

LAW RECOGNIZES VALUE OF TRUCKS IN TRANSPORTATION

Court Rules in Favor of Hauling
by Trucks Along Roads; Old-
Time Prejudice Is Passing.

The value of truck transportation as a means of meeting the needs of the consumer by moving goods quickly and economically is being recognized by law and by judicial decision, an instance of which is furnished by the supreme court of Tennessee. In revising the decision of a lower court which issued an injunction preventing a truck transportation company from making use of the highways in Sumner county, Tennessee, a portion of the verdict reads as follows:

"Public roads, like everything else, are developing in their nature and character, and in the use to which the public subjects them. As civilization develops and the inventive genius of man progresses new uses of public roads may be found. The remedy, in such event, is not to restrict the public in its enjoyment of the public highways, but to improve and enlarge the highways. Their sole use is to accommodate the public, and enable its members to communicate with each other, both socially and in a business way.

"It is well settled law that every member of the public has the right to use the public roads in a reasonable manner for the promotion of his health and happiness. Such use, however, is restricted to a use with due care and in a reasonable manner. In so far as the bill seeks to prevent defendant from using the public roads, because its trucks and their loads are too heavy, it must be dismissed. The motor truck is now a common means of transportation and its use upon the public roads is authorized wherever the size and character of the vehicle is not restricted by the legislature and will be controlled, so far as we know, only by the convenience and profit of the public."

A copy of the decision was recently obtained by a representative of the Mack-International Motor Truck corporation, distributors for Mack trucks. The ruling will be of interest to every owner and operator of a motor truck, every truck user and all county and state officials having jurisdiction over the public highways.

The supreme court of Tennessee has taken a dual position on the subject of the relationship existing between the use of the public highways by motor trucks and legislative bodies. As the ruling is interpreted it sets forth that the rights of the public are of prior consideration in restricting the use of the highways by trucks. In declaring that the remedy for road conditions is not by restricting the public of its enjoyment of the highways but in the improvement and enlarging of the highways the court has taken an attitude that long has been advocated by truckmen throughout the country.

BEAR HUNT GREAT SUCCESS IN EVERY WAY



Some happenings of the recent bear hunt in a Nash Six. Upper—Brown and Froude exhibiting skin from a victim of the chase. The scene is at Cory's ranch. Middle, left—Art Brown on "Nemo," with a varmint dog in right foreground. Right—Gorge of Little White Salmon. Lower—The game, with Cory in background and Froude and Brown gloating over bear number two.

NASH SALESMEN ENJOY THRILL IN REAL BEAR HUNT

Invasade Washington Wilds and
Net Pair of Bruins; Brown
Pulls Hero Stunt to Get No. 1.

A. T. Brown, Nash Six peddler for the Portland Motor Car company, says if folks want a real good bear hunt they have to go up north of White Salmon, Wash., and get Frank Cory and W. L. Woods to chaperon them into the bear country. Brown, who went up into that section of the tall and upcut with W. B. Froude, Packard truck man for the company, tells a few thrilling tales of the howling wilderness and two equally howling bears.

A couple of weeks ago Brown and Froude packed their duffle in a Nash and hit the trail for the country across from Hood River, the idea being to track Bruin to his lair and exterminate as many of the species as was possible in one day's hunting. They pulled out from Portland early one morning, went to Hood River and there crossed over to White Salmon. They motored up the valley to Guleys, where a hotel with regular food and form-fitting beds gave them all the refreshment needed for a hard day's hunt the next day, which turned out to be Saturday.

BRIGHT AND EARLY START
Starting bright and early for Cory's ranch they obtained guides, horses, and dogs, and Cory and Woods went along

to see the bear get fair play. Not long after the gang hit the timber the pups picked up the scent of bear number one. Following bear dogs means riding like Old Harry through the brush, dodging tree limbs and jumping over everything that can't be detoured.

The first bear proved to be an animal of extraordinary acumen and commendable staying powers. The ride was long and rough, but finally ended when the bear took to a cave. The dogs would not go in, and the hunters rolled the bones to see who would brave the terrors of the dark and spear the bear where he lay hidden in a recess as dark as a negro barber shop at midnight. Brown rolled deuces to the other fellows' sevens and eights and went after the bear.

A GENTLEMAN'S DEATH

All he could see was a couple of eyes shining in the blackness of the fissure, and when the bear shut one eye all he could see was one target. He pumped a steel-jacket into that one lamp and put it out. The bear died like a gentleman, but in an unaccessible place as could be found outside the Union depot plaza. The hunters held a debate as to the best method of extracting the bear, and then sent in one of the dogs, fastened the dog onto the bear with a couple of cotter pins, and the four laid hold of the dog's tail. By means of the caudal appendage of the canine and the animal's close grip on the bear's leg, Bruin was hauled forth and the customary rites were gone through to dispose of him. Then the Nimrods fared forth after other trophies.

The trail of another bear was picked up anon and with the dogs in full cry and the hunters in full haste Bruin took to a tree. No hiding tactics for him. He roosted in a member of the tall timber and dared the gang with every daring hair on his nose.

AS CAMERA CLICKED

Froude posed in the golden sunlight and his hunting logs, and while the cameras clicked let the bear have his message. Like a falling star or the price of motor cars the bear loosed his hold on a trusty branch and parachuted to the ground, where the dogs saw to it that life was extinct. By this time shades of night were falling in several places and the bunch took the two black

FORMER JOURNAL MAN
HEAD OF SALES FORCE



Hirsch Harold Bromberg

fellows and went back to the ranch for supper.

The Nash stood the gaff in good shape on the rough roads to the ranch, and so next morning, as the tale goes, the two motor car men returned to Portland and the praise of their friends. A bear meat banquet was one outcome of the outing. The success of the trip, according to Brown and Froude, was due to the hospitality and good guiding of Cory and Woods, than whom there are no better hunters along the murmuring White Salmon, they say.

AUTO EDITOR IS SALES MANAGER

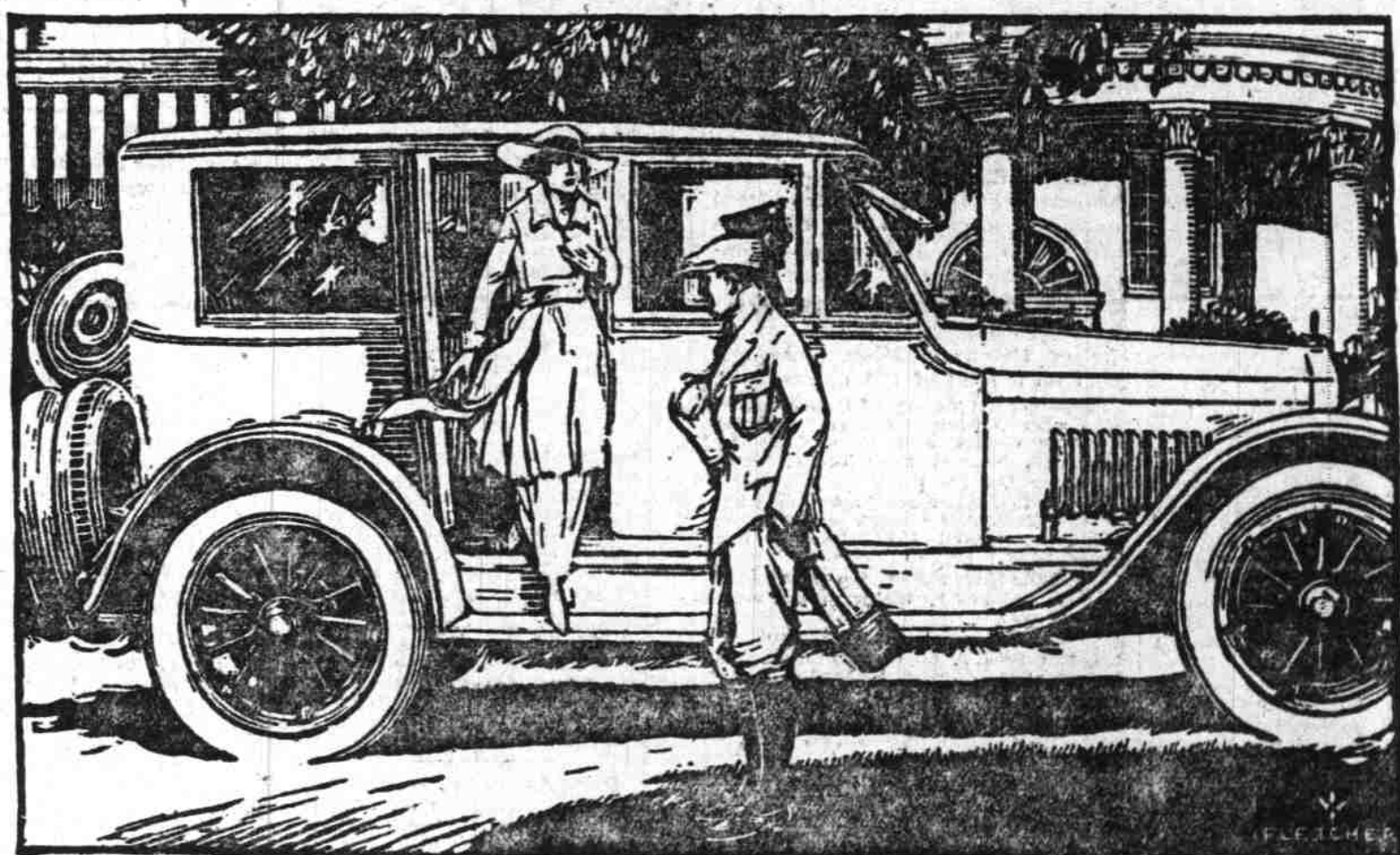
Hirsch H. Bromberg, Formerly of
The Journal, Takes Prominent
Job With Weller Motor Co.

H. H. Bromberg, former automobile editor of The Journal, and for three years a member of the advertising staff, recently severed his connections with the newspaper to accept the position of sales manager of the Weller Motor company, Elgin & Westcott distributors.

Bromberg was first in the classified advertising department of The Journal, acting on various beats, but meeting with the greatest success on automobile row. Following his cub days with advertising, the war came along and with about everybody else in these parts, Hirsch went off to war, serving across the brine with the medical corps. Upon his discharge Bromberg returned to The Journal, this time on general display advertising. He had not been in harness long when the post of automobile editor was offered and accepted. He took over this work early in the summer of 1919, continuing until early in the fall of 1920. The past month marked the marriage of the former Journal man, together with his change from the life of copy paper and ink to the odors of gasoline and the order book. As sales manager of the Weller Motor company he stays with the work in which he has met with the largest measure of success—automobiles.

Autos Made in 1920
In 1920, the first year for which records exist in the automobile industry, 87 passenger cars were manufactured. Today the normal production amounts to 2,250,000 a year.

STANDARD EIGHT



A POWERFUL CAR

To have all the power you are likely to need is like having all the money you are likely to spend—you would feel more secure if you had just a little bit more.

The power of the Standard Eight is a little more power than any driving condition is likely to warrant.

Spare power, like a spare tire, is something seldom used, but its mere presence is a blessing. To the beauty of line and appointments of the Standard Eight we have added the feature of extra power. No one who rides in a Standard Eight need ever fear inadequate power.

Vestibule Sedan, \$5000 Sedan, \$4900 Sedanette, \$4500 Coupé, \$4500
Touring Car, \$3400 Roadster, \$3400 Chassis, \$3150
Above prices L. C. B. Butler, Pa.

Present Prices Guaranteed Until April 1st, 1921

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BROADWAY AT COUCH
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THE UNIVERSAL CAR

Closed Car Comfort

No danger in traffic—a clear vision in all directions. No flapping curtains—no drafts on your head. No heavy overcoats or gloves. As much air from outside as you want—and no more. As much warmth from inside as you want—and no more. All plate glass windows and windshields open or close in a moment's time to any position you wish.

In rain, snow, wind or storms; in summer heat or sun—the Comfort Car for Oregon is the Ford Sedan.

That tells you briefly why Ford closed car sales in Oregon have increased 1500% in 1920 over 1919. That explains why you see so many of them everywhere now, on country roads, mountain trips or city streets.

All the sturdy dependability and economy of the Ford chassis and all the beauty of an electric, at a price you cannot resist.

Get your Ford Sedan now.

Chassis	\$360.00	Touring (With Starter)	\$510.00
Runabout (Regular)	\$395.00	Coupe (With Starter)	\$745.00
Runabout (With Starter)	\$465.00	Sedan (With Starter)	\$795.00
Touring (Regular)	\$440.00	Truck (Pneumatic Tires)	\$545.00

The Prices Listed Above Are F. O. B. Detroit

For Sale by the Following Authorized City Dealers

Francis Motor Car Co. Grand and Hawthorne Ave.	Wm. L. Hughson Co. Broadway at Davis	Talbot & Casey, Inc. East Ankeny at Grand
Palace Garage Twelfth at Stark	Rushlight & Penney East Third at Broadway	Robinson-Smith Co. Sixth and Madison

"EVERY OREGON DRIVER NEEDS A FORD SEDAN"