

RESPASSERS RUIN MANY ROAD SIGNS

Offenders May Be Sued for Destructive Acts.

NAMES PUT ON RECORD

Forest Service Places Hundreds of Signs Along Highways to Aid Campers.

PENDLETON, Aug. 5.—During the past few years the forest service has attempted to thoroughly post the national forests with road, trail and other signs for the convenience of campers, tourists and other forest users, as well as for the use of forest officers themselves. Hundreds of such signs have been painted and posted by the officers of the Umatilla national forest, over 400 of them having been posted last year. This work is far from being completed as yet but it is hoped that within a few years every road or trail intersection and topographical feature of interest will be posted.

In spite of the fact that such signs are a public benefit a large number of these signs have already been defaced or destroyed, either thoughtlessly or maliciously by people traveling in and using the national forest. Writing upon, mutilating or destroying road and trail signs which are the property of the forest service are prohibited by government regulations and offenders can be sued in the federal courts for property trespass.

Arrests May Be Made.
Forest officers are empowered to arrest without a warrant anyone detected in the act of committing any form of trespass, including mutilation of signs. Evidence can also be submitted to the assistant or the solicitor for his action in prosecuting such cases. The mutilation and destruction of forest service signs can be prosecuted as a misdemeanor and such cases of property trespass would come under the head of criminal trespass.

The practice of writing names, addresses, dates and in other ways defacing the signs has become so universal that it is necessary to take necessary steps to stop such practice. All forest officers are being instructed to report cases of mutilation of signs and to arrest the offenders wherever possible.

As the practice of defacing signs by writing upon them is, no doubt due largely to carelessness or thoughtlessness forest officers are reluctant to take drastic action at the present and are in the majority of cases merely requiring that names be erased from the signs or that new signs be furnished to replace those defaced. It is apparent, however, that offenders will have to be treated with greater severity in the future if there is not a let-up in the present practice.

Many Names on Record.
Registration books and blanks are placed at a number of points throughout the forest so that visitors in the forest can record their names and addresses if they so desire and there is no excuse for defacing property in order to leave a record of a visit inside the national forest.

A large number of names of persons who have defaced forest signs are on record. The most recent cases which have come to the attention of forest officers was that of a sign which was defaced within two or three days after it had been posted.

The ranger immediately sent a list of the names and addresses to the forest supervisor at Pendleton. These were as follows: Ellis McCoy, Stanfield, Or.; J. B. McCoy, Stanfield, Or.; C. E. Lawrence, Pendleton, Or.; W. G. Miller, Pendleton, Or.; John Schmidt, Stanfield, Or.; Cleve McNeal, Stanfield, Or.

Action has been taken in these cases to prevent a repetition of the offense.

FLORENCE SURVEY MADE

WORK ON BLACHLY SECTION TO START NEXT YEAR.

Grading Contract Let for North Fork-Cushman Road Out of Eugene.

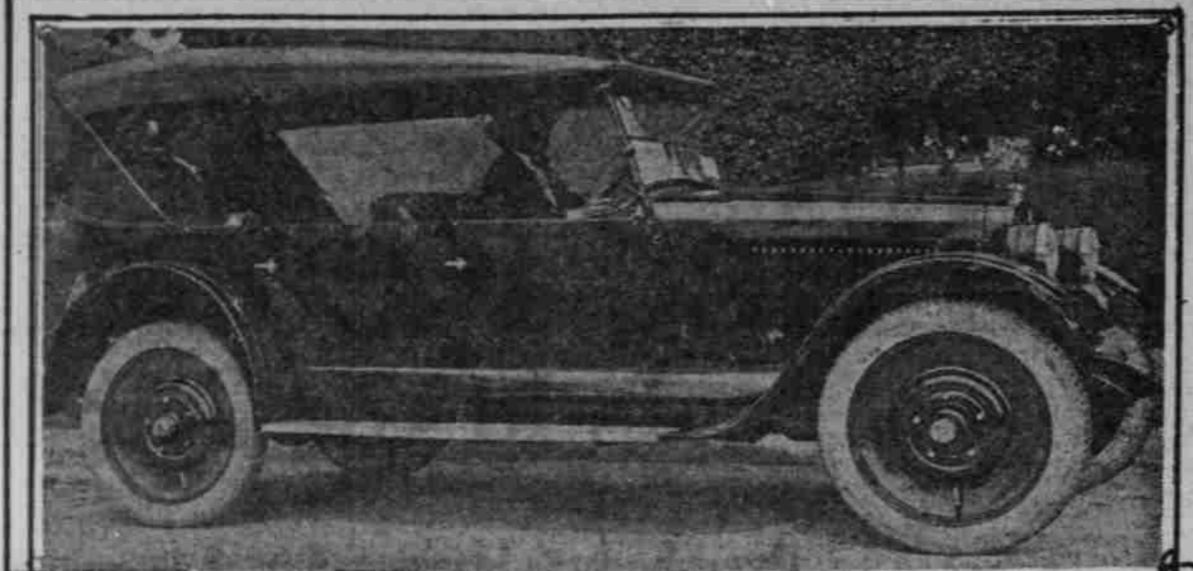
EUGENE, Or., Aug. 5.—(Special.)—Work on the 24-mile section of the Eugene-Florence highway that lies between Blachly and Rainier is expected to start early next year. The survey made by the federal highway engineers has been completed, according to Emmett Sharp, county commissioner, who has just returned from that part of the county. He said that the right of way will be cleared this winter. The county and government have agreed to co-operate in the construction of the highway, the estimated cost of which is \$300,000.

Bids for clearing probably will be advertised some time this month, according to county officials. The engineers seem to favor the plan of advertising to let the contract both for clearing and construction in sections, so that smaller contractors may have an opportunity to bid on the work. A survey has been made on both sides of Triangle Lake and Commissioner Sharp says he believes that the west side route, which is now used, will be the one chosen.

A contract has been awarded by the Lane county court for the Cushman-North Fork road which amounts to \$800 of grading, to the Johnson-McCormack concern on a bid of \$2810. The Canby road and grading project of 2000 feet was awarded to the Goddard-Myers company on their bid of \$3025. Work on these projects will start immediately, according to the announcement of county road officials.

Bids will soon be advertised also for the proposed new stretch of 6000 feet of road near the Cushman station. This project is being financed through the cooperation of the Southern Pacific railway lines and Lane county. As soon as the grading is completed on these three road projects the graveling work will start under the direction of the forestry department, according to the report of the road officials.

NEW COLUMBIA LIGHT SIX MAKES BOW TO PORTLAND MOTORDOM.



CIRCLE OF STATE MADE

M. O. WILKINS BACK FROM \$100-MILE JAUNT.

Motorists in Willys-Knight Touring Car Visit All Four Corners of Oregon.

If anyone thinks that Oregon is not a sizeable state so far as square miles and long roads are concerned, let him hitch up his automobile and make a motor trip to the four corners. This is the advice of M. O. Wilkins, publisher of the Automobile Record and former secretary of the Automobile Dealers' association of Portland, who returned last week after a trip of 2100 miles in his Willys-Knight touring car. Mr. Wilkins was accompanied by his wife and the trip was a combination business and pleasure jaunt.

Mr. and Mrs. Wilkins left Portland early in July and drove to Hood River and thence to Cloud Cap Inn on the side of Mount Hood. Here they stayed two days, this being the only hotel of any kind at which they stopped on their entire trip of nearly a month, stopping for the rest of the trip at automobile camp grounds along the way. From Cloud Cap they returned to Hood River and drove to Pendleton and La Grande.

After a brief stay at the latter city they drove to Wallowa lake, where they made a short stop, then returned to La Grande and drove to Baker and thence to Vale via Ironsides and Brogan. This latter proved a hard trip, as roads were rough. Mr. Wilkins said, "From Vale their route led to Burns, via Crane, which was a hard one-day trip over the desert. The best route from Vale to Burns is the direct road, Mr. Wilkins said, but they went by the longer route in order to pass through Crane.

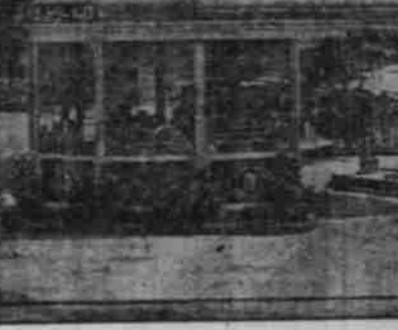
The next portion of the journey was from Burns to Gap ranch, via Alkali and Albert lakes, and thence to Lakeview, and from the latter point they drove to Klamath Falls. From here they made the run to Crater lake, coming away from the lake by the Medford route and stopping at Medford and Ashland. From the latter point they doubled back to Grants Pass, from which point they drove to the Oregon caves in Josephine county for a visit and then motored over the mountains to Crescent City, Cal. From here they came north over the Roosevelt highway through Brookings, Gold Beach and Port Orford to Marshfield and thence east to Roseburg, from which point they returned home over the Pacific highway.

The entire trip consumed 22 days and covered 2100 miles. Mr. Wilkins declared humorously that he had "hard luck" with his Willys-Knight car on the trip. He encountered no difficulty whatever until he reached Oregon City on his way home, he said, when he broke a fan belt. This was absolutely the only mechanical trouble of any kind on the entire run, he declared.

"Four things impressed me particularly on the trip," said Mr. Wilkins in giving an account of the long motor jaunt. "The first is Wallowa lake. This beautiful body of water and surrounding country comprise one of the finest recreation and sporting sections in the entire west, and Portland people should make great use of it. The second section to impress me was the desert country around Alkali and Albert lakes. While hot and dusty, this country is certainly unusual and interesting.

"A third portion of the journey to impress me particularly was the drive from Grants Pass over the Oregon mountains to Crescent City. The road in northern California through the redwood forest was one of the most beautiful I have ever seen. The fourth paramount impression is that received from the trip from Crescent City north to Marshfield. This is certainly a scenic and rugged portion of Oregon's coast and one well worth visiting for the motorist who can find the time and is willing to put up with some of the rough road."

ATTRACTIVE SERVICE STATION OPENED AT SALEM



SALEM, Or., Aug. 5.—(Special.)—One of the most modern and attractive automobile service stations in the Willamette valley recently was completed in Salem by the Associated Oil company, of which R. O. Snelling is the local agent. The station is located at the corner of High and Chemeketa streets, opposite the city hall, and within a stone's throw of the civic center. The drives and floors are of red cement construction, while the station itself is of fireproof materials. As many as four automobiles may be served at one time, according to Mr. Snelling. Beautiful lawns surround the station, while in the background is a garden of shrubbery and potted plants. Although the Associated Oil company has only one service station in Salem at the present time, other stations will be established as the business warrants, Mr. Snelling said.



Above—Broadside view of handsome new Columbia light six touring car. Below—Front view of same car, showing brand-new lines, with square radiator design.

Among the most interesting arrivals on Portland's auto row in many a day were the new model light six Columbias, which were placed on display last week by the Lawson Auto company, 354 East Broadway. Columbia distributors for this territory. Two body types, the five-passenger touring car and the sedan, were received in the first shipment of the new cars from the factory and were shown just week, but other styles are expected soon, the cars being on the way, it is stated. Members of the staff of the Lawson Auto company are enthusiastic over the new Columbia, which is priced to sell at less than \$1000 factory. The car is an assembled car with standard units, the parts makers being behind the enterprise to a large extent, it is stated. The following well-known units are among those used: Continental motor, Timken axles, Durston transmission, Auto-lite ignition, Disteeed wheels, Borg & Beck clutch, Gemmer steering gear, Stromberg carburetor, Spicer universal joints.

CLOUD CAP ROAD OPEN

DORT MOTORISTS FIND TRIP TO MOUNT HOOD EASY.

Hood River Valley Roads in Good Shape; Cloud Cap Climb Not So Bad, Says E. H. Holt.

Although there are a number of minor difficulties attending the drive from Portland to Hood River and thence to Cloud Cap Inn, situated at an elevation of 6000 feet on the north side of Mount Hood and within easy walking distance of Elliott glacier, there is no reason to anticipate trouble and the run can be made without undue difficulty.

Such is the statement of E. H. Holt, general manager of the Northwest Auto company, who, with a party of friends, made the run to Cloud Cap last week-end in a Dort touring car.

"We left Portland at 2 o'clock Saturday afternoon in the Dort, carrying five passengers, and reached Cloud Cap Inn at 7:40 o'clock that evening," said Holt. "This was done without over laboring the car on grades and with the exercise of extreme care in driving over several miles of rough road. As a matter of fact almost 10 miles of the trip was made in second or low gear. This may not be considered necessary by many drivers, but it saves the car and makes the trip more pleasant.

"The roads through the lower Hood River valley are in excellent condition and continue to Odell, a distance of some 13 miles. Work has just recently been done on the road from the highway to Odell, the gravel having just been spread over most of it. Through the town of Odell one gets a short stretch of pavement.

"At the beginning of Booth hill the new Mount Hood loop road crosses the present grade and swings around the hill to do away with the heavy pull now necessary. Where the new road crosses the present grade there is a three or four foot hill which is very rough for the distance of the crossing, some 200 feet. From here on the road is fair for several miles, and this includes that portion over Booth hill, the only objectionable feature of which is the steep grade of which is the steepest Mount Hood office one strikes the new grade again, which is dusty and rough. The old detour up to the left and through the woods was just recently done away with insofar as passenger cars are concerned due to the completion of a culvert. Heavy trucks, however, are still instructed to use the detour. At Mount Hood postoffice a turn to the right leaves the loop road behind and puts one on a splendid gravel road for six or seven miles. This takes one through Parkdale and on toward Mount Hood lodge, in the vicinity of which the loop road is again crossed several times. Shortly one arrives at the lodge.

"The road from the lodge to the inn is nothing to brag about, but, in fairness to all concerned, one must admit that it is an exceptionally good road under the circumstances. To begin with it is a private road and must be maintained with private funds. In the second place it is a mountain road on which one may travel over half the year. In the third place it makes an elevation of over 3200 feet in approximately five miles. Although it is six miles to the inn, the climbing does not begin until a mile or so beyond the lodge.

"Mount Hood lodge is at an elevation of 3500 feet; Cloud Cap Inn is at an elevation of 6000 feet. Thus it can be seen that a stiff climb is necessary. However, by using second and low gears and letting them grind away the trip can be made without hardship either to car or passengers."

REDWOODS FORM EXHIBIT

Unusual Display Planned for California State Fair.

SACRAMENTO, Cal., Aug. 5.—A typical section of the Redwood highway, depicting the scenic tour along the coast counties north of San Francisco bay to Eureka and Crescent City, will be one of the features of the display of county exhibits which are being planned for the coming California state fair. The counties of Marin, Lake, Mendocino, Sonoma, Napa, Humboldt and Del Norte have arranged with the Secretary Charles Paine for a joint space and are at work preparing an exhibit intended to lure motorists to a section of the inn, the climbing does not begin until a mile or so beyond the lodge.

The exhibit will consist of a forest of redwood trees, through which will wind the new state highway. France has 60 manufacturers of motor vehicles, with a production capacity of 58,000 cars per annum. Eighty thousand men are employed in the industry.



"We'll bet a fifty-mile ride in the new Chandler Six against a couple of hours of your time."

- Adjectives and Otherwise:—
- Powerful
 - Exceptional
 - Sweeping body lines
 - Graceful contour
 - Super strong
 - Extreme flexibility
 - Beauty and comfort
 - Sturdiness
 - Luxurious beauty
 - Attractive
 - Satisfactory
 - Delightful
 - Reliable
 - Economical
 - Thrill of ample power
 - Bewitching.

Chandler Salesmen Oregon Motors, Inc.

H. Deering
D. Evans
A. Stevens
W. R. Titland

We have collected nearly all the catalogs on automobile row. The adjectives ARE impressive—yet everything has been said of a 5c cigar that could possibly be said of a 25c one—if you enjoy adjectives, use the list on the left.

Yes, sir, we'll let the car tell its own story, we'll get out the old muzzle before we start—no sales talk—not a word.

Now, this new Chandler WILL demonstrate—and RIDES, believe us. But we're off of that brand of language. You'll get the whole story through the foot throttle and the speedometer—you can measure the 60-inch underslung springs yourself.

Take this ride; look upward and downward on the price list, \$300 either way—then see if you can find any automobile comparable with the new Chandler Six. We KNOW this ride will make you believe in the new Chandler just as we do.

A substantial price reduction, effective at once.

OREGON MOTORS, Inc.
Chandler and Cleveland Distributors
Broadway 1752. 521 Washington, at Burnside

New Low Prices FISK

Standard Non-Skid Tires

30x3 1/2	Premier Cl. Fabric	\$10.65
30x3 1/2	Fisk Non-Skid Cl. Fabric (oversize)	12.85
30x3 1/2	Red Top Extra Ply Cl. Fabric (oversize)	15.85
30x3 1/2	Non-Skid Cl. Cord (six-ply oversize)	15.85
31x4	S. S. Non-Skid Cord	26.45
32x4	S. S. Non-Skid Cord	29.15
32x4 1/2	S. S. Non-Skid Cord	37.70
34x4 1/2	S. S. Non-Skid Cord	39.50
33x5	S. S. Non-Skid Cord	46.95
35x5	S. S. Non-Skid Cord	49.30

(Other Sizes Proportionate)

These Prices Include Excise Tax and Are Effective July 31st

Built to Sustain a Reputation Sold to Meet Competition

Buy Now From Your Dealer

Carl's Garage

Carl Olsen, Prop.

Day and Night Service

I wish to announce to my friends and others who desire the best service that I have opened a new, well-equipped garage at Fourth and Flinders—entrance on both streets.

For eight years I was in charge of the Service Department of C. L. Boss Automobile Co. Two years ago I assumed position as salesman. Now ready to serve you and will appreciate your patronage.