

Oregon Journal

AUTOMOTIVE SECTION

Our Transportation Pulse

Good circulation is one of the corollary principles of good health, and transportation, the circulation of a nation, is the same criterion of national health as is the result of good heart action on the part of a human being. The farms and factories are the heart of the nation, but without vessels to carry the life-giving tide parts of the country will be cold and lifeless. The railroad was at one time the arterial system, but now, suffering from a slight hardening, that system has been found far from adequate, and the truck has taken part of the load.

The railroad has not been found inefficient, but it has been the victim of circumstance. The short line has not been a paying proposition, and there has been, until the advent of the truck, a lack of good feeders. Delay has resulted, and distribution has been retarded. Today distribution which goes hand in hand with production, is on a livelier scale than it has been for years, and the credit is largely due to the truck.

With due credit given to the horse, whose stereotyped name seems to be "Old Dobbin," he was one of the most inefficient means of transportation the world has seen. He was inefficient both because of his slowness and because he ate too much, literally taking food from the mouths of men. The difference in acreage needed to support a horse and that required to support a man is slight, and the consumer pays the bill.

With the vast amount of handling necessary to bring an article of food to the table of the consumer, it is necessary that it be handled with speed and dispatch if expense is to be saved. Nine times out of ten the high cost of a commodity is due largely to the cost of transportation. Delay in transportation means delay in payments, and delay in payments means more interest on the capital invested, and the higher or the greater the sum of interest the higher the price of the article. The consumer pays.

The horse used to be looked upon as man's best friend. Socially he still is, but as an economic asset he is not a friend. He is an enemy. The railroad is a good transportation medium, but there is a slackness about that method of transportation, especially on the short haul, that makes it scarcely attractive to the man in a hurry. It has slimmered down to the truck, and the farmer, the middleman, the wholesaler, the jobber and the retailer are looking more and more to the truck to take care of distribution—are looking more and more to the gasoline vehicle to stimulate the circulation of the country so that there may be life, and quickening life, in all parts of the nation. The truck is the solution to both the feeder and the short haul problem.

When Americans Go Abroad

There is a great market abroad for American-made cars and trucks. The American manufacturer, either through the stress of competition or native thoughtfulness regarding what will sell best, has taken great pains to put out a variety of models, and with the result that nowhere else in the world can the domestic or foreign purchaser find the variety that meets his eye in the motor car markets of this country. The world is coming to America for its automobiles.

The British market, our strongest competitor before the war being Great Britain, is now essentially an American developed market, with American cars more popular right under the noses of British manufacturers than their own makes. Says an authority:

"As long as American cars answer the requirements of the British market (and there is no doubt that they are now doing so to a remarkable extent) the sale of these machines will continue among the genuine motoring public that has no predilection in favor of British-made productions as such in view of the fact that British manufacturers have completely forfeited any claim to patriotic recognition, firstly, by the profiteering which has gone on, and is still proceeding, so far as sales to the British public are concerned; secondly, because of the unnecessary delay which has been experienced by purchasers in effecting delivery. Thus, the Americans have before them a market of which they may today take the utmost advantage. If they win out, as it seems likely they will, not only will they have the congratulations of their own countrymen, but the sincere felicitations of their British customers.

"Neither is it only in the home market that British manufacturers are likely to feel the effects of American competition. The overseas market is a rapidly widening one, and American manufacturers have had the intelligence to consult and accommodate it, while British traders have still been living in the land of dreams. British-made cars have always been too dear, more especially the camp model, while they have also been too heavy and have not always conformed with the specifications insisted upon. It has been pointed out to the larger firms again and again by those who have had experience in the South American markets that the models most likely to sell there are the light, strong and most simply constructed cars."



Washington-Idaho-Montana-Canada

The last week's weather condition has greatly improved all highways leading southbound out of Spokane. Reports reaching us from tourists arriving from the Yellowstone National park say the three routes are at their best now. The most frequent traffic is over the route via

Fourth of July canyon, via Wallace, Idaho. This road leads through Thompson Falls, and Kalispell, Mont. Spokane-Portland route is in excellent condition motorists say and is being, therefore, heavily patronized. No bad spots have been reported this week. All the Canadian routes are likewise reported to be free from detours and the usual highways leading into British Co-

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Two-Passenger Roadster, \$1995
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Stolen Autos

The recent bulletin of the auto theft department of the Portland bureau of police shows 12 motor cars and one motorcycle still at large and unrecovered by Lieutenant Thatcher's aides. Five cars have been recovered since the time of the last bulletin.

Chevrolet, 1920, touring; Oregon, 25129; motor number, C 2318.
Dodge, 1920, touring; Washington, 111582; motor number 504021.
Dodge, 1920, touring; Oregon, 87455; motor number 521138.
Dodge, 1918, touring; Oregon, 31678; motor number 39905.
Dodge 1920 touring; Oregon 82998; motor number 509486.
Ford, 1918, touring; Oregon, 64994; motor number 1441W.
Ford, 1919, roadster; Oregon, 15737; motor number 3215614.
Ford, 1919, touring; Oregon, 20146; motor number 3042796.
Maxwell, 1918, touring; tags missing; motor number 27741.
Overland, 1918, touring; Oregon, 47765; motor number 31670.
Packard, 1919, touring; Oregon, 3457; motor number 156968.
Tulac, 1920, roadster; Oregon D, 739A; motor number 36858.
Cleveland, 1918, motorcycle; Oregon E 88; motor number, 10115.
Harley & Davidson, 1919, motorcycle; Oregon H 65; motor number L19 A 22401.

The great development in Idaho's road building program has come since the work was placed under the complete control of one man. The state of highways in northern Idaho counties up to July 15, is reported as follows:
North and South highways, Adams and Idaho counties. This number was reserved for a long section of the north and south highways, but was never submitted.
North and South highway, Idaho county, Whitebird to Grangeville, 24 miles earth road, about three miles crushed rock surfaced; construction 8 per cent completed.
North and South highway, Adams and Idaho counties, New Meadows to Whitebird, 20 miles earth road and completed.
North and South highway, Latah county, Genesee to Moscow, 22 miles grading and crushed rock surfacing; construction 5 per cent completed.
North and South highway, Bonner county, Sandpoint to boundary county line, 16 miles grading and crushed rock surfacing.
North and South highway, Bonner county, Bonners Ferry to county line, 18 miles grading and gravel surfacing.
North and South highway, Benewah county, St. Maries to Kootenai county line, 10 miles grading and gravel surfacing.
Lewis and Clark highway, Nez Perce county, Spalding to Arrow Junction, four miles earth road.
North and South highway, Lewis county, Ilwaco to west line Central highway district, four miles grading and crushed rock surfacing.
North Pacific highway, Kootenai county, Fourth of July canyon, 12 miles crushed rock or gravel surfacing.
The forest service roads are:
North Pacific highway, Kootenai county, Fourth of July canyon, 12 miles of miles of earth road; construction completed.
North Pacific highway, Kootenai county, Fourth of July canyon, three miles of earth road; construction completed.
Lewis and Clark highway, Idaho county, Kootenai to Lowell, 23 miles earth road and bridge; construction 70 per cent completed.
In order to accommodate the large

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Tire Representative Is Portland Visitor

C. T. Wood, special representative for the Firestone Tire & Rubber company, with headquarters in Akron, was in the city last week at the time of the motorcycle endurance run, and took an active part in preparing for that event. He arranged for service at all points for the users of Firestone tires and was at the finish line when the first rider breezed by The Journal building. Wood is one of a number of representatives handling these events for the tire company, and is an old hand at the business. He has been in Portland on such missions on numerous occasions.

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HIGHWAY VIA TILLAMOOK IS PICTURESQUE

(Continued From Page One)

Long and Seaside is reached at mileage 169.1.

From Seaside the route on around the loop is along the old road to Astoria, through the country named to commemorate the feats of Lewis & Clark, and into the Seaside city. Here, perforce, a problem must be solved. If it's a week day when the journey takes the more or less weary traveler to Astoria, then the inside route by way of Jewell and Mist is the order of the day, but if Sunday is the day of the week, then the lower highway is the route to take, that celebrated road being open to traffic only on Sunday. Therefore, on weekdays take your choice of one road, and on Sunday pick one of two.

Of the main highway from Astoria—it was Sunday when the scouts decided to return to Portland—much has been said and a great deal more could still be

said, but to little purpose. The lower Columbia River highway is in the throes of the same agony that formerly made the upper stretch a sorry thing to behold. Now that the Hood river route is fixed for all time the eyes of the state turn to the vicinity of Clatskanie. The Widby loops are paved, and much of the road here and there had been anointed with the hot stuff and left to dry. Around Clatskanie some bad stretches exist, the part through the town of Rainier is as bad as ever, but the run through St. Helens has been eliminated. No longer does the route pass the gasoline station, but goes past the monument to Liberty and into Holton. Between Holton and Scappoose the same path of torture is to be enjoyed as of yore.

LOG OF ROUTE

The log:
0.0—Journal building; Terwilliger boulevard to Newberg; left at end of Main street on Dayton road; macadam, left.
39.8—Dayton, straight through.
35.4—End paving; macadam road to McMinnville.
39.9—McMinnville; construction 47.0, new paving.
51.4—Paving; 54.2; avoid bridge to left; 54.5 and over bridge; left on road to Seaside.
59.1—Williamina; left over bridge; old road, corduroy; 62.3, strike main road again; left over covered bridge.
70.0—Grand Honda. Corset speedometer to 65.
72.0—Construction where crusher is cutting down hill for terrace. Road going from this point most of the way to Hobo, Hobo, 80.7.
85.7—Beaver. Turn left. Some construction.
88.7—Paving. Turn right.
100.5—Bad stretch of mud. Early pass-

able, however.
103.4—Pleasant Valley.
112.1—Tillamook. Straight through, past sawmill and take road to Bay City.
113.8—End paving. Good macadam here. New grade at 116.2.
118.45—Turn left toward ocean.
119.3—Bay City. Straight through.
120.6—Construction, then some macadam.
122.78—Right, near end of bridge.
125.4—Left.
127.1—Corduroy.
128.0—Left.
142.8—Right. Road rough from loose gravel.
143.1 Clatskanie county line. Here road is covered for miles with crushed rock—bad going most of the way.
149.5—Road better to Seaside.
158.1—Seaside. Go out 7th street. There is considerable paving from Seaside to Astoria and what is not paved is surfaced by good macadam.
Seaside 0.0 (reset).

12.0—Cutoff. Take either right or left road. Shortest to the right.
21.3—Astoria. East of Commercial street. Follow car tracks. Follow paving and take main highway to Clatskanie. Paving at intervals from here to Portland. Following make travel at all points.

Ontario Spends \$5,000,000
Ontario is spending \$5,000,000 on good roads this year, and the department of public works is preparing a plan that will call for an expenditure of \$185,000,000 for the construction of 2000 miles of provincial highways within five years. S. F. Squire, president of the Canadian Good Roads association, states that there are 350,000 miles of highways in the dominion, as compared with 37,500 miles of railways, and that the land utilized in the highways is today worth \$750,000,000.

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