

WASHINGTON UNIT OF ROUTE EASY GOING

Elimination of Bad Spots in Pacific Highway Promised for Tourist Travel.

ROAD POOR TO LA CENTER

New Construction and Good Grades Make Trip to Woodland Pleasure. Practically One Hard Surface for State is Planned.

OLYMPIA, Wash., March 20.—(Special.)—Spring and summer tourists, down to the Northwest en route to or from the California exhibitions, will find the entire Pacific Highway in Washington, from Vancouver to the Canadian boundary, in an easily passable condition for automobiles and with genuine "good roads" over the greater portion of the route, as the result of work during the last two years, the Washington highway department states.

The recent Legislature appropriated \$423,385 for further construction work along the Pacific Highway and with the expenditure of this money all present bad spots will be eliminated and the route through Washington made practically one continuous stretch of surfaced roadway, according to Chief Engineer James Allen, of the highway department, who has prepared the following statement of road conditions and proposed work:

From Vancouver north, five miles of concrete road. From this point to La Center the road is poor.

La Center to Woodland, new construction, good grades, two miles of crushed rock and two miles of dirt.

Road From Woodland Fair. Woodland to three miles south of Kalama, fair road for summer travel.

Three miles to Kalama, new construction, good grades, road not yet graded.

Kalama to point two miles south of Carrolton, rough road. Next five miles through Carrolton, good graded road, followed by one mile of poor road, then two miles of graded road into Kelso.

Kelso to Toledo, fair dry weather road. The roads described above are at present the worst sections of the Pacific Highway in Washington, and the automobilist passing these will have smooth travel the rest of his journey.

For improving these poor stretches from Toledo south, the Legislature has appropriated \$192,500, while Clark and Cowlitz Counties probably will spend almost \$100,000 additional in hard-surfacing the roads graded by the state.

Bad Grade Past Olympia. From Toledo to Chehalis there is a fair dry weather road and from Chehalis to Olympia a good gravel road.

From Olympia to the County Club south of Tacoma, there is a good dry weather road, with one bad grade over the Nisqually hill. The Legislature has appropriated \$49,125 for elimination of this grade and the Northern Pacific has decided to the state four and one-half miles of its former right of way, which will be widened, surfaced and connected with the present route.

From the County Club south of Tacoma through to Seattle and north of Seattle to Bothell, the route of the Pacific Highway gives a continuous hard-surfaced road. From Bothell to Burlington there is a good gravel road and from Burlington to Blanchard a fair dry weather road.

The waterfront road, only portion of the Pacific Highway along Puget Sound, is next and will afford, when connected with the highway, some of the most beautiful scenery in the Northwest. For this connection and other work north of King County, \$117,277 has been appropriated. There has also been appropriated \$24,237 for King and Pierce County work.

Way Past Blanchard Medium. From Blanchard to a point seven miles south of Bellingham there are fair roads along the route to be followed at present, and from this point on to Blaine, on the Canadian boundary, there are good gravel roads.

The trunk road of next importance to the Pacific Highway is the Sunset Highway, the great east-and-west transverse from the Sound to Spokane and Idaho through Snoqualmie Pass, which will be opened this summer after sporadic efforts since early territorial days.

On this route from Seattle to Renton the road is hard-surfaced. From Renton the North Bend motorists will find a good gravel road. From North Bend through the Snoqualmie Pass to Lake Keechelus the road is entirely new, with heavy mountain construction and good grades. This section will be in good condition by July 1.

There is a good gravel road from Lake Keechelus to Easton, and a road dirt road from Easton to Cle Elum. From Cle Elum to Mountain Home the road also is good.

Thirteen miles of rough mountain road will be encountered between Mountain Home and Ingalls Creek. From Ingalls Creek in to Wenatchee a fair mountain road will be found.

Route Past Orondo Poor. From Wenatchee to Orondo there is a good gravel road, but from Orondo to Waterville the road is poor with heavy grades. The department expects to improve this section this summer.

Between Waterville and Creston the road is good but dusty in summer. From Creston to Rocklyn the road is rather rough.

From Rocklyn through the remainder of Lincoln County into Spokane, and from Spokane east to the Idaho line, motorists will find some of the best roads of Eastern Washington, with well-graded roads of gravel, oil macadam and water-bound macadam surface.

Out of Spokane motorists will find an excellent road constructed along the route of the Inland Empire Highway from Spokane to Colfax, Whitman County, with one poor stretch.

Disregarding the expenditures of counties and road districts on purely local roads, statistics compiled by the state highway department show that during the last two years approximately \$2,170,000 has been expended by the state and counties in construction of trunk highways and in permanent surfacing work.

The counties in the period from April 1, 1913, to February 1, 1915, have surfaced or graded and surfaced 293 miles of permanent highways, using \$1,084,902 of the permanent highway fund, an average cost of \$3,699 per mile, while the state spent \$1,485,081 on 254 miles.

DON'T DRIVE IN RUT, ADVISED Texas Good Roads Motto Is Indorsed by Franklin Agent.

building. Good roads cost a lot of money and a motorist pays a great deal toward it. The owner of an automobile should feel the responsibility in making his share of the investment in good roads go as far as possible. "Bad roads discourage motoring, yet to a certain extent motorists are responsible for them. How often have you seen a well oiled road in fairly good condition, or a new section of highway just built, become almost impassable by constant usage of a rut that was first marked by the initial car to travel over it. Six inches of road, often 12 to 16 feet wide, is called upon to stand the strain of all the traffic over it. This really should not be. Of course it is the natural tendency to drive on the crown of the road, but in principle it is wrong, if the road is to be used to the best advantage. "After these ruts are started and the surface has been broken through, come the chuck holes and dust holes, and in rainy seasons you have the water to contend with, which softens the surface and decreases the efficiency of material used in making the road. "Don't drive in the rut," if lived up to, would save thousands of dollars annually in the building of roads, increase the pleasure of the tourists many times, and in the end save the automobile."

BUICK TRAIN ARRIVES

TWELVE CARLOADS RUN SPECIAL FROM CEDAR RAPIDS, IA.

Major Part, Fifty-One Carloads for Pacific Northwest, Incorporated into Another Group for St. Paul.

The Buick special train has reached its destination and the 101 carloads have been delivered to the several agents of the Howard Automobile Company on the Pacific Coast.

The train started from Flint, Mich., February 20, and was run into Cedar Rapids, Ia., where the 38 carloads consigned to California points and 12 carloads consigned to Oregon points, were withdrawn from the train and run as a special train over the Central route for California and Oregon.

The major part of the train, comprising 51 carloads for the Pacific Northwest, was incorporated into another special train and taken to St. Paul, Minn., where it was turned over to the Northern Pacific Railway Company, and run on a daylight schedule from that city to Seattle.

The train was on exhibition in the yards of the Northern Pacific in the business center of Spokane all day Thursday the 11th.

At Spokane six carloads for the Northwest Buick Company's Spokane house, one carload for Ho, Idaho, seven carloads to Colfax, Wash., one each to Reardan, Harrington, Bluestem and Odessa, and two to Waterville were set out.

On Friday morning the train started on a daylight schedule across the State of Washington and reached Seattle in Sunday night.

Mel G. Johnson, local manager of the Howard Automobile Company, accompanied by R. C. Buchanan, of the Cowitz County, probably will spend almost \$100,000 additional in hard-surfacing the roads graded by the state.

The market for Buicks has not been supplied by this train is evidenced by the fact that Mr. Johnson secured orders for five more carloads for importation to Spokane, one carload to Sunnyside, one to Yakima and ten to Seattle.

"With a factory of capacity, a production of real merit, a sales organization of ability and responsibility and a little nerve," the buying of Buick automobiles by the financial undertaking as the financial figures represented therein would indicate," says Mel G. Johnson, local manager of the Howard Automobile Company.

The Howard Automobile Company has just delivered, through its organization on the Pacific coast, 101 carloads of Buick automobiles, of a total valuation of \$644,000.

"While this is the eighth special trainload taken by this company, it is much the largest and most valuable ever handled."

ECONOMY TEST NOW ON

MAXWELL SEEKS RECORD IN MILEAGE ON 19 GALLONS OF FUEL. Car in Display Window Each Day Is Being Run From 2 to 8 O'Clock in Latest Test.

An interesting experiment is being conducted by the Pearson Motor Car Company, San Francisco distributors of the Maxwell cars, to determine how long a Maxwell "25" motor will run on 19 gallons of gasoline.

In their show window the Pearson Motor Car Company have had a car jacked up and from 2 to 8 o'clock each day, its motor is running idle and will continue to do so until 19 gallons of gasoline have been used.

A number of prominent motorists of the bay cities are acting as judges and official timekeepers of the test, whose duty is to check the findings of the contest each day, start the motor, keep the time and see that a strict adherence to the rules of the contest is followed.

The widespread interest in the recent utility test in which a Maxwell "25" completed 1900 miles of travel on 19 gallons of gasoline, averaging 24.3 miles to the gallon, over city streets and country roads, during fair and stormy weather, demonstrated the possibilities of this car. The results of the present experiment, test, added to the above information will give the public a splendid idea of the efficiency that is tucked away under the hood of a Maxwell "25."

"The findings of the recent utility test," remarked H. C. Skinner, Oregon distributor of the Maxwell, yesterday, "show the possibilities of these cars in various lines of business. As a touring car, motorists who have used the Maxwell do not need to be told of its many uses and now that we have demonstrated its special fitness for commercial driving, for professional use, and in fact, for all lines of modern business, we feel that the public will be greatly interested in the economy test, now being held."

CADILLAC GOES FAR ON HIGH

Jack Bellew, of Los Angeles, Makes Record Without Change.

Over all sorts of roads with a Cadillac Eight, uphill and down, through sand and mud, for 250 miles on the high gear without a single gear change, even in starting—is the record set by Jack Bellew, of Los Angeles, Cal.

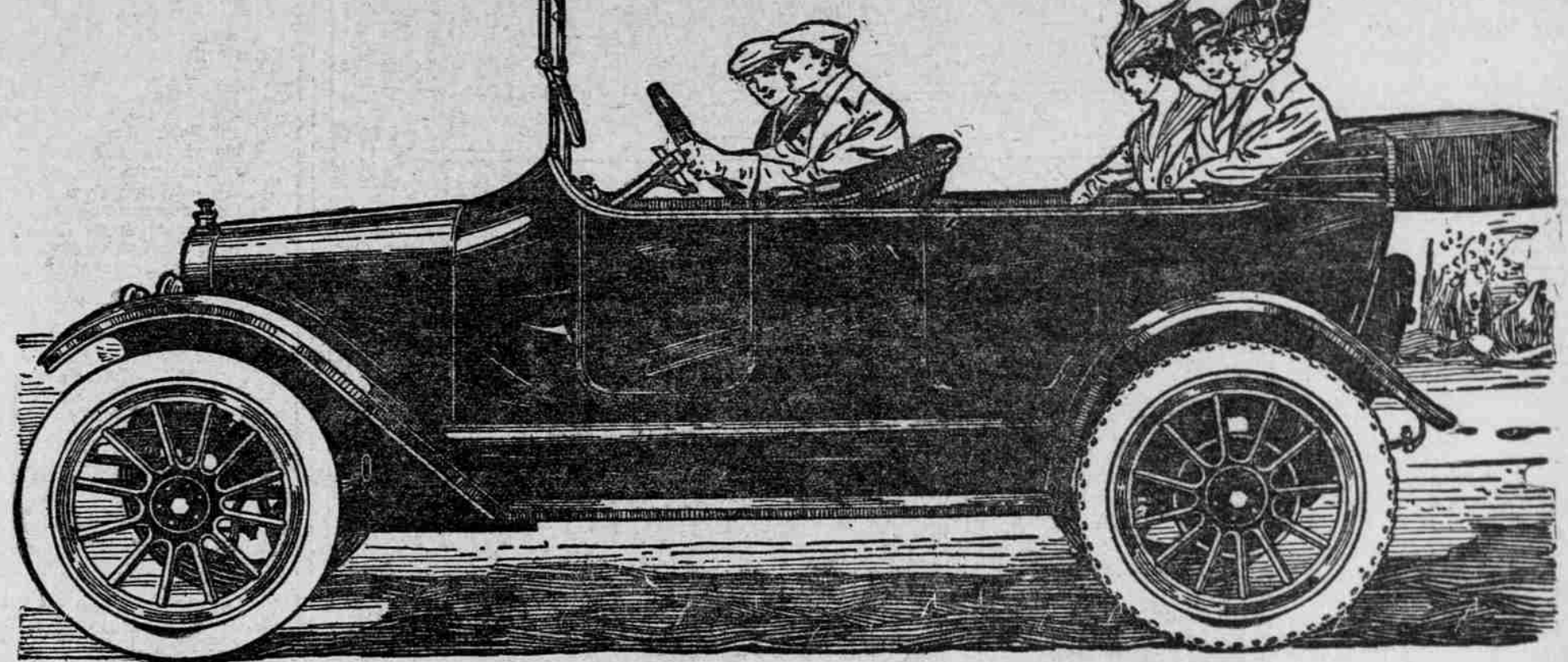
This feat was the outcome of a wager between Mr. Bellew and some friends, following his recital of some of the things his new Cadillac Eight had done on high gear. Bellew left Los Angeles at 7 o'clock in the morning, starting his car on high gear and carrying as observers the men who, in the evening, paid the wager.

The car was first driven to Riverside, on the way encountering deep mud on a rough road over which the car was thrashed for an hour and an hour. A short stop was made at Riverside and the car went on to Redlands, San Bernardino and Arrowhead, where lunch was had. From Arrowhead to Stoddard's camp the road was poor because of recent rains, but gave no trouble.

By 3 in the afternoon the party was back in Los Angeles, with the speedometer reading 196 miles. When the party again returned to Los Angeles by another and longer road the distance covered was well over 250 miles. The gears had not been out of high speed all day long, in spite of hills and sand and mud, and the one-time drivers acknowledged their error of judgment as gracefully as they could and paid the wager.

Maxwell

"The Wonder Car"



You will have only yourself to blame if you are "talked into" buying an "unsuitable" or a "theoretical" Car.

The two commonest mistakes made in buying an automobile are—First, Buying a car not suited to your needs.—Second, Buying a car that has not passed the theory stage.

The first mistake—buying an "unsuitable" car—is perhaps made even less often than the second. But for your own sake study your needs sensibly, just as you study your household needs, and buy a car you can afford to enjoy—a car you will have pride in, and yet one that will not be a "ghost of reproach" to your good sense.

The second mistake—buying a "theoretical" car—is perhaps the sadder mistake of the two—because when you have made this mistake, you have on your hands some engineer's or designer's untried theory, instead of a tried, known, successful car. And you have paid a price that, put in the right car, would never have been a reproach—but would have

bought an automobile of real pride and joy.

It is because we see these two mistakes being constantly made—because we see sensible people being constantly talked into these "automobile fiascos" that we boast so much about the record of the car we sell—The Maxwell.

38,000 happy satisfied Maxwell owners are driving 38,000 handsome streamline Maxwell Cars to-day—at an up-keep cost that any man of any standing can afford, and at an original cost that is simply a practical investment.

200 Maxwell Cars Every Day

Twelve hundred a week, five thousand a month. That is the actual output of "The Wonder Car" right now and constantly increasing.

Not bare promises that cannot be kept, but actual deliveries to Maxwell Dealers.

Stop! Think a moment. There must be something back of a production so great. There must be the hearty approval and confidence of the public in the car they buy and the car must merit it all.

26 Maxwell cars every hour of the business day. Yes, that is just what the public are buying, and when you order a Maxwell, you get one the day you want it.

Back of each Maxwell stands one of the greatest and most efficient organizations in the industry, and one strong enough financially to insure you against the purchase of an "orphan car" and to give you actual deliveries of a wonderful car on the day you want it.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices.

This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

"EVERY ROAD IS A MAXWELL ROAD"

H. C. SKINNER COMPANY, Distributors

58-60 Twenty-Third Street, Portland, Oregon

\$695 F.O.B. DETROIT ELECTRIC STARTER \$55 EXTRA

STUDEBAKER WORKS IN WATER With Carburetor Submerged Self- Starter Proves Efficiency. Henry Kennedy, formerly a citizen of Owensburg, Ky., and later manager of the Studebaker branch at Oklahoma

City, recently had a rabbit-hunting expedition in Australia which tested the efficiency of the Studebaker starter. Kennedy, who is now managing director of the Studebaker distributing house at Sydney, started out with four companions to hunt rabbits, using a Studebaker Six. In attempting to ford a hollow during a rain the carburetor became submerged in water which was going through so swiftly that none of the occupants dared get out of the car. The water kept rising inch by inch until the party feared they would be washed away. During a lull in the storm Kennedy put the car into low gear, threw on the self-starter and was able to pull out of the deep hole. The carburetor was then drained and the engine immediately fired evenly, taking the party back to Sydney without further mishap.

ROAD CONTRACT IS AWARDED Oregon Contract Purchased for California Highway. Klamath Falls, Or., March 15.—(Special.)—Information has been received here that the California Highway Commission has signed a contract with the Hydraulic Brick & Stone Company, owned by E. J. Murray and Sam T. Summers of this city, for the delivery of sand and gravel to be used on the construction of the California Highway. The company will furnish the material from its pit at Hoey, to be used in the construction of that portion of the highway extending north from Redding to the state line. It is estimated that about 100,000 yards will be required. California engineers are reported as saying that the material from this pit is the best to be had on the coast for road and concrete construction. Mr. Murray is at Hoey superintending the construction of an entirely new plant at the pit having a capacity of about 300 yards daily. As 30 pounds of hair are required to upholster a Studebaker automobile, to supply the entire annual output of Studebaker machines requires the hair from 1,500,000 animals.