

TRADES TO PROTECT TIMBER PROPOSED

Government Would Exchange
for Land Along Roads.

POLICY IS EXPLAINED

Service in Making Sales of Any
Standing Timber Always Marks
What Is to Be Cut.

In connection with the movement for preservation of forest trees along Oregon highways, a movement which has gained such impetus in California that a "save the redwoods league" has been formed there, the United States forest service stands ready to help with the timber and the privately-owned land within national forests is concerned, by exchanging government timber for such private holdings along the highways.

Here is a statement of forest service policy in the north Pacific district (Oregon, Washington and Alaska) covering the reservation of trees or strips of timber along national forest roads around lakes, springs, camping spots and scenic spots. This policy has been a recognized one on the national forests for many years.

Forest service regulation No. 8-17 of the timber sale regulations reads: "No live trees shall be cut under any contract entered into by the forest service designated by a forest officer."

The standing instructions under this regulation are: "Along prominent roads or borders of lakes and at other points frequented by the public sufficient timber should be retained in marking to preserve the scenic beauty of the forest."

Government Marks Trees.

It should be emphasized in this regard that the forest service in making sales of standing timber on the national forests always marks or designates the timber to be cut. In certain types of timber each tree is blazed and stamped; in other types the boundaries are marked and all merchantable timber within the boundaries may be cut. Moreover, there is a penalty provided in timber sale contracts for cutting unmarked or undesignated trees. Marking or designating the particular trees to be cut is always done by a forest officer. With this strict regulation there is the definite instruction for forest officers to leave uncut certain trees along main roads, around lakes, camping sites and scenic points which are considered essential to preserve the attractiveness of the forest.

Leaving of strips of timber or trees along government roads is covered by existing instructions to forest officers. There are also standing instructions to cut only the necessary timber and shrubs along the right of way that actually interfere with the road and the construction work.

The forest service realizes fully the importance of preserving the scenic beauty of highways by preserving borders of strips of timber. Existing instructions to field men provide for a border of varying width, usually running from 200 to 300 feet. Instructions provide that these timber borders should be given appropriate parklike treatment. In particular, it is suggested to field men:

- That status be opened through these borders wherever good exterior views are available.
- That due caution be exercised to keep an open view of the road for the protection of automobilists (such as sharp curves).
- That a right and regular wall of trees with sides paralleling the road should not be formed, but as much "informality" as possible be secured.
- That wherever possible a pleasing border of native shrubbery be kept between the roadway and the tree belt.

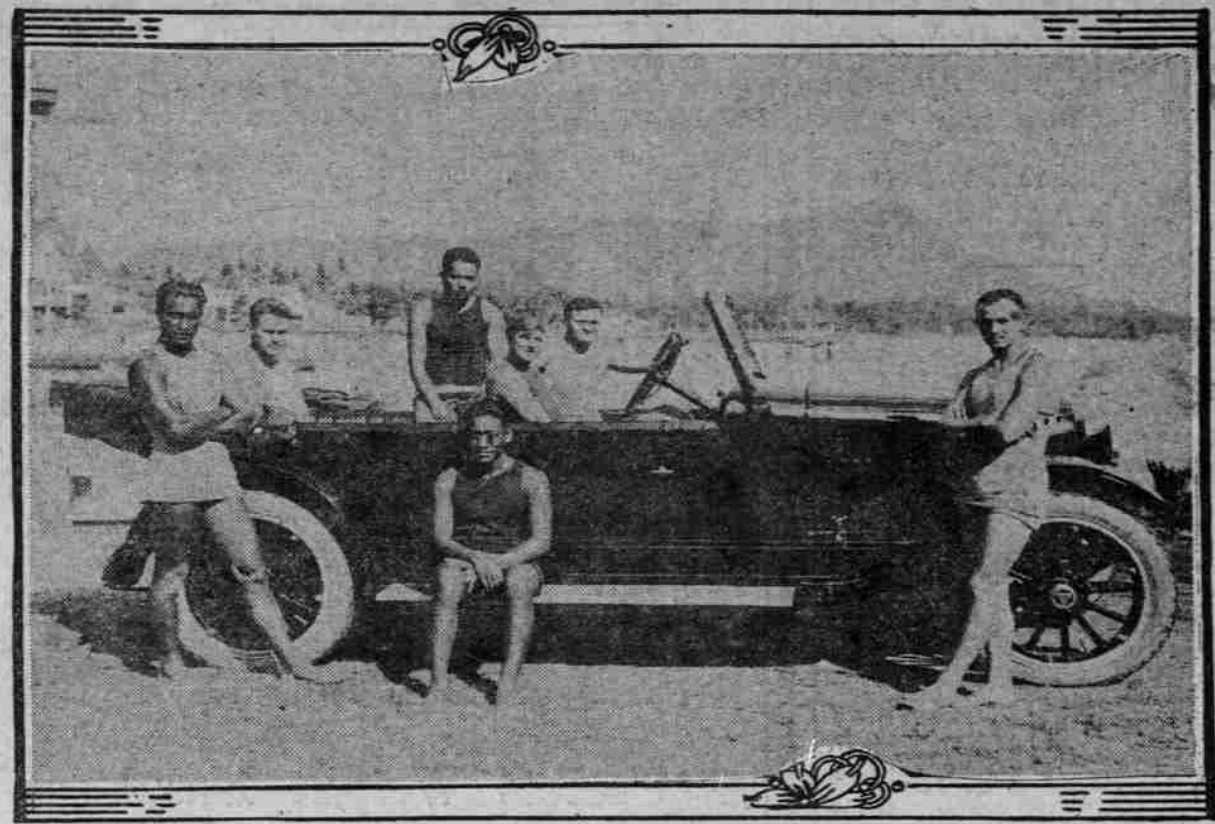
It is also a policy of the forest service that permits for telephone or transmission lines or railroads or rights of way of any character should be issued only after a proper provision has been decided upon for protection of scenic beauty where necessary and possible. In connection with timber cutting of all kinds on the national forests recreation areas of value for camp grounds, summer home sites, etc., must be protected. No tree cover, and no trees are allowed to be cut on park areas or summer home sites until they have been marked by a forest officer.

The forest service is not only trying to secure proper safeguarding of such scenic timber strips through action of its field officers, but has also attempted to get co-operation in this work by taking the matter with local agencies, such as commercial clubs, county courts, state road commissions and engineers.

Washington Body Active.

The forest service has secured excellent co-operation in this matter in the state of Washington from the Natural Parks association, of which Herbert Evison of Seattle is the efficient secretary. This association is carrying on a definite campaign to preserve the scenic beauty of Washington, including its highways. In Portland there exists a highway scenic protection committee in the Oregon Chamber of Commerce, whose functions are to bring about favorable sentiment looking toward legislation where necessary to preserve along all important roads within the state of Oregon strips of timber and to preserve the state's scenic beauty. It should be made plain that while

HAWAIIAN SWIMMING CHAMPIONS TRAVEL BY HUDSON SUPER-SIX.



SOME OF THE STARS WHO WILL SWIM FOR AMERICA AT THE OLYMPIC GAMES TO BE HELD IN ANTWERP IN AUGUST AND SEPTEMBER.

This photograph of some of the famous Hawaiian swimmers who will be on the American Olympic games team was taken along the seashore at Waikiki beach. Diamond Head, which commands the entrance to Honolulu harbor, shows prominently in the background. The car will be recognized as a Hudson super-six. Standing by the right front wheel is Ludy Langer, world's record holder for 440 yards in 5 minutes 17 seconds; seated on running-board, Pua Kealoha, American junior champion for 100 yards in 55.3 seconds; standing by right wheel, Duke Kahanamoku, world's champion in 100 yards, 100 yards and 50 yards, and never defeated in these distances; seated in tonneau, Mr. Harris, champion swimmer of the orient, who at 15 made world's record for 50 yards at 25 seconds; seated on tonneau door, Warren Kealoha, world's record holder for 100 yards backstroke; in right front seat, Miss Helen Moses of Hilo, girl champion swimmer of Hawaii.

The forest service is interested in this matter and is doing all it can on the national forests to that its authority and functions do not extend beyond the boundaries of the national forests; outside of the national forests this work must necessarily be largely carried out by civil and commercial agencies or state organizations.

There is in both Oregon and Washington a large acreage of privately-owned timber land within the national forests. This land for the most part is suitable only for timber production and watershed protection, but sometimes has a high recreation value. If this land is to be saved to the general public with its natural scenic attractions it must be acquired by a public agency. The present owners cannot be expected to develop or preserve the recreational features, for they cannot afford to leave any considerable amount of timber standing when logging operations begin. Not cutting the most accessible timber along a highway often means a loss on the entire operation to the logger, while cutting this accessible portion usually means a sure profit.

Land Exchange the Solution.

It is believed that adequate land exchange legislation will assist in solving the problem on private lands located within the national forests. In nearly every instance it is believed that owners of such lands would be willing and glad to exchange their holdings with the government for timber or timber land in some other locality, very often to the advantage of both the government and the private owner. Many timber owners have sought legislation which would permit them to exchange with the government. In Oregon there are at present four national forests already provided with federal legislation allowing such land exchanges and bills have been introduced in congress affecting other forests of the state. Pending such legislation the best that can probably be done is to request the owners of such lands to withhold temporarily from sale and to allow no cutting in certain localities along scenic highways.

SHOCK ABSORBER FOR TIRE

Savage Product Has a Fabric Weave for That Purpose.

Practically all motorists know something about shock absorbers and realize their importance. Upon the ability of the shock absorbers and springs to absorb the sudden shocks and to diminish the constant vibration incident to driving depends largely the continued efficiency and utility of a car.

Many, however, are not aware that tires have shock absorbers too, but such is the case. It consists of a loosely-woven strip of fabric, permeated with a special rubber compound, which becomes an integral part of the tire, known as the breaker strip. The purpose of this breaker strip is to distribute and equalize the strain over a large area of the tire, thus lessening the burden on that portion beneath the tread at the point of its contact with the road. It tends to absorb shocks and bumps, diminishing their force and decreasing the liability toward stone bruises, fabric breaks, etc.

In the new Savage D type tire the breaker strip has been given more than ordinary consideration. The breaker fabric is especially woven for this casing and is frictioned and coated with particular care.

Piston Groove Cleaner.

An excellent tool for cleaning carbon out of piston grooves may be made by grinding down a piece of broken piston ring to the proper size so that it has a cutting edge, such as a chisel has. This tool fits exactly in the groove and cleans it out perfectly.

HAULING FEAT RECORDED

TIRE FABRIC TAKEN ON LONG
JAUNT IN TRUCKS.

Transportation From Mills in New
England to Akron, O., Accomplished Without Loss.

One of the greatest feats of long-distance motor-truck transportation on record recently was accomplished in the interests of a large tire and rubber company at Akron, O. Motor trucks transported \$2,500,000 worth of tire fabric from the mills in New England to Akron without loss or damage and at a time when, if the trucks had not been brought into the breach, production activities at the tire company's plant would have had to cease.

CLARKE ROADS ARE BAD

CLOSING OF RIVER HIGHWAY
WITHOUT DETOUR RESENTED.

Routes Not in Shape to Handle
Heavy Traffic Between Camas,
Vancouver and Washougal.

CAMAS, Wash., July 31.—(Special.)—Condition of the roads in the eastern part of Clarke county and no indication of relief has just about caused people of this end of the county to reach the limit of endurance.

It is argued by some that the county commissioners knew that the river road, which is the North Bank highway, would be closed for improvement, and that steps should have been taken to put the back roads in shape to handle the heavy traffic between Vancouver, Camas and Washougal which would be diverted to the Grass Valley, Hill Plain and Fern Prairie roads while the paving of the highway was in progress. Last winter and early this spring these roads were practically impassable.

HOW SKIDS INJURE TIRES

Tread Will Be Worn in One Place,
Giving "Flat Wheel" Effect.

Skidding surprises the motorist, oftentimes, in its effect on his tires. Sometimes a tire will be noticed with the tread worn through to the fabric in one or more spots. The rest of the tire, in such a case, will be in good condition. Too sudden locking of the breaks, forcing the tire to drag, or ordinary skidding, is the cause of this. Skidding the tire for a short distance is often little thought of at the time. But the fact is that this slide

has caused a flat place on the tread of the tire, which pounds away on the road, revolution after revolution, like a flat car wheel on a locomotive.

When the tread has already been weakened by the grinding action of skidding, this incessant pounding causes the tire to go out of service prematurely, according to Miller tire and tube experts.

A motorist will save dollars in tire expense if he will coast to a stop, employing his breaks very gradually. If he plans ahead he may check the momentum on the car by closing the throttle with the clutch engaged. When starting from rest, an easy foot on the pedal will save miles of tire service. If a car starts off with a jump, the effect on the tires is much the same as though the tread were rasped away with a heavy file.

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Many automobile owners put up their cars rather than the chances of having to be hauled out of the mud. The stage lines held to the river road as long as possible and transferred passengers near Elsie's, where they were unable to run the cars through. It was a common occurrence for auto trucks and cars to get stalled in the mud on the Leadbetter hill. From present indications the back roads will be in even worse shape as soon as the fall rains start unless some preparation is made for improvement. Please, prayers and petitions have been presented to the county commissioners without apparent result. Unable to meet with the county commissioners, several Camas county men called on District Engineer Norris of the state highway commission at Vancouver recently and returned with an encouraging report of progress on the North Bank highway. Mr. Norris declared the highway would be com-



See How Essex Proved Economy

A Nation-Wide Demonstration
No Motorist Can Overlook

Connecticut—With 12 cars over Mo-hawk Trail and Hoosick Mountains and 12 over coast roads many owners driven—216 miles average distance per car. 18.7 miles per gallon were shown. One car with 30,000 miles service averaged 21.3 miles per gallon.

Nebraska—A Hastings, Neb. woman drove her Essex from Lincoln to Hastings, 109 miles, averaging 23 miles per gallon.

California—Four women drove from Los Angeles to San Francisco and return averaging 23.3 miles per gallon. A San Francisco Essex made the round

trip, 846 miles, in 33 hours with 23 miles per gallon. Hood and radiator scaled.

San Antonio, Tex.—In a 166-mile run to Austin and return, Essex averaged 26.5 miles per gallon.

Sacramento, Calif.—Defeated 19 entries and took Tallac Cup for highest gasoline, oil and water mileage in Sacramento Dealers' reliability run.

Baltimore, Md.—Essex sedan, on original tires with 15,000 miles service, traveled 231 miles over Maryland hills, averaging 23 miles per gallon.

Florida—On a measured gallon as Essex covered 23 miles and without change or adjustment of any kind showed speed of 68 miles per hour.

49 Cars Average 18.9 Miles Per Gallon—Records cover every kind of test at a speed of from 5 to 72 miles per hour.

Los Angeles, Calif.—To San Francisco over 328 miles route of steep grades and frequently far from water supplies Essex which had previously gone 24,000 miles and under U. S. Marine observation made trip in high gear with sealed hood and sealed radiator. Average 22.8 miles per gal. gasoline.

Also Broke World's Dirt Track Record—1261 Miles

Made at Dallas, Texas, by a Car That Had Already Gone 12,000 Miles

From the mere standpoint of gasoline mileage, Essex in its nation-wide tests showed a performance worthy of cars which possess that advantage as their principal quality.

Records were kept on 49 cars. They averaged 18.9 miles to the gallon.

But bear in mind this was not done by taking advantage of every device possible to increase gasoline mileage. Under conditions of that sort, Essex showed as high as 37 miles to the gallon. However, men don't drive that way. How obviously unfair it would be, therefore, to offer such carefully economized fuel mileage tests as typical of all Essex cars.

In the Essex tests, conditions and performances adverse to gasoline economy obtained.

These cars were being driven at speeds

from 5 to 72 miles per hour. They were reeling off thousands of miles over all sorts of roads in inter-city runs that set new time marks. They were making new hill-climb, acceleration and endurance records.

Many were owner cars—owner driven. Women piloted some.

Some of the Essex cars used had already traveled upwards of 30,000 to 35,000 miles.

So you must not view Essex economy merely by its gasoline consumption. You must also consider its endurance and reliability.

If there were nothing more striking about the Essex than its gasoline mileage, it would be a worthy subject of our advertising. But important and impressive as that fact is, does not its other qualities take first rank in your consideration?

C. L. Boss Automobile Co.

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Portland



WATCH the ESSEX



pleted and opened for traffic next October. The concrete mixer which started at the Camas end of the road last May has paved 3.2 miles. The equipment will be moved within the next few days and work started from the Vancouver city limits eastward. This is necessary because of the soil conditions, the soil from Vancouver to the pavement at Durgan's Corner consisting largely of clay, on which work must be done during dry weather. Later the mixer can complete the work through the rock quarry where the road base is principally rock and can be worked during wet weather.

Mr. Norris says there are 5.3 more miles of paving to complete the highway from Vancouver to Camas and that on August 1 two crews will be put on the mixer, which will then pave about 12,500 feet per day. August 22 the highway will be opened from Camas to Fisher's and can be even better in shape as soon as paving from Vancouver, which Mr. Norris says will be about September 15. Then all traffic will again detour via the back roads. This will occur during the rainy season when harvest hauling will be heavy.

Electric Vulcanizing.

In the use of electric vulcanizing apparatus it should be remembered that if the connecting rod gets warm it indicates a short circuit in front of

the heating unit. The pressure should not be removed until the rubber gets hot. If you desire the maximum adhesion, asbestos paper pads keep from getting too hot.

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