

MOTOR TRUCK MAIL SERVICE IN EAST IS MAKING PROFIT

Postal Authorities Find It Impractical to Establish Line From Portland; Roads Poor.

ECONOMY IN PRODUCTION

Farmers Enabled to Remain at Home at Work While Produce Is Being Carried to Market.

Owing to the fact that roads radiating from Portland for a distance of 50 miles into the producing centers are so poor the post office department will postpone the establishment of two motor truck parcel post routes which have been in contemplation. It was proposed to run one of these routes west and south through Washington and Yamhill counties and the other east through Multnomah county. While the latter route is good so far as it goes, it does not go far enough and the necessary mileage cannot be obtained. A survey of the route through Washington and Yamhill counties showed that while there is no difficulty in acquiring distance the roads will not sustain motor truck traffic and must be improved before the farm to table service can be instituted.

Service Big Success in East
Reports from Eastern states where these routes have been put into effect by the post office department indicate that they are very successful both from a revenue producing standpoint and reduction of the cost of living.

According to the statement of Fourth Assistant Postmaster General Blakeslee the initial success of the routes in the transportation facilities of the country. "A motor truck," he said, "can properly collect and deliver mail, including parcels, over a distance of 100 miles within a day of 12 hours. The cost of operation would not exceed 20 cents per mile a day. To perform the service within each 24 hours on the 150,000 miles of improved road in the United States would require 1560 motor trucks. At a cost of 20 cents per mile these 1560 trucks would involve an annual expense of \$19,320,000. This is based on the present price of gasoline and maintenance of equipment.

Service Would Bring Profit
The earnings of a fleet of 1560 motor trucks operating 200 miles a day, that is, once each way over a distance of 100 miles would exceed \$70 per truck per day, or \$24,179,800 per year.

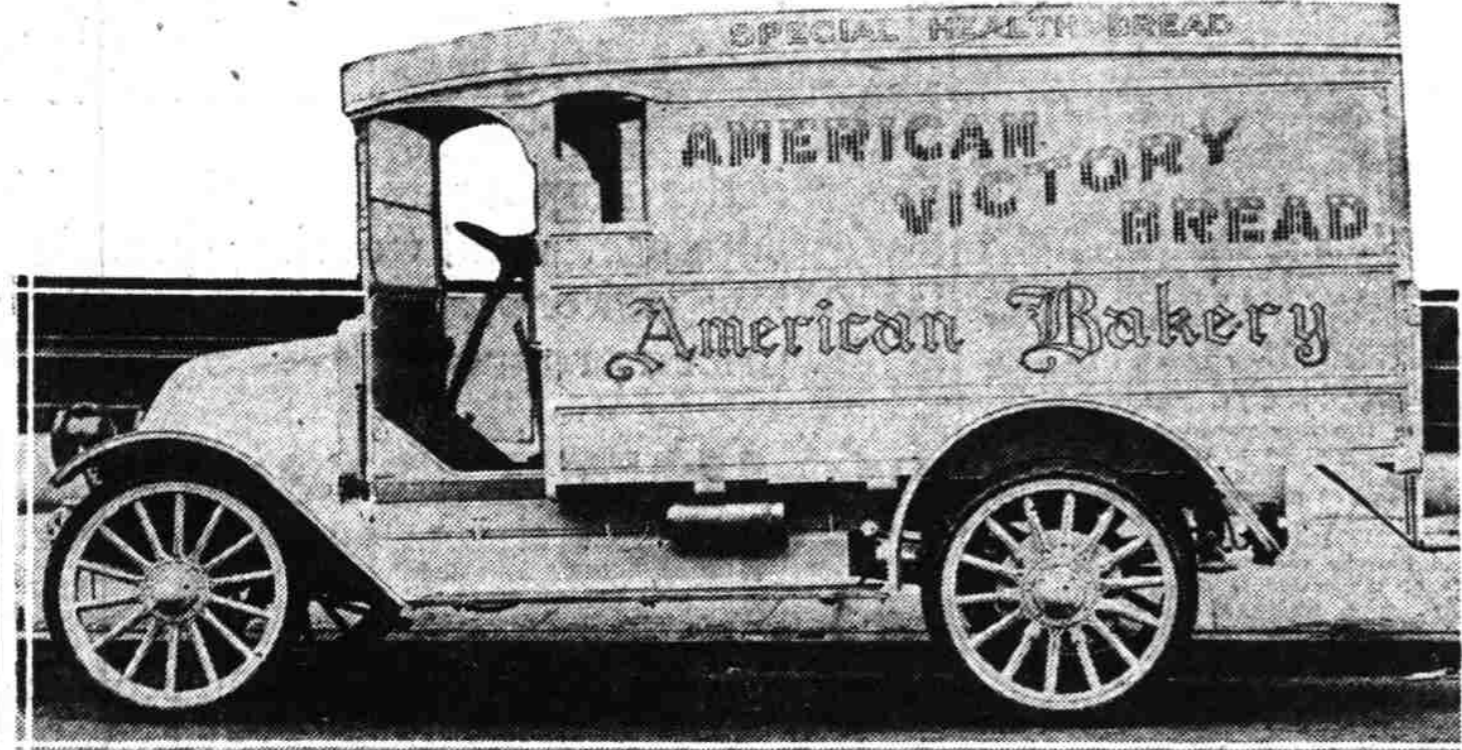
"This is based on the present rates of postage and the inclusion of a few one and a half ton vehicles now in operation. "A vehicle of this size insures great celerity of movement and less wear on the roads than heavier trucks, and at the same time does not burn up the highway to the same extent as the high speed variety of trucks."

A specific illustration of surplus earnings indicating the profitable possibilities in the union of the good road and motor truck is in the case of the Baltimore-Solomon route. The equipment of the route covers 55,300 miles and earns \$57,340 at an expense of \$7630 annually. This truck operates through a territory in a part of which there are no existing rail facilities.

Economy in Food Production
"Net revenue, however meritorious," continues Mr. Blakeslee, "is of small importance when compared with the immediate necessity for increased production of food. One truck can haul more than three or four farm wagons. One driver can replace eight farm producers who not only cease active work of production but usually convey produce load one way only whenever they suspend farm work to drive a horse drawn conveyance 12 or 15 miles to town and return.

"We can surely establish motor truck avenues of communication for a distance

MOTOR TRUCKS SIMPLIFY DELIVERY PROBLEMS



Above—Four ton Moreland distillate burning truck, with seven tons of wood. Below—1/2 ton International truck used for bakery delivery.

All doubts as to the power of distillate fuel were removed during the past week when a four-ton Moreland distillate truck transported a seven-ton load of green ash wood over the West Washington street hill. To make the feat more noteworthy is the fact that not in even the steepest parts of the incline did it become necessary for the operator of the big Moreland truck to drop into first gear, the entire climb being negotiated in intermediate.

The unique hill climbing test was conducted at the request of A. C. Greenwood of the Union Fuel company, who wished to see the Moreland plan of low grade fuel put to the acid test. Already amazed at the display of power, Mr. Greenwood was even more surprised when Peter McCracken, Moreland distributor for the Northwest, suggested a further test in a steeper grade. For this test the Montgomery street hill between Water and Front streets

was chosen, and it was during this severe pull that a large number of truck experts were convinced that distillate, when properly treated, possessed far greater power than the more expensive gasoline. According to Mr. McCracken there are more than 5000 Moreland trucks in regular service, all equipped with the Moreland distillate gasifier and using distillate fuel exclusively, the success of which assures practically a 50 per cent saving in operating expense.

Week's Motor and Truck Record

The following temporary police permits were obtained in Portland during the week by new car owners, pending the arrival of state licenses, according to M. O. Wilkins, publisher of the Automobile Record:
Williamette Dairy, 483 Union avenue, Buick.
Mrs. N. Carlson, Fordham apartments, Buick.
E. J. Kane, Sherlock building, Buick.
F. W. Wilson, Hamilton and Corbett streets, Chevrolet.
J. L. Cox, 376 Arlington place, Ford.
C. G. Paulsen, 230 East Twelfth street north, Ford.
Irvington Park Floral company, 1380 East Twenty-fifth street, Ford delivery.
Walter J. Dunlap, 684 East Fifty-ninth street north, Ford.
L. F. Stephen, 20 East Twenty-fourth street, Ford.
Charles Rosen, 329 Hall street, Ford.
Miss Isabel Brudoff, 940 Kerby street, Ford.
E. L. Struck, 267 Fargo street, Ford.
William O. Campbell, 729 1/2 Williams avenue, Ford.
Robert Mantell, Venable hotel, Ford.
Tom Gust, Cascade locks, Grant.
R. A. McNeal, 306 Fifth street, Maxwell.
Mrs. E. A. Brous, Burlington hotel, St. Johns, Metz.
J. M. Ricer, 265 First street, Overland.
Miss Isabel Master, 701 Corbett street, Paige.
J. A. Graef, 187 West Park street, Paige.
Dr. G. T. Trommald, 800 Journal building, Paige.
Miss O. Gillen, 60 North Front street, Saxon.
Oscar C. Johnson, Beaverton, Or., Reo truck.

Mrs. Emma Richardson, 531 East Twenty-fourth street, Buick.
Walter Blue, 1219 Rodney avenue, Buick.
P. J. Henley, 28 North Second street, Chalmers.
Anna S. Marshall, 260 East Second street north, Chevrolet.
William Hess, 436 Mississippi avenue, Chevrolet.
H. W. Lom, 188 Twelfth street, Chevrolet.
Walter O. Simon, 6136 Sixtieth avenue southeast, Dodge.
Portland Taxicab company, 261 Twelfth street, Dodge.
W. C. Paulsen, 489 Clay street, Dodge.
W. F. Brock, 6403 Ninety-second street southeast, Ford.
National Truck company, East Eighth and Clay streets, Ford.
C. Manufacturing company, 351 East Tenth street, Ford.
Henry H. Yunker, 107 Decatur street, Ford.
Hazel A. Armentrout, 947 East Twentieth street north, Ford.
Henry Kildow, 908 Mallory street, Ford.
William Weller, 318 Arlington place, Ford.
William Richelbach, Hillsdale, Or., Route 2, Ford delivery.
A. T. Wilsey, 2151 East Burnside, Ford.
C. D. Lehmkuhl, 44 Melk place, Ford.
J. W. Shaver, 169 Cherry street, Franklin.
L. F. Davis, 715 Northrup street, Franklin.
W. H. Peterson, 303 Russell, Grant.
D. W. Drake, 703 Vancouver, Buick.
W. B. Crane company, 30 Front street, Hupmobile.
R. Jacobs, 373 West Park street, Marmon.
A. W. Gibson, 323 Tenth street, Mitchell.
Walter R. Thorn, 745 Montgomery street, Oldsmobile.
D. J. Finn, 482 East Harrison street, Overland.
C. H. Warriner, 972 Brooklyn, Overland.
Marshall Wells Hardware company, Portland, Or., Packard.
E. T. Drake, 703 Vancouver, Reo.
Robert W. Misner, 745 1/2 East Ankeny, Reo.
Rus Miller, Dayton, Or., Reo.
Henry Tammle, Route 2, Hillsdale, Or., Republic truck.
M. Kurata, Portland, Or., Republic truck.
George Knierlem, Corbett, Or., Saxon.
John Vehas, 576 Rural ave., Saxon.
Warren Emerick, 451 Roselawn, Buick.
Mrs. Lester Willard, 1671 Derby street, Cadillac.
Mr. H. Taffee, 534 E. Thirty-ninth street, Chalmers.
H. H. McCubrey, 209 E. Thirty-fourth street, Chalmers.
George R. Murch, 180 E. Thirty-third street, Federal truck.
W. Umattilla street, Ford.
Merchants Parcel Delivery, 127 Eleventh street, Ford.
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Joe Kirby, 755 Grand avenue north, Ford.
Mrs. E. J. Hoffman, 1398 Morse street, Ford.
Elma Thomas, Tigard, Or., P. O., Ford.
James H. Adkins, 506 Greenwood avenue, Ford.
Bruce K. Welch, 386 Third, Ford.
F. R. Wright, 37 E. Seventy-fourth street north, Liberty.
Advocate Publishing company, 401-2 Buchanan boulevard, Ford.
Mrs. M. Malson, 265 Morris street, Oldsmobile.
R. B. Caswell, 651 Irving street, Valle.
O. S. Hubbell, 605 E. Fifty-third street north, Chevrolet.
William Taylor, 998 E. Yamhill street, Chevrolet.
Chris Harting, 1643 Virginia street, Chevrolet.
Charles Hacker, 435 E. Oak street, Buick.
F. F. Furs, 4604 Fifty-ninth southeast, Dort.
Mrs. W. H. Staiger, 689 E. Forty-fourth north, Ford.
Alex McMillan, 386 1/2 Hawthorne avenue, Ford.
Everett Erickson, 659 E. Seventy-eighth street north, Ford.
G. M. Stanger Construction company, North Portland, Ford.
J. R. Hughes, Upshur Apts., Ford.
C. Foster, 1081 Garfield avenue, Ford.
H. D. Poore, 585 E. Main street, Ford.
Grand Union Tea company, 448 Washington, Ford.
M. B. Rutherford, 402 1/2 Third street, Ford.
J. Smith, 645 Laurel street, Hudson.
Alex Norrian, Great Northern hotel, Ford.
H. B. Fuel company, 61 Broadway, Garfield truck.
S. W. Brasure, 7703 Fifty-ninth southeast, Maxwell, Ford.
Union Fuel company, foot of Montgomery, Moreland truck.
L. H. Eiser, 312 Board of Trade, Stutz.

Gerlinger Handles Fruehauf Trailer
E. E. Gerlinger has been chosen Pacific coast representative for the Fruehauf Trailer company of Detroit. He will cover the states of California, Oregon, Washington, Nevada, Idaho, Utah and Arizona for the company. The Fruehauf company is one of the oldest concerns in the trailer industry in the country.
Big Production of Trucks
Detroit plants produced 23,225 trucks in 1917 at an approximate market value of \$45,462,000. The total production of Detroit and Flint, Lansing and Alma, aggregated an approximate market value of \$69,982,000.

Pass Creek Canyon Rouses Wrath of Motor Tourists

One Motorist Says Only Way to Drive Through Is to Use Airplanes; Another, Who Gets Through, Is First This Year to Accomplish Feat Unassisted.

For the past four months Pass Creek canyon has been practically impassable to automotive power. Honors for the first passenger automobile to go through this notorious stretch go to the Humboldt, according to W. H. ("Hex") Robertson of the Manley Auto company, who drove the car through there last week.

Robertson says he has any number of witnesses who will testify to this and that they hold him as the hero of Pass Creek. "According to residents in the locality of Pass Creek, a number of parties reporting getting through under their own power, had to be assisted with teams," says Robertson, "and the natives think it is a joke when they read of some car getting through under its own power."

"There were six cars stuck in the mud when I went through. Efforts were at that time being made to have them pulled out and shipped over the bad part. We had a new Hupmobile to be delivered by Joseph M. Cronemitter of Jacksonville and Salesmanager Habel selected me to drive the car down. On the return I drove back an old Hup that Cronemitter had, and had no real difficulty in getting through Pass Creek again.

"The running board was out of sight, so deep were the ruts. In the majority of places the road was on the level with the body of the car. The only way we could get through was to back up and plow and repeat this operation until through the bad part. The reserve power of the Hup was what did the work. I bought a new coil of rope for emergency and never used it at all. The entire distance through Pass Creek is very rough and one quarter of a mile is practically impassable. It is all slow driving.

"There is also one spot in Cow Creek canyon that is very bad if not dangerous. It is on the summit of the pass and is only wide enough to permit the passing of an automobile. Should you be off a distance of six inches it might prove fatal as there are steep pitches on both sides."

Country Folks Own Majority of Cars

The statistics for 1917 indicate that only 37 per cent of American motor vehicles are registered in the cities; in other words, 63 per cent of all the cars in use in this country are owned and operated by people living in small towns and in the country. In the so-called west central groups of states, with a total registration of 726,000 cars, more than 80 per cent are rural registrations.

Sticking Bushings
Binding of the bushings that surround the push rods frequently causes trouble. This may be caused by the oil becoming gummy or by valve grinding grit that has gotten down into the interior. If the aperture is closed with a cloth before the valves are ground this latter trouble will be obviated.

The clutches of the notorious Pass creek canyon on the Pacific highway have been described a number of times during the past winter season, since Captain Robert Manges had a somewhat difficult time in getting his "Denby Cruiser" through. Many unsuccessful attempts have been made and very few have succeeded even with the aid of teams. One of the latest reports of conditions of the highway through this bad spot and on down to Medford, was received by The Journal last week from S. G. Gorsline, Pacific coast manager for the Detroit Automatic Scale company, who made the trip to Medford from Portland. His letter, dated April 17, reads as follows:

"Let it be understood first of all that I am not an automobile salesman boasting the merits of my car or doing spectacular press stunts to get free advertising. Neither am I one of the numerous candidates for governor of Oregon doing the 'back to nature stunt' to attract votes. But tell the world for me that the only feasible way to get from Cottage Grove to Oakland is by airplane. But it is far from Pacific, more Atlantic as it were.

"We left Portland Sunday morning and reached here last night—26 hours' actual time on the road. I can't say running time, for that would be deceiving, for we stood still half of the time. Seven hours to go 28 miles from Cottage Grove to Oakland. Pass creek canyon should be the western front. The kaiser would never get through and the allies could go on a picnic. We were pulled for a mile and everyone has to have the same assistance. A big six cylinder car stands in the middle of the worst stretch, abandoned. The 'v' on the radiator is about all that remains above the surface. An eight cylinder car right behind us had a team ahead of it just the same as our Dodge and we met a Ford traveling in the same way. Pass creek is no respecter of persons.

"Rice hill is another bad stretch. The mud is like glue and sticks tighter than an insurance solicitor. A new Buick is on the top of the hill with burned-out clutches. It takes long gear to go down hill. His ideas of Oregon roads compare favorably with some of Billy Sunday's sermons. He has a tent with him and is camping out.

"From Roseburg to Grants Pass is not so bad. They are dragging the roads and aside from the natural barriers that nature has been so lavish with, the roads are all right. A little too sticky for high gear, however. Grants Pass to Medford in 1 1/2 hours shows how the roads are and we are told the roads south are better. They couldn't be worse.

"When Sherman spoke about war he should have included Oregon roads in the same classification. No parties should attempt motoring over this stretch for pleasure before June 1."

To save labor an inventor has planned a dam in which air locks in the form of siphons are used in place of valves or gates to control the flow of water.



Turning an Old Pleasure Car Into a Dependable Two-Ton Truck

The above is an actual photograph of an old King car, and below is the transformation effected by combining the chassis with a Graham Brothers Two-Ton Truck-Builder. It is now an efficient, full-sized Torbensen-Internal-Gear-Driven Two-Ton Truck.

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