

OREGON WILL GET \$4,330,944 FROM POST ROAD FUNDS

Building Will Take Impetus When U. S. Appropriation Is Matched by State Money.

THREE-YEAR PLAN READY

Under Present Law 60 Per Cent of Fund Will Be Spent East of Mountain Range.

The expansion of federal aid to post road construction by the appropriation of \$275,000,000 in the next three years means a big contribution to road building in Oregon and the Pacific northwest if the federal funds are matched.

In the matter of rural post roads the federal appropriation for the fiscal year ending June 30 this year is \$1,259,853. For the fiscal year of 1920 the amount is \$1,496,127 and for the fiscal year of 1921 it is \$1,574,918.

The total for the three years for post roads in Oregon is \$4,330,944.

Under the Oregon state law 60 per cent of this must be applied on roads east of the Cascades and 40 per cent on the west side of the mountains. Another amendment to the federal aid law passed by the late congress relates to the definition of post roads. Hereafter great difficulty has been found owing to the strict definition of a post road. Under the new amendment the construction is more liberal. L. I. Hewes, district engineer of the federal office of public roads, says that hereafter rural post roads shall be construed to mean any public road a major portion of which is now used as a mail route, or can be used, or a connecting link not to exceed 10 miles in length of any road or roads now or hereafter used for the transportation of U. S. mail.

Forest Roads Given Share

Under the new law there will be available to Oregon for forest roads in the three year term, approximately \$1,250,000.

An important feature of the new forest road legislation is one which does not compel state or county cooperation to build and maintain any road or trail within a national forest which the secretary of agriculture finds necessary for the proper administration, protection, and improvement of such forests, or which in his opinion is of national importance. In the view of forestry officials this law is the most important step ever taken for rapid development of a national forest road system, and will be of inestimable benefit to the local people.

"This measure gives us much broader scope for a fully developed program than we have had before," says Henry S. Graves, chief of the forest service, in commenting on the new law.

Work Will Start Soon

"We already have our plans for approved road projects sufficiently shaped up so that a prompt start will be possible as soon as the weather permits. In some cases, however, these plans must necessarily be suspended on account of pending proposals for the creation of national parks affecting national forest lands. It would be obviously improper to expend the funds intended and voted by congress for the development and protection of national forests on areas which may soon cease to be national forests."

"Forest roads appropriations will not only make it easier to protect the forests without costly expenditures to fight bad fires in inaccessible localities, but will also help enormously the many small communities and scattered settlers in and near the forests who now suffer for lack of roads. It will also enable the construction of important trunk line roads crossing the mountains, with suitable provision of subsidiary roads.

Campaign Prospects Better

"One result will unquestionably be a marked development of recreational uses of these great national playgrounds, with their wealth of too little known attractions. Altogether, the opening up of the forests to more complete and varied use by the public, which is the fundamental object of their administration, will be tremendously advanced.

Under the law preference is given to the employment of honorably discharged soldiers, sailors and marines for the required labor.

Material Plentiful For Canadian Autos

Millions of tons of steel will now be available for automobile and agricultural implement manufacture in Canada, according to a consular report, which states that manufacturers in these lines there are far behind in their orders. A reduction in the high wage of the war is expected, but at the same time it is expected that there will be ample employment for all at good wages in Canada. Manufacturers, says the report, do not look for a drop in prices for some time.

Motor Car Sale

Now being conducted at Vancouver Barracks, Vancouver, Washington, by the

United States Spruce Production Corporation

Motor Trucks 1 1/2 to 5 ton, \$1,000 to \$4,200.
Trailers 2 1/2 to 5 ton, \$400 to \$1,000.
Fords \$300 to \$450.

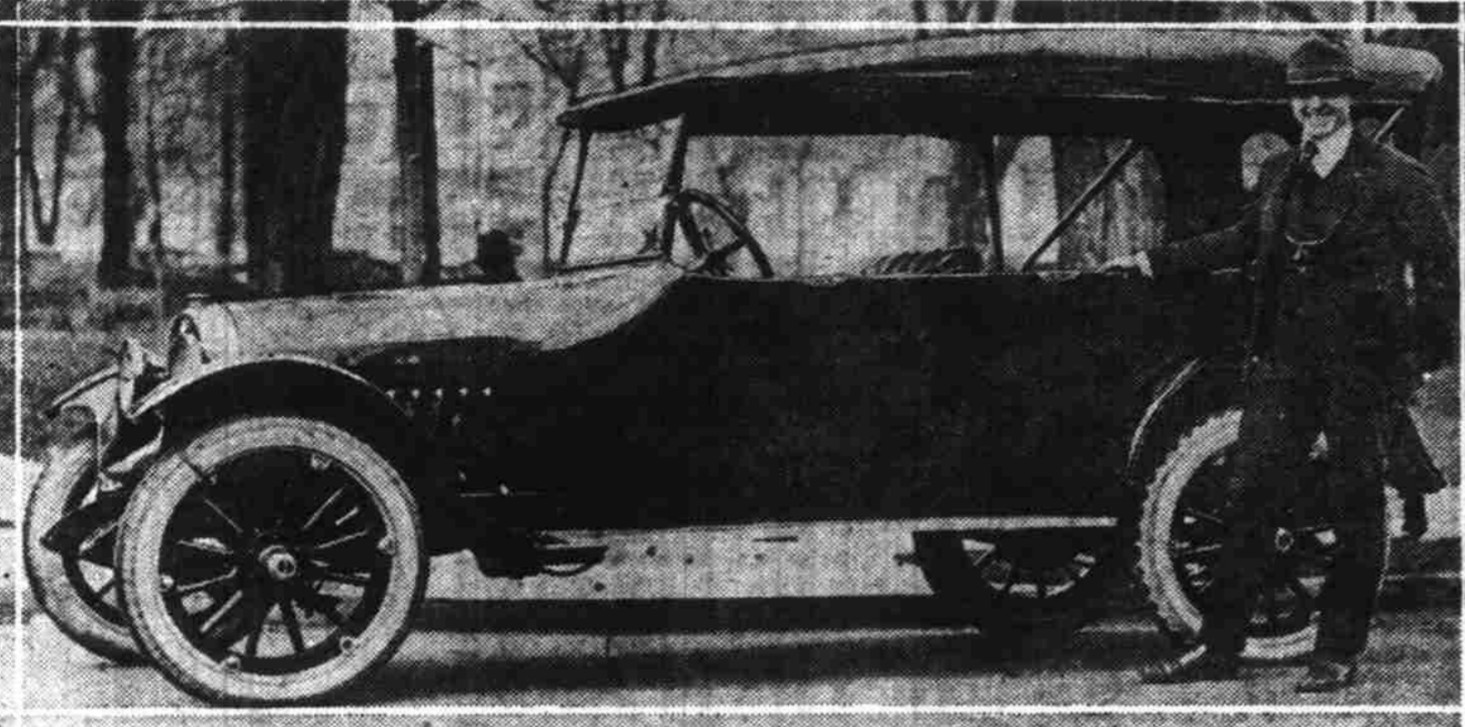
Also a few passenger cars of other makes. All cars carry prices plainly marked. Come and see and buy.

For further information address Automobile Department, Sales Board, United States Spruce Production Corporation, Yeon Bldg., Portland, Or.

IN THE PORTLAND MOTOR CAR FIELD



J. P. Searce, of Liberty Motor Car company, and Liberty car



J. H. Lemons of Willamette Oakland company and Oakland car sold to the city

Yakima to Receive \$650,000 for Roads During Next Year

Yakima, Mar. 15.—Yakima county is to receive a total of \$650,000 federal and state money for road construction during the coming year, according to plans by the state highway commission. Federal aid money to the amount of \$300,000 will be applied on the construction of the Donohue roads planned for the lower valley, and \$350,000 of state money will be used in grading the road between Yakima and Ellensburg.

James Allen, state highway commissioner, has assured the Yakima county engineers that the river route will be selected. The river route is 10 miles shorter and a grade of 1800 feet is eliminated by the change. All the money will be spent in the grading, leaving the hard surfacing for some later date.

The decision of the state commission to spend \$350,000 in improving the highway between here and Ellensburg and changing the route to the river grade has, however, brought out a storm of protest from farmers along the present highway. A protest signed by 509 residents of Naches, Selah and Wenatchee valleys has been presented to the board of county commissioners. The county commissioners claim that the matter is not in their hands. The state highway commission has had a survey made which shows that the proposed route is 10 miles shorter and the river grade much lighter. They claim that they will save enough in construction to hard surface the road at some later date.

Auto Tire Chains Requiring Adjusting

When installing tire chains it is not advisable to have them too tight. If the chains are held in a fixed position the tread of the tire is apt to be loosened at these points. If the chain is slightly loose it will work around to different positions and cause less injury to the tread.

Heavy Grease Will Stop Gearcase Leak

If oil and grease drop out of gear case or differential housing the bolts must be set up more tightly, as it is an expensive job to replace all the gaskets. If tightening the bolts does not stop the leak, then use a heavier grease, one which will not thin out so much in hot weather.

WAR IS NO BAR TO USE OF AUTO

Despite World Conflict Demand for Motor Vehicles Has Steadily Increased in America.

Washington, March 15.—Government officials are drawing many interesting deductions from the automobile registration figures of the various states, one of which is that not even the greatest war in the history of the human race was able to put a serious check on the use of automobiles. For the registration for 1918 shows a clean-cut gain of 1,004,176 over the registration for 1917 in the country at large.

The steady march of the automobile in popular favor, is shown by the following increases of registration each year over the previous year: 1914, 501,536; 1915, 699,218; 1916, 1,121,164; 1917, 1,129,324; 1918, 1,004,076.

(The totals of registration in Colorado since 1914 are as follows: 1914, 17,967; 1915, 26,611; 1916, 44,180; 1917, 68,859; 1918, 70,000.)

New York, with a registration for 1918



A motor truck that fits your business

Compare the Atterbury design and Specifications with your idea of what a truck should be—we'll accept your verdict.

The Atterbury truck you buy could not be built more carefully and conscientiously if you went to the factory and superintended its construction yourself.

And if you want a motor truck that will give your business the greatest possible service at the least cost—with the minimum of trouble—

Investigate the Atterbury—compare the specifications—talk to any owner—we will leave the verdict to you.

ATTERBURY TRUCK SALES CO. "Truck Specialists" 343 Oak, Near Broadway



WHOLE TRAINLOAD OF CARS ARRIVES

Chevrolet Distributors in Portland Receive 58 Carloads, Total of 348 Autos, Worth \$300,000.

Automobiles by the trainload is not an unheard of thing, but it is an unusual one, and its uncommonness makes it a matter of comment. That is why this article is written.

A trainload, first of a series, it is hoped by the recipients, of 58 cars, containing a total of 348 cars, has been received from Oakland, Cal., by Regner & Fields, distributors of the Chevrolet. The value of the consignment was nearly \$300,000.

W. C. Sills, salesmanager of the Chevrolet company of Detroit, was present at the factory when the trainload was sent north. C. M. Stevens, assistant manager, and his chief, Cliff Durant, also were there. Stevens came to Portland, arriving in time to present the blanket bill of lading to W. C. McCabe, local wholesale manager of Regner & Fields who was exceedingly pleased because promises of immediate delivery could be made to purchasers.

Lewis County Will Have \$440,000 in All for Its Roads

Chehalis, Wash., March 15.—Federal and state money planned for road work in Lewis county, including bridges, reached the total of \$440,000. Lewis county gets the largest share of state road money, the coming two years. In its history. In addition the county road and bridge money will be used, so that the extensive roads of Lewis county are to come in for some great improvements the coming two years.

Most important of the program is the completion of a seven mile gap in the Pacific highway, between Chehalis and Toledo. The highway is already paved from the north line to the south line of the county, excepting seven miles mentioned, and it is planned to pave that whole seven miles this summer, instead of spreading the work out over two years as originally planned. To complete this, \$140,000, state and federal money, is available. Of the other appropriations, \$100,000 is to be spent on the road from the Pacific highway to Mayfield; \$40,000 on state road No. 18; \$80,000 on state road No. 5, leading into eastern Lewis county; \$20,000 on the Nesika bridge; \$10,000 for preliminary surveys and \$100,000 for the Cowitz bridge at Toledo. The bids for this big bridge will be opened at an early date. Plans call for a bridge having four 180 foot steel spans, with paved approaches, and one of the most imposing bridges in the state will be here, on the Pacific highway.

Y. M. C. A. Big Buyer of Transport Cars

Purchases of automobiles and accessories to a value of \$827,126.20 since the armistice was signed show that the overseas motor transport department of the Y. M. C. A. war work council is still a large buyer. For all motor transport purposes during the period of actual hostilities the Y. M. C. A. appropriated \$1,756,215.13 for equipment and \$581,250 to cover cost of operation which includes such items as expenses of drivers and mechanics, garage expenses and hire of cars for temporary needs. Much of this equipment has been sent to the scrap heap after serving the purpose imposed by war conditions. According to T. W. D. Turner, overseas purchasing agent for the Y. M. C. A., this must be replaced and increased to meet the demands of the program of war service.

TRAINLOAD OF PASSENGER CARS ARRIVES



C. H. McCabe and Roy Fields (center) receiving bill of lading from C. M. Stevens of Chevrolet Motor Car Co.

It'll Pay You in Long Run Keep Your Tires Inflated

Keep the tires inflated to pressure. Underinflated tires cause the canvas to split. Overinflated tires encourage blowouts.

Examine shoes regularly and fill cuts to prevent canvas from rotting. See that wheels are in alignment and the spokes are not sprung.

Examine the car at least once a month for loose nuts, bolts, screws and wire connections. Do not rub the mud off the body with a rag. Wash with a hose without directing the force of the stream onto the finely polished surfaces.

Always use a chamois to rub down the screen in the oiling system so that it will dry will cause spots. Soap should be avoided as much as possible when washing the body, as it eats the varnish, causing a dull appearance.

Should the top become dusty, use a stiff brush. To remove mud spots or oil use water and castile or ivory soap. Do not allow water to remain on the leather upholstery in cold weather, as it will cause it to crack.

Storage batteries should be examined every 15 days and distilled water added. This applies also to cars laid up for the winter, and the battery should be charged at least once a month, otherwise the plates will buckle and an overhauling be made necessary.

The points of the spark plugs should be spaced so that a worn dime can be inserted between the electrodes.

A little graphite and oil mixed to the consistency of a paste and used on all threaded surfaces will allow the bolt to be made up tighter and always allow it to be removed. It is better than white or red lead in making a gas or water tight fit and does not set.

Cheap lubricants cause undue wear. The best is the cheapest in the end, because it lasts longer and prevents friction.

Oil in the engine should be drained at least once in every 1000 miles.

The screen in the oiling system should be examined and foreign matter removed. Washing the crank case with kerosene occasionally will be found to be beneficial.

Do not race the engine, and it is advisable to throw the gear shift lever into neutral with the clutch engaged when coasting down steep hills, as undue wear comes onto the thrust bearing when only the clutch is thrown out. Grease cups are not ornaments, nor should they receive only occasional attention. At least every 100 miles they should receive one or more complete turns—and be sure they are filled. A grease containing fine flake graphite will last longer than plain grease, as it does not waste away or gum up.

Transmission and Differentials should be Inspected Every 1000 Miles and More Lubricant Added if Needed.

The lubricant to be used should follow the gears at all speeds—should not contain wax, clay or animal fats. Graphite will assist the lubrication of these parts, but only the finest grade of fine pulverized flake should be used. Differentials that are troubled with grease leaking from the brake bands should be drained and cleaned and a special grease known as Dixon's No. 680 non-leak grease be inserted. Fill transmissions to the level of the shaft and differentials to the lower edge of the axles.

It is advisable to use the best quality of oil in the motor. A medium grade will be best adapted to most types of cars and oiling systems.

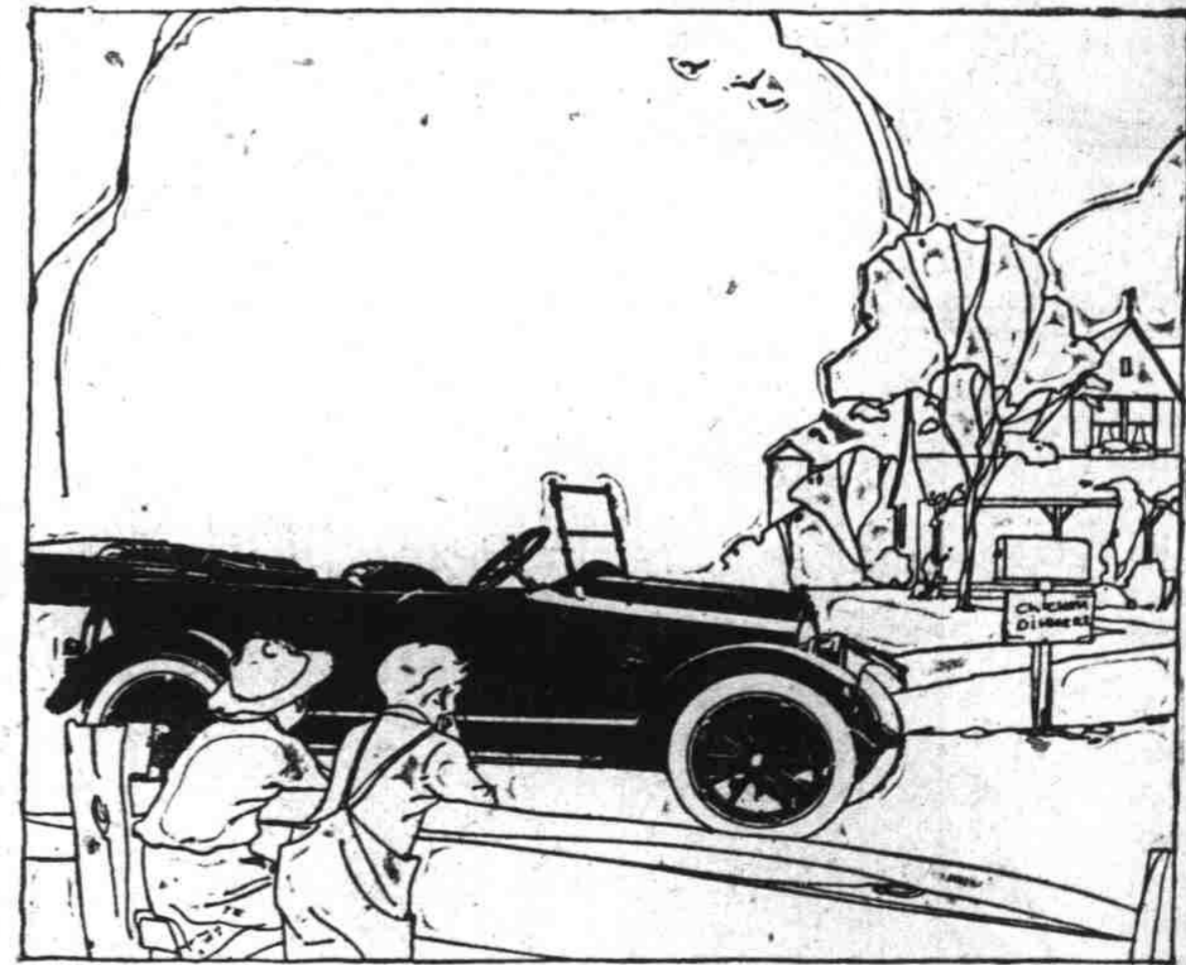
Graphite and kerosene oil mixed to the consistency of a paste and spread between the spring leaves once a year will cause the springs to ride easier and at the same time prevent squeaks and deterioration from heat.

Dry graphite rubbed on the inside of the casing and on the outside of the inner tubes will prevent sticking and deterioration from heat. Dry graphite applied on a piece of cotton waste, moistened with gasoline or water, to the steel rims will prevent rusting and the sticking of the casing to the rim.

Flaxseed or other radiator compounds should be avoided when troubled with leakage, as they stop circulation and coat the fine tubes or passages in the cooling system.

Multiple Nests—When heavy material is to be handled, it is sometimes possible to arrange a nest body in a number of sections, which can be easily rolled into the body of the truck, whereas one large nest filled with the weighty material could not be satisfactorily handled.

Overland



"Approved"

The circle of friends the Overland car makes is continually widening. These friends have spread the good news of the comfort, performance and economy of the Model 90 car, until owners now number more than 115,000. These owners are safer guides for you to follow than mere specifications.

Willys Overland-Pacific, Inc. BROADWAY AT DAVIS, PORTLAND, OREGON

Overland Model Ninety Five Passenger Touring Car \$985; Sedan \$1495; L. a. b. Toledo