

'ZERO MILESTONE' FOR HIGHWAY IS LAID AT CAPITOL

Point Near White House Designated as Starting Point for Nation's System of Highways.

On July 7, 1919, the federal government designated a point in the vicinity of the White House in Washington, D. C., as the beginning point of a system of national highways and marked it with a monument called the "Zero Milestone." A plaster cast was installed to be replaced in due season with a permanent granite monument, the design of which has been prepared by the fine arts commission of Washington. The dedication of this monument will be a national occasion with an address by the president of the United States.

The occasion on which the plaster cast was unveiled was the starting of the transcontinental motor truck convey over the Lincoln highway from Washington to San Francisco. The date was July 7, 1919. The monument was the gift of F. W. Hockaday, president of the National Highway Marketing association.

WREATHS ARE PRESENTED
The presentation was made by Dr. S. M. Johnson, who was official spokesman of the convey, accompanying the train and making good roads speeches to chambers of commerce and the great throngs of people which gathered to see the expedition. On behalf of the president, Secretary of War Newton D. Baker accepted the gift for the purpose and also as marking the start of the historic expedition of two companies of the army across the continent. The ceremonies were witnessed by a distinguished gathering of high officials of the federal and state governments and of the various organizations.

Suspended from the monument and adorning the sides were four beautiful wreaths, each with a star to represent the four sections of the country. The Honorable Julius Kahn, congressman from California, chairman of the house committee on military affairs, gave the wreath marked "West" to Lieutenant Colonel C. W. McClure, commander of the expedition, to present to the governor of California, and Secretary Baker sent the wreath marked "East" to Lieutenant Colonel McClure to present to the mayor of San Francisco. Colonel McClure succeeded in conducting the convey, about three miles long, to San Francisco, arriving September 6, and presenting the wreath with greetings from Washington. The wreath marked "North" was presented to Secretary Baker; the "Southern" wreath was presented to Dr. Johnson, who was the originator of the Zero Milestone idea.

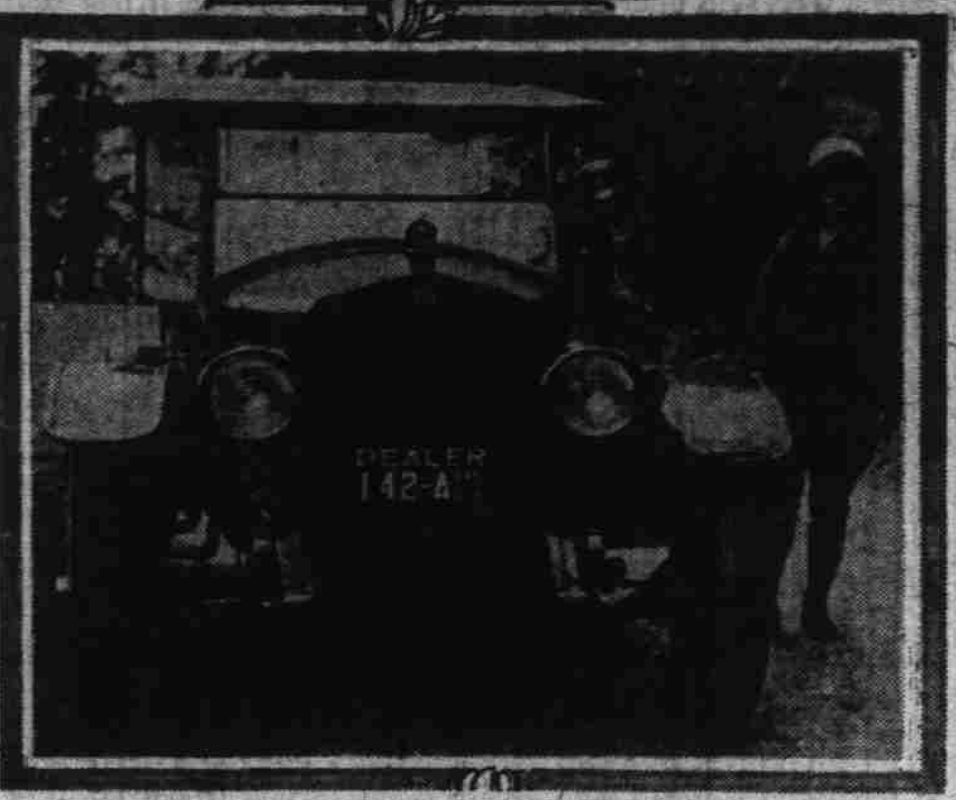
TRUCK FACTOR IN NEW ERA
The Washington milestone is located on a line of world measurement, the United States meridian, which, passing from the North to the South Pole, forms a part of the plan of Washington, being the axial line of the sixteenth street, La Fayette square, the White House, the Milestone and the Ellipse.

Secretary Baker in his address said that the motor truck on the modern highway enabled the United States to take decisive part in the quick ending of the war and would be as important a factor in the era on which we were now entering as the railway had been since the invention of the locomotive.

On the first Sunday out from Washington the convey, consisting of 300 men, was entertained by Mr. and Mrs. H. S. Firestone at their summer home at East Palestine, Ohio, the occasion being one of far reaching significance for highway improvement, finally bringing into its service the publicity man of the army convey, Lieutenant William B. Dorn, and resulting in the plan for the observance of the Ship by Truck-Good Roads-Week as a national event.

LINCOLN HIGHWAY CONCEIVED
The army expedition across the conti-

ERVIN MAKES ANOTHER HAUL



The Essex car that bore members of the Portland Police force, under the able leadership of Lieutenant Frank Ervin, and their friends to the scene of Clatskanie fishing grounds. The party said they caught fish, and lots of them, but only yesterday a man said a chap down that way sells fish on Sunday so now the thing isn't quite so certain.

ment last summer resulted in the establishment of the Lincoln highway as a national motor truck road.

In a report summarizing the conclusions reached as a result of the convey the war department has submitted results of its findings to the highways committee of congress. That report made public here for the first time, is in part as follows:

First—That the necessity for a comprehensive system of national highways including transcontinental or through routes east and west, and north and south, is real and urgent, as a commercial asset, to further colonize and develop the sparsely settled sections of the country, and, finally as a defensive military necessity.

Second—That the existing roads and bridges, especially in the sparsely settled sections of the middle and western states, are absolutely incapable of meeting the present day traffic requirements, and until modern types of roads and bridges are constructed which will permit the rapid movement of heavy motor cargo vehicles during any season of the year and in all conditions of weather, economical transcontinental highway traffic will continue to be but a vain hope.

ROAD PROBLEM IS NATIONAL
Third—That the road problems of the middle and far western states are national rather than local problems, as these states, while possessing vast areas and tremendous mileage of highways, have only a sparse population which cannot undertake the needed highway improvement work, which moreover is usually of greater importance to the country as a whole than to the individual states.

Fourth—That the radius of action and resulting utility value of the motor vehicle is limited only by the condition of the roads, and that the provision of adequate roads will have a far-reaching effect on the economic development of the country at large.

Fifth—That the types of motor vehicles, especially those used by the army, should be coordinated with the road conditions. In other words, until such time as all sections of the country are connected by improved highways that are passable to heavy motor traffic at all seasons of the year, the size and weight of vehicles should be limited to types of light and medium capacities.

Wireless Photos to Be Attempted Next
Berlin, June 17.—(U. P.)—(By Mail.)—Transmission of photographs by wireless telegraphy will soon be attempted between the Copenhagen newspaper Politiken and England, and later between England and some ship traveling

HOPES GOOD FOR IMPROVEMENT ON AUTOMOBILE ROW

Financial Stringency, When Banks Refuse to Accept Paper, May Come to End Soon.

Prominent automobile manufacturers, who have the good of the whole automobile business at heart, are unhesitating in expressing the belief that while the present period of depression is proving fatal to some factories and companies allied with the business, still there is no reason to believe other than that the present situation is only temporary and that with the passing of a few weeks, or months at the outside, the industry itself will be found upon a much more normal footing.

The present period of financial uneasiness, due to a restricted tendency on the part of the financial institutions of the country to discount automobile paper, will not check the onward sweep of the third largest industry, say others. The pace may be somewhat retarded for a short time until a more reasonable basis can be found for regulating and stabilizing production and financing, and "the pace may even be permanently checked as compared with the swiftness of production and marketing today," says the Wall Street Journal.

Growth of the American automobile industry since 1904 is indicated in the following tabulation, compiled from figures furnished by the National Automobile Chamber of Commerce. It shows capital invested, motor vehicle production, value of production, persons engaged in manufacture, and wages and salaries paid in 1919, 1914, 1909 and 1904.

Capital invested \$1,802,862,862
Vehicles produced 1,974,016
Value of production \$2,506,824,584
Persons engaged 651,450
Wages and salaries \$18,731,856

From United States census reports.
* Estimated from known statistics of motor vehicle manufacturers, with assumption that parts and accessories business has shown same rate of increase.

Driver License Law No Worry to Him Indifference Is Puzzle to the Police

The enthusiastic citizen at the battery stationed against the door of the car occupied by the weary-looking man and thus relieved himself:

"You know," said he, "that this drivers license act is one of the greatest things ever done by an Oregon legislature."

"Yes, it is," said the weary-looking man, shifting his position.

"It's a great thing. Have you sent in your application?"

"No, I haven't. As a matter of fact, I haven't been worrying about it a great deal."

"Ah, then you don't think they will give you a license?"

"Well, they might, but I don't consider it worth while in my case."

"Political pull? Friends at the police station, or something like that?" The enthusiastic citizen winked knowingly.

"Well, not exactly. In fact, I don't know anybody in the state that could keep me from getting fined if I don't have a license."

"But how do you manage it? You seem pretty indifferent to the danger of being caught without a license."

"I am. To tell the truth, and in the language of the day, 'I should worry.' And he started his car."

As he left the station, the enthusiastic citizen noted that the weary-looking man, who now looked very weary, but at the same time quite relieved, as if he had just had a tooth filled, piloted a car with a Texas license.

GASOLINE PROBLEM FACES AUSTRALIANS

Search Started for Something to Use as Substitute in Fuel Tanks.

The gasoline bugaboo has spread to Australia, and now they are hunting for something that will take its place in the fuel tanks of the Antipodal continent. Just as the chaps in England and Europe tried to get cars to run on ice water, grape juice or other impracticable beverages, so now the Australians are aiming at a happy substitute.

Smith gives the distillation of coal in the process of making coal gas as an example and goes on to say that one ton of coal would propel a five ton steam wagon about 160 miles, the fuel then being completely destroyed. If subjected to distillation the one ton of coal would give 13,000 cubic feet of coal gas, and taking 350 cubic feet of this gas as equal to one gallon of gasoline, this would propel a five ton internal combustion engine vehicle 112 miles. But after allowing for the fuel used for the retort about 10 hundredweight of coke would still remain, and at 5 pounds of coke per mile, a five ton producer gas vehicle would run a further 375 miles on this, or a total of 685 road miles, as against 160 miles on one ton of coal burned directly.

The utilization of 10 hundredweight of coke used in a vehicle fitted with a portable producer gas plant would, therefore, give over double the mileage obtained from the direct combustion of one ton of coal, which in addition causes the loss of all its valuable by-products.

MOTOR TRUCKS CAN SOLVE CONGESTION BY LONGER HAULS

Demonstration Under Adverse Conditions Proves Lorries Can Handle Heavy Freight.

The relief of the traffic congestion threatening the industries of the country with embargoes and worse allows the motor truck to come to the front and show what it can do. The motor truck, in the opinion of its chief exponents, was designed originally for short hauls, but if the freight situation is not righted within what manufacturers deem a reasonable length of time, the long haul may also be added to the list of truck duties.

Truck men are calling attention to the truck's activities in making hauls of enormous proportions under adverse conditions, citing these instances to show that while trucks are not attempting to compete with the railroads in the large sense of the word, still the railroads themselves, through their inability to handle freight, are forcing the role upon the truck.

Motor trucks are not in the country in such numbers that a wide scheme of transportation could be worked out with them, nor are they present with

tonnage of sufficient capacity to warrant lines being formed to operate on an economical basis. Nor are these roads enough to make it a paying proposition.

Traffic congestion has reached an almost hopeless state in England and on the northeast coast fully 100,000 tons of material cannot be moved. Some steel extras have been advanced 100 per cent. Owing to high British prices, orders for iron and steel castings have been placed in Holland. Freight rates from Great Britain to the Orient have been increased 25 per cent and a similar advance to India is expected by July 1. Lorraine works are declining to deliver pig iron sold months ago at low prices, charging the allies with failure to force Germany to supply the necessary fuel. England is a great exponent of the motor "lorry."

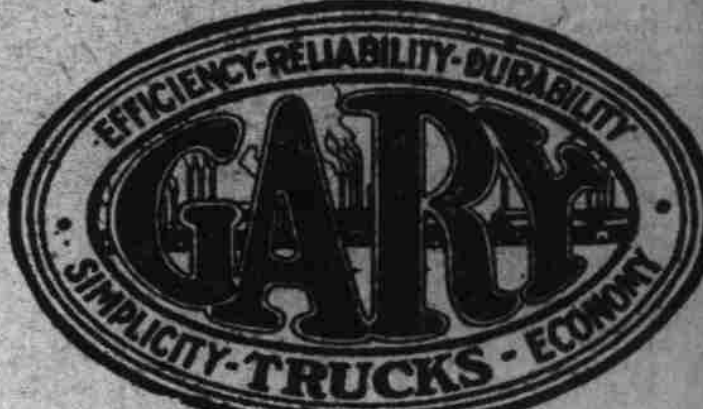
But truck men ask this question: Is it going to be a race between the trucks, together with good roads and the railroads, or will the railroads recover their poles in time to prevent a large portion of their business being taken away from them by gasoline transportation?

"Hunch" Is Winner; "Duster" Has Oil

Needles, Kan., June 19.—(U. S. S.)—J. H. Deagle and John McClure of this city acted on a "hunch" the other day and won. Men drilling an oil well near here feared they had picked a "duster" and offered to sell an interest. Deagle and McClure had faith in the field and bought. The next day a 75-barrel well was brought in.

A California inventor has combined a trunk carrier for automobiles with a rear bumper.

Quality Counts



1 to 5 Tons 5 Models 8 Sizes

Important to Truck Buyers

We can now offer the most liberal terms: 14 to 18 months to pay up in. No payments to be made when truck is idle during winter months.

Don't wait for uncertain delivery. We can take care of your wants now.

Gary Coast Agency, Inc.
NEW LOCATON

Tenth and Hoyt Portland, Oregon



K. KIDO

Gresham, Ore.

Has Just Ordered Another

GMC Truck

Another Truck Owner Is Convinced of GMC Quality

Wentworth-Irwin, Inc.

Second St., Cor. Taylor, Portland, Oregon



Dump Bodies for Road Work Are Now Ready for Delivery

Atterbury Truck Sales Co.
TRUCK SPECIALISTS

89-91 North Ninth Phone Broadway 354



THE FIRST cord tire made in America was a Goodrich. Goodrich still makes the first cord tire in America—The Silvertown Cord.

Goodrich Silvertown

America's First CORD TIRE

The Goodrich Adjustment Basis: Silvertown Cords, 8000 Miles; Fabric Tires, 6000 Miles

Another
FEDERAL
TENTH YEAR REASON
Finance

Buy your truck from a company whose finances are sound—which will be in business and back up its product ten years from today.

The Federal Motor Truck Company was organized in 1910 by its present officials—has never been refinanced or reorganized—stock market manipulation has no part in its policy.

The Federal Truck you buy today will have the same organization back of it ten years from now—experts who know the truck and what you must get from it.

Ask us for information about the Federal Motor Truck Company and Federal Trucks

William L. Hughson Co.

60 N. Broadway at Davis
BROADWAY 521
Oldest Motor Car Organization on the Pacific Coast

San Francisco, Oakland, Los Angeles, San Diego, Seattle, Portland
Representatives for

Federal Motor Truck Company
Detroit

