

Oregon Journal

AUTOMOTIVE SECTION

EDITORIAL COMMENT

BAR THE ONE LIGHT MOTOR CAR

MOTOR VEHICLES bearing only one light after dark on the streets and highways of the state not only are violating the state law requiring all motor cars and trucks to bear two white lights on the front of the vehicle, but are endangering the lives of occupants of other vehicles as well as those making use of the offending motor car.

Motorists who have been traveling at night have commented at length and with varied degrees of heat upon the tendency of some motorists to ignore the necessity for two white lights on the front of vehicles. Not long ago a motorcycle rider on a Washington highway mistook an approaching truck with only one light for another motorcycle and failed to allow sufficient clearance for the passage of the truck. He was killed in the ensuing collision, and the fault lay at the door of the negligent truck driver. The latter had little or no excuse for having only one light.

Clearance is an all-important feature of night driving and unless the driver of a motor vehicle knows where his own car is located upon the roadway and where the car approaching is to the exact foot, torn fenders and running boards and frequently graver results follow an error of vision. The single light allows scant opportunity for the driver of a car to judge the position of another automobile approaching from the opposite direction.

There is some question in the minds of motorists as to whether the spotlight takes the place of one headlight, as popularly defined. In most cases the driver who is careful to provide his car with a spotlight is also careful to see that each of his headlights is in good serviceable condition. It is the man who is careless with his lighting equipment, and consequently careless with his own life and that of others, who is guilty of adding to the already long accident list in this state.

The practice of one-light driving exists with sufficient frequency to call forth comment from many drivers. What is the reason for it? It may be a defective bulb, it may be a temporary fault of the wiring, it may be a willful neglect. But let the reason be what it may, the risk is a great one and the law should be enforced. In this one of the evil practices that license cards, when they are finally distributed, will do away with?

OUR BLIND ROADS

MOTORISTS coming back from California are not slow to give their meed of praise to the California road marking system. Numbers of them say that markers exist only on California's leading or show roads, but the fact that they exist even there is something to be proud of.

What of Oregon? We have been traveling blind roads here for years and when at last we hear of a road signing system going into effect there is a feeling of relief, and something akin to pride surges in our bosoms. And the work of properly marking our principal highways looks to be a long and tedious proposition.

Why mark them at all? Why go to the expense of paying the state's money for many square yards of hardware and paint, and much labor, simply to keep people on the right road to a destination? Does it pay and what is the need?

People have come to regard road signs as advertising—state advertising. So many square inches of carefully legible signs placed where they are needed are so many inches of paid advertising to attract visitors from other states. Next to a smooth surface on a roadway a smooth sign system is the next best thing to bring folk from the outside into our own territory. We have been "kidding" ourselves for some time into believing that our state highway system rivalled that of any other state. Perhaps it does—states far to the east of us. But we suffer by comparison when neighboring states are brought in to be measured for their good and bad highway points, and we are compared to California, not to Kansas or to Oklahoma.

Oregon people claim to have better scenery than California. Tourists who have been in both states readily agree to this. But they ask us in the next breath why we do not have camping sites as well-appointed as those to be found in the South. They ask us why our roads are not marked, both with directing legends and with warning boards. They ask us why we do not dispense road information with the same freedom to be found in California. Oregon people become weary of the eternal comparison with California, instigated by people who, nine times out of 10, really like Oregon better and would enjoy their stay here more if there were not so many annoying omissions to be found on the highways.

How much longer must both native and stranger drive Oregon's "blind roads"?

Motorists Fight Big License Fee

The bill introduced before the special session of Indiana General assembly last month providing for an increase of 100 per cent in the automobile license fees failed to pass after a bitter fight. Motorists throughout Indiana and the Hoosier Motor club made a vigorous fight on the measure. Automobile license fees in Indiana are about 10 per cent less than the average fee for the entire United States.

Montgomery Selling Oakland Six Again

W. C. Montgomery, formerly sales manager for the W. H. Wallingford company, has returned to his first love, selling Oakland Six cars for the Wallingford-Oakland company. Montgomery sold Oakland six cars several years ago when W. H. Wallingford had the agency. For the past four years, Montgomery has been in charge of retail sales for Liberty and Buick cars for the Wallingford company.

HIGHWAY MILEAGE EXCEEDS RAILWAY RATIO TEN TO ONE

Rubber Company Produces List of Figures Showing Great Length of American Roads.

Figures compiled by one of the leading rubber companies show that highway mileage in this country exceeds railway mileage by a ratio of 10 to 1. The nation possesses 2,478,562 miles of highway and 253,626 miles of railway.

Texas, which leads all the states in area, is first in both highway and railway mileage, with 125,840 and 15,322 miles, respectively. The next states in highway mileage, ranking in the order named, are: Kansas, Oklahoma, Iowa, South Dakota and Missouri. The next five highest in railway mileage are: Illinois, Pennsylvania, Iowa, Kansas and Minnesota. Rhode Island runs true to its smallest area with the least mileage—2170 miles of highway and 205 miles of railway.

The statistics point out that almost the entire railroad mileage of the country could be laid on the highway right of way of two states—Texas and Kansas. The road and rail mileages in each state follow:

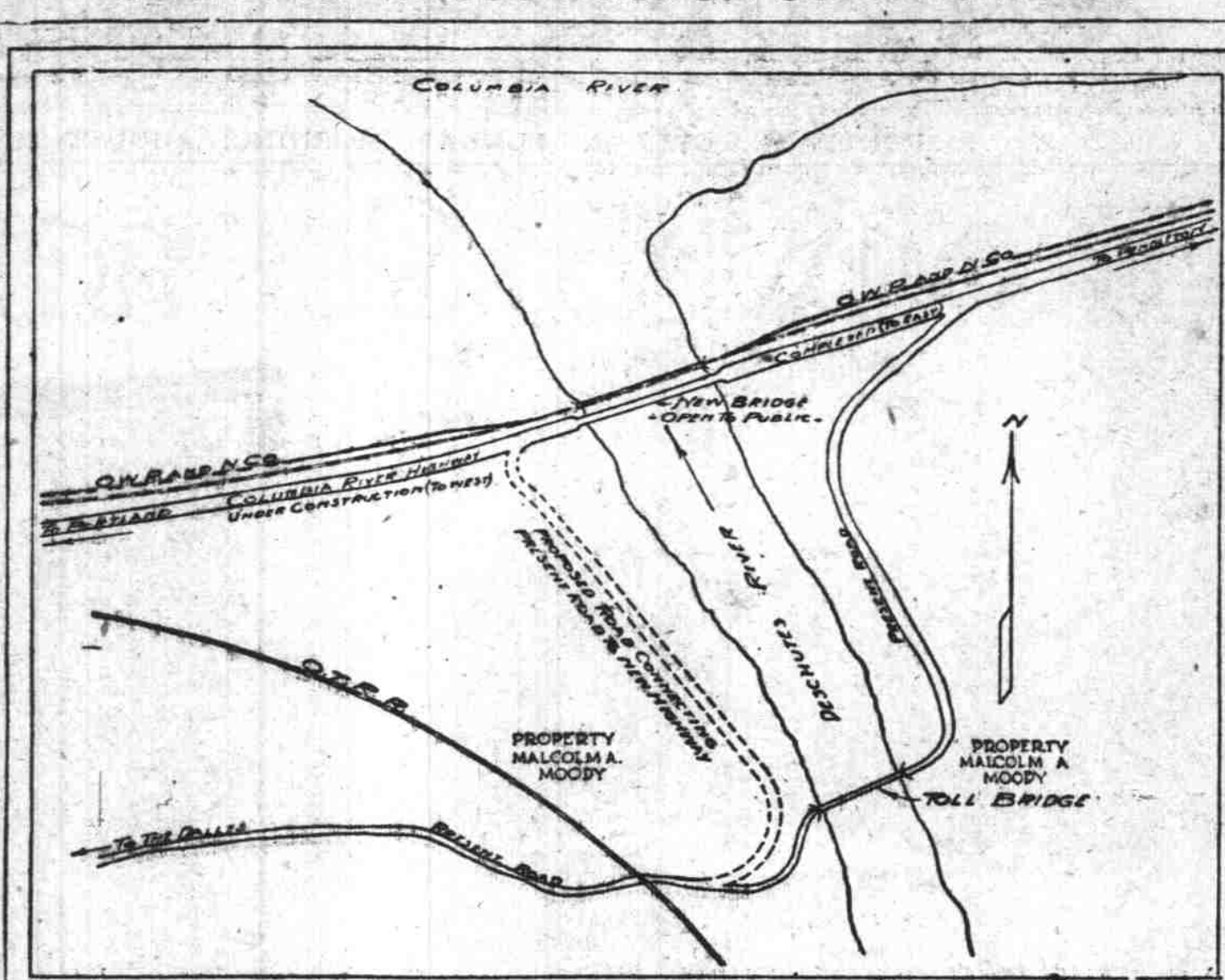
State	Railroad Mileage	Highway Mileage
Alabama	5,420	85,446
Arizona	3,424	12,075
Arkansas	5,220	50,748
California	8,889	61,089
Colorado	5,640	39,780
Connecticut	999	14,601
Delaware	1,433	8,074
Florida	5,249	17,995
Georgia	7,464	80,889
Idaho	2,861	24,396
Illinois	12,138	95,847
Indiana	7,426	75,347
Iowa	9,838	104,074
Kansas	9,888	111,003
Kentucky	8,569	61,089
Louisiana	5,868	28,563
Maine	2,270	28,563
Maryland	1,426	16,459
Massachusetts	1,195	15,881
Michigan	8,726	74,190
Minnesota	9,102	99,517
Mississippi	4,447	45,779
Missouri	8,231	90,041
Montana	4,954	39,204
Nebraska	6,187	62,272
Nevada	2,293	12,182
New Hampshire	2,544	14,817
New Jersey	2,974	48,091
New Mexico	8,154	74,190
New York	50,758	99,517
North Carolina	5,492	65,779
North Dakota	5,414	65,779
Ohio	9,944	86,354
Oklahoma	6,502	107,916
Oregon	8,889	99,517
Pennsylvania	11,881	107,916
Rhode Island	3,424	12,075
South Carolina	3,424	12,075
South Dakota	4,276	60,386
Tennessee	4,778	48,091
Texas	15,882	128,660
Utah	2,142	18,110
Vermont	1,026	14,249
Virginia	4,477	53,888
Washington	5,680	45,428
West Virginia	4,013	32,624
Wisconsin	7,048	77,280
Wyoming	1,924	14,797
District of Columbia	87	
Totals	253,626	2,478,562

Law Prohibits Night Parking

Ordinance 37,533, as amended recently to prohibit motor vehicles from remaining on the street in residential districts, or elsewhere, all night, with or without light, has not been repealed, according to officials of the city auditor's office. Popular report, founded upon groundless rumor, caused numbers of people to believe that this ordinance had gone the way of the scrap basket, but such is not the case. Motorists are still warned that motor cars left on the streets during the night hours are subject to seizure and the motorists to the fine provided by the ordinance.

An automobile traveling at 20 miles an hour covers 29 feet 4 inches a second.

SCENE OF WASCO BRIDGE CONTROVERSY



Dotted line shows route which it is proposed to condemn across Malcolm Moody property on Deschutes river to provide approach to new highway bridge. The old crossing is at Miller's bridge, a toll structure owned by Moody.

WASHINGTON SHORE ROUTE IS INVITING

(Continued From Page One)

detour, however, and leads up to the summit of the heights overlooking the river and wanders among the orchards and barns of the uplands. Instead of entering Camas on the level with the highway the motorist now descends a steep hill to the north and west of the town and sees where the new highway is to come into the town. The route by way of the Fern Prairie road, whose intersection is to be found 3.5 miles from Vancouver, brings the tourist into Camas on "F" street.

Fourth, Mason, Third and Beeson streets may be followed to leave the town and the road to Washougal is fairly good. Beyond Washougal the Mount Pleasant road is the one to follow. From this point on there is little danger of getting off the main road, since most of the roads lead to White Salmon, and the river is ever an excellent compass by which to steer a course. The road itself is as beautiful as ever. The hardwood trees on the sides of the hills are beginning to turn, the cool weather of the past two or three days serving as a studio light for the coloring of leaf on tree and bush. People who are not afraid of hitting a bad spot now and then—there are not many along the North Bank highway—should by all means make the journey through the woods and fields and along the dizzy-high shoulder roads of the north side of the river. With a nip to the air, the absence of smoke from forest fires doused by the recent rains, and a fair holiday awaits motoring folk in Washington.

A SCENIC WAY

By starting fairly early in the morning, numerous good camping places along the little river flowing into the Columbia may be found with plenty of the coldest water and all the music one would want from a companionable forest stream. And here and there a break in the trees allows a splendid view of the Oregon side of the river with the thin, threadlike streak of the paved highway winding along the side of the cliff. Practically all the towns along the way have restaurants where a chicken dinner almost as good as the one at home may be had at a reasonable figure, and when one tires of the Washington side, there is Stevenson where a ferry may be taken to Cascade Locks and the Oregon side. This is one place on the Columbia where a bridge would be convenient or at least better ferrying facilities. The ferries are too small to make much impression upon throngs of waiting cars in summer and though the average tourist has plenty of time to

TO CONDEMN APPROACH TO HIGHWAY BRIDGE

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given it by the statute and has asked the attorney general to begin proceedings to condemn a short stretch across the Moody holdings to connect the present county road with the western approach of the bridge. The length of this strip is approximately half a mile. To build a temporary road over it will cost but a few hundred dollars. With this road the public travel will leave the highway at Seufert and go over the hill on the existing county road, returning to the highway and crossing the new bridge.

When the grade between Seufert and the Deschutes is completed the use of the road over the hill will be abandoned, but it and the section which is to be condemned will still be of great service in taking care of local traffic. It will continue to be an outlet for those living on 15-mile creek who wish to travel east or to the railroad station and warehouses at the mouth of the Deschutes. In forcing the connection the state highway department not only provides for the use of the new bridge pending the completion of the grading of the Columbia river highway, but renders an important service to Wasco county.

Four Acres an Hour
Tractor plows operating near Medan, Sumatra, are turning up 20 acres of forest in five hours, which, it is claimed, would have taken 100 coolies one working day to perform.

PORTLAND MAN IS BELIEVER IN SIGNS

(Continued From Page One)

loose bric-a-brac danced a merry jig, making living in peace a rather uncertain problem for a moment or two, and daytime tremors caused employers using brick buildings to send their help home. But natives of Los Angeles regarded the whole affair as something scarcely out of the usual course of affairs there and poo-pooed the chance fears of visiting parties.

IN SOUTHERN CALIFORNIA
With Los Angeles as a headquarters, Grigsby and his family toured the southern part of the state, finding the roads good and the beaches crowded. The temperature was one feature of the trip that gave the Oregonians a good bit of surprise. They had gone to the South expecting severe summer weather, and were surprised to find that where a breeze was felt the air was quite pleasant and blankets were more than welcome at night. In the valleys the heat was intense, but on the uplands all thought of summer was dispelled by ocean breezes. San Francisco was enveloped in fog at the time of their visit to the Gate City, but other bay cities, such as Oakland, were pleasant, although the Presidio suffered uncertain and chilly weather during their tour of that place.

Coming from Oakland, the route lay by way of the big trees and up the Sacramento valley, where the thermometer registered 115 degrees. To show the caprice of the climate, Grigsby said that on the way down the party was forced to don overcoats passing through the valley, and on the way back home the mere thought of an overcoat was maddening. Coming farther north at the time Portland was feeling the recent intense heat wave, Medford was enjoying 100-degree heat, so the course was changed to Crater Lake, where good accommodations, contrary to reports, were to be had and where the warmth was almost as great as that found in the lowlands. From Crater Lake the Studebaker was turned toward Central Oregon and the Bend road.

ROAD SIGNS NEEDED
It was along this inland highway that the most marked comparison between the signing system along California and Oregon truck roads can be obtained. No sign is to be found for miles and at cross roads and forks a mere loss of a coin or the number of wheel tracks is sufficient to determine the proper route to be taken. The roads themselves are not in very good condition and no change

was noticed by Grigsby in the nine years since he last went over the route. Hardly a bit of construction can be found on the midland trail.
Fully 4160 miles were covered by Grigsby and his family during their tour, and little or no trouble marred the trip. A speed cop in California found the pace a trifle too fast, but the Studebaker speedometer was discredited by the slow and nothing came of it. But the incident served to show the care with which the Automobile Club of Southern California looks after its members, and as an Oregon member, ship card entitles the holder to the service of the Southern club, the local man was able to obtain some idea of the workings of the organization there, in every town, its own legal department where cases of accident or speeding on the part of members was taken care of, with no worry to the member, and good club facilities. The club also directs tourists to camping grounds, of which there are an abundance with free water and light. Every little hamlet, according to Grigsby, has a campsite, which is advertised widely and prominently along the highways.

'Silk Shirt' Harry Makes 'Em All Sit Up and Take Notice

Harry Heard, Northwest district manager for the J. C. Wilson Motor Truck company of Chicago, was in Portland last week on a business visit.
Heard has the distinction of being the best dressed automobile traveling salesman on the road along the coast, according to poll of the Los Angeles automobile row. Even in that town, in competition with such stars as Fatty Arbuckle and Charles Ray, Heard was accorded the concrete seal of approval for having the largest assortment of suitcases and handbags on the road. "Silk Shirt" Harry looks like a wedding party when he arrives at a hotel, and both clerk and porter look around for the bride.

More Cars Than Kids
In 1919 there were 1,974,016 automobiles produced, which amount exceeds the number of babies born in the United States during the same time by \$25,324.

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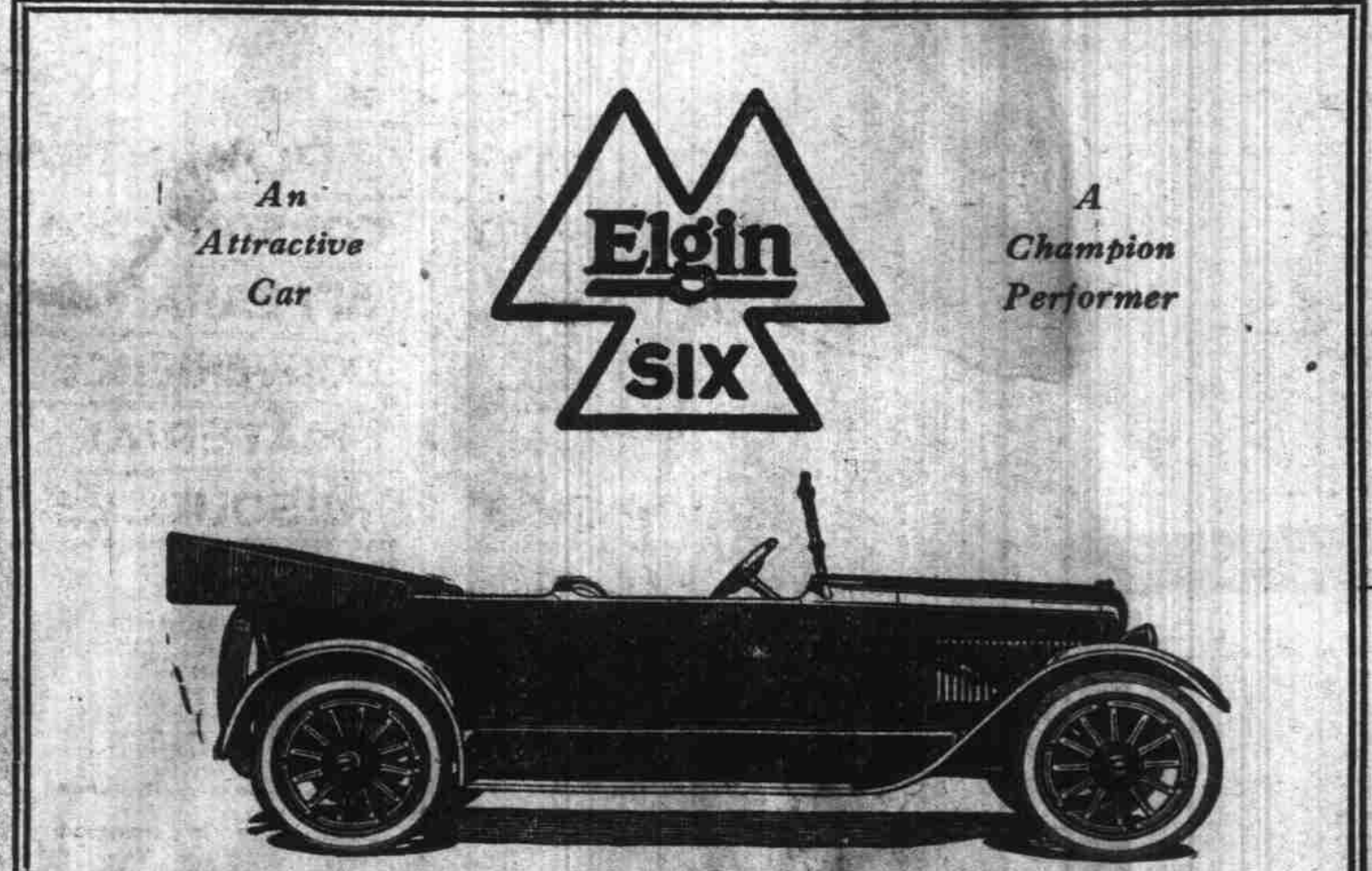
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