

ROAD NORTH OPEN, THOUGH VERY SOFT

R. F. Treichel Takes First
Car Over Castle Rock-Kelso
Pacific Highway Detour.

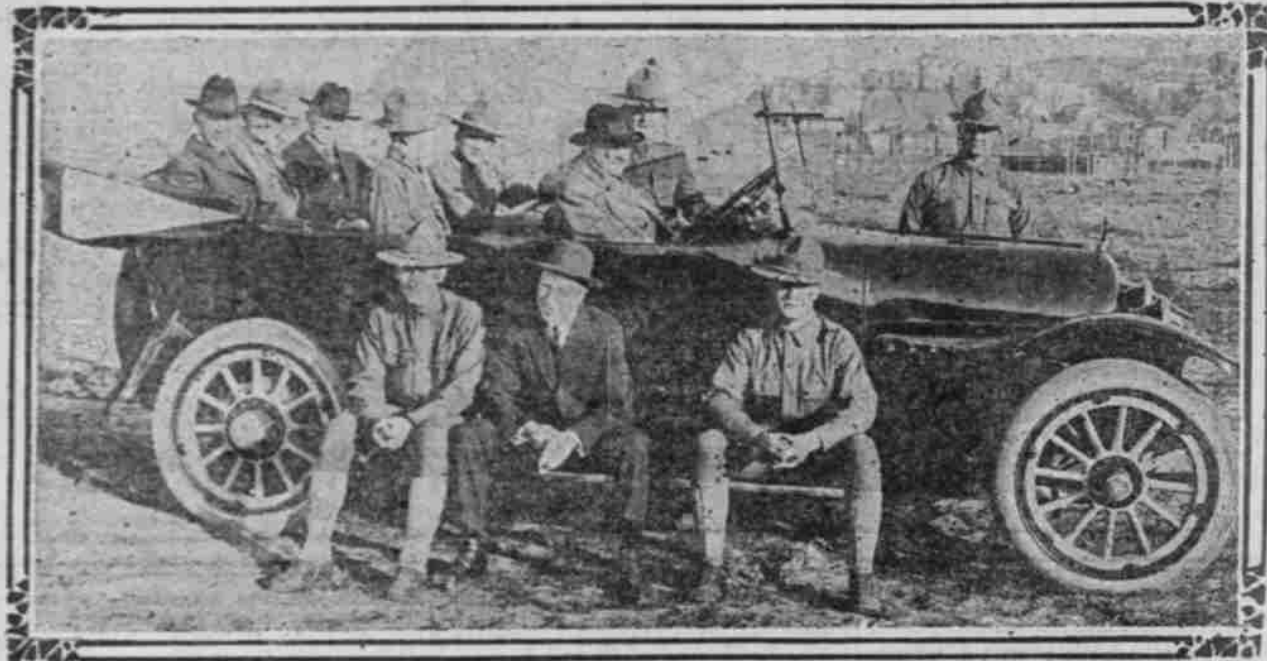
GOING IS BAD FOR 11 MILES

Fence Rails Save Him Once, but He
Reports That Careful Driver Can
Get Through If His Car
Is in Good Condition.

The Pacific Highway between Port-
land, Tacoma and Seattle is again open.
That is, it is open to the motorist who
can stand the pace and has his car well
equipped as to tires and chains, for it
is still very soft in places.

This is notably the case between

H. H. ELING, OF PORTLAND OVERLAND-PACIFIC BRANCH, AND OTHER OVERLAND MANAGERS
SNAPPED IN WILLYS-KNIGHT EIGHT AT RECENT CONFERENCE IN SAN FRANCISCO.



Mr. Eling is the Center Member of the Trio Seated on the Running-Board. At the Wheel is Lieutenant J. R. Stone
and on His Right is Frank C. Riggs, Formerly of Portland, Now General Manager of the Willys-Overland-Pac-
ific Coast Organization.

Kelso and Castle Rock, where the main
highway has been blocked for some
weeks by a slide which may not be
cleared away before Spring.

Consequently, it is necessary to cross
the Cowlitz to the west side at Kelso
and follow a detour road for 11 miles
before crossing back again to Castle
Rock. It was the blocking of this de-
tour road, which has a dirt bottom only
for most of the distance, that closed
the highway to automobile travel a
week ago, and also the week before
that.

A good report on the condition of this
road was brought to Portland Friday
night by E. T. Treichel, of Seattle, who
came over it earlier that day in his
Ford roadster. He was the first car
through since the Cowlitz River over-
flowed this road and put it out of com-
mission the previous Friday.

Fence Rails Save Him.

Mr. Treichel reached Castle Rock
Saturday a week ago, but had to leave
his car there and come to Portland by
train because the detour road was then
impassable. He returned to Castle
Rock this week and set out for Port-
land at 1 o'clock Friday, though he
was warned at the time that he would
probably have to leave his car in the
mud before he reached Kelso.

However, he found the road passable,
though very soft. He reported that any
good driver could take a car in good
condition through it if he used chains and
picked his going carefully. Mr. Treichel
himself had only one chain.

About halfway between Castle Rock
and Kelso a short bridge over a creek is
in very shaky condition, but by driving
slowly over it Mr. Treichel believes
even a heavy car can pass safely.

About three and one-half or four
miles above Kelso he came to one spot
where the road was so muddy that he
had to take liberties with a farmer's
rail fence. He took down the fence and
went through the field and around this
mud trap. Incidentally, he put up the
rails again so the farmer should not
hold a grudge against the next motorist
coming that way.

Road Edges Muddy.

At other places the road was very
muddy, but Mr. Treichel picked his
way along the edges and had little diffi-
culty. From Kelso he drove down
the main highway to Vancouver, in-
stead of crossing the Columbia by ferry
to Goble and coming into Portland
down that road. He found the road
quite rough in a number of places, but
nevertheless passable all the way.

At other places the road was very
rough, however, motorists making the
Tacoma or Seattle run will do better
by going to Goble and crossing on the
ferry, as the road on the Oregon side
is much better than the Pacific High-
way.

At Castle Rock, also, travelers will
do well to make inquiries as to the
best route from there into Kelso. The
tri-state run by Buick cars be-
tween Portland and Vancouver, B. C.,
that had to be postponed last Sunday
because of the impassable detour, is
now on. The tri-state run by Buick cars
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rell, Pierce County Commissioner, and
James Allen, State Highway Commis-
sioner.

OSWEGO ROAD IS IN BUDGET

Clackamas County Taxpayers Favor
Hard-Surfacing It in 1918.

OREGON CITY, Or., Jan. 5.—(Spe-
cial.)—The West Side road will come
in for a share of the hard surface cam-
paign for 1918, if the wishes of the
budget meeting last Saturday are
agreeable to the State Highway Com-
mission and the County Court. In the
\$27,000 items for state aid, it was voted
that \$9000 should be expended by the
court on the Oswego road, which is
the Pacific Highway on the west side
of the river.

The state will co-operate and prob-
ably furnish at least \$9000 additional
to this amount, so that the road from
the Multnomah line to Oswego can be
properly built and probably hard-sur-
faced.

The court will have another problem

on its hands following the change in
the channel of the Molalla River at
Wright's Bridge. There is every indi-
cation that the channel has permanent-
ly changed and left the bridge high and
dry over what was formerly the main
channel. The bridge is not safe at
present as one of the piers is practical-
ly washed away, and it is doubtful if
a repair of the present structure would
solve the problem, as with the next
high water the channel may change
again.

At present people travelling to Ore-
gon City from the Molalla country must
take the steel bridge in the Meadow-

VELIE BUCKS MUD

Biltwell Six Makes Remark-
able Run in Eastern Oregon.

RESIDENTS GET SURPRISE

Radiator Plows Aside Sticky 'Doble'

Mud on Mountain Climb Like
Snowplow Where Folks Said
No Car Could Get Through.

Here is the story of a truly remark-
able run over Eastern and Central Ore-
gon mountain roads, thick with "doble"
mud, made a couple of weeks ago by a
Velie Six driven by C. O. Gildea, of
Kent, in Sherman County.

The story is told by Mr. Gildea, of the
J. K. Irby Motor Car Company, of
Kent, dealers there for the Velie, in a
letter to E. C. Warren, of the P. U.
Warren Motor Car Company, of Port-
land, distributors for the Velie line in
Oregon and Southwestern Washington.

CASSIDY GETS FEDERAL

TIRE DISTRIBUTING AGENCY OB-
TAINED FOR STATE.

Proprietor of American Tire & Rubber
Company to Carry Complete Line
of These Tires.

George K. Cassidy, proprietor of the
American Tire & Rubber Company at
Broadway and Oak street, last week
closed arrangements to become fac-
tory distributor of the Federal tire for
the entire state of Oregon. He will
handle this line in conjunction with the
popular General Tire, which he recently
obtained.

Mr. Cassidy already has received a
big stock of Federals, and he has
more coming. He will be able to sup-
ply anything in this line that a motor-
ist needs, as he is carrying even the
old-style tires used on cars built sev-
eral years ago.

There are many old cars in use to-
day for which the owners have diffi-
culty in obtaining tires because the
tire styles of that day have gone out
of vogue and few dealers carry them.
They will be able to fill all their wants
in this line from Mr. Cassidy, however.

His agency for the Federal tire really
amounts to a factory distributing ser-
vice station for the state, and takes the
place here of a direct factory branch.
Federals have been carried here be-
fore, but on a much smaller scale. Fed-
eral accessories also will be carried,
and Mr. Cassidy will do a jobbing as
well as a retail business.

He has received several hundred
copies of a valuable tire booklet issued
by the Federal Tire Company, called
"Federal's Just How to Get the Biggest
Mileage Out of Your Tires." It covers
such subjects as inflation, alignment,
wheel spinning, improper use of brakes,
etc. As long as these booklets last
Mr. Cassidy will hand them out to all
motorists calling for them.

WARNER-LENZ PASSES

ALL HEADLIGHT TESTS MET TO
SATISFACTION OF BOARD.

With 24-Candlepower Light, Glare Not
Found and Illumination Enough
for All Needs.

In various headlight tests that have
been held in Portland under the di-
rection of H. P. Coffin, Commissioner
of Public Safety, to ascertain what auto
lenses conform to the requirements of
the state law, the Warner-Lenz lens
has received a clean bill of health from
the committee making the tests.

Absence of glare is one of the points
on which the law is specific. The
Warner-Lenz, using a 24-candlepower
light, passed easily in this test. No di-
rect beam or shaft of light was given
by this lens, but its illumination was
strong enough for all purposes.

The Warner-Lenz also proved test-
proof with the lenses turned at any
angle in the rear of the headlamp, as
its light was the same, with entire ab-
sence of glare, when turned in any di-
rection.

Ammonia and the Finish.

Some car owners are using ammonia
solution to brighten up the hood when
the latter has become dull. This is bad
practice, though the immediate results
seem to be good. Ammonia destroys
the paint and should not be used. In-
fact, body makers and varnish con-
cerns give strict instructions to keep
the car away from stables and barns,
"trail builders." Lou C. Smith, King
County Commissioner, James E. O'Far-

And a mighty interesting story it is,
too.

What made the performance all the
better was that when Mr. Gildea started
out, the roads were all right. It was
only after he got good and started that
he found he and the Velie were in for
a mud lark. But let him tell the story:

"I recently made a trip that pleased
me so much with the performance of
the new Velie Biltwell Six," he writes,
"that I have decided to write you in
detail concerning it, feeling that you
will share my renewed enthusiasm in
this wonderful car."

"On the morning of December 29
Theodore Justinson and myself left
Kent for Bend in a Velie Biltwell Six
that had never before been out of the
shop. The roads were in good shape
for the time of year, there being but
little mud, but nothing that required
low-gear work."

"On the 31st we drove from Bend to
La Pine and back, and though we ran
into some 'doble' mud, we experienced
no difficulty in getting through it after
we put the chains on; and I might add
here that the two-ton Velie truck we
recently delivered to Samuel Dickson,
of Bend, is running over this road every
day with a capacity load. On the same
evening, after returning to Bend, we
drove to Prineville and found the roads
in as good shape as a pavement."

"The next day, the 32d, we left Prine-
ville for Mitchell, in Wheeler County,
shortly after 1 o'clock. And then the
fun started."

"We sailed along in fine style until
we reached the mountains separating
the two towns. When we reached the
foot of the mountain we inquired at a
farmhouse as to the condition of the
roads, but the most encouragement we
received was to the effect that it was
impossible for an automobile to cross
the mountains without the assistance
of a good, big span of horses, and that
about the best thing for us to do, un-
less we desired to do a little pedestrian
stunt of about four miles through the
mud to get a team, was to turn around
and go back to Prineville."

"I never had been stuck with a Velie,
however, and we decided that if it was
possible to stick one this would be as
good a place to put the performance as
any, so pointed her nose toward the
heavens and gave her the gas."

"Shortly after beginning the ascent
we were compelled to go into low gear.
From that time to the time we reached
the summit we rarely changed from low
to intermediate and never were able
to use the high. In fact, in order to
keep going we had to work the motor
hard all the time."

"In a number of places the radiator
was plowing through the mud in much
the same manner as a snow plow, and,
believe me, it was real mud, being so
heavy and thick that it tore the license
tag off the front of the car."

"You will probably understand better
what this mud is from the fact that
when going down the mountain we
were compelled to use intermediate
gear quite frequently, and even low on
occasions on steep hills in order to
make any progress. We arrived at
Mitchell about 6:30 o'clock, having con-
sumed over five hours' actual traveling
time making 55 miles."

"The following morning, the 33d, we
left Mitchell for Fossil, again being ad-
vised by the residents of that section
that it was practically impossible to
get through. But our spirits were not
daunted by the advice, for we knew
by that time that we would make it all
right if there was any road there at all."

"Up to this time, Mr. Justinson and
myself comprised the whole load, but
when leaving Mitchell we gave a lift
to three pretty young ladies, teachers
who were anxious to get home for
Christmas and had no way of getting
to the railroad. This made five persons
and their luggage for the trip to Fossil.
Between Mitchell and Fossil there
is about 15 miles of nothing but 'doble'
mud, the rest of the distance being just
'common' mud. After leaving the 'doble'
we were able to run on high all the
way. The 30 miles between Fossil and
Condon, while rather muddy, were not
bad, and from there into Kent the
roads were good for the most part. This
last lap was made down Rock Creek to
its mouth, then across the John Day
and up to Wasco, thence to Kent. The
roads from John Day were frozen and
showed evidences of considerable travel."

Storage batteries will not freeze at
temperatures well below zero if kept
fully charged. See to it that your gen-
erator is so adjusted as to give a
strong charging current, test your bat-
tery occasionally, and you will have no
trouble.

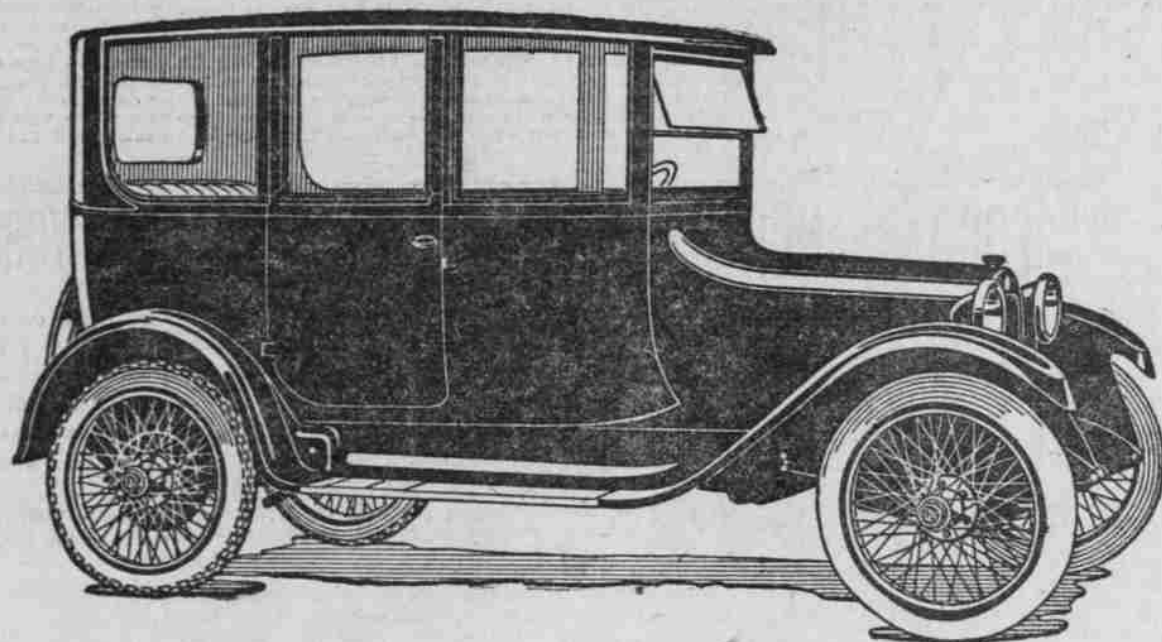
DODGE BROTHERS CLOSED CAR

Always public-spirited, American women
are more active, now, than ever in the
history of the nation.

The convertible sedan is proving a boon
and a blessing in speeding war work in
all sorts of weather.

The gasoline consumption is unusually low
The tire mileage is unusually high

Sedan or Coupe, \$1350; Winter Touring Car or Roadster, \$1650
Commercial Car, Touring Car or Roadster, \$885
(All Prices L. O. B. Detroit)



COVEY MOTOR CAR CO.
Washington at Twenty-first

THE AMERICAN TIRE and RUBBER CO.

HAS BEEN APPOINTED DISTRIBUTOR FOR

THE FEDERAL TIRE

PLAIN, TRAFFIK, RUGGED AND FEDERAL CORD

FEDERAL AUTOMOBILE TIRES

In the manufacture of Federal
Automobile Tires, it is our sole aim
to give the greatest measure of value
of any line of tires on the market.

Years of experience in the manu-
facture of pneumatic tires, in con-
junction with the best workmanship,
the use of finest obtainable materials
and our greatly improved methods of
curing rubber, enable us to maintain
a most enviable position of impor-
tance and prestige in the matters of
quality, output and service.

Because of the excellence of our
product, our business in Automobile
Tires is steadily increasing, and with
a product second to none on the mar-
ket, we anticipate an even greater
demand for Federal Tires, accepted
everywhere as tires of "Extra Ser-
vice." It is our aim, always, to merit
the confidence and appreciation which
so generally have been given us.

CORD Federal Cord Tires may be clearly defined as a parallel to the suspension bridge.

For this tire owes its great durability to cords and cables, each
strong in itself, but tremendous in their combined strength.

In durability, safety and service, therefore, the Federal Cord Tire
stands forth supreme.

The motorist sees proof of this supremacy in increased mileage,
greater riding comfort, better coasting ability and decreased gasoline
consumption.

RUGGED The scientific tread, the non-skid tread that runs as smoothly as a plain surface tire— saves power. The strongest, toughest rubber toes that ever gripped a road—give greatest traction. The scientific tread design distributes the strain evenly to all parts of the tire—spreads the shock.

TRAFFIK Tread tires are different from ordinary
automobile tires. They are made in the
popular Federal Traffic Tread—a tread design that sacrifices no wear-
ing quality while affording real protection against skidding. They are
automobile tires invincible—noted for the "extra service" which they
render.

PLAIN Tread Federal Tires are made of extra thick rub- ber, with heavy cushion stock between the Sea Island fabric layers to reduce the inner strain. The Federal Plain Tread combines luxury and economy in a tire of greatest service, safety and style.

FEDERAL RUBBER COMPANY OF ILLINOIS
Factory, Cudahy, Wis.

AMERICAN TIRE and RUBBER CO.

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