

# NATIONAL TOURING WEEK AUG. 6-12--ROUTES IN OREGON COUNTRY

## CIVILIZED MAN MUST HAVE MARKED ROADS TO FIND WAY ABOUT

Savage Forebears Had One Advantage Over Present Human Generation.

### MARKING IS NOW SYSTEM

Valuable Aid Is Given Travelers Through Costly Efforts During Past Four Years.

The more civilized man becomes the more easily he gets lost. In the barbaric days he trod untracked wilds and pathless seas, but always somehow he "got there."

In later times, having seemingly lost his sense of direction he began to mark his trail so that he could find his way back. The gnashed bark of a tree trunk has guided countless men and women in their destination, but when the forests fell before the march of civilization, and as the speed of the traveler increased, better road markers became essential.

So there appeared various crude boards nailed on poles and set up at crossroads, stones covered with numbers indicating distances, and similar landmarks which are still to be found in many country districts.

But until a short time ago there was no attempt to establish systematic marking of American roads. Every locality had its own style and in many instances the guide boards were so weather beaten and so defective as to be valueless. The automobile tourist who went beyond the boundary of his county found it necessary to stop at every crossroad and ask to be directed on his way. Usually the information he got was of little use, because any distance exceeding ten or 15 miles was out of the farmer's reckoning.

**Adequate System Needed.**  
Four years ago the B. F. Goodrich company, realizing the necessity of an adequate system of road markers, stepped in where the farmers had failed, and has since made safe for travel over 100,000 miles of roads in all parts of the United States.

This work has been carried out systematically under the supervision of experts and in a style which has won the approval and cooperation of local bodies, automobile clubs and even state legislatures.

While only one road marking crew operated during the first year, its work met with such thorough approval that larger plans were made for the second year's work, three crews being sent out—one working through the middle states, another through the Pacific coast states, and the third in the east.

The sign now being used is made of galvanized armor metal with aluminum letters sunk into the surface. It will not rust or deteriorate and is in all respects the most serviceable road marker that has ever been devised.

More than 100,000 of these signs mark the road in 25 states, and cover three main transcontinental routes. They have been erected at a cost of over \$5 each and have unquestionably done much to stimulate the good roads movement, develop American touring and add to the rapidly growing interest among motorists to "See America First."

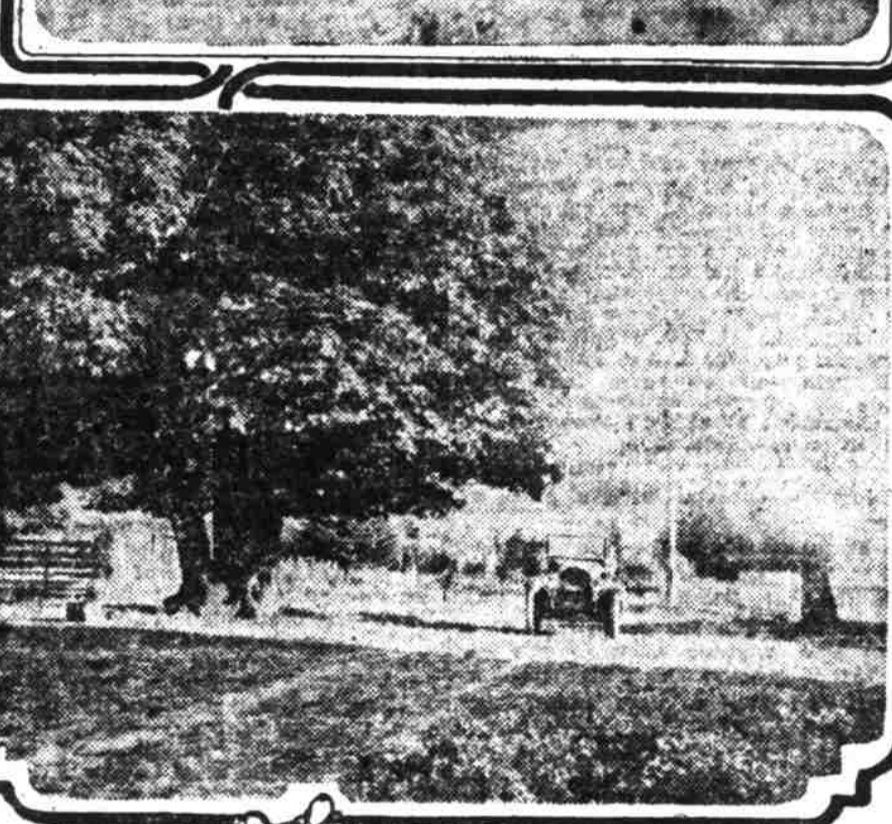
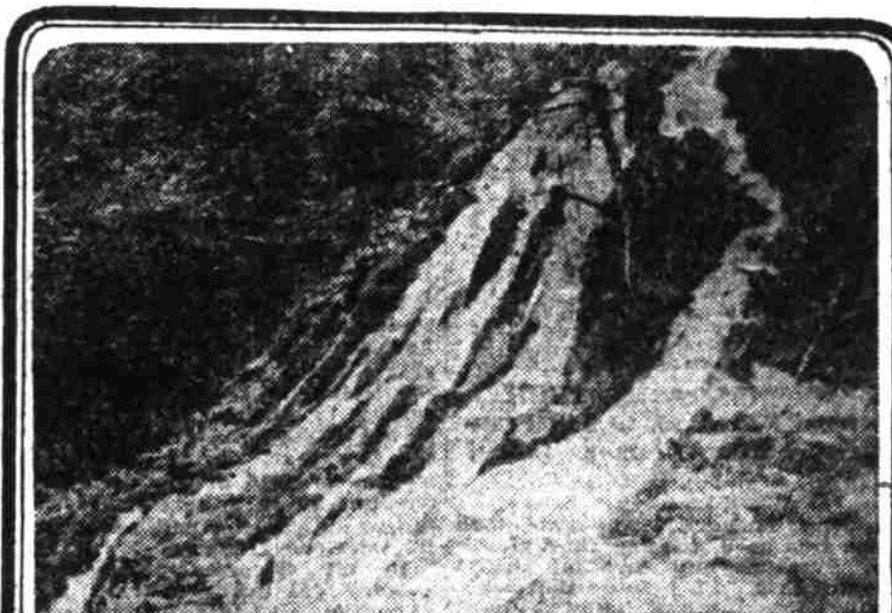
**Great Touring Stimulus.**  
Another great stimulus to touring has been the publication of route books, route cards, pamphlets, etc., over a million of which have been distributed throughout all sections of the country. These route cards cover practically all of the main or trunk lines of travel, with detailed descriptions, showing every turn of the road, bridges, railroads, dangerous spots and mileage.

In all of these efforts there has been excellent cooperation by state, county and municipal interests. The office of public roads of the department of agriculture also is interested in this work. Its engineers have prepared many of the Goodrich guide post signs and furnished information with reference to roads now being improved under federal jurisdiction.

**Tourists Arrive Here From All Over Land**  
Tourists have been many in the last week and from every corner of the states. A few of those who have called on E. L. McCleod, chief of the Goodrich agency are:

Leon Sweet and D. F. Courey, who drove their Pierce-Arrow from Salt Lake in six days, making good time when on the roads yet getting through with but two instances of tire trouble; W. M. Thillett, San Francisco; B. F. Wasson, Los Angeles; Arthur Woods, Fresno, who covered the distance in his White; William S. La Londe, Evanston, Ill.; Samuel Hubner, Philadelphia, Pa.; and A. J. Gosser and A. J. Petty of Pittsburg, who covered the continent in a big Peerless.

## ALONG THE INLAND ROUTE TO ASTORIA AND THE SEA



Above, left to right—New road work along the Nehalem river; one of many pretty waterfalls on the road. Below, left to right—Reo and Cole in the big timber near Astoria; F. W. Vogler's Reo Six at Vernonia.

**By Ralph J. Staehli.**  
This is national touring week. It is the endeavor of automobile enthusiasts to encourage every man who has a car to take at least one good trip this summer, and that trip this week. The opportunities in Oregon are many. Where else can one make so many week end tours of such varied charm?

A recent venture of The Journal's Touring Service was the inland route to Astoria and the beaches. Though passing through the Coast range and not more than 30 miles from the Columbia river highway to the beaches, the route is just as different as it can be.

George W. Chambers, secretary of the Portland Automobile club, says that the lower Columbia highway is more beautiful than the upper. That has been said many times by many others, yet the fame of the upper Columbia river highway is traveling fast.

And just as some say that the lower river highway is more scenic than the other, so the majority of those who accompanied the Automobile Dealers' association "Honk Honk" on their return from the coast Monday, were thrilled by the primitive beauty of the road through the inland, up the Nehalem river and through the forests of the Coast mountains.

**An Inspiring Vista.**  
You leave Astoria by climbing the hills back of the city. From the summit you get a grand view of the Columbia river's mouth. Far below you is the blue bay, flecked with an occasional steamy cloud from the funnel of some scurrying tug.

You see the open ocean between the points and can trace out the profile of the Oregon shore which here forms the bay. Then as you glance to the south and east you see Young's bay and the rivers which sneak along past lowland shores as if ashamed of their wild caprices in the mountains above.

The Lewis and Clark river is far to the south, you can just make out where it empties into the bay. Just ahead is Young's river, along which there are many farms where cattle graze the whole year in the open. It's a rich country and an occasional stump of a tree six or eight feet in diameter brings back memories of the big forests which cloaked that part, too.

After a few miles over good roads, some of Clatsop county's best, you pass Olney and then strike some of the big spruce and hemlock forests from which so much of Oregon's wealth is produced. Trees which contain as many as 100,000 board feet of lumber are seen everywhere. They reach high above you, some with the first limb 150 feet from the ground.

Through all of this unscathed country, a good road makes driving easy and a pleasure. A few miles more and the branch of Young's river is now far below you and is a tumbling stream, with many pretty rapids and roaring falls.

For 50 miles the country possesses natural attractions of many kinds. Roads with the exception of short distances are to be considered fair. Ten miles or so of excellent new plank road now makes the road over the Coast mountains an excellent drive.

Everywhere is evidence of still more good things. For miles and miles you are cutting and grading, making the road wider and the grades easier. The year is being pushed with all possible speed and before winter a good all year road will be found over most of the way.

**Road Work Under Way.**  
The desire for better roads emanates from the farmer as well as the motorist, for almost all of these places

along the route now have their motor truck with which to do their hauling. From Mist to Pittsburg there is a very rough piece of road but this, too, is being regraded and made wider and plenty of good rock along the route leads to the assumption that it will be rocked with all possible speed.

That portion of the Nehalem next met with is one of the gems of Oregon scenery. The stream is deep down in a canyon, yet both shores are walls of dark green. The river is placid and sluggish except for an occasional drop, where it churns itself into foam.

It's the kind of a stream that makes tent life irresistible and you unconsciously pick the spots where you would like to erect a tent between the trees.

After you pass Pittsburg the country takes on a sort of New England aspect. It is rough in places, yet everywhere are pretty meadows and little clumps of trees. Big barns and comfortable homes again line the road and you soon reach Galea City and Galea creek, another pretty stream.

Then comes Forest Grove and after 23 miles through one of the richest farm sections of the state, you approach Portland from the hills, coming in via the Cornell road.

**Highway Excursion Planned.**—Plans are being made at Silverton for an excursion over the Columbia river highway August 6.

**How Money is Apportioned.**—Under the proposed bond issue to be voted on by Wasco county next November the money will be apportioned as follows: From Mosier to The Dalles, \$31,000; from The Dalles to Petersburg, \$4,000; from The Dalles to the Jefferson county line by way of Dufur, Shaniko and Antelope, \$135,000.

**Will Improve Road.**—Clackamas county has let a contract for the improvement of the Fly Creek cut-off on the New Era-Oregon City road. Two grade crossings over the Southern Pacific railroad are to be eliminated. The improvement will be 1700 feet in length and will be completed within two months, at a cost of approximately \$3000.

**New Road Opened.**—A mile and one half of new road on the McKenzie pass has just been thrown open by the United States forest service. There yet remains to be constructed about three miles of new road to reach the summit. In the meantime the old road will be used. Owing to the heavy snowfall last winter the road has only been opened a few days across the summit. The season is two months later than last year.

**To the Rim of Crater Lake.**—The road to the rim of Crater lake is now open to automobile travel. The road was cut through huge snow drifts in places. A crew of men has begun work on the road which the government is building around the rim. Because of the lateness of the season work has been started later than usual.

**Arlington-Bialock Road.**—Petitions are being circulated at Arlington for a new road between that place and Bialock. It is proposed to cross the John Day river just below the falls. Besides giving a good road between Arlington and Bialock the distance to Portland will be shortened.

**Can Make Scenic Road.**—According to a preliminary survey, a scenic road can be made to Mount Ashland, overlooking the Rogue River valley, on a grade of 8 per cent or less. The road would leave the Pacific highway near Siskiyou station. The air line distance from this point to the summit of Mount Ashland is about six miles. By road it would be about eight miles and an elevation of 2000 feet would be reached.

**Open to rim of lake in fine shape.**  
Eugene to Central Oregon (via McKenzie Pass), 118 miles, will be open through the pass within a week.  
Portland to Gresham, 14 miles, hard surface.  
Gresham to Rhododendron, 34 miles, fair.  
Rhododendron to Government Camp, 19 miles, fair.  
Wapinitia to Tygh valley, 24.7 miles, fair.  
Wapinitia to Maupin, 18 miles, fair.  
Maupin to Shanie, 25 miles, fair.  
Wapinitia to Madras, 33 miles, fair.  
Portland to the Beaches.  
Portland to Astoria and Seaside (via the Columbia river highway).  
Portland to St. Helens, 29.7 miles, good.  
St. Helens to Goble, 13 miles, fair.  
Goble to Rainier, 7 miles, fair.  
Rainier to Clatskanie, 18.1 miles, fair.  
Clatskanie to Astoria, 29.4 miles, fair.  
Astoria to Seaside, 18.5 miles, paved.  
Portland to Astoria and Seaside (via inland route)—Best via Forest Grove and Timber Knot, Verona. Take river road Verona to Pittsburg, Mist, Jewell and Astoria. Description in auto section today.

**Tillamook Beaches.**  
McMinnville to Sheridan, 13.4 miles, good.  
Sheridan to Willamina, 47 miles, good.  
Willamina to Dolph, 19.6 miles, good.  
Dolph to Tillamook, 32 miles, fair.  
Tillamook to Bay City, 7 miles, good.  
Bay City to Nehalem, 20.5 miles, good.  
Note—In case of rain road gets very soft.

**Portland-Newport.**  
Dallas to Blodgett—22.5 miles, good.  
Blodgett to Toledo, 22.3 miles, good.  
Toledo to Newport, 2.2 miles, good.  
Note—Best road is either by way of Kings valley or Corvallis and via to Blodgett and down the Little Etna road to Eddyville, thence via cutoff to Toledo and Newport. Road over Pioneer Hill will be abandoned as soon as the new road around is finished, which enters the present road near Chitwood.

**Pacific Highway, North.**  
Portland north to Chehalis via Wood-Columbia river highway, Castle Rock and Toledo, good.  
Chehalis to Seattle, good.  
Castroville either way of Goble or Vancouver, as the roads both ways are in very good shape.

**Willamette Valley Points.**  
Salem to Albany, 26.8 miles, good.  
Albany to Corvallis, 10 miles, good.  
Albany to Harrisburg, 29.4 miles, good.  
Harrisburg to Eugene, 18.4 miles, good.  
Eugene to McMinnville, 6.2 miles, good.  
McMinnville to Dallas, 34.6 miles, good.  
Dallas to Blodgett (via Kings valley), 22.5 miles, good.  
Blodgett to Salem (via Amity), 25 miles, good.

**Southern Oregon.**  
Eugene to Cottage Grove, 21 miles, good.  
Cottage Grove to Drain, 17.9 miles, fair.  
Drain to Roseburg, 32.1 miles, good.  
Roseburg to Marshfield, 31 miles, good.  
Note—Marshfield to Crescent City, Cal., via Lardon, road in good condition.  
Roseburg to Grendale, 55 miles, good.  
Grendale to Grants Pass, 24.5 miles, good.  
Grants Pass to Medford, 23 miles, good.  
Medford to Ashland, 12.6 miles, paved.  
Ashland to Hornbrook, Cal., 20.6 miles, good.

**Where Federal Aid Road Bill Applies**  
By Terms of Act Government Assistance May Be Extended to the Construction of Any Rural Post Road.  
Under the terms of the federal aid bill which became a law July 11, federal aid may be extended to the construction of any rural post road, excluding all streets or roads in towns having a population of 2500 or more except the portions of such streets or roads on which the houses are, on an average, more than 200 feet apart.

**ROAD INFORMATION**  
Portland Automobile club road bulletin for week ending August 4, 1916, furnished by the automobile clubs and chambers of commerce throughout the state.

**Portland South.**  
Portland to Newberg (via Rex-Tigard), 24 miles, better than Rex-Tigard, good.  
Portland to Newberg (via Tualatin), 24 miles, better than Rex-Tigard, good.  
Newberg to Dayton, 7.8 miles, good.  
Dayton to Salem (via Wheatland), 22.2 miles, good.  
Dayton to Salem (via Amity), 25 miles, good.

**Portland-Oregon City.**  
Portland to Oregon City (via Oswego), 4.8 miles, fair.  
Portland to Oregon City (via east side), 14.6 miles, good.  
Oregon City to Dayton (via Eighty-second street), good.  
Oregon City to Aurora, 15 miles, good.  
Aurora to Salem, 24.9 miles, good.

**Dayton to Salem, 24.9 miles, good.**  
Dayton to Dallas, 35 miles, good.  
Dallas to Salem, 25 miles, good.  
Dayton to Monmouth, 30 miles, good.  
Monmouth to Independence, 2.5 miles, good.  
Independence to Corvallis, 22 miles, good.  
Corvallis to Monroe, 17.3 miles, good.  
Monroe to Eugene, 27.7 miles, good.

**Ogater Lake.**  
Medford to Ogater Lake, 60 miles.

## SUBJECT OF BRIDGES IN OREGON DEMANDS MUCH CONSIDERATION

Many Wooden Structures 20 or 30 Years Old Now Inadequate to Traffic.

### LACK OF UPKEEP SHOWN

Explanation Given of Sudden Collapse of Viaducts Under Little or No Weight.

In connection with road development the subject of bridges demands serious consideration. In Oregon there are many wooden structures 20 or 30 years of age which are hardly adequate to the requirements of present day traffic.

Thirty years is a good ripe age for a wooden bridge. In this class is the Baker on covered bridge across Clear creek near its junction with the Clackamas river in Clackamas county. This bridge, which forms part of a prominent road, was built 35 years ago. It is what is known as a Whipple truss, with slight modifications. It was originally designed to carry a ten-ton live load.

A surface inspection of the bridge indicates that the timber is well preserved for the time it has been in place.

**Impact Increases Effect.**  
However, where wood and metal have come in contact deterioration of the timber has been more rapid. At a conservative figure the carrying capacity of the trusses has been reduced one third, making the carrying capacity about seven tons.

Under the conditions of modern travel loads are carried across bridges more rapidly than formerly. The speed of an auto truck or automobile increases the effect of impact. Loads of five tons carried across on a truck will impose a greater strain on the

structure than a seven ton slow moving load.

The floor of the Baker bridge is supported directly on the lower chord and carried to the panel joints. The weakest part of the structure is the method of supporting the floor system.

**No Load When Collapsed.**  
Recent failures of bridges in Oregon have shown that it is not always under the heavy load that the bridge actually gives way. The failure of the Dayton timber bridge occurred at night under no load, although heavy auto truck loads were carried the day before. The Multnomah county bridge across the Sandy river failed under the load of an auto truck carrying four men, but not a heavy load. A few days before heavy loads were carried.

The strain produced in each of these cases developed weaknesses that made a collapse possible under a small load. Each of these failures occurred on bridges of about the same age as the Baker bridge.

As to steel bridges Clackamas county has a good one on the Park Place road. It was built about eight years ago. Some deterioration is noticed in the steel owing to pit rust, the steel not having been painted.

This is a general condition throughout the state. Counties go to great expense in the construction of bridges and then neglect their maintenance.

**Dealer for Dort Car May Be Appointed**  
M. A. Leach of Flint, Mich., is Looking Over Local Field With Agency in View.  
M. A. Leach, western sales manager for the Dort Motor Car company, Flint, Mich., is in Portland over the weekend and expects soon to be able to announce a Portland dealer for the Dort, a car which sells well below the one thousand mark.

This would be the Dort's first appearance on the Pacific coast. From Salt Lake east the car is well represented and through the central states it is most favorably known and allied with the biggest dealers.

Mr. Leach says that the factory now is prepared to take care of more territory having doubled its capacity in the last year.

## LABOR BENEFITS BY \$122,759 BY ROAD WORK THIS SEASON

Cost of Materials in Multnomah During the First Six Months Is \$101,729.

Reviewing the road expenditures of Multnomah county the first six months of the present year it is found that there was expended for labor \$122,759 and for materials \$101,729.

The payroll for engineers, inspectors and superintendents was \$17,475. For motorcycle police, timekeeper and auto truck on the Columbia river highway there was paid out \$1914.

The sum of \$3275 was paid out for right of way and personal injuries. The cost of oiling amounted to \$2158. The total cost of operating the Taylor's ferry quarry was \$2318. The Linton quarry is given a credit of \$1372 for rock.

It cost \$2553 to operate auto trucks and \$3573 for road rollers. There was expended on various roads in excess of \$1000 the following: St. Helens road, \$20,871; Cornell road, \$1747; Base Line road, \$544; Foster street, \$1965; One Hundred and Third street, \$1207; East Sixty-second street, \$1091; Johnson creek, \$2724; Barnes road, \$5024; Fairview-Gresham, \$5110; Sanly road, \$8713; Powell Valley, \$3376; Fairmount boulevard, \$2621; Barnes road, \$2921; Capitol highway, \$3042; Pacific highway, \$2882; Bertha viaduct, \$7363.

**Neglected Opportunities.**  
The car owner who never takes his family or a party of congenial friends on a week end tour is a good deal like the man who has a million dollars hidden in his back yard and thinks wealth is merely a responsibility.

# GOODRICH

points the way

for

## National Touring Week

**The Guide Post of a Nation**

It makes small difference where you motor during National Touring Week, The GOODRICH GUARANTEE of route and road—THE GOODRICH GUIDE POST—will be there to point your way.

**EIGHTY-FIVE THOUSAND STRONG—Goodrich Guide Posts guide American motorists over 100,000 miles of automobile roads in this country—the ONLY national system of road marking, public or private in America.**

A remarkable service to the motoring public, yet ONLY a fraction of what The B. F. Goodrich Company is doing for automobile touring.

The American Motoring Tour is the child of The B. F. Goodrich Co.

Hence it is no new venture that The B. F. Goodrich Company should be the driving force back of National Touring Week.

Has actually reached 350,000 motor car owners personally with its service.

The B. F. Goodrich Company not only is willing to serve, but knows how to deliver a TOURING SERVICE that has no equal for accuracy and completeness.

All this service is free to any motorist whether or not he uses Goodrich Tires.

**Goodrich Safeguards Your Tour**

However, in speeding automobilists to the beauty and charm of the open, The B. F. Goodrich Company can safeguard the joy of the tour no better than by equipping their cars with SILVERTOWN CORD TIRES, or SAFETY TREAD BAREFOOT TIRES.

Goodrich ROAD MAPS and ROAD LOGS insure the accuracy of your route.

Goodrich GUIDE POSTS insure the RIGHTNESS of your road.

Goodrich Tires insure the greatest amount of peace of mind, comfort and profit to yourself.

**A Year of Goodrich Service**

Look over what The B. F. Goodrich Company during the last year alone has done for American motoring tours.

The Goodrich National Touring Bureau has routed 60,000 separate, personal automobile tours.

Has distributed 249,000 route books and 2,000,000 route cards—

NATIONAL TOURING WEEK AUGUST 6-12-1916

# GOODRICH

THE B. F. GOODRICH RUBBER CO.

Akron, Ohio

Local Address,

## BROADWAY AT BURNSIDE

# TIRES

## Equip With Diamonds

During National Touring Week, August 6 to 12, we will give to every consumer purchasing a tire from us a copy of the 1916 Official Coast Tour Book. Diamonds are sold at Fair List prices.

**Archer and Wiggins Company**  
Distributors Sixth Street at Oak

**Take No Chances on a Poor Jack, A Peteler at \$3.50**  
Insures Safety—Speed and Power  
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BROADWAY AT OAK