

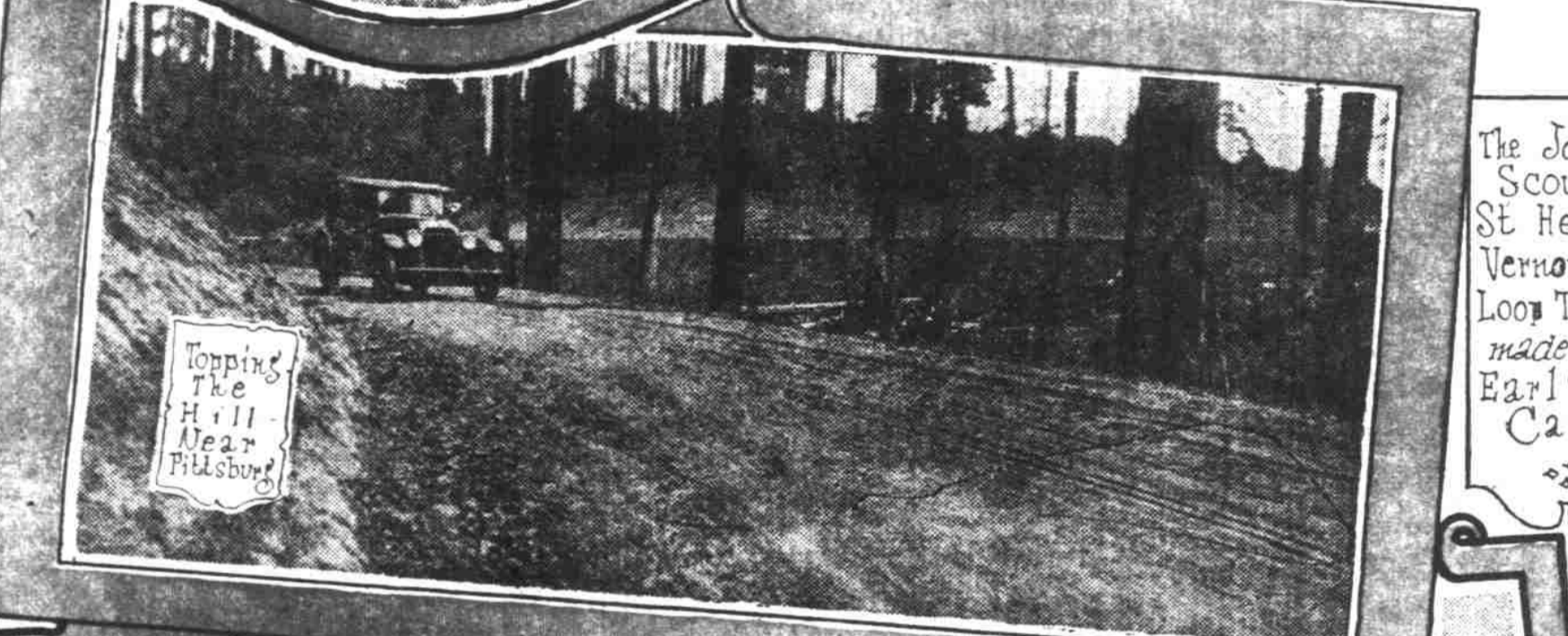
PORTLAND, OREGON, SUNDAY MORNING, SEPTEMBER 10, 1922.

OVER THE HILLS TO VERNONIA

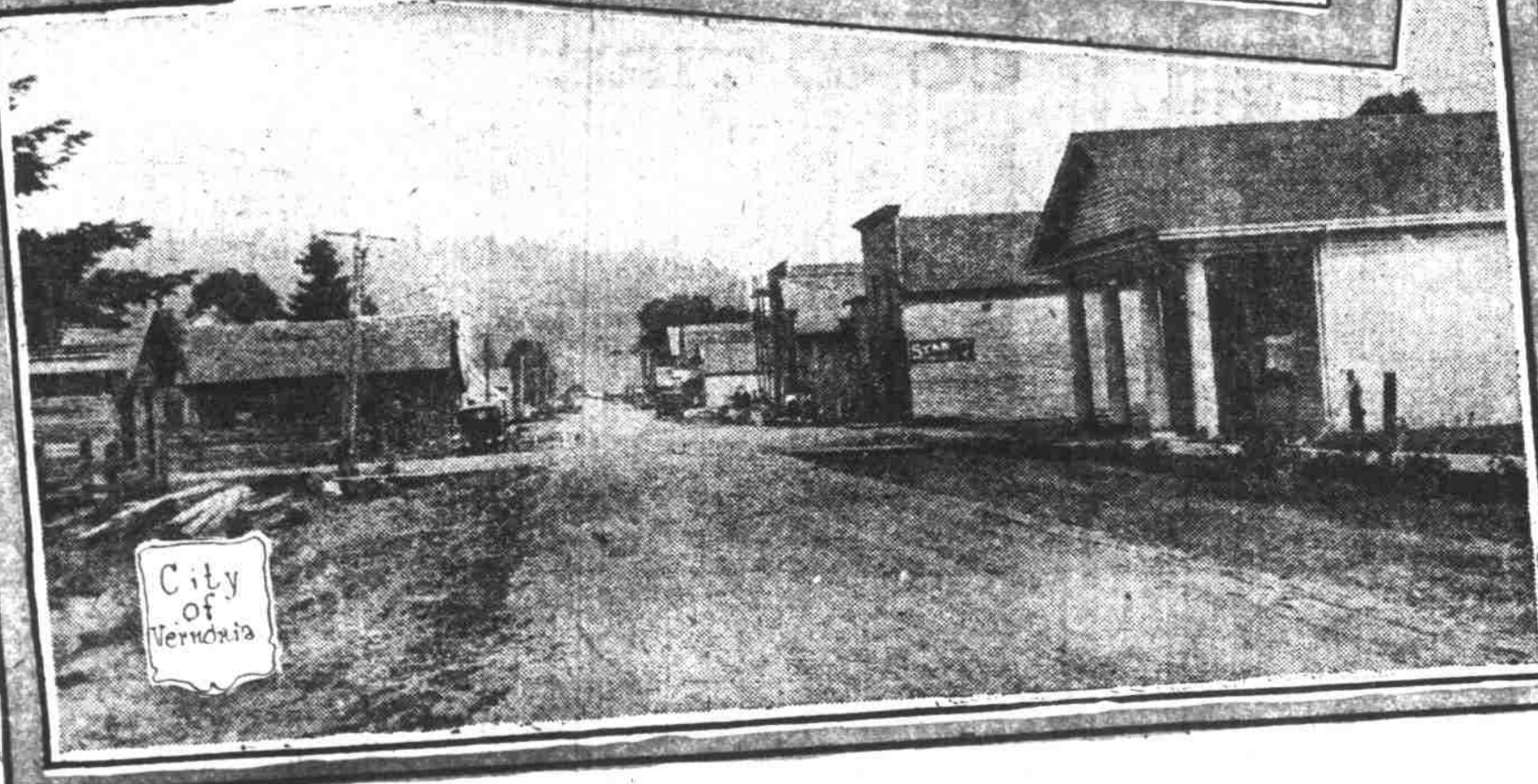
Gravel Road West of St. Helens



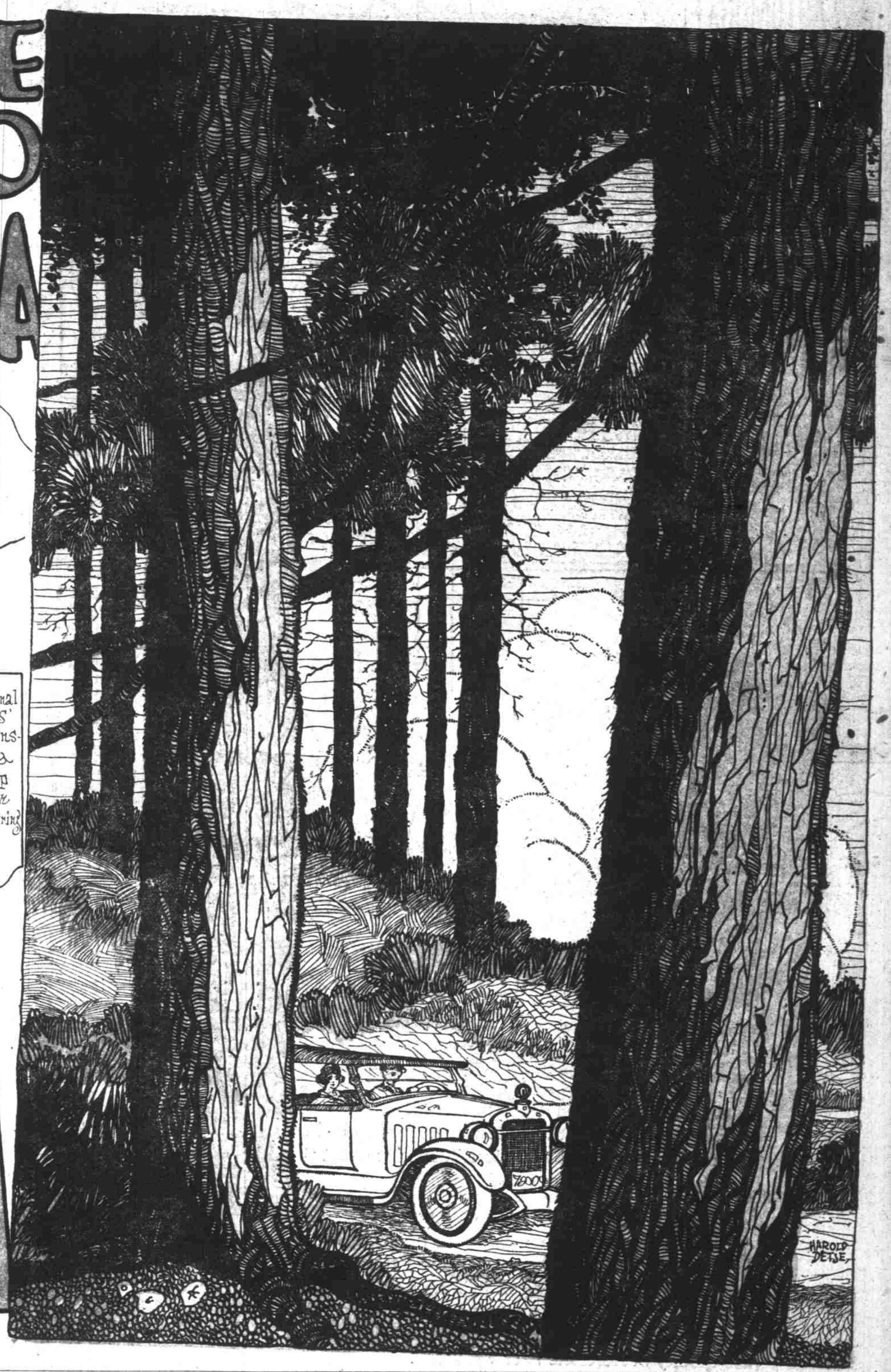
The Journal Scouts' St. Helens-Vernonia Loop Trip made in Earl Tourist Car.



Topping The Hill Near Pittsburg



City of Vernonia



HAROLD DETJE

MANY OPINIONS EXPRESSED FAVORING ONE WAY TRAFFIC

Dealers and Motorists Ask Relief From Present Congestion—Many Say City Council Should Have Nerve Enough to Stand by Its Decisions—Question Now Being Considered.

That some of the radical steps are necessary to relieve the congestion of motor traffic in the downtown section of the city are badly needed is the consensus of opinion of both automobile dealers and drivers. With the narrow streets and the increased use of the motor car traffic in the evening from 4:30 to 6 o'clock assumes such proportions that delays and jams are unavoidable. The city council is now considering adoption of the one way traffic principle on the most heavily traveled streets. This is pointed out by many as the only solution unless some scheme is evolved that will provide for widening the streets. The chief objectors to the one-way traffic plan are the merchants operating shops along the main streets. They are of the opinion that one-way traffic will take business from their door.

"Silly," is the way one dealer termed this objection. "Most of these merchants figure that the number of machines passing their store is the criterion of business. It makes no difference how many customers come in or how many are forced to go somewhere else because they can't drive to the store of any particular merchant but it is the number of passing machines that count. "These objectors fail to realize that by adopting one-way traffic more machines can get to their store directly. Instead of having to keep right on going when a driver reaches a point where he wishes to stop he will be able to drive up to the entrance of the store and go in. Of course if the merchant don't handle a line of goods that is reliable that is different. I am as-

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Ervin Tells of Experiences Chasing Cars

Traffic Hawk Has Long Record Without Any Wrecks or Accidents.

Seven years of riding after speeders without having a wreck is the record of Lieutenant Frank Ervin, head of the speed division of the Portland police force. Ervin entered the police work in 1915 and followed closely on the heels of his father, M. J. Ervin, who served as a bicycle patrolman in the early days. Shortly after joining the force, Ervin was placed on special detail in rounding up speeders. "They were wild days, too," he said. "It was the day when roadhouses were open and the chief sport of drunken fools was to violate all of the speed laws in the city. I came on the force shortly after a series of particularly gruesome and bloody accidents from motor speeding. "It was no cinch, for the drivers would try to get away and made the motorcycle officer catch them. I have chased many of them for two hours but I got every one I started out for. "Many of those trying to escape Er-

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Autumnal Colors Charming Side Roads Source of Fun

By Wallace S. Wharton Despite the rain squalls that have so recently been in evidence the Oregon out-of-doors season is by no means over. The motorist need not settle down to the staid routine of driving from the garage to the office and then back again. Picnics and jaunts into the woods are still in order. The woods have taken on the glorious colors of autumn and are really in their most attractive season of the year. The roads lined by the trees and shrubs appear as did Aladdin's garden, a flood of chromatic brilliancy that charms the eye and more than repays the motorist for getting out to see the new harmony. There are many drives out of the city that take one into this new world. Drives that are short and over good roads but strange to say they are roads that are not heavily traveled. It seems to be a fault of the motorist to take the beaten road and be content with a repetition of scenery and never start exploring the side roads. These side roads often hold more attractions than the main road. NEW VISTAS AFFORDED Winding hither and thither in the hills each turn of these side roads opens up a new vista that more than

satisfies the craving for beauty and something different. Now that the shrubs and trees are in their autumnal colors the attractiveness of the roads are enhanced one hundred fold. One of the roads that leads through a country strange to the average motorist is the Taylor Ferry road. This road branches from the Capitol Hill highway eight-tenths of a mile south of the railroad crossing at Multnomah station. From there it winds in a general easterly direction to the Boone Ferry road. At the junction of the two roads the motorist turns to the right and follows the Boone Ferry road south. Three-tenths of a mile south of the intersection the road branches again and the motorist has the option of two routes, one going east on the Palatine Hill road, the other continuing on the Boone Ferry road to Oswego Lake. OVER PALATINE HILL By turning to the left and following the Palatine Hill road the motorist comes to the west side Pacific highway just north of Dunthorpe. The drive south on the highway to the end of the pavement, a mile or so north of West Linn is very attractive and easy running. The road from then on is very rough. By following along the Boone Fer-

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Rail Strike and Car Shortage Is Cause of Delays

Automotive Dealers Unable to Get Cars From East on Regular Schedule.

Two factors are responsible for the delay of shipments of motor cars from the Eastern factories, according to automotive dealers. The greatest difficulty is in getting an adequate supply of freight cars. The output of the factories is at such a load that available cars, that is cars designed for transportation of motor vehicles, are at a premium. At present shipments bound for the West are still made in the 40-foot cars to Eastern points. "The 36-foot cars are scarce. "Why they are even using refrigerator cars in the East," C. A. Triphagen, assistant sales manager for the Rec in Los Angeles and San Francisco, said while visiting in Portland. "Any old thing is used—gondolas, flats or any sort of a car that will roll and hold an automobile. The car situation, as far as automobile manufacturers are concerned, is very acute in the East." Shipments to Portland have suffered many delays recently. This is due partially to the car shortage and partially to the rail strike. Dealers are

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VERNONIA HAS CELEBRATION; MOTOR TRIP IS DELIGHTFUL

Entrance of Railroad Is Big Event; Development of City and Country of the Nehalem Predicted; Journal Scout Finds Roads Fair; Loop Trip Excellent for Recreation.

Saturday was a big day for Vernonia. Nestling in the midst of the virgin timber of the Nehalem valley, this small but promising town held a two-fold celebration. First of all the first train to be officially run by the Portland, Astoria & Pacific railroad entered the city. This itself was a momentous event, but coupled with the preparation for the construction of a \$1,250,000 sawmill the importance of the day was greatly increased. Vernonia, now a town with some 750 people, is planning to reach a population of several thousand and that in no great length of time. The Vernonia Chamber of Commerce, which acted as host to the Portland Chamber of Commerce Saturday, has already laid campaign plans to increase the importance of

the town as a center of the Peninsula district. Special effort is being made by that body of men to have dairy farms, fruit orchards, berry yards, truck and produce farms, lumbering and mining activities started about the town. PROGRAM OF PROGRESS Propitious indeed is the program of the Oregon American Lumber company, a subsidiary of the Central Coal & Coke company of Kansas City. This firm is erecting the huge sawmill to take care of the timber on the 20,000 acres of land recently purchased. Besides this the Inman-Poulsen company has holdings consisting of 24,000 acres. To get road data for those wishing to make the journey to Vernonia over the week end The Journal scout made

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