

DEVELOPMENT OF HIGHWAY TRANSPORTATION NECESSARY

STATE IS DIVIDED INTO FIVE DISTRICT HIGHWAY SECTIONS

National Highways Transport Body Organizes for Development of Auto Transportation.

OREGON IN TENTH DISTRICT

Great Advantage to Both Farmer and Consumer, as Well as Relieving Railway Burden, Seen.

For the purpose of facilitating the work of the highways transport committee of the National Council of Defense in the utilization of the highways as a transportation resource and their coordination with the waterway and railway, the United States has been divided into 11 regional areas. Oregon has been placed in the tenth region together with Washington and Idaho. The regional chairman is Julius L. Meier of Portland, who returned last week from a conference held at Washington in which the 11 regional chairmen were grouped in the war-time importance of their work. In addition to the task of encouraging the establishment of motor truck transportation to relieve railway congestion by the diversion of short hauls from rail lines to the highways, the highways transport committee has been given authority by the United States employment service to make recommendations in the adjustment of labor employed in any phase of transport activity either power or horse drawn. This will involve the determination of what highway improvements are essential in the war program.

In forming a state organization, A. S. Benson, state chairman, has tentatively divided the state into five districts. Within these districts will be formed county and community units. The first district, with Portland as the center, will include the following counties: Clatsop, Columbia, Tillamook, Washington, Yamhill, Polk, Lincoln, Clackamas, Marion, Hood River and Multnomah.

In the second district, with headquarters at Eugene, are to be Benton, Linn, Lane, Douglas, Coos, Curry, Josephine and Jackson.

The third district, with headquarters at Bend, will include Jefferson, Deschutes, Crook and Grant Counties. In the fourth district are grouped Lake, Klamath, Harney and Malheur. Klamath Falls will be headquarters.

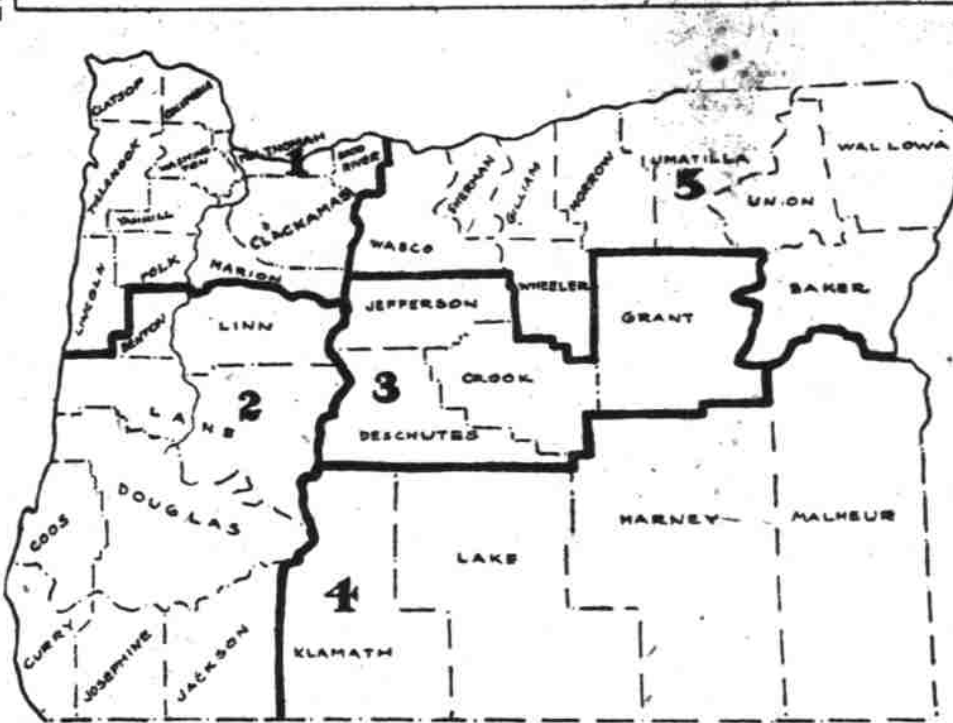
The fifth district, with Pendleton as headquarters, will be composed of Wasco, Sherman, Gilliam, Morrow, Umatilla, Wheeler, Union, Baker and Walla Walla counties.

Two purposes in view. In encouraging the enlarged use of the highways, two primary objects are in view. They are the relief of railway congestion at terminals and over congested lines running into commercial centers, and increased production. It is the latter purpose which is of vital interest to Oregon and the Northwest.

Under existing conditions, farmers have naturally hesitated to produce to capacity, fearing that their produce cannot be marketed. Even large quantities of farm produce do not reach market because of the lack of transportation, and are wasted. In the nation at large this waste has been estimated at 20 per cent.

With the establishment of rural motor express lines, it will follow that production will be stimulated by the provision of regular transportation. Another result will be that the producer will be relieved of the necessity of stopping his work to take his produce to market. He will be able to farm all the time, his produce being taken from his front gate, where also will be delivered his supplies ordered from town each day. This will overcome the shortage of farm labor, which has been curtailed 20 per cent by the army draft and other causes. Small shipments that could not be

REGIONAL HIGHWAYS TRANSPORT HEADS



Above—Secretary of the Interior Lane addressing highways transport directors in Washington. Arrow indicates Julius L. Meier, director of district comprising Oregon, Washington and Idaho. Center—Map showing division of United States into 11 divisions. Below—Map showing division of Oregon into five districts.

hailed to market profitably by the producer can be sent by motor express, thereby adding to the farmer's income and increasing the quantity received by the city.

To the consumer in the city it will mean that fruit, vegetables, eggs and milk will be delivered at his door in a fresh, clean and undamaged condition. The number of handlings will be reduced from several to two—that of loading at the farm and unloading at the door of the consumer.

The whole effect of a motor truck service operating on regular schedule would be the facilitation of traffic between farmer, market and consumer. An enormous waste of time and labor of both men and teams can be prevented by the consolidation of small loads from a number of farms into a single load to be carried by a motor truck.

Following the improvement of the highways, the motor truck is demonstrating its adaptability to the hauling of farm products. It is proving itself dependable wherever roads are capable of carrying its load. In the vicinity of many of the larger cities the rural express is in successful operation. Many of them are operated by motor truck owners who make daily round trips into the marketing center. Others are operated by farmers themselves, who first realized the advantages of using trucks for their individual needs. These lines are being developed on a sane, practical basis, without any special promotion or encouragement from state or national organization. The trucks start at a small town, gather the produce of the farmers and merchants along the road to the city, deliver it at the market, secure a return load from city merchants, including orders by farmers, and return to the country terminal, delivering en route. Many farmers living a few miles away from the rural express route bring their milk and produce to a point on this route with horse-drawn buggies and wagons, and these constitute feeders to the line.

The rural express also greatly aids the country merchant in carrying more complete stocks of goods, in filling special orders promptly and in avoiding temporary shortage of staples due to delayed shipments on the railroad. In the successful operation of motor truck transportation it is necessary to secure loads both ways. To secure efficiency, eliminate waste and reduce cost of hauling, there must be guaran-

tees of return loads. To provide these return loads is one of the functions of the highways transport service. It will be one of the chief duties of local committees to organize return-load bureaus.

These return loads bureaus are, however, not to establish rates. This matter is to be governed only by the truck operator and the shipper. It is to be expected that the rates will be commensurate with the service and within the present rail and express rates. Any abuses as to rates or other matters are to be considered, though, by the return loads bureaus.

In many cities the telephone companies have listed return load bureaus under the title "return loads" in the local directories. By calling "return loads" or the telephone number of bureau, shippers can learn where trucks may be obtained to carry loads to points which the shipper wishes to reach quickly. While in many instances motor express lines are operating on daily schedule over regular routes, there are also many trucks which stand idle part of the time. The return loads bureaus list these trucks and can place them at the service of shippers on short notice.

First Line Opened. The federal railroad administration is cooperating heartily with the highways transport committee in the establishment of motor truck service and is in sympathy with the movement. While the railroads are anxious and glad to be performed more easily and economically, it is recognized that the movement of traffic over the highways can be performed more easily and economically with a saving of railroad facilities.

The establishment of these rural motor routes has already begun in Oregon, their advent being hastened by the highway improvement which has been made in the last few years. The paving of the Capitol highway between Portland and Newberg has enabled the starting of a fleet of trucks between Portland and McMinnville, with a branch between Dayton and West Salem. This service which has been organized by the Willamette Valley Transportation company, will begin business tomorrow. Between Portland and Hood River a passenger bus has been put on and it is expected that a freight line will soon follow. Between Portland and St. Helens another line is in operation.

Federal Aid Not Promised. The completion of the pavement on the Pacific highway between Oregon City and Canby has made possible the inauguration of a motor service between Portland and Salem and adjacent territory.

At present there is no intention of extending federal aid in the establishment of motor truck transportation. Although the movement is of national scope it is contemplated to leave the matter of financing to individual effort. There has been some suggestion that federal aid might be given through the awarding of mail routes and parcel post business to the truck operators. Fore-shadowing the day of federal aid, however, is an address by United States Senator Chamberlain at a recent conference of the regional directors of the highways transport committee of the Council of National Defense.

Senator Chamberlain said: "I congratulate you on the effort you are making to give the subject a national aspect. It is one that every community, however small, is interested in. It appeals to every state, to every county and to every lesser sub-division but it is difficult for individual communities and even for the states acting individually, to accomplish much along the lines you are now working upon without national aid and cooperation. I think I can safely say that the strict doctrine of state rights is not contended for as it used to be and federal cooperation and aid are appealed for purposes undreamed of in the days gone

by and in my opinion it is safe to appeal to the federal government and ask its aid and cooperation in the great enterprise you are entering upon."

Value of Roads Realized. "We are just beginning to realize the uses to which the highways of the country may be put to aid in the great work of motor transportation. The war has compelled a resort to them and I believe that congress may be induced to aid in the movement by large appropriations to be spent in cooperation with the states and by placing these highways under the interstate purposes under the control of a federal agency with power to prescribe rates and unify the licensing system so that no handicap will be placed upon the utilization of these highways by conflicting laws of the several states."

CHEMICAL WARFARE SERVICE TO BEAT HUN

(Continued from Page Nine—This Section)

The devices for sounding a gas alarm are many and interesting. There is the Strombos horn, for instance, with its cylinders of compressed air to blow it. No horn must be used that is blown by the mouth. These are placed at intervals of 400 yards along a front and make a frantic din. They are supplemented by Klaxon horns, gongs, rattles, bells and policemen's rattles. Provision is made that there will be no question that every man will be apprised of the advent of the danger. Upon a moment's notice a whole battle front may be converted into a din like that in Mardi Gras week in New Orleans.

The protective device next in importance to the mask is the blanket roll which keeps the gas out of dugouts. The entrance to this dugout is much like that to your cellar door. A frame is built outside this which is like a leaning door casing. A blanket rolled up like a window shade rests at the top of this. It may be so lowered as to roll down the face of the door frame, trying flat upon it. Thus it fits tight. If it is wet it will fit tighter. It is a good barrier to gas.

Two of them at a single door; two barriers, furnishes very effective protection. When the gas alarm sounds the blankets are dropped and dampened. So may the men underground obviate the necessity of even wearing masks.

Just about what a concentrated bombardment with gas shells is like may be judged by a description of a deluge of them that was showered on a battery of six-inch guns stationed on a wooded hillside near Point Mouson last winter. It was a cold, still night with a mist hanging over the hillside, conditions peculiarly favorable to such a venture. At 6 o'clock the gas shells began dropping. They came in salvos of 10 every two minutes. They landed for an hour and then all was quiet for a bit and the hall began all over again. By 11 o'clock a total of 1200 shells had dropped on or near the battery. The cloud that formed was dense and opaque. One could not see more than a yard through it. The commanding officer of the battery was not able to read the fire tables and aiming by the glass was impossible. But despite the intensity of this attack and its duration but two men were gassed and they recovered. A horse and a donkey attached to the battery died. Many mice and rats in the woods were found dead afterward.

An interesting phase of such an encounter is the fact that the party attacked wants to make sure of the sort of gas the enemy is using. He therefore attempts to recover "duds." These are shells that have come over but have failed to explode. They still contain the enemy gas in its liquid form. There they may lie sticking in the ground inviting examination. Something has kept them from exploding. Possibly an infinitely fine grain of dust has kept

some bit of mechanism from working. Of course, if the shell were turned over, the grain of dust might drop out and the mechanism would work beautifully. The explosion would rip things up, and, in addition, would splash the surrounding very completely with the dense gas.

But there are men with all the armies whose business it is to go out to get these shells, to take them to the field laboratory, to pick them to pieces, find out why they didn't work, to uncock the gas in them and analyze it. These are not fighting men. They never go over the top, never shot a rifle. Many of them wear spectacles. They are inclined to let their hair grow long and get dandruff on their collars. Funny to conceive a fellow like that thus dealing with death at first hand, taking these frightful risks so calmly, isn't it?

Under the reorganization of the chemical warfare service each division is to be given a gas officer who has exclusive charge guarding against gas. This work has formerly been in charge of an officer of the line with other duties. So far this service has regularly assigned, about 2500 officers and 20,000 men. Among these are detached troops who may be moved from place to place to put on stunts and make life generally uncomfortable for the enemy.

Proposes Tax on All Highway Signs

A tax on sign boards along public roads has been suggested by J. Denny O'Neil, state highway commissioner of Pennsylvania, as a means of raising revenue for road maintenance. Commissioner O'Neil proposes legislation that will tax such signs and suggests that a tax of even \$5 on each board would yield large returns. The real object of such legislation, however, would be to restrict the number of such signs erected. According to Commissioner O'Neil, many of the finest views along the Lincoln highway in Pennsylvania are being destroyed by advertising signs.

Enriched Mixture in Starting. Starting of motor will be facilitated if the carburetor mixture is enriched at starting. This is usually accomplished by a dash arrangement. Don't blame the self-starter if you fail to do this, or if you try to start motor on magneto instead of battery. This applies especially where the self-starter does not throw the motor over very fast.

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