

Oregon Journal

EDITORIAL COMMENT

The Question of Equipment

Paralleling the development of the automobile and the truck, the equipment industry, sometimes erroneously called the accessory industry, has made strides that have been quite as lengthy and equally as progressive as those taken by the major industry. From the time when the first article of equipment made its appearance in Portland to the present day, when most of the automobiles marketed here come practically complete, the embellishment of his car with additional features has given the motor car owner the keenest pleasure and the most thorough satisfaction.

There is one thing, however, and remember when the desire to make additions to car equipment tugs strongly at the purse strings. In the case of electrical equipment don't bite off more than you can chew. The base of all electrical equipment is the generator and the battery. Too often the motorist will have spotlights, additional rear lights, dash lights, electrical signaling devices and cigar lighters installed without giving sufficient attention to the source of the current necessary to operate these various features. Do not neglect the battery, and do not forget that the generator is a delicate instrument, almost feminine in its temperament, and, like a family horse, dislikes to be overloaded. The metaphor, though mixed, nevertheless fits the case.

When installing such equipment, be careful to go to a competent battery man, preferably the manager of the service station who handles your make of battery, and get his advice as to whether or not you need to make any changes in the number of cells, the arrangement of the wiring so as to obtain the best results, and at the same time familiarize yourself with that battery's peculiarities in as much detail as possible.

Battery experts deplore the practice of amateurs who believe they can look after their batteries with no more advice than that contained in the usual book of instructions. Battery men who know their business are not found on every tree, and few of them are to be discovered among the ranks of average car owners. Failure to obtain advice may result in overloading the battery and may in time not only impair its efficiency, but destroy its usefulness altogether.

The same caution should be exercised in the matter of the generator. This little instrument furnishes the life-giving current that makes the battery useful, and it is the power behind the throne caring for the operation of the car. Overloading the battery or causing the generator to be overworked acts in the same way upon them as an overloaded car does upon its springs. If the practice is continued, impaired efficiency or total destruction is the outcome.

Roads, in Any Case

Presidential elections may hold terrors for some classes of national movements conducted with a view to increasing the health, happiness and domestic bliss of the average man in these United States, the terror chiefly being felt by those things held as good by the party in power and opposed by the party that hopes to be in power, solely for political reasons.

But not so with the good roads movement. No matter what becomes of many another brand of reform, there is every reason to believe that the reform of the country's road system is going to be considered in the camp of both large parties, and such a consideration will be hobnobbing about with as many small ones as can be collected between now and election time. There must be no retrogression along this line. The country is slated for a highway system, no matter who is chosen for the presidential chair for a term of years.

Both candidates of the two larger parties have made statements indicating that they will go after a good highway system with persistence. Senator Warren G. Harding, Republican nominee for the White House, said recently:

"Transportation has made every avenue of civilization. There can be no advancement in production and exchange until there are highways to facilitate the transportation involved. We shall notably enhance the advantages of American production when we add to the convenience of transportation through the construction of highways suited to the use of modern motor vehicles. It is the one agency of putting every community in the republic on the map of commercial relationship."

James M. Cox, the Democratic nominee, is equally positive: "The establishment and maintenance of a good roads system throughout the country is an essential to the life of the nation as proper circulation of blood is essential to the life of the individual. With perfect highway system there can be no stagnation of transportation at any time. Normal needs promptly and properly met will prevent perishing and costly emergency measures."

Just as the rain falls on the just and the unjust, at the same moment, is engaged in wetting the unjust, so will the members of the victorious party, whichever it may be, ride on paving together with the members of the organization not so signally successful.

Rainier Man Gets a Contract to Rebuild Old Columbia Road

The Columbia county court on Saturday let a contract to J. Kirby of Rainier for the clearing and grading of four miles on the St. Helens-Pittsburg road. The contract price is \$34,000 and work is to begin in August. The road to be built begins a mile from the Pittsburg end of the road and eliminates the steep Pittsburg and the mile hill grades which were impassable in the winter time.

The road, which has been designated as a market road, will be completed in 1921, as after the four mile contract is completed, only four miles are left to complete.

The distance from St. Helens to the Nehalem valley, by the Pittsburg road, is only 21 miles, but at the present time, all traffic between St. Helens and the valley goes via Clatskanie and Mist, a distance of 45 miles, or via Portland and Timber, a distance of 80 miles.

THE WEEK'S DUST

By F. A. G.

This week the tourist parties have

travellers with their cars and cars

May get a shining station.

Provided that

Some money shall

Is born of public credit;

Our thoughts profound

Won't buy the crowd,

Or conversation clear it.

"To said some foresters have gone

To search among the mountains;

They'll blaze a trail with ax and saw

To show our falls and fountains;

The tall cedars

For men and made

Will be a scenic beauty;

To raise the lake

For "Baxline Trail"

Should be a common duty.

Damn Rumor says L. Chevrolet

Has quit the game of racing;

He'll grace the pits on classic days

Or have a car for racing.

In southern climes

The "Prize drive"

Are spent for walkers' subway;

It had to come

To have folks from

Indulging in their club ways.

Unsurfaced roads, in days of rain

Are worse than dropped through, sir;

The mud and water's raising Cain—

A car should be a cruiser,

The Mount Hood trip

Is in the oven,

And argument

The Bull Run route

Has been brought out

Through Blaine's endeavor.

Some chaps have broken up their rigs

From adding 'round the corners;

'Tis wonderful how

Are thought of by gas mourners.

The auto thieves,

A cop believes

Have formed a corporation;

The law is long

Will make them warm

And show them from the nation.

The good roads program will succeed,

Our highways won't be slushy;

The program's part of campaign creed—

Upon it they're united;

No matter who

Woods through

The roads will cause a fusion

For lack of space

We'll save our face

And make this the conclusion.

Howe's Collaps

Ed Howe, former junior partner in the firm of Chivis-Howe Motor company, Duplex distributors, has sold his interests in that company to Chivis, and is now a member of the selling staff of the Mack International Motor corporation, selling Mack trucks.

VISITORS FROM BAY CITY HAD FINE JOURNEY

Roads Bad and Gas Scarce in Northern California and the Southern Part of Oregon.

Mr. and Mrs. J. C. Atkin of San Francisco, who drove into the city during the early part of the week, declared the gasoline situation to be anything but good in Northern California and Southern Oregon, and said further that the roads north of the Oregon boundary line were not as smooth as they might be.

"Southern Oregon may not have the roads as yet, but the folks down there certainly do live more and have their being amid wonderful scenic surroundings," said Mr. Atkin. The party, consisting of the family itself and Teddy the dog, made excellent running time up from the Gate city and in spite of the bad roads they struck west of Klamath Falls. They came up by way of Hornsby, through Klamath Hot Springs, west to Ashland, and north over the Pacific highway.

The Atkin party had some keen adventures on the road north. At one time on the road between Klamath and Ashland they encountered a large truck coming uphill toward them. The rule of the road has it that in such a case the vehicle coming up should back down, but it was impracticable for the truck to do so. The result was that Mr. Atkin tilted his car up at an angle of 45 degrees while the truck went by.

At another time they came upon a steam roller placed athwart the road. The engineer, according to Mr. Atkin, was probably off taking his afternoon nap. Meanwhile about a dozen cars had come, saw and stopped, and the drivers thereof were using language not at all complimentary to the engineer. Mr. Atkin, who has had some experience with road machines, climbed into the bulky crusher and found the boiler hoarding some 75 pounds of steam. This he considered sufficient and soon had the roller moved out of the way so everybody could get by. For this feat of daring and skill he received the plaudits of the crowd.

"Gas was selling at 80 cents a gallon in Klamath Falls when we were there, and there was very little of the precious fuel at that. We managed to get by, and the Overland, 1915 model, averaged 23 miles to the gallon practically all the way. We ran from Redding to Freese," said Mr. Atkin, "on two gallons."

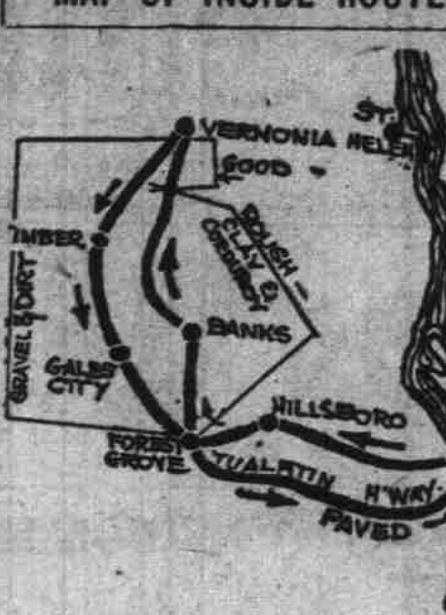
Where we went gasoline was being rationed out and handled as if it were the most precious stuff in the world. In many places the party discovered a need of signs, particularly at detours. They were forced to go many miles out of their way on several occasions, when the presence of a sign or two would have put them straight.

The Atkin party expressed great delight with Oregon scenery, and avowed their intentions of going on extensive trips about the state.

Thrills Mark Tropic Trip in Automobile

In Oregon the festive motorist runs over chickens, rabbits and an occasional dog, but John D. Clark of New York, who recently returned from an extended tour through South America and the West Indies, says that motoring in British Guiana, has a few thrills and chances for murdering the unwary rodent of the road. "I made an auto trip of 150 miles during which we killed three chickens, two dogs, a pig, hit two oxen, just missed an alligator and shied away from a 30-foot snake. We had plenty of exhilaration on that journey."

MAP OF INSIDE ROUTE



LOCATION OF HIGHWAY IS MUCH SOUGHT

(Continued From Preceding Page)

People of the town say the change is already marked. Indifference of the people the railroad will give the thriving Nehalem center.

Vernonia is not worrying much about the highway, though its citizens believe that vast improvement could be made in the surface thereof. It is almost one and the same thing to them whether the highway commission chooses Banks or chooses Timber.

PARTY TURNS SOUTH

From Vernonia The Journal party turned south again. For the tourist, the highway through Timber is the logical road, although as a state industrial asset large sums of money spent upon its development might be badly placed. Here, again, the question of a highway's function obtrudes itself. Is such a road designed as a state asset for state industries, such as lumber or agriculture, or is it to be a lure to the wandering tourist? It will require considerable work to put the Banks-Manning-Buxton stretch in good condition, while Timber and Gales City already have a highway of excellence. But, then, the Banks section can claim a population rated at five to one over the Timber region.

Arriving once more in Forest Grove, the party was as far from a decision as it was before it started. Both roads have wonderful possibilities both as to scenery and industry, with Timber already in possession of the edge as to the former and Banks considerably in the lead as to the latter, so there you are.

TOURIST LOG

A convenient tourist log is appended:

6.0 Journal building. Take Terwilliger

Boulevard turning right at mileage

4.2 Tualatin highway.

1.4 Hillsboro.

19.3 Forest Grove. Turn right on Col-

lege way at center of town, right

again at white house 25.0, and left

corner of college athletic field.

Notice Pacific university campus

on right.

32.2 College railroad.

31.0 Banks. Straight through town.

29.3 Turn right.

28.0 Manning.

40.0 Buxton.

41.8 Start up grade. Canyon on right

will one day be site of proposed

new road.

42.6 Scofield station.

43.0 Town of Scofield.

45.3 Cross new railroad grade.

46.0 Start through heavy green timber.

Road condoury and not good in

many places.

46.1 Bridge at head of Beaver creek.

46.5 Pass under new bridges and settle-

tle.

53.2 Turn right to Vernonia, left to

Timber.

54.8 Cross covered bridge over Nehalem.

New bridge proposed for this point

soon.

55.9 Proposed Vernonia depot.

56.1 Vernonia. (Turn speedometer back

to 0.0.)

Ford Dickering for Shipbuilding Plant

It is unofficially reported that Henry Ford will take over the Great Lakes Engineering works, one of the largest shipbuilding plants in the world, which is being advertised for sale. When Ford mapped out his plans for the new in-

Prepare for Annual Motorcycle Classic

The international 200 mile motorcycle road race, scheduled for Marion, Ind., Labor day, is now receiving the attention of the engineering departments of the various factories that expect to en-

ter their star riders in the event, with are also going forward and indications their latest speed creations. Plans for are that the race will be the biggest the erection of spectators' stands and sporting event in motorcycle circles of improvements in the four mile course the season.

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