

PORTLAND, OREGON, SUNDAY MORNING, SEPTEMBER 16, 1921.

UPPER COLUMBIA ENJOYS FINE FERRY SERVICE

SCOUTS FIND
GOOD FERRIES
ON COLUMBIA

Interesting Trip Along Upper River Shows Means of Crossing River Are Numerous — Boats Are Good and Service Prompt.

By Phil O'Toole
An interesting land and water trip may be made by any autolot who cares to follow in the path of a pair of Journal scouts who recently Maxwelled along the Columbia.

The scouts were particularly interested in ferries and made it a point to cross every one they encountered.

We started at Cascade Locks, where the first ferry east of Portland is located. There are two ferries, with a capacity of six cars each. One is the Eva Jane and the other the Roxana. Both are owned and operated by C. T. Smith.

They land in Stevenson on the Washington side, making the trip in 15 minutes. Seven a. m. to 7 p. m. are the hours of operation. Fares are: Four passenger cars \$1.05, six passenger \$1.55; big cars and eight passengers \$2.05; trucks \$1.55; each passenger in addition to the owner 25 cents.

The next ferry on the highway is at Hood River. We left over the bridge, and, turning to the left under another bridge, reached the river. We found the bridge passage narrow, with a blind turn at the end. At the end of a half mile along the river lives the ferry—the largest on the upper Columbia. It is owned by H. R. Van Allen and W. S. Johnson. The capacity is 12 cars. The ferry charges are \$1.05 for the car with four passengers, and 25 cents for each additional passenger.

Other ferries encountered were: The Rowena-Lyle ferry between Mosier and The Dalles. It is at the end of a rough and narrow road, two miles from the highway and is a seven-car boat. The charge is \$1.05 for four passengers and car, 25 cents for each additional passenger.

The Dalles-Grand Dalles ferry operates from The Dalles. The ferry Queen makes the trip. It is a 10-car boat, with plenty of room for passengers. Charge is \$1.05 with six passengers one way and \$1.55 for the round trip. After 6 p. m. \$1.55 one way and 25 cents per passenger.

The Maxwelled made the trip in big time, performing splendidly on all grades.

Heavy Trucking on
Unpaved Roads Will
Not Be Permitted

Ridgefield, Wash., Sept. 17.—Heavy traffic during the rainy season this year on all Clarke county highways, not hard surfaced, will not be allowed. Such is the information emanating from the office of the county commissioners. In the past the roads have been cut to pieces, in many instances deep ruts made, by the traveling of heavy automobile trucks over them in wet weather and the expense of maintaining them was almost prohibitive.

This year the county commissioners have received authority from the state to close the roads to everything but light traffic and it will be enforced all over the county.

Navy Yard Highway
Will Be Built Soon

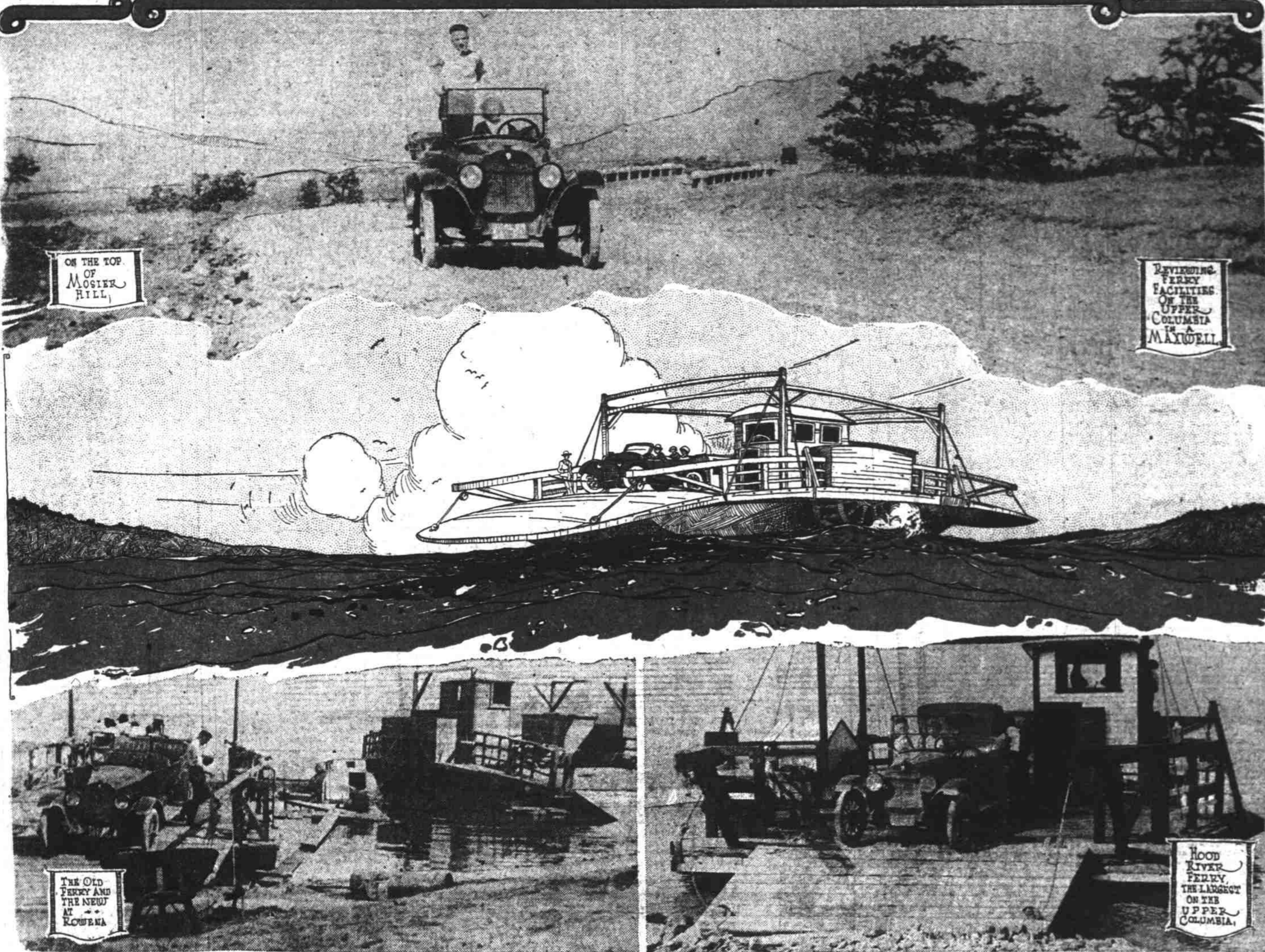
Olympia, Wash., Sept. 17.—Construction of the navy yard highway from Charleston to the head of Port Orchard may be started as soon as possible to do so, according to a statement made by Governor Louis F. Hart today to a delegation of 50 Charleston and Bremerton business men which came to the capital for a hearing on the highway route. No division of opinion exists in the highway committee as to the water grade being the best and the only alternative is the question of Kitsap county to pay for the right of way.

Auto Freight Line
To Be Established

Spokane, Wash., Sept. 17.—The establishment of an auto freight service between Lewiston, Idaho, and Spokane, for the collection of produce direct from the farms tributary to the highway, and the opening of a central distributing house for produce in Spokane, is contemplated by the Producers' & Consumers' company, which has just incorporated. August Line, contractor of Spokane, is head of the company, and associated with him are F. A. Kroeger and M. Fraser, also of Spokane. The company plans an initial outfit of \$15,000 for auto trucks and terminal space, and expects to be ready for operation early in the spring. The company has been capitalized for \$100,000.

Motor Buses Found
Paying Proposition

Spokane, Wash., Sept. 17.—Motor buses operating between Spokane and Coeur d'Alene in competition with electric lines are reaping an annual harvest of \$60,000, according to compilation of figures taken from statements submitted by bus line owners. Compilation of the figures was made by Attorney B. H. Kiser in the hearing on certificates of necessity before Director Kuykendall today.

ON THE TOP
OF
MOSIER
HILL,REVIEWING
FERRY
FACILITIES
OF THE
UPPER
COLUMBIA
BY
MAXWELLTHE OLD
FERRY AND
THE NEW
AT
ROSEBURNHOOD
RIVER
FERRY
THE LARGEST
ON THE
UPPER
COLUMBIALOOKING OUT
FROM WITHIN
AN AUTO CAMP

Primal Instinct Eternally Lures One From Routine of Every Day Affairs Back to Ways of Man When World Was Young.

By Marshall N. Dana

Ten thousand years ago my ancestors lived in caves at the foot of the mountain. They were fond of blood and liked to sink their incisors into raw flesh. They found their chief pleasure in struggling through hewn rock canyons and any day that saw a sizable fish caught was a great day. Although they hated a number of things, the chief object of their antipathy were routine and being on time for meals. When asked by the convention-bounds of the day why they ignored the nicety of combing their matted locks it was their custom to say succinctly, "We should worry."

No written record exists bearing out the truth of the statement as made. None of the family at that time could read or write. But the truth of the assertion is confirmed by an atavistic voice which, when the environment is right, speaks clearly and in detail from the sub-conscious memory of the days of real liberty.

After shoes were introduced, that in the case of the males pinched their five toes together to look like one and, in the case of females, not only made the pinch but elevated the heels away from any possible acquaintance with Mother Earth, craggy ramblings lost their vogue. Attention turned to five hundred clubs, buildings with windows that shut out air, running for office and other institutions of an extreme civilization.

The shades of my ancestors now wish to have their resolution of appreciation spread upon the minutes of progress. Whereas the automobile solves the transportation problem of the people who have forgotten how to walk, and whereas the canvas tent restores the cave of 10,000 years ago, it is hereby resolved that the motor camps which constitute the largest unit of our population from June to October, are an unmitigated blessing in permitting a return to primitive and simple living.

Down at Cannon beach beneath the evergreens is an auto camp. It hugs a clammy shore and overlooks the impressive Pacific. It differs from other auto camps only in the fact that it was here the family set up their lares and penates in a canvas cave with the trusty steed of steel and rubber drawn up alongside.

And it was thus the opportunity was afforded to become acquainted with an auto camp from the inside looking out rather than from the outside looking in.

(Continued on Page Two, Column One)

OKLAHOMAN PAYS
FOR AUTO IN 2900
MILE TRIP WEST

Completes Journey to Sandy in 16 1/2 Days of Daylight Running; Praises Auto Camps.

Sandy, Sept. 17.—Walter Murphy, who recently arrived here to locate, drove direct from Oklahoma to Sandy, a distance of 2900 miles, in a 1916 model Ford in 16 1/2 days, daylight run, says he saved the price of his second hand "Henry," his gas and his "grub," as his family would have required four and one half fares, which, including berth, would have amounted to \$490. It took 112 gallons of gas, nine gallons of oil, casings cost \$45 and groceries \$60.

Murphy had great praise for the automobile camp grounds on the way. He says he was not charged a cent, and stopped every night of the journey at municipal or other free camp accommodations. Focastello and Boise have the finest grounds, he reports. Electric heaters and electric cooking stoves, hot and cold water and lights were plentiful and free at these points. The Dalles furnished free wood, water and lights. Gas prices ranged from 17 to 36 cents, the cheapest gas being found in Western Kansas.

Murphy reports the Oklahoma oil fields as being closed down on account of the cheap price of crude oil, which will not pay for cost of production at the present time.

Crops were fine all along the journey, which was routed through Wichita, Denver, Laramie, west to Evanston, Wyo., then north to Pocatello, down the Snake river to the Columbia highway and from Troutdale to Gresham and Sandy. Murphy is the son of Mrs. R. A. Chown of Sandy.

Umatilla County Is
Graveling Highway

Hermiston, Or., Sept. 17.—The county is lining the Columbia river highway here with fine gravel topping which it is buying of the Shotwell Contracting company's gravel plant. The larger rock material is being furnished the reclamation service for lining ditches while the fine stuff is used on the highway. The roads in this vicinity are reported in unusually good condition for this time of the year.

Trip of Trouble Is Like Dream
But "Never Again," Say Girls

San Francisco, Sept. 17.—Even though they had been stranded for two days in the Utah desert without food or shelter, Miss Mary Shipley of San Francisco and Miss Gladys Stout of Kansas City smiled gaily as they drove into San Francisco at the end of an eventful motor trip from Kansas City.

To cap the climax, the brave little motorists, after encountering cloud-bursts, hunger, washouts and hardships galore, on hot, dry deserts, experienced an arrest for speeding just after they had crossed the state line into California.

"It seemed as if the little demon of misfortune had pursued us all the way from Denver," said Miss Shipley. "Now, our trip seems like a dream, but when I travel after this, I will ride in a train."

Trouble besieged the two girls most hotly near Woodbine, Utah, after they had proceeded into the sage brush country. About 5:30 o'clock one afternoon, during a rain, the car ran into a ditch and try as they did, nothing would budge it.

All that night, all the next day and

all the next night the two girls stuck by the car. It was her own car, so Miss Shipley wept. Finally, passing autolots pulled the car back on the road after removing planks from a distant bridge to give the wheels traction.

What made the night terrifying, Miss Shipley set forth, were the frequent reports of caving side hills, torn away by the rains.

Miss Shipley itemized some of her experiences:

One night they were stranded for several hours by a washout on a road over a 5000-foot cliff in Colorado.

Fourteen hours travel on another day through mud and cloudbursts brought them 31 miles.

Passing automobilists pulled them out of the mud eight times in one day. Fifty section workers later lifted the car out of the mud onto the road.

A night's stay at a farmhouse. Finally their funds gave out and sums forwarded to them were misdirected and they had to borrow money to tide over their immediate wants.

Walter Lundberg of Kelso, Wash., has just purchased a new Reo speed wagon from C. B. Searl of Castle Rock, Wash.

Lundberg operates a school bus line with his load of children, the trip taking him 16 miles into the country. This bus will comfortably seat 18 children, and was chosen by Lundberg because of its ease of operation, its speed, and reliability at all times. The seats and curtains were made by the Eureka Carriage Works of Portland, and were ordered through the Northwest Auto company of Portland. Distributors of the Reo Speed wagon. The tires, United States Nobby tread, are standard equipment.

BUMPY ROAD IS
SMALL HANDICAP
FOR COLUMBIA 6

Non-Synchronizing Springs Take Roughness Out of Highway on Lap Between Aurora and Canby

During the summer season a majority of the Portland automobile owners have doubtlessly journeyed through the Willamette valley over the Pacific highway, but it is safe to venture the opinion that few have attempted to make the stretch of road between Canby and Aurora at more than 20 miles an hour or that they have been able to make the detour below Salem in high.

These two stretches of road are a real trial for springs. Almost any car making these two stretches at 25 miles an hour would have to be parked for several days afterward, while every nut and bolt was given a lightening turn.

SPRINGS SOFTEN JOURNEY
But a Journal scout party recently made this trip in a Columbia Six, which is distributed by the Russell H. Lawson Auto company, made the two rough stretches at an average speed of a little better than 30 miles an hour and made them in comfort. And it was made in comfort because of the non-synchronizing springs which are a feature of the car.

In designing the car the distributors adhered to one of the laws of science, and the future owners of this make of car are to profit by the improvement.

These two stretches of road, particularly the detour, are bad enough in themselves, but the state highway commission, through the misplacing of detour signs on the Salem stretch, made it a lot harder trip for The Journal car and others which have journeyed the same stretch in the last two weeks.

DETOUR SIGN MISLEADS
Three miles below Salem the main detour road branches off to the right, leading directly to the Pacific highway section just completed. But the detour sign at this point was found to be on the wrong side of the road and more than six feet above the ground.

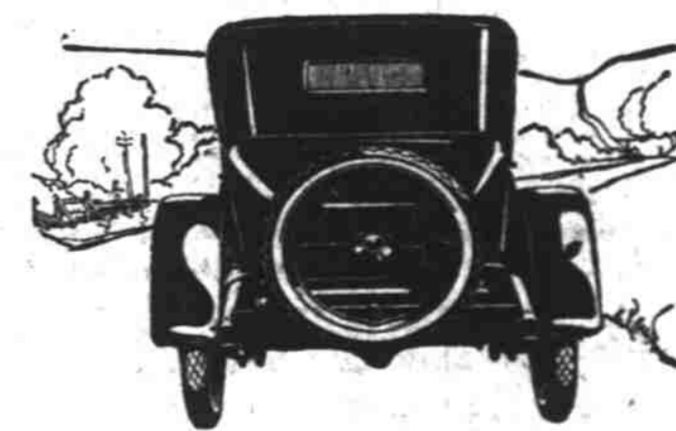
The consequence was that The Journal car and many other motorists were journeying straight ahead over six miles instead of three, of the narrowest and roughest road imaginable. But, thanks to the springs on the Columbia Six, the party made the trip down and back in an afternoon with a pair of hours pared off the evening.

CARRIES KIDDIES TO SCHOOL



Walter Lundberg of Kelso, Wash., has just purchased a new Reo speed wagon from C. B. Searl of Castle Rock, Wash.

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