.
Hitchcock, formerly vice-president of
the First National bank, Chicago; Ralph
A. Baird, of F. B. Hitchcock &
Co., and Judge James H. Rose of Fort
Wayne, Ind.

Mr. Kemp, the new first vice-president
and treasurer of the Auburn Automob-
ile company, in discussing the expan-
sion of the organization, said: "The
automobile industry was never on so
stable a basis as now, never so full of
promise from the standpoint of manu-
facturer and user. The automobile has
come to be regarded as an essential
form of transportation, plus the pleas-
urable features that will always be as-
sociated with motoring. The industry
has taken its place as one of the lead-
ers in American activities. When peo-
ple reach a prosperous condition that
enables them to provide their families
with motor cars, it is not surprising
that they make it an investment of this
character because it is an investment
for health and happiness that includes
all of the home surroundings."

HIGHWAY STILL IS WIDE OPEN

Failure to Set Definite Date for
Closing Hurts Tourist Hotels.

HOOD RIVER, Or., Aug. 9.—Local
strange and hotel men complain that
the week-to-week reports of an ap-
proaching blockade of the Columbia
river highway between here and Cas-
cade Locks for paving operations have
resulted in heavy financial injury to them.

"The reports," declared Homer A.
Rogers, proprietor of Mount Hood
lodge and Cloud Cap inn, who was
more than \$1000. Although the high-
way has been constantly open, pros-
pective vacationists, seeing the notices
of approaching blockade, have stayed
away. Interviews with seemingly irre-
sponsible persons have practically killed
the local tourist business for the sum-
mer.

"Why, I have had guests recently
who have told me they have seen re-
ports that the highway would soon be
closed but who, to make sure of the
facts, had telephoned to S. Benson,
state highway commissioner, to have
the reports denied."

Don't spend a lot of time cranking
the engine with the starter if it fails to
start after a few trials. Look for the
cause of the trouble. Continuous crank-
ing runs down the battery.

Swinehart Tires

This Man
Knows Why
they Wear
—and Wear
—and Wear



The Tire Without a Single Government Rejection

It takes a great tire to make such a record.
And the SWINEHART Ideal Cellular Truck Tire is a
great tire. Great because of its construction and the cells
that are built into it.

Cells that make it semi-pneumatic, producing a much
more resilient tire.

Cells that make it anti-skid and give better traction.
Cells that cool the tire and reduce internal friction.

The angle, depth and width of the cells or holes in this remarkable
tire are scientifically correct. This construction makes the tire suffi-
ciently resilient to render the use of pneumatic truck tires superfluous.
It does away with blowouts and punctures and the consequent dangers
resulting from them. No spare tire to carry because the Swinehart
Ideal Cellular will often outwear the truck.

This Cellular feature is exclusive in Swinehart Tires—it is patented.
The quality of materials and the workmanship are the highest—
they are SWINEHART.

Swinehart Pneumatic Tires

Made in both Fabric and Cord—both give more guaranteed miles
for your money than you would ever expect, or even have a right to
expect. Let your next tires be Swinehart, or see that the truck or
car you buy is equipped with them.

General Agents for Northwest
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718 Mission St., San Francisco | 1010 No. 47th St., Seattle

AGENTS

Rochester Motors Company, 1012 Sprague Ave., Spokane
C. M. Harrison Company, 328 Pine Street, Portland
Victory Tire Company, 312 Second Ave. South, Seattle
Victory Tire Company, 722 Commerce Street, Tacoma
All of the above agencies are equipped with pneumatic presses and give com-
plete service on Swinehart Tires, both Solid and Pneumatic.

STUDEBAKER TIME FAST

OAKLAND TO PORTLAND, 29 1/2
HOURS' RUNNING TIME.

Grass Shock Absorbers Big Aid in
Covering Rough Roads at Fast
Clip on the Tour.

From San Francisco to Portland in
29 1/2 hours actual running time was the
achievement last week of A. W. Nelson,
San Francisco business man, in a
Studebaker big six car.

Mr. Nelson drove his big six so fast
that one 215-mile stretch, that between
Vallejo and Redding, Cal., he made in
7 hours 15 minutes. This is averaging
30 miles per hour, which is real going.
On this stretch, however, he had the
advantage of pavement for virtually
the whole distance.

But proportionately as good time
was made by the car, which had R. S.
Turbill of the Oregon Casket company
of Portland as a passenger in addition
to Mr. Nelson, over the Pacific high-
way in Oregon, Mr. Nelson thought
the highway in very fair condition
taken as a whole, in spite of detours
for construction work.

One thing to which he attributes his
ability to make such a good record
was the fact that the Studebaker was
equipped fore and aft with Grass air
springs, which were fitted on it in
San Francisco. He was warm in his
appreciation of the buoyancy given the
car by these two-way shock absorbers,
which took up the many stiff jolts on
the highway and made the car ride as
easy as if on pavement.

BRAKE DRAGGING CUTS POWER

Motorists Suffer Big Annual Loss
From This Cause.

Dragging brakes cause American
motorists to suffer large pecuniary
losses each year. When either emer-
gency or service set has continual con-

tact between lining and drum, it
means not only needless consumption
of power and fuel, but also excessive
wear on the entire driving mechanism
of the car, to say nothing of the dam-
age done to the brakes and their lin-
ings.

You can easily learn if your brakes
are dragging by the following simple

process: After placing the gears in
neutral, jack up the rear wheels, one
at a time, and turn them over by hand.
If they give forth a rubbing or scraping
sound, or if they turn with unusual
difficulty, they are dragging. The
remedy lies in adjusting the brake ad-
juster so that the wheel turns easily
and without friction between band and

drum. At the same time see that the
brakes take hold firmly when in op-
eration.

Garage for Fleet.

When a concern has a fleet of trucks
numbering eight or more, it needs a
garage of its own, and will save money
by installing it. When the fleet num-
bers fewer than eight, garaging in a
public garage will usually prove more
economical. In either case, the firm
will find maintaining its own es-
tablishment cheaper even with the
smaller number of trucks.

Your FORD Has Not Been Stolen—Yet! But Why Trust to Luck?

A really dependable lock for the Ford automobile has at last been de-
signed. Holds clutch pedals in neutral position.



Is fastened with
a Yale padlock.

Requires no in-
stallation.

Is quickly
adjusted.

Sent to any ad-
dress for

\$3.00

The Dependable Automobile Transmission Lock

215 NORTH TWENTIETH STREET, PORTLAND, OREGON

The Nation's Freight Car

DIAMOND T WORM-DRIVEN TRUCKS

Now in Their New Home

89-91 Ninth St. at Flanders

Broadway 476

DIAMOND T TRUCK SALES AGENCY, Inc.

August Junge

John R. Meldrum