

OREGON'S TREES GET PROMISE OF SUPPORT

Beauty of State Roads to Be Fought For.

GOVERNOR GETS REPORT

Committee Recommends Action to Prevent Despoiling of Oregon's Scenery.

The committee recently appointed by Governor Olson to take steps to preserve the forest trees along Oregon highways, and particularly to stop the slaughter of the trees along the scenic Cascade-Cannon Beach road, has submitted a tentative memorandum of its preliminary conclusions to W. E. Sawyer, chairman of the committee. The memorandum follows:

The immediate subject of the preservation of the primeval forests along the main highways and subsidiary roads of the state has of greatest importance to the people of the state as a whole. Such a large portion of our forest area has already been destroyed by commercial timber operations and fire that the remainder should have the most careful consideration by the state.

Suggesting ways and means by which the desirable area in the hands of private owners can be secured, without placing an unreasonable burden upon the people of the state and with full regard to the rights of private property, is the problem presented to this committee.

Two Different Problems.

"Any recommendations made by this committee must be necessarily applicable to the entire state and with this in view, the United States district forester was asked for a statement covering this subject. "From these reports, it is clear that the method of treatment divides itself into two parts, the one relating to the Cascade mountains, and the coniferous and deciduous growth west of the mountains. West of the mountains the danger of windthrow in narrow strips would, as a general proposition, preclude this method of preservation, and the district assistant forester's report suggests wider areas at strategic points. In the pine forests east of the mountains the danger of windthrow is reduced to a minimum and there the narrow strips bordering roadways would undoubtedly be the most advantageous. "It is perfectly obvious that the most perplexing problem confronting this committee is the question of finance. There are so many districts where the existing forests should be preserved along the main highways or county roads that any attempt by the state to acquire them will mean an expenditure of money entirely beyond its resources, and it would be necessary to rely upon the public spirit of private owners.

How Other States Do.

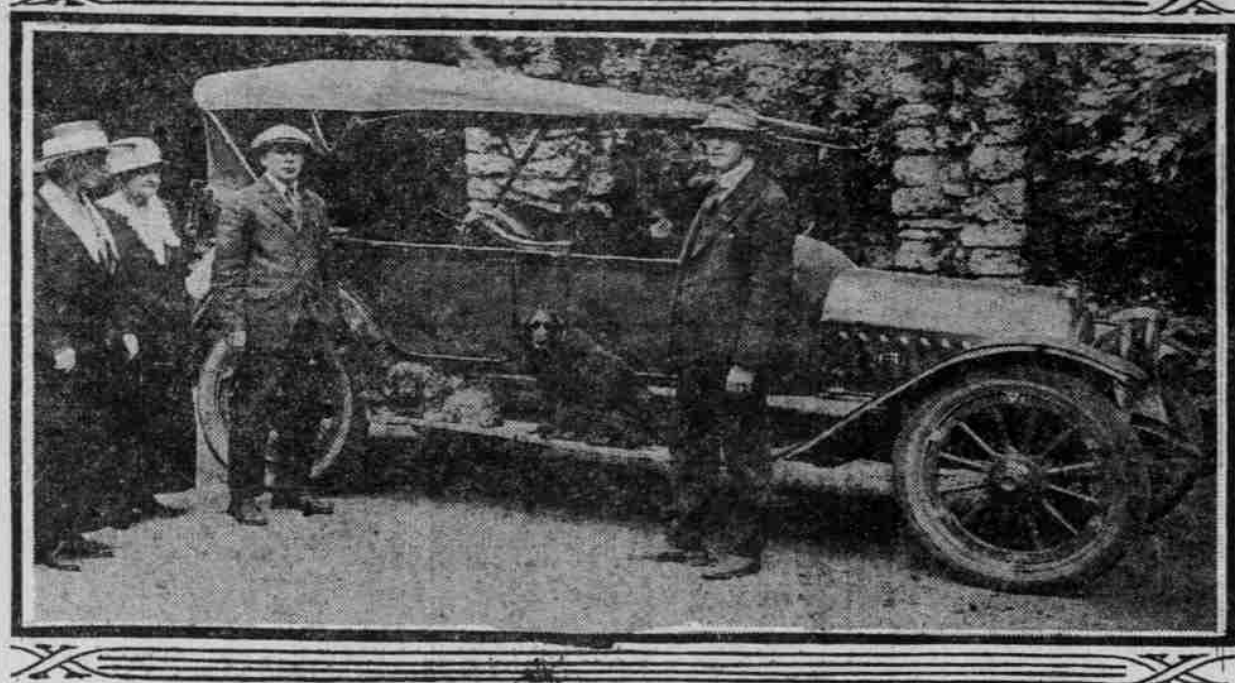
"In doing this, we should be following the general course pursued in other states. Large areas in New York, New Hampshire and Maine were given to the state for public parks by private owners, in some instances supplemented by private contribution. The government, through the practice prevalent in other commonwealths and will have this information in our hands for reference. Power of condemnation for public parks should undoubtedly be vested in the state and counties for the purpose of using funds that might be available through contributions or other sources for this purpose in those cases where private owners were not disposed to act reasonably.

"It is also conceivable that a particular road district might vote a special tax for acquiring desirable areas within the limits of that particular road district, but, as a general proposition, private owners of large acreage of virgin forest should be willing to give the small area that would be necessary if selected with reasonable understanding and cooperation with the proper officials. The value of logged-off area is, in most cases, of infinitesimal value and there would probably be little or no difficulty in securing title, without cost, to the desired tracts from the private owners; provided, only, that when they would be retained by the state or some subdivision of the state for park purposes. And these areas would, with proper supervision against fire, within a comparatively few years become of great scenic value.

Tree Planting Commended.

"The preservation of the virgin forests is only one of the necessities of the larger problem. The preservation of the trees, shrubbery and miscellaneous vegetation along our highways and roadways is also a matter of prime importance. Many a charming roadside has already been swept clean by the adjacent owner or highway road builder, leaving long stretches of shadeless and bare road, without any charm or beauty whatever. It is not only necessary to preserve with judgment the existing growths, but a campaign of education should be inaugurated for stimulating

TOURISTS MAKE A LONG JOURNEY IN 1916 OLDSMOBILE.



Mr. and Mrs. Robert Vance in a 1916 Oldsmobile eight, recently completed a 3800-mile tour from Rochester, N. Y., to Portland. With them were Mrs. A. Salisbury and Fred C. Salisbury, mother and brother of Mrs. Vance, and two cocker spaniels, Tackey and Babe. Experiences of the trip varied from fording streams to climbing mountain trails. In crossing the Big Horn mountains of Wyoming the road at places was so rough and dangerous as to make it necessary for the passengers to ride on the running board to keep the car from overturning. The route lay through the Bad Lands of South Dakota, the prairies of Montana, Yellowstone park and the Columbia river highway. The party was fully equipped for camping, only three hotel meals being eaten on the trip. Before starting west the aged Oldsmobile had already traveled 40,000 miles. With a load of 1300 pounds, it averaged 17 1/2 miles to the gallon. There was no engine trouble of any kind.

the planting of trees along our roadways. One of the great attractions of the eastern states is the wonderful rows of shade trees that line their highways.

"Another matter that should receive attention at the same time is regulation of the location of roadside signs and billboards. Any prohibition against this form of advertising should not be undertaken, but the regulation of their location might well be supervised by the simple process of requiring a permit or license.

Scenery Department Asked.

"This whole question undoubtedly requires concentration of authority in the hands of some existing department of state. In the past, as we have noted, the responsibility for these problems have presented themselves, it has become the custom to create new commissions.

"This policy has already gone too far a length and, as there already exist a most efficient organization, that our present effort should be directed by the state highway commission. We suggest that the matter be placed in the hands of the state highway commission.

"It might be thought that the work would more naturally fall under the jurisdiction of the state forester, but as the subject has to do exclusively with roads, we are convinced that the best method is logical, as obtained by the establishment of the state highway commission of a department under the direction of an expert forester. Such a department should stimulate interest throughout the state by encouraging and aiding the organization of local associations and town improvement societies.

"In conclusion, it is the judgment of this committee that the work should be stimulated and directed by the state in all its phases and bearings and that its development and administration should be in their hands, but that the financing for the original purchase should be borne by private owners, individual contributions and companies.

Specific Recommendations.

"The logging operations now in progress along the Cannon Beach road from Seaside to Elk creek are the immediate concern of the governor and many thousands of citizens, and we would recommend that the governor request that company—the Willamette Pulp & Paper company—to suspend operations in the area affected until a conference can be arranged between them and representatives of the state.

TIRE SHOULD FIT SNUGLY

When Forced Onto Wrong Type of Rim, Wear Is Fast.

"One of the greatest sources of tire wear is the imperfect fitting of tire to rim," says Charles Weaver, local Federal tire distributor. "There are three standard types of tires, the regular clincher, straight-wall detachable and the quick detachable clincher. "Rims are made for certain types of tires. When the tire is forced onto the wrong rim, the fabric cannot pull true. Consequently it breaks down much sooner. To get the longest mileage out of tires, see that they are proper tires for the rim and see that they fit snugly. "Federal tires must fit snugly. The double-cable base, which consists of four unstretchable steel cables in the base of the tire, holds the tire solidly against the rim. It cannot change its position."

Use French tans in the casing—but avoid using too much.

PRESERVE YOUR AUTO

USE SPARK CONTROL LEVER INTELLIGENTLY, IS ADVICE.

Position Need Not Be Changed in Ordinary Driving Unless Roads Are Very Unusual.

Use your spark control lever intelligently if you would insure the longevity of your motor car. Many people needlessly shorten the lives of their cars by failure to observe this warning.

The position of the spark lever need not be changed in ordinary driving except for unusual road conditions after it is once set to run through a considerable range of speed. This condition is best found by the driver adjusting and experimenting with the particular range adapted to his type of car.

In going up a heavy grade, nine out of every ten drivers rush their car because they do not want to shift the gears. True, it is nice to skim over the top of a steep hill, but just how long will your engine stand for this abuse before it begins to voice its disgust by knocks and rattles? Just how much gasoline has been chewed from the tires as they obtained traction for that rush? And just how much gasoline was consumed in the getaway?

The knock from an engine laboring up hill is due to the fact that the spark occurs on the compression stroke and the explosion meeting the piston tries to force it back, thus producing a sharp metallic thump. This knock would not occur on a level road unless the car was loaded, for the crankshaft is turning so rapidly that the piston has time to pass dead center and start on the down stroke by the time the pressure of the explosion is effective. At all times the spark should be kept as far advanced as possible without causing the engine to overheat and carbonize the engine.

Get acquainted with the sound of your engine. Determine the point of spark advance which is most efficient and economical. By so doing you will obtain greater power at a less cost per mile.

AUTO FUTURE STILL BIG

CAR NOT YET AT ZENITH OF ITS CAREER, IS BELIEF.

Goodrich Rubber Company Makes Extensive Survey of Motor Vehicle Possibilities.

What is the potentiality of the motor vehicle? Has the passenger car reached the zenith of its meteoric career? And the motor truck—has it too reached a stage where future production will be principally a replacement of worn-out equipment.

The travel and transport bureau of the B. F. Goodrich Rubber company, after an exhaustive survey of the possibilities of the motor vehicle, gives an emphatic negative answer to these questions. It decides that the possibilities of motor transportation development are almost limitless.

"The best informed men of the country," says C. B. Cadwell, Portland branch manager, "are agreed that there was an undisturbed demand for more than 2,000,000 cars during 1919. The inability to supply this demand was primarily due to lack of labor and material. This demand was un-

abated at the end of the spring season of 1920 despite heroic efforts in production, extensive expansion in finance and building on the part of car and truck manufacturers.

Although production today is by far greater than last year the automotive industry finds itself barely able to keep abreast of immediate need.

"Every indication points toward a total motor registration in the United States by 1922 of double the present figure—or 15,000,000 passenger cars and trucks.

"Just a few years ago, pessimists asserted that there would never be a million automobiles in use throughout the country. They said the auto 'crash' would soon die out. Today there are nearly 3,000,000 cars in use and the number is increasing daily. All of which prove that the automobile fills a definite transportation need and is an essential to the well-being of the country.

"The passenger automobile is no longer considered as a pleasure vehicle but is being recognized more and more as a necessity. It is safe to say that the day when cars were purchased primarily as a means of transportation for business mission and secondarily as a pleasure vehicle, has passed. Now they are being purchased primarily as a means of transportation for business mission and secondarily as a pleasure vehicle.

"During the next few years there will be marked increase in the number of trucks in use, both in the cities and in the country. They will not be used to replace rubber, but to transport to and from the place of production to the point of use.

"The chief problem of the railroads at present is the movement of freight through the terminals. The solution of this problem lies the greatest opportunity for increasing the efficiency of transportation, and it can only be solved by a more extensive use of the motor truck. It is not at all improbable that the railroads will in the near future become extensive investors in motor trucks to insure a constant flow of shipments through the warehouses.

"With the recent increase in road building throughout the country, the use of motor trucks by farmers has shown great gains. There has been a tremendous growth in the number of rural motor express firms, whose principal tonnage consists of fresh vegetables, poultry, dairy products, livestock and other perishables. The rural motor express is passed the experimental stage it has not by any means attained a full growth. More and more these routes will be established as the people become better acquainted with their vast possibilities. No great stretch of imagination is required to picture every main market highway, as well as thousands of auxiliary roads, being used by one or more of these routes. In fact, this is considered by the automotive industry as one of its most promising markets.

Taking everything into consideration, none but the most pessimistic will say that the continued expansion of the motor vehicle is not assured. Its potentiality is practically boundless.

Pulling Wheels With the Jack.

An ordinary jack may be used in an emergency as a wheel puller. The jack is rested on the hub cap and a rope is passed around two opposite spokes and then over the top of the tire. Then the power of the jack is applied off comes the wheel. In certain cases it is necessary to use a block or some similar object between the bottom of the jack and the axle.

TIRES STANDARD MAKES

Factory Firsts
6000-Mile Guarantee

28x3 Non Skid.....	\$15.50
30x3 Non Skid.....	\$13.90
30x3 1/2 Non Skid.....	\$16.35
32x3 1/2 Non Skid.....	\$17.95
31x4 Non Skid.....	\$23.30
32x4 Non Skid.....	\$25.50
33x4 Non Skid.....	\$27.50
34x4 Non Skid.....	\$28.45
35x4 1/2 Non Skid.....	\$44.50

Other Sizes in Proportion

CORD TIRES

8000-Mile Guarantee
Factory Firsts

30x3 1/2 Non Skid.....	\$26.40
32x3 1/2 Non Skid.....	\$29.75
32x4 Non Skid.....	\$36.80
33x4 Non Skid.....	\$39.40
34x4 Non Skid.....	\$39.40
32x4 1/2 Non Skid.....	\$44.50
33x4 1/2 Non Skid.....	\$44.50
34x4 1/2 Non Skid.....	\$44.50
35x4 1/2 Non Skid.....	\$51.80
35x5 Non Skid.....	\$62.00

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This big Best tractor came to its assistance and towed it across country for a quarter of a mile when it got stuck in the mud—between The Dalles and Wasco.
C. V. McMonagle, Oregon staff photographer, and his justly famous pea-green Ford went on a vacation trip to Crater lake via central Oregon two weeks ago and found the roads, cut up by wheat hauling, in their usual frightful late-summer condition. The pea-green Ford, which hates to quit—got so deeply stuck in the mud climbing a hill between The Dalles and Wasco that it could neither move forward nor back up. Andy Stinson and Carl Bacon—piloting a 60-horsepower Best tractor on Root's ranch, came to its assistance and dragged it across the fields to good road a quarter of a mile away. Hence this unusual picture.

Mitchell

Extra Room and Comfort in each New Mitchell Model

New body design gives roominess

You can judge car comfort largely by whether they are roomy or crowded. For this decides whether there is a generous or skimpy policy behind the car.

Mitchell models typify Mitchell policies. They are extra roomy, extra comfortable. The Mitchell Touring Car seats six instead of five. The Road-

ster seats three instead of two. The Sedan seats six instead of five. The Coupe seats four instead of three.

This is due to designing and building our own bodies. We can afford to put in extras because we do not have to pay profits to outside builders. You get that money.

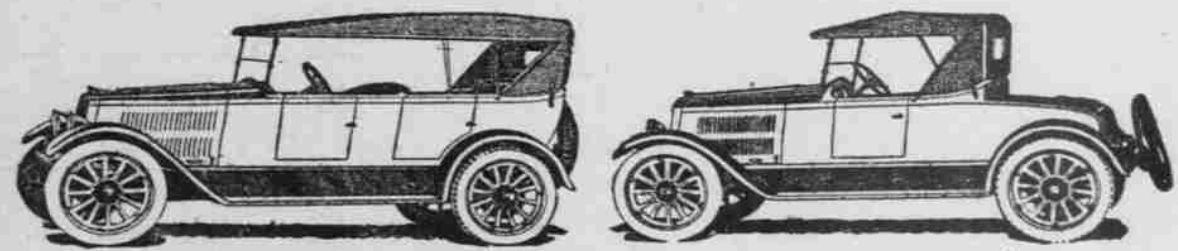
Make a thorough examination

Generous proportioning is evident throughout all New Mitchells, in the chassis as well as in the body. Ask a Mitchell dealer to point them out. You can never know the real worth of this car until you examine it and contrast it with other cars of the same price or more.

Where can you find a car offering so much at these prices: six passenger Touring Car, \$1750; six passenger Sedan, \$2900; four passenger Coupe, \$2,800; three passenger Roadster, \$1750. F. o. b. Racine, Wis.

Before you decide upon your car, just make a comparison.

MITCHELL MOTORS COMPANY, Inc.
RACINE, WISCONSIN



\$1750

\$1750

PRICES F. O. B. RACINE, WISCONSIN

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38 Years in the Northwest



Broadway at Everett
Portland

TRUCK LOADS PLOTTED

TABLE OF WEIGHTS ALLOWED ON PNEUMATICS.

Change From Solid Tires Presents Puzzle Many Owners Cannot Solve.

Truck Tons.	Front Wheels.	
	Maximum weight per wheel.	Pneumatic Tire.
1 1/2	3000	4, 1/2 or 5
2	1200	4 1/2 or 6
3	1500	4 1/2 or 6
4	1800	3 1/2 or 6
5	2100	3 1/2 or 6
6	2400	3 1/2 or 6
7	2700	3 1/2 or 6
8	3000	3 1/2 or 6
9	3300	3 1/2 or 6
10	3600	3 1/2 or 6

Mulford With Paige.
DETROIT, Mich., Sept. 13.—Ralph Mulford, since Barney Oldfield's retirement from the racing field the oldest driver in point of experience and any truck owner will do well to follow the table as closely as possible.

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WHAT a truck actually does is the point that interests you in choosing your haulage equipment.

The mechanical construction of Federals has been perfected and developed with one thing constantly in view—TRANSPORTATION SERVICE.

Among the thousands of Federal owners are many in your line of business who have solved transportation problems similar to your own with Federal Trucks.

Let us tell you what Federals have done and are doing every day for some of these owners.



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