

TRAFFIC RELIEF IS ESSENTIAL IN THE DOWN TOWN AREA

Variety of Angles Arise to Complicate Problem and Necessitate Its Solution.

INTERESTS ARE CONFLICTING

Drivers, Pedestrians, Merchants and Landlords All Have Different Viewpoints.

One way traffic on all streets between Front and Tenth and Burnside and Madison is now proposed in order to relieve traffic congestion. The plan proposes the rerouting of street cars and the enlargement of the restricted parking district for automobiles and motor trucks. Where parking is to be permitted vehicles are to be left parallel with the curb with four feet of open space between each vehicle.

1. Traffic on Front street will be north bound.
2. Numbering west from Front street, the odd-numbered streets will be southbound and the even numbered streets will be north bound.
3. With Madison street as No. 1 and numbering north, the odd numbers will be east bound and the even numbers will be west bound.
4. Streets for one way traffic will include all from Madison to Burnside and from the river through the congested district.

Routes and Loops Provided

Loop No. 1—Cars crossing Hawthorne bridge, west on Madison to Second, thence north on Second to Alder, thence east on Alder to First, thence south on First to Madison, thence east on Madison to the bridge. This loop will carry the Hawthorne, Woodstock, Sellwood, Mount Scott and Right-of-Way, Cascade, Mount Hood or Bull Run, Oregon City and other broad-gauge interurban cars which will travel over the bridge with the exception that they will loop from Second to First over Stark street instead of Alder.

Loop No. 2—From the Morrison street bridge cars will travel west to Third street, thence north on Third to Morrison and upon the bridge. This loop will carry the Mount Tabor, Sunnyside, Montavilla and Brooklyn cars.

Loop No. 3—From the O.W. R. & N. bridge south on Third street to Alder, thence east to Second, thence north to Flinders, thence west to Third, thence north to Williams, Alberta and Woodlawn cars. North and South Portland cars, running now on Third, will proceed south on Third to Grant, thence east to Second, thence north to Flinders, thence west to Third, thence east to Gilman.

Loop No. 4—From the Broadway bridge south on Broadway to Washington, thence east to Fifth, thence north to Gilman, thence across the bridge. This loop will carry the Right-of-Way, Vancouver cars will also use this loop from Fifth and Washington, thence east to Second, thence north to the bridge.

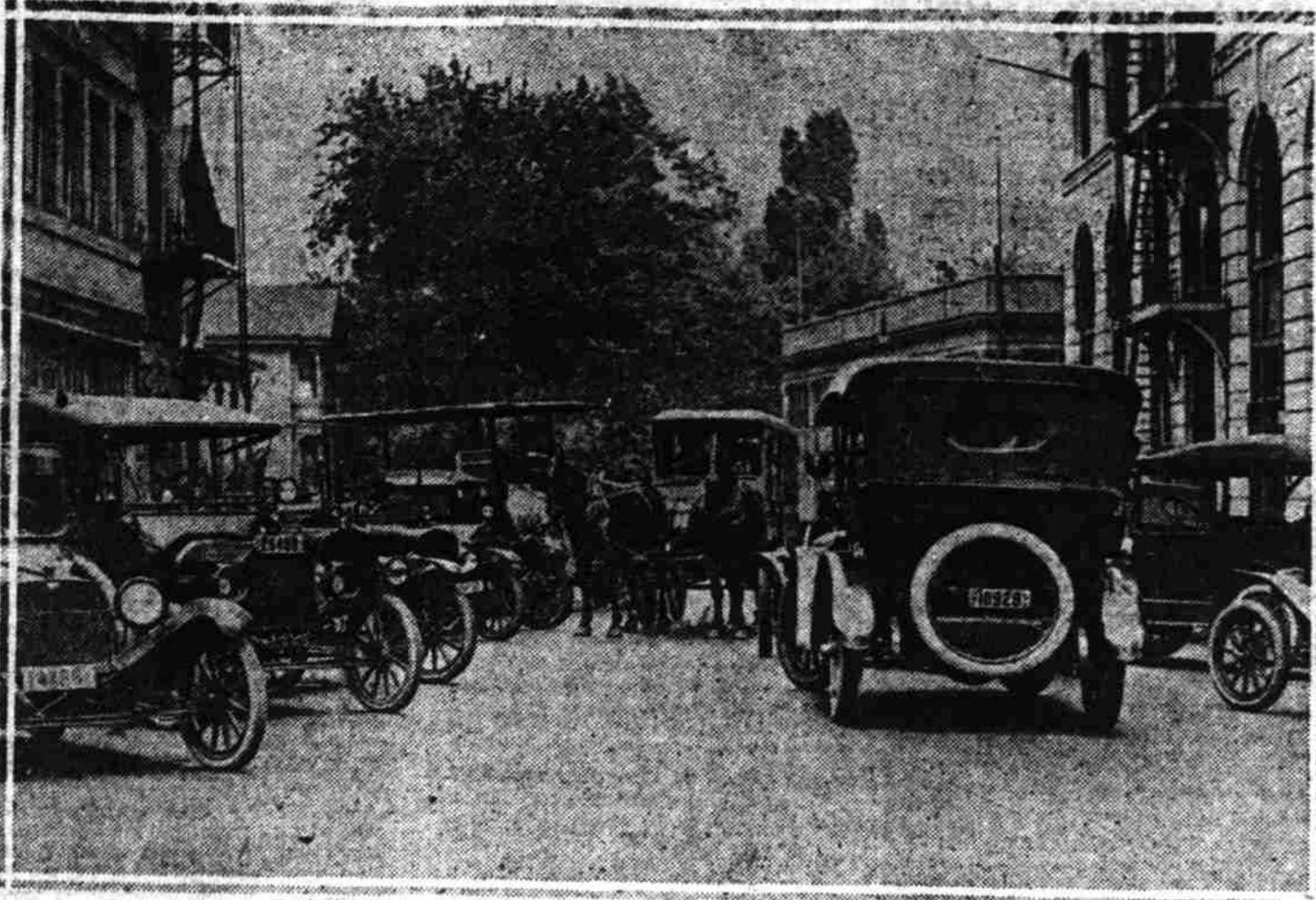
Loop No. 5—From the Broadway bridge south on Broadway to Jefferson, thence east to Fifth, thence north to Gilman, thence to either bridge desirable. This loop will carry the Broadway, Irvington, Kenton and Mississippi avenue cars.

Loop No. 6—Cars to run east on Washington to Fifth, thence to Gilman, thence to Broadway, thence to Morrison, thence west to their destination.

Sixteenth street cars to run east on Washington to Burnside, thence south Sherman, thence to Fifth, thence to Morrison, thence to Thirteenth, thence to Washington, thence to Fifteenth and out Sixteenth, to their destination.

Twenty-third street cars to run east

WHERE TRAFFIC CONGESTION IS SERIOUS



Traffic tangle on Park street near Oak, typical of downtown conditions today.

on Washington to Third, thence to Morrison, thence west to destination. Mount Tabor, Sunnyside and Hall street lines to run as follows: Morrison west to Eleventh, south to Hall, west to Thirteenth, north to Washington, east to Third and south to Morrison. The Thirteenth street bus line to be eliminated.

Rose City-Beaumont cars to run west on Broadway and Broadway, thence east to First or Second, thence north to Burnside, thence to the bridge.

To increase parking facilities, as a compensation for enlarging the prohibited district in which no parking is allowed and one way traffic only on Alder and Stark streets. On Morrison and Washington he would permit traffic both ways but prohibit any parking between Ten and Stark streets. He would also prohibit parking on the narrow park streets between Yamhill and Oak as is now permitted.

To increase parking facilities, as a compensation for enlarging the prohibited district in which no parking is allowed and one way traffic only on Alder and Stark streets. On Morrison and Washington he would permit traffic both ways but prohibit any parking between Ten and Stark streets. He would also prohibit parking on the narrow park streets between Yamhill and Oak as is now permitted.

thens H. P. Coffin, chairman of the public safety commission suggests an enlargement of the district in which no parking is allowed and one way traffic only on Alder and Stark streets. On Morrison and Washington he would permit traffic both ways but prohibit any parking between Ten and Stark streets. He would also prohibit parking on the narrow park streets between Yamhill and Oak as is now permitted.

To increase parking facilities, as a compensation for enlarging the prohibited district in which no parking is allowed and one way traffic only on Alder and Stark streets. On Morrison and Washington he would permit traffic both ways but prohibit any parking between Ten and Stark streets. He would also prohibit parking on the narrow park streets between Yamhill and Oak as is now permitted.

To increase parking facilities, as a compensation for enlarging the prohibited district in which no parking is allowed and one way traffic only on Alder and Stark streets. On Morrison and Washington he would permit traffic both ways but prohibit any parking between Ten and Stark streets. He would also prohibit parking on the narrow park streets between Yamhill and Oak as is now permitted.

To increase parking facilities, as a compensation for enlarging the prohibited district in which no parking is allowed and one way traffic only on Alder and Stark streets. On Morrison and Washington he would permit traffic both ways but prohibit any parking between Ten and Stark streets. He would also prohibit parking on the narrow park streets between Yamhill and Oak as is now permitted.

NEW PAYROOM AT DETROIT TREASURY

Cadillac Eight Brings City Employees' Salaries to Place of Employment.

Instead of having thousands of city workmen come periodically to the city treasurer's office to draw their wages, Detroit authorities pay off the men where they work, and have just put into service a new Cadillac pay car.

In the construction of the special body, which is mounted on a standard Cadillac Eight chassis, care has been exerted to provide the maximum of protection for the pay funds and of convenience for three men. One of these is the paymaster's assistants fold seats for the paymaster and the driver's compartments are completely inclosed, the car presenting a very smooth exterior.

Between the front seats a passage way through a heavily barred door, with a substantial lock, leads into the accounting compartment. Here there are accommodations for three men. One of these is a special Pullman seat, which is attached to the rear of the car and enables the paymaster to look through the rear window at the back. Two other seats, which also form the lower part of the partition between the two compartments.

The pay desk at the rear of the car is provided with a set of locked drawers on one side with a safe, made of three-eighths inch steel plate, with a special lock on the other. The interior of the car is mahogany finished, with two dome lamps directly over the paymaster's desk. All the windows are heavily barred, and the rear one, through which the paying is done, can be securely fastened from within by means of special screw clamps.

drives up in front of the store, receives a number and then drives to the garage. When wanted, the car is called by electric signal. It is driven up to the front of the store. The customer gets in and drives away. This method makes Philadelphia unique among cities.

One Way Traffic Suggested Many cities have adopted the one way traffic method in certain congested districts and it works very satisfactorily. Most of the congestion in narrow streets is due to the passing streams of traffic moving in opposite directions.

There are four principal causes of street congestion. One is poor pavement, too narrow thoroughfares and street obstructions. A second is the failure to make equal use of parallel thoroughfares. A third is confusing legislation and frequent changes of traffic ordinances. A fourth cause is inadequate police regulation.

While city officials are apparently slow to act, it must be conceded that the control of traffic on the streets is a difficult problem and full of divergent interests. The problem has to be studied not only from the standpoint of the drivers of all classes of vehicles, but from that of safety to pedestrians and the rights of property owners and merchants doing business along the streets. Each desires different things and their desires conflict. The driver of a vehicle desires a smooth and uninterrupted passage along the street with the right to turn either to the left or right at cross streets and freedom to stand at any point where it best suits his convenience and to load and unload passengers or merchandise in any manner which may be convenient.

Interests Conflict The pedestrian desires to walk across the street in the middle of the block, or at an angle in such manner as to save him time and distance in reaching his destination without being endangered by moving vehicles.

The merchant or owner of a building desires that free access be had to his property or place of business at all hours of the night or day. This access is desired to be available without delay from any outside source, so that patrons may not be hindered in that no time be lost by delivery wagons. In designing a traffic control all these interests must be taken into consideration.

The principal objections to the one way traffic regulation comes from merchants and property owners and is based on the conviction that it leads to depreciation of property on the street and to loss of patronage.

Road Order for Army Trucks As a result of the complaint of automobile clubs in Ohio and Pennsylvania that the trains of army trucks being driven to the seaboard were not extending the courtesies of the road to other vehicles, the quartermaster general has issued an order that drivers of army trucks must keep as close as safety will permit to the right hand edge of the road. The former practice of keeping to the crown of the road worked much hardship to other traffic, especially on narrow roads of limited width, and caused much needless congestion.

Tourists May Enter Canadian Territory

Autoists Will Have No Trouble in Getting Through to British Columbia—Must Prove They Are Americans.

J. R. Davidson, publicity commissioner of Vancouver, B. C., officially writes The Journal stating that there is absolutely no foundation for the report that any limitation or bar exists which would make tourists travel from the States to Canada difficult. He states that motorists or others intending to visit British Columbia will have absolutely no difficulty at the boundary. All that is necessary for them to have is papers showing them to be American citizens. At the boundary line persons holding these papers are given identification cards which enable them to travel freely in Canada without any interference on the part of Canadian officials.

The statement of Mr. Davidson is made because of erroneous reports which have been circulated to the effect that under the new Canadian registration law tourists must register at the postoffice before they could secure accommodation at hotels, etc., that a formal passport was absolutely necessary to cross the line and that persons entering Canada might not be allowed to return home.

Mr. Davidson states on the authority of W. D. Scott, dominion superintendent of immigration, and Senator Gideon Robertson, a member of the dominion cabinet, that these reports are absolutely without foundation. The Canadian registration act applies only to people residing in Canada and does not in any way affect residents of the States visiting British Columbia. There is nothing whatever in the act that would impose any restrictions on residents of the States entering into, traveling through or leaving Canada.

Relieves Freight An outlet for freight congestion between Memphis, Tenn., and Victoria.

For Repair Shops, Too!! DOCTOR SPARK

specializes exclusively on magnetos, generators, starters and batteries.

The wise repair man will do it anyway, but if he fails to realize its importance, you should specify that your spark troubles be treated by

A SPARK SPECIALIST Phone or call on him at GIBSON ELECTRIC GARAGE & STORAGE BATTERY CO. 12th and Alder, Portland

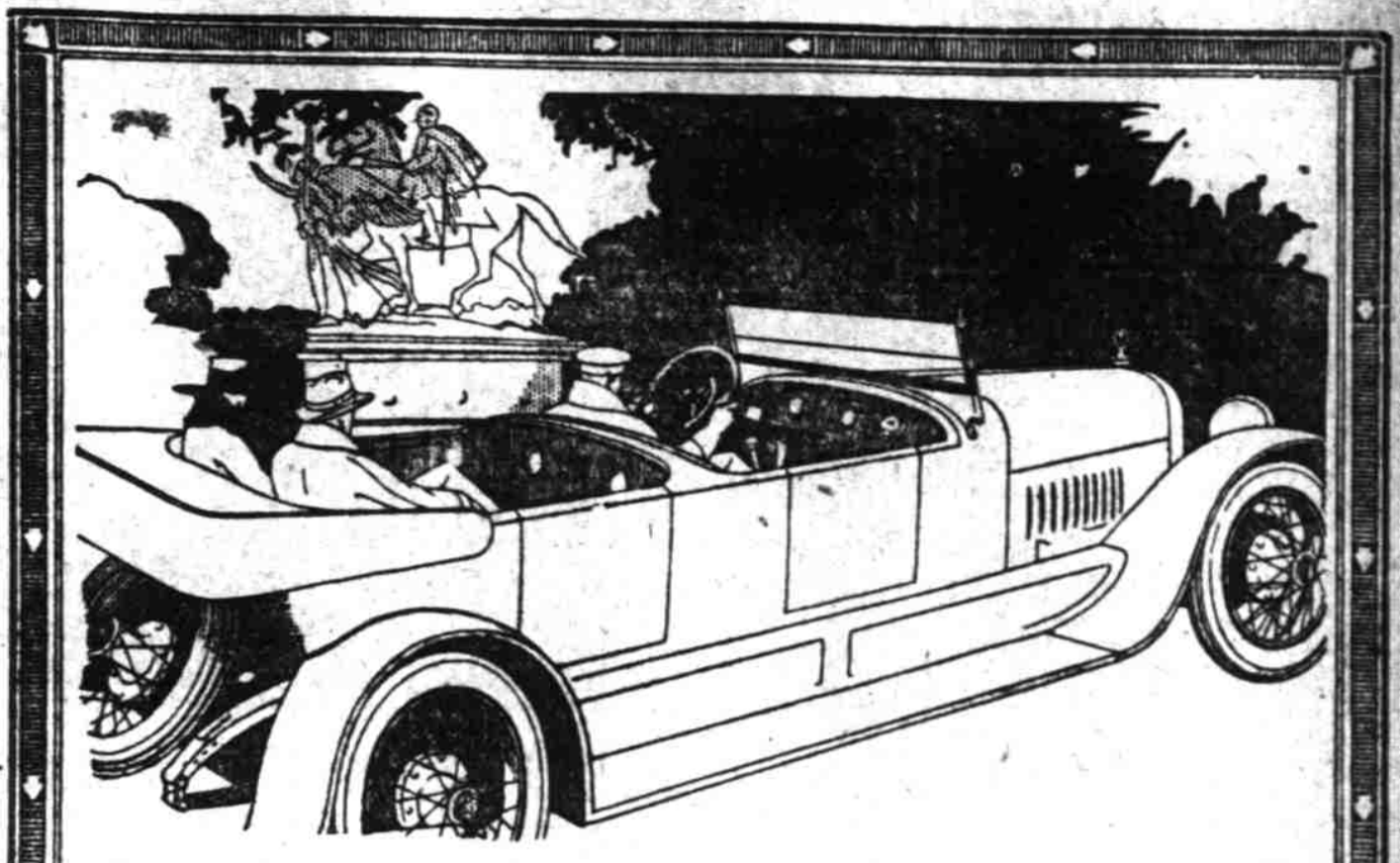
Miss. has been supplied by the Memphis Motor Transportation company, whose trucks are conveying freight to and from these points. This transportation company sends trucks daily to and from Memphis and Victoria.

Football Team Entails St. Louis, July 20.—(I. N. S.)—Thir-

teen Illinois miners, and all British subjects, enlisted in a body at the local British-Canadian recruiting mission headquarters. They comprise the membership of the British-American football club of Springfield, Ill.

Thief Takes Decoy Ducks Oakland, Cal., July 20.—(I. N. S.)—

Meat is getting so scarce and high that thieves are stealing decoy ducks. Jacob Pantosky reported to the police that someone stole 85 decoy ducks from the Free market. Pantosky thinks that the thieves will try the Berman scheme of making duck soup out of the sawdust with which the ducks are filled.



The Body is All Aluminum

A long, low body, beautifully beveled and fashioned entirely from aluminum gives the Jordan Sport Marine its final perfection.

The aluminum is entirely free from rumbles, ripples and rust. It takes that beautiful velvety finish.

Custom made and straight as an arrow. Doors are square. And the whole car is fifty pounds lighter.

A snappy sport windshield, smartly tailored top, five wire

wheels with Silvertown cord tires make the rakish effect of the Sport Marine complete.

You have your choice of two distinctive colors—Briarcliff green and Liberty blue—both good.

Equipment includes Macbeth green visor lenses, traffic bumper, motometer, rim wind sport clock, tonneau light, curtains that open with the doors, special speed gear ratio, 75-mile speedometer.

JORDAN JORDAN JORDAN
JORDAN
Sport Marine
MITCHELL, LEWIS & STAVER CO.
Distributors for the Northwest BROADWAY at OAK
JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

Releasing the Resources of the Nation

Hundreds of Federals are in service at the very outposts of industry. It is here, perhaps, that they perform their most spectacular work, defying every hardship—surmounting every obstacle, that primitive conditions can impose. At the mines—in the lumber camps—on the broad prairie wheat fields you will find them, helping to release the riches of the soil. In thus facilitating the development of the country—the prosperity and happiness of its people, efficient haulage has given Federals a well earned place as one of the nation's institutions.

William L. Houghson Co. Portland and Davis Portland, Oregon Distributors for Federal Motor Truck Co., Detroit

FEDERAL

A Capacity for Every Requirement



The Yanks Are Coming!

Follow the Flag to France WITH

"PERSHING'S CRUSADERS"

Heilig Theatre 7 Days, Starting Monday Eve., July 22 Twice Daily—2:15, 8:45



Your Duty to Go!

J. S. Moltzner

Distributor: Elgin Six Empire Four and Sixes Menominee Trucks

Washington and Burnside at Sixteenth Street