

BAY CITY GIRL IS VICTOR IN CONTEST

Jennie McClew, 17, Takes High Honors With Motor Truck Essay, Winning \$100 Prize Offered.

The essay contest conducted by the Roberts Motor Car company of Portland, local distributors of Republic trucks, wherein students of Oregon schools were asked to contribute essays on the usefulness of the motor truck as a national transportation medium, has come to a close, and the judges, emerging from a landslide of manuscripts from all over the territory catered to by the local company, have fixed the cash prizes on the six literary efforts considered to be the best portraits of the truck theme.

It remained for a daughter of Eve to cart off the first prize, and that in the face of terrific efforts by the masculine literateurs of the state, Jennie McClew, 17 years old, of Bay City, Or., received the \$100 check, with Mabel Johnson, a youthful truck student of some 17 summers, being accorded the second prize by her essay from Astoria, \$50.

Third prize was awarded to Iris Goff of Sutherlin, and Roscoe W. Good of Portland, a 15-year-old boy, pulled down fourth place. Good halls from the High School of Commerce, Dan H. Bowerman of Fossil made fifth money, and Truman E. Crocker of Sweet Home came in sixth.

The judges declare the manuscripts as a whole were of high quality and testify to the interest the school children of this part of the country have taken in the development of the ship-by-truck idea. All six of the essays of the prize winners will be sent to the Republic factory at Alma, Mich., to be entered in the national \$1000 scholarship prize.

The winning essay by Miss Jennie McClew is as follows:

"As the problems of better roads and motor truck transportation confront us, we naturally ask the question, why have these been brought to our attention at this particular period in the history of our country? Why are these things so much more necessary now than ever before?"

"We must think of our nation as a living individual. In its childhood, living was simple and it reached forth feeble arms—the stage coaches—for the things it needed. In youth, living became more complex and it reached forth stronger arms—the railroads—to many parts of the country. But the railroads were like arms without fingers. Now the fingers—the auto trucks—have been linked with the arms, and both seem to have been made for the same, individual. The railroads and motor trucks must be thought of in this way, as co-operative forces, working for the good of the same individual, or nation.

What railroads and steamboats are for long haul transportation, motor trucks are for short haul. They penetrate into, and connect all isolated places with the railroads and steamboats, and thus with the outside world. For the amount of work each does, the cost of shipping by truck and by rail

FOUR YOUTHFUL ESSAYISTS WIN PRIZES



Four high school youths who placed in Republic essay contest. They are, from left to right—Roscoe W. Good, Portland; Mabel Johnson, Astoria; Jennie McClew, Bay City; Truman E. Crocker, Sweet Home.

is about the same. But the immense cost of building railroad side lines into places where there is little wayside traffic makes the truck superior in this way.

These two forces—railroads and trucks—working together, are a community builder. We know that trucks will soon tear up cheap roads, and this knowledge compels the construction of good ones. All isolated communities are brought into touch with the outside world. The natural resources within the country are developed and industries encouraged through the building of good roads.

"On farms, trucks have become an indispensable factor. They have taken the place of old fashioned horse power. As the complexity of living increases there must be a corresponding increase in the efficiency of farming. The motor trucks are adaptable, flexible and durable. They link together the farm and the factory. Even if it were possible to connect these industries with railroads, the trucks would still be superior; for two reasons: First, the rate of travel of trucks is more rapid than that of railroads; second, the time and labor lost in re-handling products shipped by rail is saved. In times of harvesting perishable crops, much food is saved, because of the quick transportation by the trucks.

"The vital problem now is the construction of good roads. It is up to the counties and states to release funds for road construction so that it will be possible for trucks to do to the utmost those things which they are capable of doing."

CONSERVE GASOLINE — Work Is Ordered on Park at Chehalis

The Chehalis city commission meeting has decided to improve Alexander park at once. The park recently was donated to the city by Alexander brothers. An approach is to be built into the park from the trestle, and bathhouses, are planned. The park contains about 60 acres, and is located on the Chehalis river, at Riverside. It has one of the finest bathing pools and sand beaches in this section.

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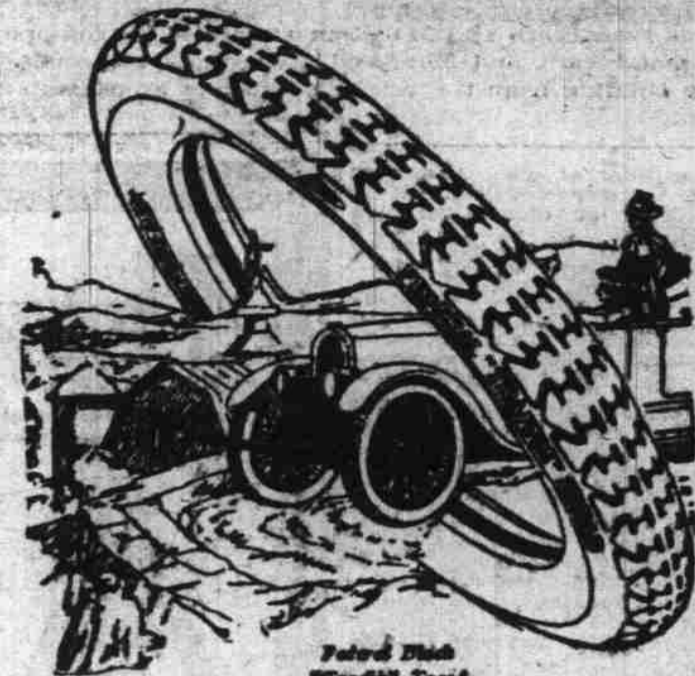
S. A. Stellwagen, local manager of the factory branch of the Ford Motor company on the east side, left last week for a meeting at the Ford factory in Detroit this week, and expects to be gone some two weeks. He was accompanied by C. W. Dunning, assistant sales manager for the tractor department of the Ford company. Dunning has been a recent visitor to this field. The convention is slated to be called

to order June 14, tomorrow, and will be attended by all Ford factory branch managers from the United States and from foreign fields. Stellwagen expects some important matters to be transacted at the meeting, and feels that the show will have a great effect on Ford business throughout the world. Just how long the meeting will last is not known, but Stellwagen expects to be in attendance until the completion of business.

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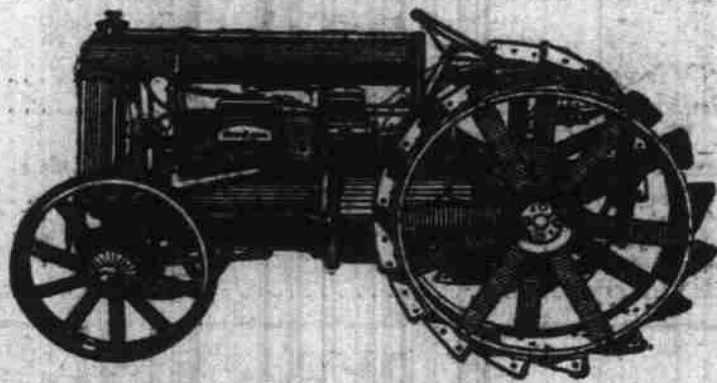
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