

SCENERY FINE BUT ROAD IS JUST FIERCE

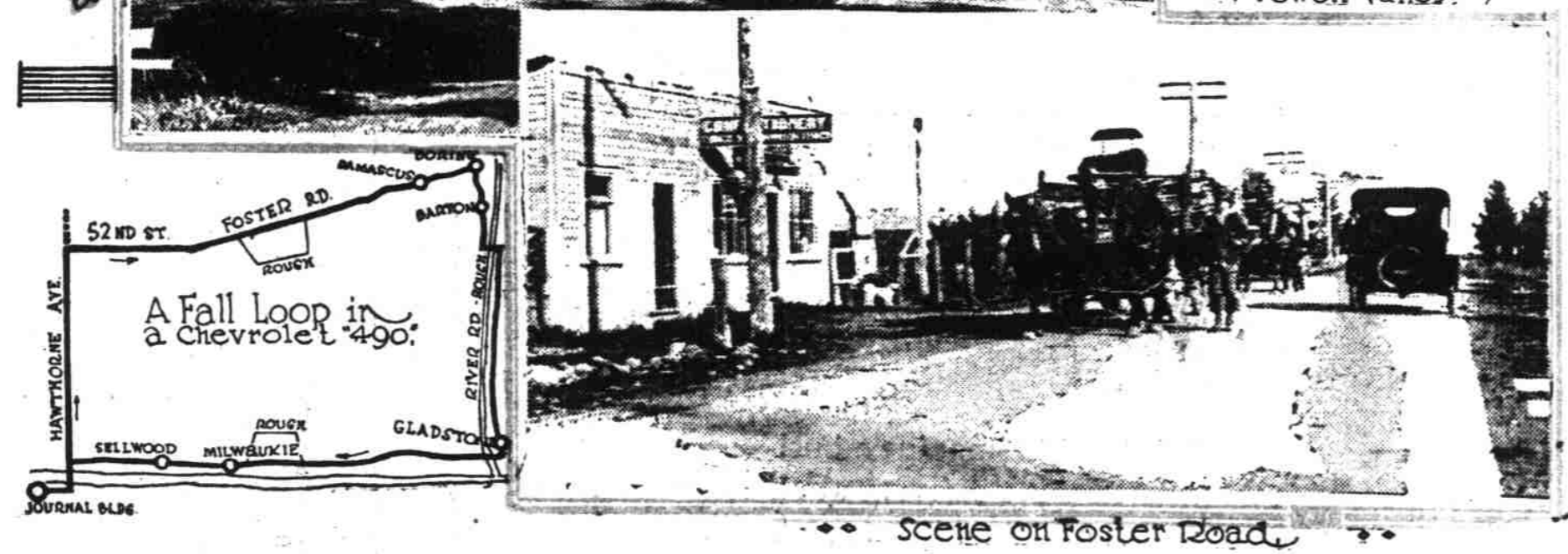
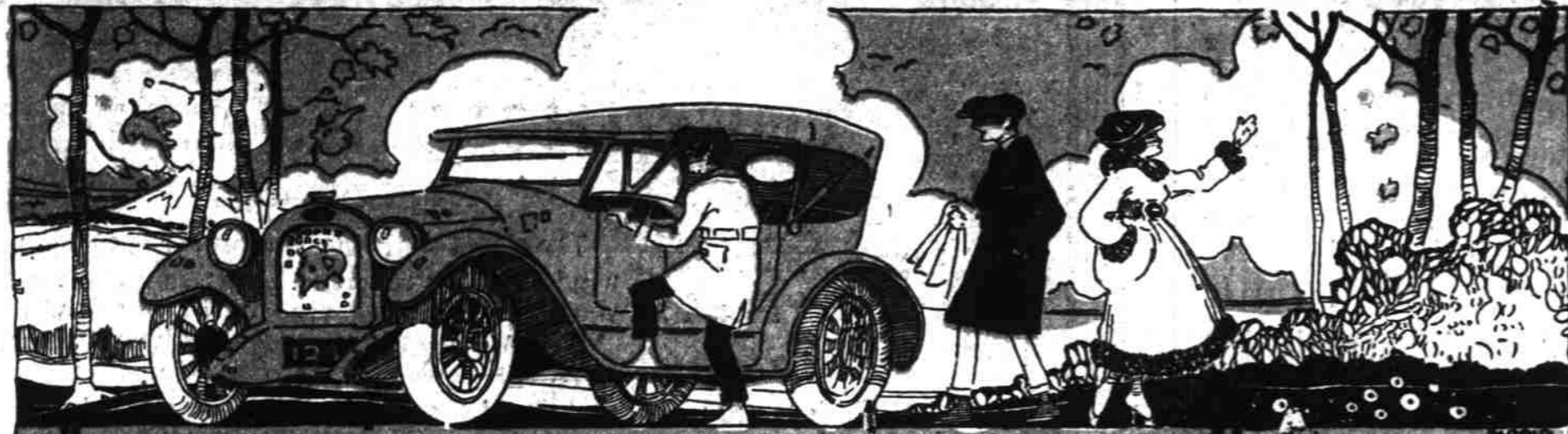
Journal Scouts Find Picturesque
Route to Oregon City but Going
Hard on Backbone and Temper.

By Frank A. Clarke
Enlarging upon the charms of last Sunday, when the much sworn at and anathematized weather man scored a decided bullseye, is to waste everybody's time needlessly. Motorists who failed to get out into the country must have been armed with legitimate excuses, such as a broken-down car, a bed-ridden family or a stroke of paralysis. Those without adequate excuses should lose their cars by default.

Clackamas county, whose roads share with the weather man the brunt of Portland displeasure, was a glorious picnic ground. Indian summer had painted the trees, the sun warmed the atmosphere with near-summer heat, and fish were singing lullabies as they swam about. Summer madness, mid or other wise, had given way to the peace of mid-fall, and even on the route chosen by The Journal scout machine, sections of which were as rough as the neck of a Bowery bum, one could for this reason scarcely summon vituperative forces sufficient to malign the roadway and the surface thereof. Of course, it was the scout's own fault. The route was chosen with patent premeditation and with the idea of finding a new and original route to Oregon City. It is sufficient to say at this point that the route was found. The details are about to be revealed.

SOME JOLTING ENCOUNTERED
Poster road is a road of parts: Parts of it are paved and parts are not. The scouts manned a Chevrolet "490" for the trip, with LeRoy Fields of the Fields Motor Car company, Chevrolet distributor, doing the honors with the steering apparatus and gear lever. From The Journal building up Broadway to Madison and across the Madison street bridge is but a step. Thence the route by along Hawthorne avenue to Fifty-second street, right at the turn, and down to where Foster road comes in from the left. Turn left with traffic and prepare yourself for one of the worst joltings ever experienced in your driving career. There has been considerable talk about paving Foster road through Mount Scott as far as Lents, but the talk has not taken the rough spots out of the so-called boulevard. People out beyond Arleta speak of the road with apologetic looks and deprecate the thoroughfare with every deprecating word in their bodies. They are not proud of Foster road and no wonder. Paralleling the car tracks for some hundreds of yards and bearing as much traffic as any suburban road in the city, and truck more than many, the strip of the route as far as Lents, high in the air with attendant bars indicates intentions of improvement. Drivers of cars regarding this step as of good omen and freely predict that within a short time Foster road will join the League of Paved and cease to figure in the nightmares of truck drivers and motoring salesmen.

Beyond Lents there is some fine highway, crossing the tracks beyond the town, skirting the houses, and twisting away into the open country. The surface is of cement and looks like good work, though not overly wide. The curves are carefully laid out, the crossings are clear, and for cement affords excellent traveling. Some cement roads seem to have been carelessly finished, with little bumps in some places, depressions quite vexatious to drivers in other



SCENE ON FOSTER ROAD

CONCRETE PAVING TO SOUTH TO BE FINEST IN STATE

Oregon City-Multnomah County
Highway, With Costly Surface,
to Be Ready in Nine Months.

Thirty-three hundred yards of excavation will be made at two points on the Pacific highway between the Multnomah county line and Oswego to straighten that wiggly road and attain the grade and curve gradient necessary under federal specifications, says Engineer Young of the state highway commission, in charge of construction on the Clackamas county section of the state commission's operations. Following the grading the road will be surfaced with seven inches reinforced concrete.

Persons familiar with the road between the Multnomah county line, where the paving ends, and Oswego, recall the old stiff grades on the stretch and the vast improvement made in the last few years. This road is coming in for more work. Two bad curves and cut-banks will be taken out, a gentler slope graded down to railroad level from the top of Elk Rock, and a nine-foot pavement laid before December 1—weather permitting. Old Sol is the most important engineer with whom the highway commission has to deal.

The work at present is going forward rapidly. Graders and plows are working south from the Multnomah county line, a good crew of men is scattered from the line nearly to Wilsonia, trimming the grade where work has been finished and cleaning out ditches for the wet weather. The two fills, completing about half the width of the roadway, will be allowed to settle through the winter.

WILL PAVE HALF
No concrete will be laid on these fills, but the hard half adjoining next week at the Multnomah county line. Allowing the fills to settle is one reason for paving only half the width of the 18-foot strip. The other nine feet will be added before August 1, 1921, the time limit set for the completion of the entire work from Multnomah county to Oregon City. The concrete will be reinforced with iron bars laid crosswise every 15 inches and lengthwise every six feet.

Engineers will regard the Oregon City-Multnomah county road, upon completion, as the best surface in the state,

if not on the Pacific coast, estimating that it would cost, including grading, about \$25,000,000 to lay a similar roadway from the Columbia river to Medford. The expense of the stretch will be borne jointly by the state of Oregon and the federal government, each matching the other dollar for dollar.

The state highway commission announces that the road will be closed as soon as the gangs commence laying concrete and will be closed to travel for about two months. This will throw the road open again before February 1.

Stolen Cars

- Chevrolet, 1920 touring, Oregon 25120, motor C 2318.
- Buick, 1917 touring, Oregon 60947, motor 3884004.
- Dodge, 1920 touring, Oregon 94862, motor 631188.
- Dodge, 1920 touring, Oregon 73989, motor 491630.
- Dodge, 1920 touring, Oregon 93798, motor 509485.
- Dodge, 1920 touring, Oregon 82998, motor 529688.
- Dodge, 1920 touring, Oregon 87465, motor 521189.
- Dodge, 1920 touring, Washington 111582, motor 504021.
- Dodge, 1918 touring, Oregon 31678, motor 39905.
- Ford, 1920 touring, Washington 41824, motor 883608.
- Ford, 1916 touring, California 256059, motor MYD10122.
- Ford, 1917 touring, Oregon 49746, motor 139634.
- Ford, 1916 touring, Oregon 21811, motor 106427.
- Ford, 1917 touring, Oregon 72069, motor 192016.
- Ford, 1920 coupe, Oregon 82823, motor 404768.
- Ford, 1920 touring, Oregon 72156, motor 372804.
- Ford, 1918 truck, Oregon 46994, motor 1444W.
- Ford, 1919 roadster, Oregon 18787, motor 321814.
- Ford, 1919 touring, Oregon 26146, motor 3042734.
- Marxell, 1918 touring, tags missing, motor 227941.
- Overland, 1918 delivery, Oregon 11058, motor 1481.
- Overland, 1918 touring, Oregon 47765, motor 31876.
- Standard, 1920 touring, Oregon 83177, motor 1881.
- Cleveland, 1918 motorcycle, Oregon E-58, motor 10118.
- Harley-Davidson, 1916 motorcycle, Oregon H-68, motor 119A2401.
- Harley-Davidson, 1918 motorcycle, Oregon R-89, motor 11871294.

BRAKES CALL FOR ATTENTION WITH WET SEASONS DUE

Skidding Resulting From Brakes
Disagreeing Blamed Entirely
Upon Driver's Carelessness.

Have you inspected your brakes recently? With wet weather coming on apace, repair men are warning motorists to look after their brakes. Many accidents have been reported recently as a result of skidding.

Skidding when the brakes are applied is due to one brake locking while the other runs free. Repair men declare this dangerous one-sided condition to be caused by one reason, and solely one reason: lack of care on the part of the automobile owner.

Brakes may be adjusted in a number of ways. Most people tighten the brake by shortening the rod from the foot pedal at the point provided for that purpose. This should not be done. Brakes should be adjusted from the point of final contact and not from the point where the braking energy originates.

PROCEDURE IMPORTANT

Start at the drums, tightening both nuts so that the decelerating force will be distributed evenly on the entire face circumference of the band. Oil carefully as the nuts are tightened. Examine each bushing for loose parts and work and thoroughly oil each bushing. Nuts in from the drum, see that each joint is working evenly, that none of the bearings are frozen for lack of oil, examine and oil the equalizer, and finally, if necessary, shorten the brake rod.

When the bearings on one side are frozen, the responsibility of deceleration is thrown entirely on one drum, the equalizer causing this drum to tighten even more closely than it would do were both drums working evenly. With one wheel working its brake, skidding is a natural result, and accidents follow.

OWNER SHOULD INSPECT

When tightening the nuts on the brake drum, tighten both the upper and the base nut. Careless tightening will serve only to aggravate the trouble. The rod from the foot pedal should not be touched until after the drums have been carefully gone over and bushings inspected and oiled.

Many garages, while aware of the importance of these operations, may not be as careful as would the owner of the car, upon whom the responsibility for careful driving rests. The ultimate brake inspector is the owner himself.

Unwarranted Kicking Harms Highway Engineers Human

Indiscriminate criticism of highways, where road work is in progress, accomplishes nothing. Motorists who travel the highways are frequently inconvenienced by road work. Tempers are frayed by running continually into pieces of construction where apparently no effort has been made to care for current traffic during the time of construction, causing much loose talk where motorists gather, and sometimes resulting in a small furor being created to the annoyance of everybody.

Such furors get nowhere. The road engineers are not stimulated by continual adverse criticism. Uncalled for criticism of one construction gang coming to the eyes or ears of other gangs and their bosses and engineers falls of a bitter complaint in the condition near Barlow. It sent a scout party to the place and found that a detour of several miles over a rather rough country road was compelled temporarily while road gangs were rocking the new route. The detour was over the old route that had been in use for half a century until the new grade was completed last year. Fast work was necessary this fall to get the new road in condition before the rains set in and made it impassable. This explanation satisfied everyone and hurt nobody.

Bad highway conditions and bridges are sharply criticized by The Journal, but not until competent examination and investigation have first been made by its road information department, and the conditions found excusable.

Highway Link Held Means to Prevent Influx to Europe

It is estimated that American tourists spend more than \$500,000,000 in Europe each year and the purpose of the coming meeting of the National Park-to-Park Highway association at Denver, November 11-13, is to call to the government's attention the need for a highway linking together the great playgrounds of the West, as outlined by the tour just ended, with a view to stimulating the "See America First" movement.

Tourist returns to the West from the season just ended is put at \$250,000,000, and with a government expenditure of some \$100,000,000 for this highway, officials of the association declare, this amount can be swelled to twice that figure, with a promise of eventually cutting off the flow of gold from Yankee pockets into the pockets of foreigners.

Proposed Highway Cheers Wahkiakum

Centralia, Oct. 30.—Dr. Clifford Ackley, state veterinary inspector, who returned yesterday from a two weeks' visit to Wahkiakum county, states that the chief topic of conversation in that county is the proposed Ocean Beach highway, which is to run from Kelso through Pacific and Wahkiakum counties, coming out through Nasel to South Bend. The road will be of great benefit to Wahkiakum county, which is now shut off entirely from outside points except by water.

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