

KLICKITAT ROADS ARE AMONG BEST MARKED IN STATE

County Sign Man Believes Highway Must Have Directing Signs to Be Classed as Good.

PEOPLE ARE APPRECIATIVE

Fully 1800 Names Have Been Registered on Book Provided for Purpose at White Salmon.

A road that is customarily pronounced "good" is described primarily, and generally solely, such because it has a good hard surface, and one which can be traveled upon at a fair rate of speed, keeping within the law, and free of that fatigued feeling that is born of ruts and chuckholes. But if the road is not properly provided with signs that prevent the tourist from going wrong it is not a good road, and never will be, until it is so provided.

That opinion is the result of long study on the part of C. N. Clark, the official "sign man" of Skamania and Klickitat counties, over in the state of Washington. Signs are Mr. Clark's hobby, and putting them up is the chief joy and delight of his life. He says without boasting that the section of road for which he is responsible is one of the best posted bits of highway there is in the Northwest, and anyone who has traveled the road to White Salmon will agree with him.

CAR WELL EQUIPPED

Mr. Clark has a Ford car that is well equipped for camping out, provided as it is with full equipment, consisting of a stove, kitchen paraphernalia and a good larder of things dear to the heart of the tired working man, and Mrs. Clark, who makes all the trips with him, is a mistress of the art of camp cooking. The Ford is fitted with an outside brake, in addition to the emergency and foot brake, and has an intermediate gear installed. A box on the side contains nails, paint, brushes and tools for the erection of the finger posts, and a rack on the side of the car carries the poles, to which the "shingles" are attached. Sometimes he has as many as 16 posts on the car, and other articles in proportion. The greater part of the summer has been spent touring about the southern part of Washington, and erecting the signs for which he is famous. No stencil work is used, Mr. Clark doing all the lettering with a brush.

WHAT PEOPLE WANT

The method pursued by him is as follows: Upon reaching a crossroad where there is no sign, he calls on the people living in the nearest house and asks what are the chief questions tourists put to them, and what is the information generally desired. With his map, and the data so gathered, he makes up a sign that embodies all the information the majority wish to know, and the sign, together with the tourist's road map, will be all that is required.

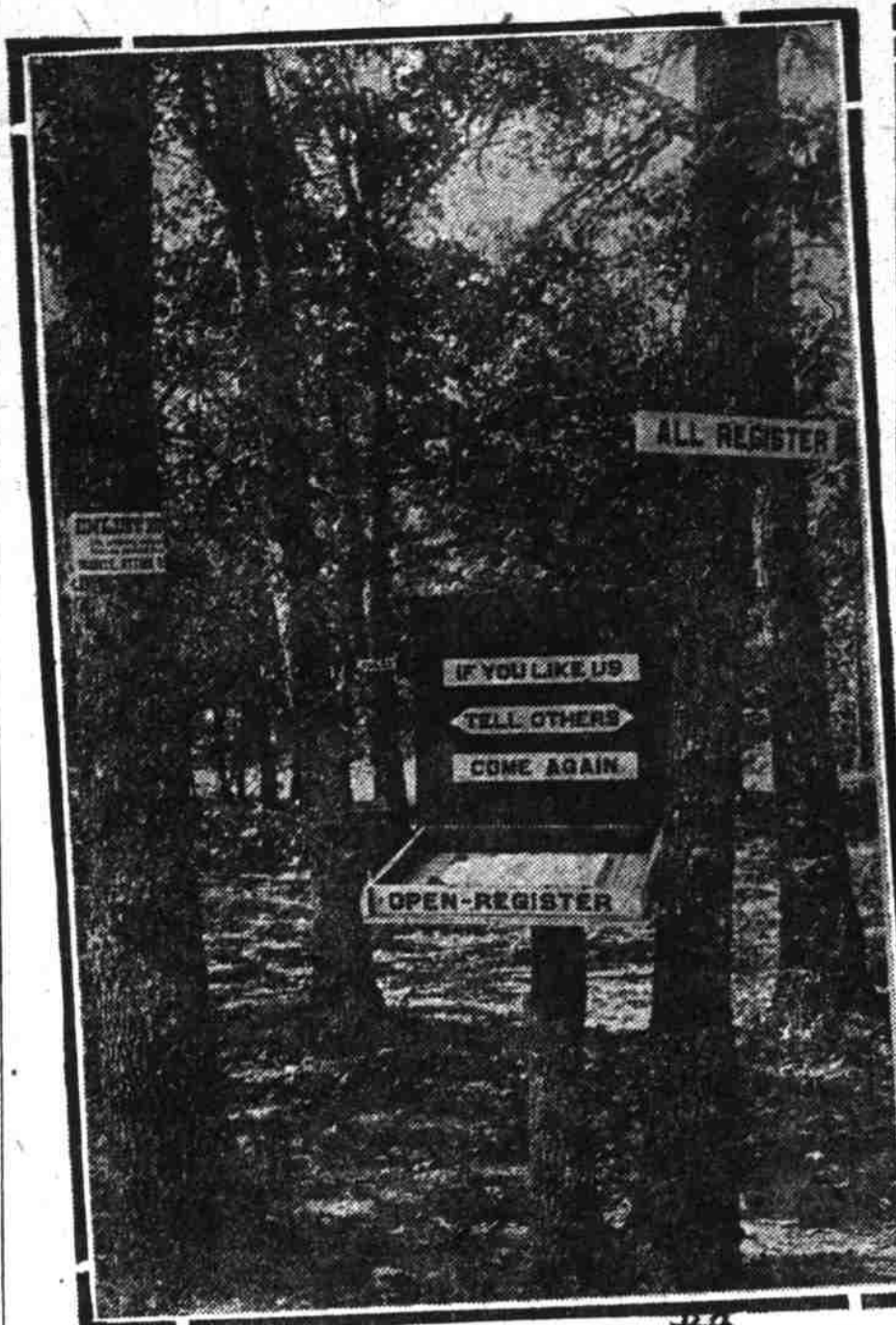
Not only does he erect signs at intersections, however, but they go up at all points where it is necessary for helping the traveler, or giving him hints as to scenic beauties in that locality, wherever it may be, and how to get to them. The falls near the Wingard bridge were scarcely ever visited until he directed tourists to the rustic bridge overlooking the falls. The Cedars were almost unknown before the pointing finger he erected began to arouse the interest of the curious, and the little glacier stream nearby might have pursued its cool and lonely course for years, had people not been told of its existence.

ENHANCES NATURAL BEAUTY

"The scenery of the Northwest has been provided. We can attract tourists by a little work, and by the addition of a few touches that will enhance the natural beauty, or lead to its discovery," said Mr. Clark. "It is almost impossible to get lost in Washington, and we never leave the discovery of the interesting bits to chance. The traveler may not want to stay and find these things for himself. It is a great deal more fun finding them for the first time, rather than having them pointed out, but time is an important thing, especially to motorists who are just out for the day, and are anxious for the trip to be as interesting as possible. After all, what tourists want, next to a fairly good road, and a place to camp when they are ready to do so, are points of scenic interest. This is one reason why the Northwest is so popular."

The camping grounds at White Salmon is one of the results of Mr. Clark's campaign for tourist attraction, and, in a small way, the camping ground there is said to be one of the best in the Columbia basin. The grounds were first opened last year, the second day of Sep-

KLICKITAT TAKES CARE OF AUTOISTS



Top, left to right—Registration box in camping ground at White Salmon; one of the cautionary signs which helps to make Klickitat roads good roads. Bottom—Welcoming sign which greets motorists at White Salmon.



WONDER VALLEY IN ALASKA WILL BE OPENED BY ROAD

Highway Up Beds of "Painted Streams" Leads to Valley of Ten Thousand Smokes.

Cordova, Alaska, Sept. 20.—Completion of a projected automobile road of 18 miles up the beds of "painted streams" is expected to open to tourists from all parts of the world the Valley of Ten Thousand Smokes in the Mount Katmai region of Alaska, about eighty miles north of Kodiak, island.

Enterprising motion picture producers, following scientific expeditions into the strange valley, have returned here with films of the myriad "smokes" and with reports of a shorter and easier route to the district.

When the Katmai volcano erupted in 1912 and covered thousands of square miles with ash and pumice, killing all vegetation and game and wiping out more than one settlement, it was regarded as a great calamity. But the eruption uncovered a strange formation which is declared to be one of the wonders of the world.

The "smokes," literally thousands of them, are clouds or jets of steam under various pressures, emitted from holes and remarkably colored caverns in the solidified volcanic clay. The entire valley, which is shaped somewhat like a clover leaf, seems to be gradually solidifying. The Indian who recently guided a motion picture party said many square miles, covered with semiliquid hot mud a year ago, are now crossed without difficulty.

In one of the three arms of the valley is a "river" glacier, at the foot of which is a beautiful cobalt blue lake of hot water. In another arm is the Falling mountain, down whose face roll continually huge boulders broken off near the snow-capped peak by variations of temperature.

Manufacturer Gets Impatient Because Of Dealer's Request

When the factory wires a local dealer as to the why and whereof of the numerous orders coming in, and sends solicitous comment in the form of telegrams concerning the same condition of the mind of the dealer aforesaid, there is a suspicion that somebody has been selling cars.

"Selling cars," asks Fred Houghton, "is not a difficult matter when you have a good line. And if there is any car that can show the Dixie-Flyer anything."

Houghton went on to say that the C. H. S. company had delivered 71 Dixie-Flyers since June 24, and that 24 more will arrive within the next ten days, of which 24 are already sold. Ever since he went east last June, Portland has been getting better deliveries from the factory, and has been able to supply purchasers with machines more promptly than before. The C. H. S. company may be wild when it comes to selling cars, says Houghton, but they will stay wild.

STREETCARS TO BE SUPERSEDED BY MOTOR BUSES

Mayor Hylan Declares Day of Surface Lines on Broadway, New York, Is Thing of Past.

MARKET SERVICE POSSIBLE

City Owned Truck Service Will Be Possible as Soon as New Tunnel Finished.

Broadway, New York, the costliest and best known street in the world, is to do away with its street cars and have motor buses exclusively for passenger carrying on the street surface.

Mayor Hylan of New York city has declared that the day of the street surface car has gone forever. He favors the establishment of bus lines everywhere in the five boroughs and the complete eradication of the street car lines, tracks, traffic blocking by crowded cars, and everything associated with them.

New York was the last big city to abandon the ancient horse car line, but about the first to adopt the underground cable and trolley systems for surface cars.

The buildings, maintenance and constant repairs of these made the fortunes of many contractors and "the men higher up," and kept Broadway constantly torn up for years before the subway came to continue the noise and nuisance for a further dozen years.

OFFEN TORN UP

Perhaps no street in existence has been torn up, put back again, excavated

and rebuilt so many times over a period of 40 years, while business concerns patiently paid rent and taxes, and suffered, until the general migration uptown left whole sections of the great thoroughfare deserted and practically dead.

Magneto equipped motor buses are running profitably in most of the big cities of Europe, notably London and Paris, for 15 years. Their records of cost, mileage and passenger carrying have proved them better in every way than the surface trolley cars and the savings in the cost of laying tracks, roadway, construction and repairs are enormous.

Although trolley lines are still used in the suburbs and interurban service, these also are giving way to the advance of the more popular motor bus, which in England, particularly before the war, made long trips into the country for hundreds of miles and journeyed in every direction.

MAYOR IS IMPRESSED

The mayor was impressed by the reports and by the success and very profitable growth of the Fifth avenue motor buses of New York in the past 13 years; by the clamor of the public for better service, and the demands of the market for more surface and elevated lines for increased fares.

During the past five years the New York, Chinatown and Coney Island "sightseeing" cars, carrying about 50 passengers each, have steadily increased in numbers. These proved the possibilities of carrying ever-increasing numbers of passengers through the crowded cars and byways of the great city and far into the country.

ZONE SYSTEM ADOPTED

The mayor further states that while he is not at the moment contemplating any city owned motor truck service for the markets, to help bring about reduced prices of food and closer touch

between the farmer and public with the markets, it will undoubtedly become possible as soon as the new Hudson river tunnel for vehicular traffic is completed.

The entire street railway system of the state of New Jersey is controlled by the public service corporation of New Jersey, and they have, after repeatedly raising the fare, adopted a zone basis of fares. In some cases this means as much as 35 cents for a single fare—that motor buses in New Jersey and elsewhere carry millions of passengers daily at 5 cent fares, and earn magnificent profits for their owners.

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Rusty Clutch Is Cause of Grabbing

If the sliding member of the clutch is rusty it will give the effect of grabbing. The rusted portion will prevent the clutch's engaging gradually, holding for a fraction of a second and thus forming a quick engagement. The operator often believes that the trouble

is due to poor facing or worn engaging members.

Loose Bearing Test To test a wheel for loose bearings, jack it up and take hold of top and bottom spokes, pulling and pushing in the opposite directions. If no looseness is shown in this way, try lifting the hub to see if there is play in that direction. If any play is shown, the bearings must be taken up.

Don't Blame Cylinder If you open the relief valves to look for a cylinder missing explosions and fail to see a flame, do not condemn the cylinder. Open the throttle and give it enough gas to fire. When the throttle is closed and the relief valve open, the engine sucks in so much fresh air that some cylinders cannot fire.

Don't Overdo Things Don't use a greater candle power lamp than is approved by the motor vehicle department with any device, home made or manufactured.

MACK PERFORMANCE COUNTS

Mack Truck Records

The records made by Mack trucks are performance records in the hands of users—the only kind of worthwhile records.

It is not the amazing single load carried by a Mack truck that establishes its record, but the frequency and regularity with which the unusual is accomplished.

When you learn of a Mack truck of 3½-ton rated capacity carrying a 6-ton load up a steep grade and ask the owner about it, he is likely to say: "Why, that's nothing. That same Mack has taken 8 tons up that grade."

Mack trucks are repeaters. Over and over again, year in and year out, Mack trucks stay on the job until they have become recognized as the standard for determining truck values.

Measured by the excess tonnage they carry, freedom from repairs and years of service they render, Mack trucks are extremely economical to own.

International-Mack Corp.

Kelly-Springfield Motor Trucks

Jeffery and Hanawalt, Inc.,
Oregon Distributors

At
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65 North 23d,
Near Washington

Rubber Imports Are Again on Increase

Crude rubber amounting to 17,955 tons was imported in July this year, which is an increase of 473 tons over July, 1918, and an increase of 1646 tons over June of this year. Although June imports dropped to 15,513 tons from 24,154 tons of last year, the 1918 figures were unusually high, the average import for June being nearer this year's figures.

Setting the Magneto
When setting a high tension magneto is should first be seen that the proper cylinder is in firing position.

Another FEDERAL at the STATE FAIR

COMPARISON

The best is only apparent by contrast. Standards are arrived at by a process of elimination. Therefore Federal invites comparison with other makes of trucks.

With a full knowledge of what Federals are capable of in the world of haulage—with the certainty of their performance in the past—we have nothing to fear from any honest comparison on any basis. Of course, we want you to look at other makes of trucks—then come back to the Federal.

THAT IS WHY FEDERALS WILL BE FOUND AT THE STATE FAIR THIS WEEK

Visitors to the Federal exhibit will find a factory representative and our traffic expert to help them solve their haulage problems.

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