

CAUTION URGED IN USE OF TRAILERS

Advice of Expert Engineers Is Desirable Before Decision Is Arrived At.

Although the use of trailers or semi-trailers is feasible and profitable under many conditions, the truck owner always should consult the truck maker before installing such equipment. Adverse operating conditions sometimes would make the use of trailers ruinous.

Given proper conditions, however, the trailer or semi-trailer fills a definite need. Some of the many things that trailers can do are: (1) Reduce load-handling delays, by enabling the operator to load or unload one trailer while the truck is hauling another; (2) haul units too heavy for a single truck but which can be moved with the power of a single engine, such as boilers, heavy machinery, etc.; (3) carry bulky but light articles which would utilize only half the power of the engine if loaded on a single truck. Barrels and boxes are in this class; (4) haul lengthy material too long to be loaded onto a truck, such as ship masts, motorboats, timbers and poles; (5) introduce trucks more extensively into the lumber trades by overcoming the unprofitable loading and unloading delays through the use of detachable and interchangeable semi-trailers; (6) increase greatly the carrying capacity



Oregon Roads

(Furnished by Forest Service)
Columbia River Highway—(Portland-Hood River)—Open Portland to Sonny; hard surfaced. Closed night and day. Sonny to Hood River, except at 7 a. m. 12 noon and 5 p. m. May be open July 15.
Santiam Wagon Road—Open, Foster to Cascade; rough. Closed, Cascade to summit; snow and logs. No detours. May be open June 1. No travel.
Cottage Grove-Distson—Open; good. Camp ground.
Willamette Highway—Open, Eugene to Oakridge; poor. Closed, Oakridge to Summit. Never accessible for autos above Hildon. Fair to Lowell; bad. Lowell to Reserve; fair. Reserve to Oakridge.
McKenzie Highway—Open, fair condition. Eugene to Blue River. Closed, Blue River to McKenzie bridge; construction. Should be open soon. Closed by snow. McKenzie bridge to summit.
Grants Pass-Crescent City—Open. Good, except a mile or so on Hayes hill (17 miles from Grants Pass), where most cars need help. No detour. Rough on Oregon mountains.
Grants Pass-Alameda—Open. Good. Camp grounds along route.
Crescent City-Gold Beach—Open. Fair. Rough on Myers creek hill.
Medford-Crater Lake—Open and fair to Union creek. Closed by snow, Union creek to park. No detours.
Green Springs Mountain—Open and fair. Ashland to Klamath Falls.
Baker-Prairie City—Open, Baker to Sumpter; poor. Closed, Sumpter to Prairie City; snow. No detours. Open about May 15.
Baker-Cornucopia—Fair to Carson; very poor, but passable for autos, Carson to Cornucopia.
Sparta-East Eagle—Closed; snow. No detours. May be open June 1.
Medford-Springs-Carson—Closed; snow. No detours. May be open to Martin bridge, June 1. Bridges bad, Martin bridge to Carson.
Promise—Open, Wallawa to Promise. Muddy, rough. Auto truck transfers mail to wagon.
Powhatka—Open, Wallawa to Troy. Poor. Auto mail truck using it.
Chico—Open to wagon. Enterprise to Chico.
Mitchell-Condor—Passable for autos. Prineville-Dayville—Open and fair. Mitchell to Dayville. Closed, Ochoco to Mitchell. Considerable mud.
Woodward Toll Road—Closed by snow.
Pendleton-Bingham Springs—Open. Fair.

Southern Oregon

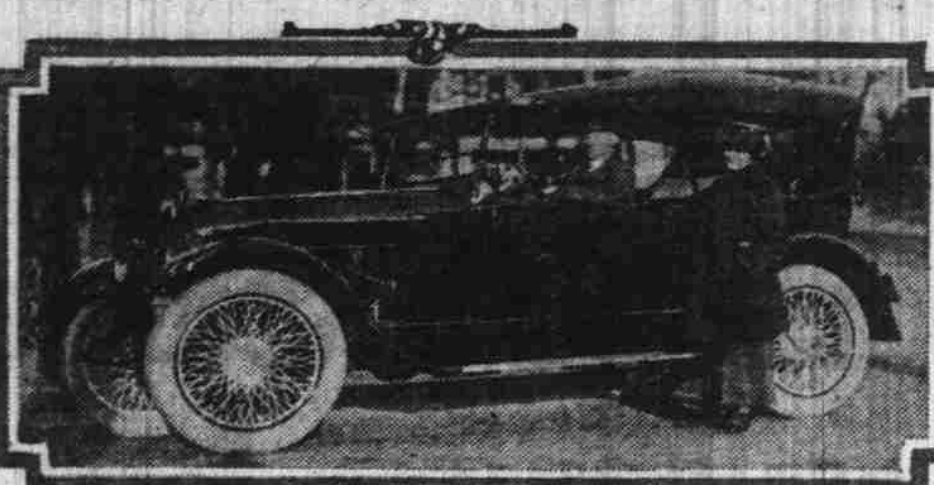
The Pacific highway over the Siskiyou from Ashland to the California state line is reported by incoming tourists to be in a fairly good condition. Paving from Ashland city limits to the foot of the mountain is now on. The only really bad stretch is this side of the mountain in a canyon where there are a few mudholes and rough going before the pavement is reached. This paving is not all laid and in between it is rough. The road over the summit is not yet paved, but is dry and good going. There are no detours required at any place and will not be. Where the paving is being laid from the Ashland limits there are two good roads into the city that may be taken, and on the mountain the construction company keeps a road open. The only inconvenience occasioned by the paving work is a few stretches where the crushed rock is piled along the roadway. Autos are coming over by dozens every day.

Washington

Trout Lake-Glenwood—Open. Fair.
White Salmon-Trout Lake—Open. Good.
Darrington-Arlington—Open. Good.
Sunset Highway (Seattle to Wenatchee)—Open. Good condition for 18 miles east of North Bend; thence fair to Snoqualmie Pass; rough through the pass. Denny creek camp grounds open. Open but poor, Snoqualmie Pass to Blawett Pass.
McClellan Pass Highway—Open and good. Enumclaw to The Dalles. Closed for the season. The Dalles to park entrance; no detours.
Olympic Highway (1)—Open. Olympia to Quinalt lake. Open, except rough stretch, Olympia to McClellan. Closed, Satsop to Elma; detour. Closed across Chehalis river at East Aberdeen. Cross on toll bridge; fee, 25 cents. Camp grounds open.
Olympic Highway (2)—Open. Olympia to Port Angeles and west to Forks and Mora. Construction. Duckabush to Quilcene; quite rough. Quilcene to Sequim; good, west of Lake Crescent. Camp grounds open.
Inland Empire (Laurier to Colville)—Open and good except Laurier to Rockcut, where closed. Going north, take east side of Kettle river just outside Rockcut; going south, take east side of river just before entering United States.
Tucannon—Open, good. Follow stage road from Dayton or Pomeroy. Road leads up Tucannon river. Camp ground. Leavenworth-Lake Wenatchee—Open. Fair.

Southeastern Washington and Eastern Oregon
Improvements in roads all through Northeastern Oregon, Southeastern Washington and Western Idaho are

PENDLETON WOMAN BUYS CAR



Mrs. L. S. Bentley, wife of the Goodyear tire dealer of Pendleton, came to Portland about a week ago and picked out a snappy Jordan Silhouette all dressed up with wire wheels and oversize cord tires. Mr. Bentley, who is at the wheel, drove the car to Pendleton Sunday and Monday and reports the roads as being in fairly good shape. The Jordan is handled in the Northwest by Mitchell, Lewis & Staver Co.

of passenger buses.

The transportation departments of progressive truck manufacturers have made extended investigations and study of trailers and are in position to give honest advice as to their desirability under specific conditions. The question of what tractor gear ratios should be specified, of whether semi-trailers or four wheel trailers should be used, of the method of attaching, all enter into the problems surrounding their use and the expert services of truck and transportation engineers should be enlisted before a decision is made.

Central Oregon the road from Bend to Sister is another road reported to be open this week. The road report in detail follows:

Walla Walla to Spokane via Lyons ferry: Good.

Walla Walla to Spokane via Central ferry: Poor, owing to construction work, but passable.

Walla Walla to Spokane via Penewa ferry: Not operating.

Walla Walla to Spokane via Lewiston: Road in good condition.

Lewiston to Grangeville, Idaho, via Waha: Road drying out fast and in fair condition.

Lewiston to Anatone: Road in fair condition.

Walla Walla to Portland via North Bank road: Walla Walla to Mabton, good; ferry at Burbank (free county ferry) to Pasco; ferry from Pasco to Kennewick. From Mabton to Goldendale via Bickleton, good; Goldendale to White Salmon via Lyle, good; from Goldendale to The Dalles rough but no mud; Goldendale to Wasco, good. Ferry at Maryhill operating, good road signs throughout; White Salmon to Stevenson fair; ferry from Stevenson to south bank and the Columbia highway; construction work between Washougal and Vancouver. Do not use the Major creek cutoff from Lyle to White Salmon. White Salmon automobile camping park open and in good shape.

Walla Walla to Seattle: Road open and in fair condition. Snow still on the summit of Snoqualmie pass, but many cars going through.

Walla Walla to Boise: Good to Pendleton; 26 miles paved. Pendleton to

La Grande, rough and some mud in the Blue mountains, but passable; good from La Grande to Boise.

Walla Walla to Portland via Pendleton and Columbia highway: Good to Pendleton, fair dirt road from Pendleton to Echo, Echo to Castle Rock via Columbia highway, good. From Castle Rock detour to Rock Spring, Wasco; fair dirt road from Wasco to The Dalles. The detour from the Columbia highway between Pendleton and Wasco via Echo and Jone is a fair dirt road.

Pendleton to Pilot Rock and Ukiah, fair dirt road, open all the way.

La Grande to Elgin and Wallawa: Roads fair and improving fast; Echo Gate road over Blue mountains, impassable.

Walla Walla to California via Central Oregon: Pendleton to Wasco, good; Wasco to Bend via Shaniko and Madras, good (10 hours); Bend to Lakeview via Palsley and Silver Lake, good; Silver Lake to Redding, rough in spots, but cars going through without trouble. From Bend to Klamath Falls fair; stage running regularly. Klamath Falls to

Redding via Ager and Topay, fair; stage running regularly. Bend to Sister, good; McKenzie Pass from Sister west should be open about June 15. Bend to Burns, good.

Western Washington

Travel between Columbia river and Puget sound points can now make the trip over the Cowlitz county section of the Pacific highway without a detour, the regular Pacific highway route north from Castle Rock having been opened last week, which eliminates the nasty West Side detour road, which was very rough and bad traveling, as those who went over it freely testify.

South from Kelso to the Cowlitz county line the Pacific highway is in the best condition ever. There are some rough spots, but the county authorities are preparing to put them in shape.

Between Kelso and Castle Rock and from Castle Rock north to the Lewis county line, the highway is passable at all times. Road work on these two sections of highway leave a number of

(Continued on Page Ten, This Section)

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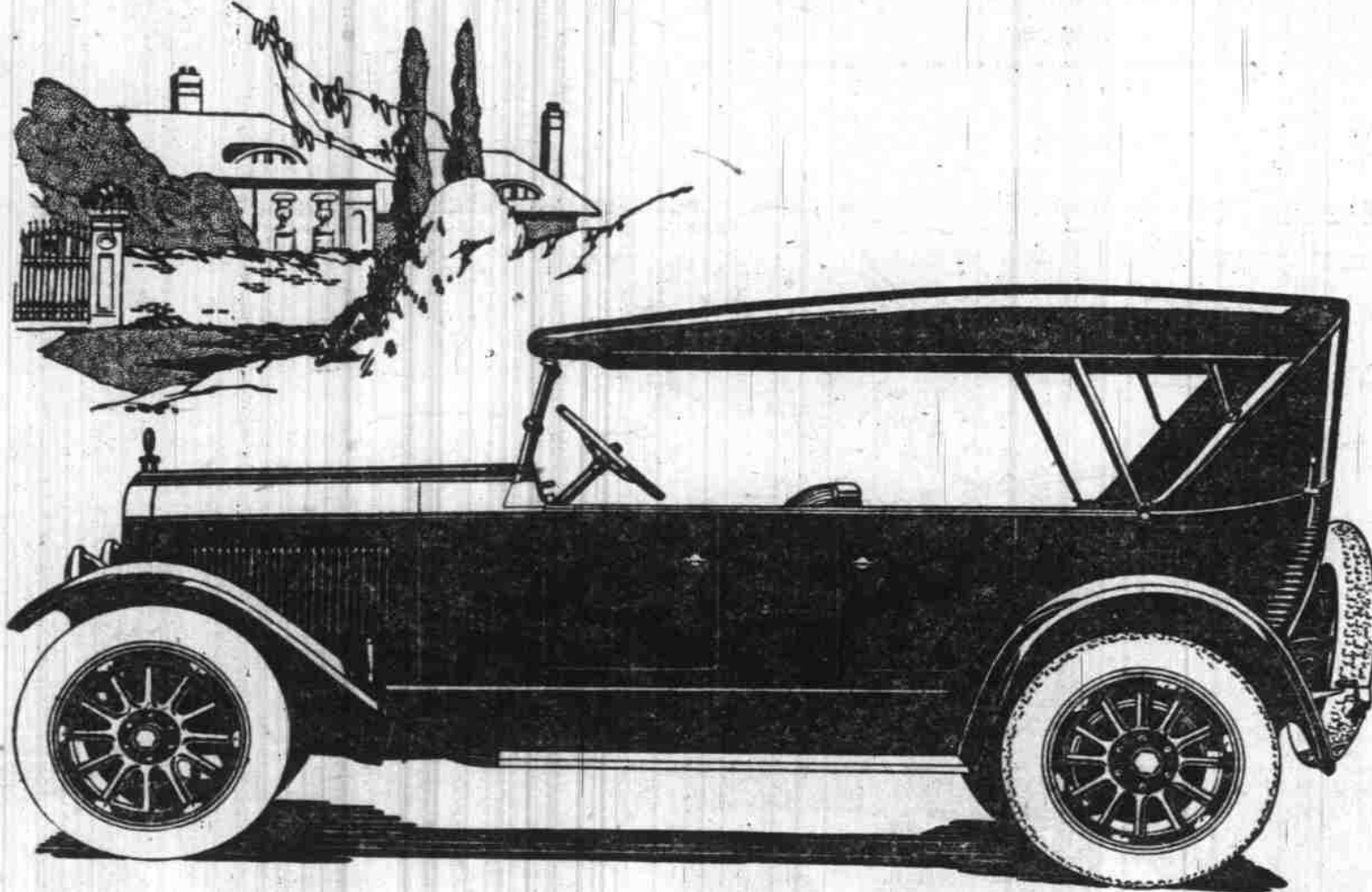
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French Decree Will Destroy Auto Trade From U. S., Feared

Dealers in American automobiles believe their business in France will be wiped out by the government decree forbidding importation for an indefinite time of all chassis weighing less than 2500 kilograms (5500 pounds). Under the ruling only the heaviest of trucks can be admitted to France from foreign countries.

In spite of high customs duties and

the unfavorable state of foreign exchange, sales of American cars have shown an encouraging increase in France. Nearly all the American automobile firms have branches in this city, and managers say nothing remains, apparently, but to close up shop, as all they can do is to maintain service and make repairs on cars already sold.

In 1913 American cars valued at \$41,000 francs were imported, and in 1919 the value of American automobiles received in this country was 3,400,000 francs. In January, 1920, the importations of cars from America were worth \$21,000 francs. The demand for large trucks is insignificant and those used during the war are now being operated.

Ferry to Go From Chinook to Astoria

Arrangements have been completed by A. E. Hay, a local river man and former owner of the steamer Metlako, to operate a ferry between Chinook, Wash., and Astoria, Or., this summer for the accommodation of vacationists at the Washington beaches, who heretofore have had no convenient way to take their autos to the beach. Mr. Hay has arranged for a boat for the ferry route and is also arranging for a dredge to open the channel near Chinook.

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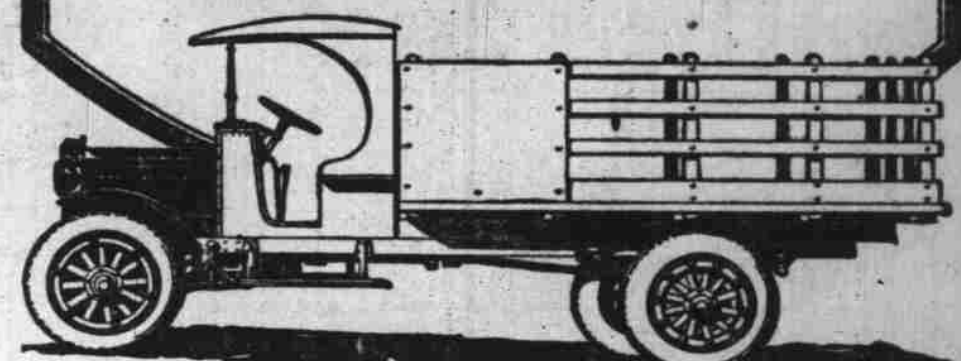
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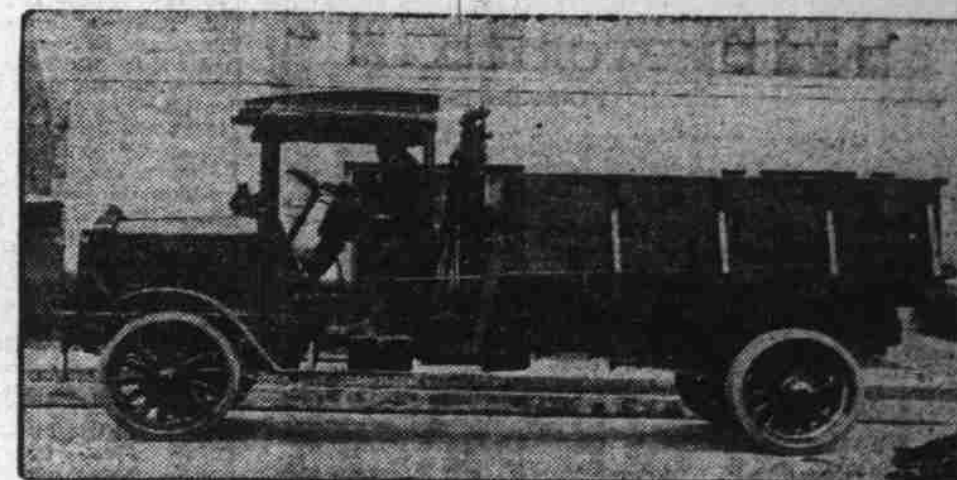
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