

ROAD TO KALAMA IS MIGHTY ROUGH

And in Wet Weather Motorist Is Likely to Get Stuck in the Mud.

MUCH CONSTRUCTION WORK

Several Miles of New Highway Being Built at Different Points Along the Way, So Goble Route Is Much the Better Now.

The motorist bound for Camp Lewis, Tacoma or Seattle who tries to drive down the Washington side of the Pacific Highway via Vancouver to Kalama on a wet day is out of luck.

He probably will be able to get through, but he will have an uncomfortable time doing it, and will make the abundant acquaintance of that old college chum, Washington mud. Also, he will get the shaking up of his life, for this road on the Washington side is now for miles in the throes of construction work and is thoroughly bad.

During the rain last Sunday cars were scattered along at various places between the La Center hill and Kalama. At one point nine automobiles were held up by a car ahead that was stuck in the clay. It was not badly walled, but the clay was just slippery enough so that the rear wheels spun around every time the driver applied the power, and he had neglected to bring his chains along with him.

Pull Each Other Out.

He was finally lifted out of the mire by the husky shovels of half a dozen other motorists. Each succeeding car likewise was boosted over the incline.

However, the water runs off this clay amazingly fast. This same road that was so sticky Sunday was packed and baked on Tuesday, without a vestige of mud. But it was very rough, and there was a construction track or so for cars to climb up and over.

Taking it all in all, any good driver can go on from Vancouver, Wash., to Kalama on a dry day without running any risks, though he will be well shaken up, no matter how many shock absorbers he carries. But on a wet day—

There is construction work at three main points along this part of the Pacific Highway. One is just this side of La Center, where road crews and a steam shovel are slowly cutting out a new grade that will eliminate the La Center hill. But the new grade is not completed yet, and on the portion where cars are routed over it the least rain makes it a mass of stickiness.

Another point where construction work is going on is near the town of Woodland. The third point is on the famous Martin's Bluff section of the highway this side of Kalama, where for five miles the bumps are over an execrable roadbed, up sharp hills and down steep pitches.

Dangerous to the Teeth. Road crews are busy along virtually this entire stretch building a new grade.

Even if the new grade is completed this year, which is doubtful, it will not be surfaced with rock or gravel until next year. And, in the meantime, unless the weather is good and dry and those in the party don't mind bouncing around until their teeth are rattling, motorists will do a lot better by going down the Lower Columbia River Highway to Goble via Scappoose and St. Helens and then crossing by ferry to Kalama.

True, that part of the Goble road between Scappoose and St. Helens is now in miserable condition, due to the fact that the macadam surface has worn out. But even at that it is better by far than the road on the Washington side, and by driving to Goble one gets the benefit of 22 miles of pavement to Scappoose.

JORDAN DIVIDEND LARGE ONE
Preferred Stock Owners Receive 8.6 Per Cent August 1.

The Jordan Motor Company on August 1 paid a dividend of 8.6 per cent to holders of the original Jordan preferred.

Jordan production, originally limited to 2000 cars annually, has proceeded at that rate since the first cars were shipped, yet on August 1 the company was several hundred orders behind in deliveries.

The company has been turning over its capital practically every 20 days, and in the July period the earnings were at the annual rate of 150 per cent on the capital invested.

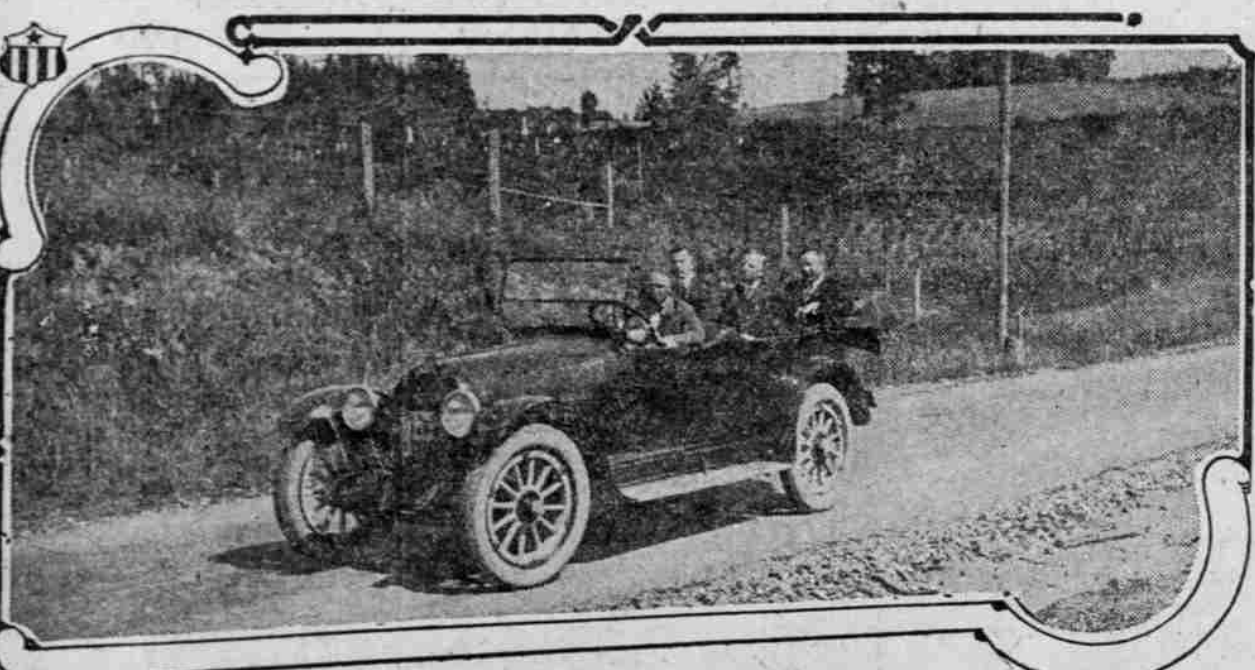
Tractor Show Planned.

WALLA WALLA, Wash., Aug. 24.—(Special).—A truck and tractor show to be held in Walla Walla early next spring is being planned. It is expected that every machine sold in the Northwest will be demonstrated.

Binding Steering Gears.

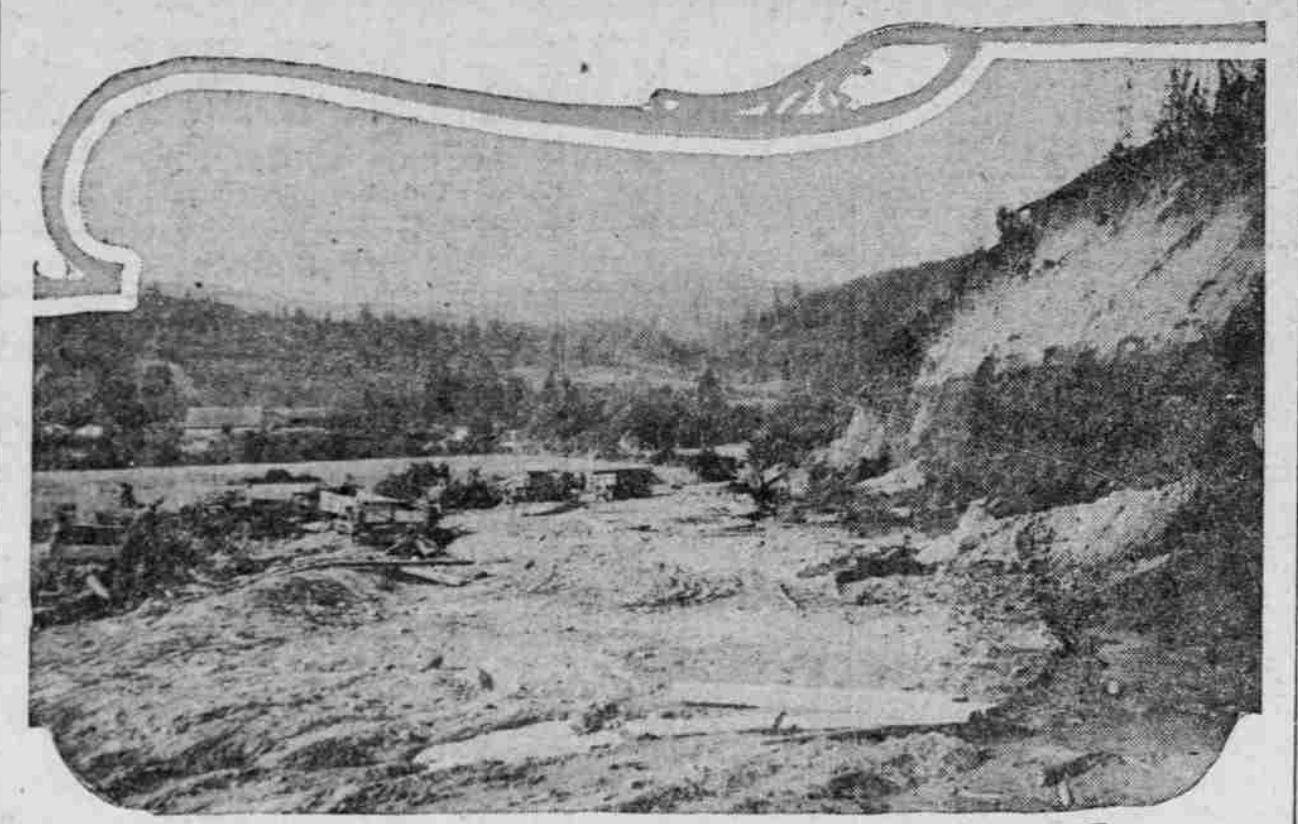
It sometimes happens that a lack of lubricant at the dash bracket will cause an apparent binding of the steering wheel. Sometimes dirt works its way into this bearing and causes the parts to clamp.

FRANK C. RIGGS FINDS REX-TIGARD ROAD MUCH DIFFERENT THAN IT USED TO BE.



THIS POINT IN THE CHEHALEM VALLEY WAS THE SITE OF ONE OF THE WORST MUDHOLES ON THE WHOLE REX-TIGARD ROAD A FEW YEARS AGO. In the car, a Willys-Knight Eight, is Frank C. Riggs (at the wheel), now Western manager for the Willys-Overland Pacific Company. Mr. Riggs was one of the pioneers in the cause of good roads in this state and he especially devoted his efforts to the rebuilding of the Rex-Tigard road. He drove over it the other day for the first time since it has been paved and was a pleased man to note the difference. Mr. Riggs has memories of being stuck for most of the night a few years ago in a huge mudhole at the point where this photograph was taken.

HERE'S JUST A MILD SAMPLE OF THE KIND OF GOING ON PACIFIC HIGHWAY BETWEEN LA CENTER AND KALAMA, WASH.



ROAD CONSTRUCTION UNDER WAY NEAR WOODLAND, WASH.

ROADS WELL TESTED

Will F. Powell in Chalmers Samples All Kinds.

1490-MILE JOURNEY MADE

Territory Man of Western Auto Company Drives Hot-Spot Car on Long Trip Through Southern and Eastern Oregon.

Good roads, bad roads and indifferent roads of various degrees are reported by Will F. Powell, territory man for the Western Auto Company, Chalmers distributors, on the round trip from Portland south to Medford, thence over to Crater Lake, then to Klamath Agency, Klamath Falls, Lakeview, Burns, Bend, Prineville, Shaniko, The Dalles and back to Portland.

He was 14 days on the trip, which was made in a hot-spot Chalmers, and his total repair bill for 1490 miles of hard travel amounted to just 25 cents. Moreover, his gasoline mileage averaged 16 miles to the gallon, including long distances over mountain roads.

The Pacific Highway south to Medford, Mr. Powell declares, is in pretty fair condition, except for a 10 or 12 mile section beginning about 10 miles south of Cottage Grove. Here it is somewhat rough and there are two or three short detours made necessary by construction work.

From Medford to Crater Lake the road is in fine condition for motoring. When Mr. Powell reached Crater Lake Lodge he found about 150 automobiles there, many Eastern and Southern states, including New York, New Jersey and Florida, being represented.

East Slope Good Driving. From Crater Lake down the eastern slope of the Cascades to Klamath Agency the roads, he says, are very good, but for the 40 miles from the agency on to Klamath Falls they are not so good, being cut up quite a little with ruts that require careful driving.

From Klamath Falls to Bly, on the way to Lakeview, Mr. Powell says there is 25 miles through the timber of anything but good road, but from Bly on to Lakeview he found the going excellent. Most of it was 20-mile-an-hour road.

Columbia Highway Better.

Also he encountered good roads from Bend to Prineville. From that town to Shaniko via Antelope has both good and bad road. As far as Antelope it is nothing extra, but from there to Shaniko and from Shaniko to The Dalles traveling conditions are excellent. Mr. Powell drove his Chalmers on into Portland from The Dalles over the new Columbia River Highway section from Hood River to Cascade Locks. He says this is a greatly improved road over its condition three weeks ago. Ruthon Hill is still rough and there is a lot of loose rock on the highway.

TRACTOR HAS NEW SALES CHIEF

R. T. Hodgkins Sales Manager for Cleveland Tractor.

Announcement is made by Rollin H. White, president of the Cleveland Tractor Company, Cleveland, O., of the appointment of R. T. Hodgkins as general sales manager.

Mr. Hodgkins, prior to making this new connection, was for a number of years head of the sales organization of the Yale & Towne Manufacturing Company, New York City, and for the past four years general sales manager of the Studebaker Corporation.

HEIDER WILL BE SHOWN

TRACTOR TO BE DEMONSTRATED AT COMING SHOW.

Machine Handled Here by R. M. Wade & Co. Burns Gasoline, Kerosene or Distillate.

Heider tractors will be out in full force at the Portland Implement and Tractor Association's big show near Gresham, September 5, 6 and 7. Both sizes of Heider tractors will be demonstrated. They will plow, disc, spike tooth and drill. The 9-16 Heider for medium size farms is especially built with two bottoms. One big exclusive feature of the Heider is the self-lift, controlled from the cab, enabling the operator to lower, raise or adjust the bottoms without leaving his seat.

Heider tractors are being extensively used in France. While at the Heider factory, at Rock Island, Ill., several weeks ago, A. E. Botsford, sales manager of R. M. Wade & Co., Heider distributors, saw soldiers there learning to operate the machine, and superintending the shipment of many cars of Heiders going to France.

TIRE SIZES ARE IMPORTANT

Use of Proper Size for Car Gives Better Gas Mileage.

Consistent tire and mechanical performance are two requirements that contribute immeasurably to economical operation of an automobile. A car that is fitted with the proper sized tires to carry its load, and with a motor that can be depended on in all emergencies, is a delight to any motorist. E. P. Lisenby, of Mount Vernon, Ill., says his experience with Goodyear tires on a Buick car has extended throughout a period of nine years, during which time he has been obtaining approximately 20 miles per gallon of gasoline and a tire mileage that is excellent.

Wade Joins Studebaker Forces.

Fred A. Wade has been appointed purchasing agent of the motor car division of the Studebaker corporation, with headquarters at Detroit. He took up his new duties July 1, having resigned as superintendent of purchases of the Buick Motor company, Flint, May 25. He was purchasing agent of the Ford Motor company in the early motor car days, and later with the E-M-F company and the Studebaker corporation.

New Zealand is going extensively into the erection of concrete roads, because the cost of upkeep is so low.

HUGHSON MEN GET NEWS

PACIFIC COAST ORGANIZATION ISSUES PAPER.

Gossip Along Auto Rows Written Up for Benefit of Former Members Now in the Service.

To let former members of the William L. Hughson organization know what is going on at home in the way of automobile gossip, a new publication is being issued by the remaining members. It is a booklet of 16 pages, filled with short jottings about the activities of those who have gone and those who are keeping up the work here at home.

Former Hughson men are today scattered over all the earth. When the first bulletin went out the letters the recipients sent back showed how welcome was the news from home. One of the men from the San Francisco organization told of driving trucks in a southern climate. Another was navigating the high seas and said: "In the last three months I have traveled farther than the bunch from the place used to when they would take a demonstrator at noon and 'just go to lunch.'"

The Portland branch has several men in the service. Bill Holden is in the motor transport service. His experience in inspection work with the Ford assembling plant here and with the William L. Hughson Company has made him a valued man in this work. The bulletin also tells of the activities of Ed Jamison, formerly in the shop of the local branch. He went in for aviation and in the course of events was assigned to a squadron which had the task of establishing a new aviation field and station at a town in Arkansas.

The William L. Hughson Company's Coast organization has given more than 100 men to the service. Del Wright, manager of the local branch, is not sure of the number from here, but about 12 are now with the colors.

Air-O-Flex Known Afar.

Information regarding the Air-O-Flex suspension which is to be fitted to the Air-O-Flex truck by the Air-O-Flex Automobile Corporation, of Detroit, has reached even into the war districts. The company received an interesting memento of the war on March 8 when a postal card arrived from Boris S. Kurenkov, of Moscow, Russia. This postal card was mailed on November 30, and took three months and nine days. It asked for a catalogue. The card contained the coat of arms of Russia, but without the crown. The company is also in receipt of several requests from dealers for information, including one from Henry Sturmer, the veteran London journalist.

num to its pristine luster; especially is it difficult to get the road finish back again. Try dipping the aluminum parts in a bath of water slightly acidulated with sulphuric acid, allowing them to remain in the fluid for some time.

Another FEDERAL

Eliminating the Expensive Factor in Motor Haulage

—that is a task for which Federals are built. Every model of the Federal shows in comparative ratings a generous oversize and excess of power that enables it to stand up where other fails.

Federals are built to stay out of the repair shops, for the loss in time and the cost of repairs make the difference between economical transportation and the kind that you can't afford.

Another big factor that increases truck facility is the backing which Federals have here and in other large cities of the Pacific Coast. It's the backing of

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Los Angeles Portland Oakland

JAP TRAFFIC LAWS

Owner of Motor Car in Tokio or Yokohama Must Behave.

LIVES OF COWS PROTECTED

Also, Overloading Is Positively Prohibited, and Ford Driver Mustn't Have More Than Five Persons Aboard.

Every time you see a picture of a Japanese thoroughfare you wonder how automobiles have any room to maneuver at all, let alone how they can observe traffic laws as stringent as those in force on Fifth avenue. But, according to a well-known motor car importer just returned to the states, the Japs have their own ideas of how a car and driver should behave, and what is more, take pains to see that all foreigners understand them.

Here is the way the rules were translated into English by the Japanese traffic authorities and posted at Pyang Yang, Chosen province.

Eight Knots Absolute Limit.

1. You must drive your automobile at the speed of eight knots per hour on the city road and 12 knots per hour on the country roads.
2. In narrow place of road corner and bridge, speed slowly.
3. When you see the policeman throwing up his hand you must not drive in front of him.
4. When you pass the corner and the bridge, ring the horn.
5. When you get ahead of the passenger on foot or the cow or the horse you must ring the horn.
6. When you meet the horse or the cow speed slowly and take care to ring the horn and not be afraid of them. Drive slowly when you meet the horse and carefully make the sound. If they afraid the sound you must escape a little while at the side of the road till they pass.

King's-X When Drunk.

7. When you drive the motor car do not leave the driver seat and take care lest unexpected trouble happen.
8. Do not drive the motor car when you get drunk and do not smoke on driver's seat.
9. When two cars are driving in the same road, if there is another car in front of yours, you must keep 60 yards away from him, if you go ahead of him ring horn and pass him.
10. When you cross the railway, wait until the other train and other cars pass through.
11. When passing the matter with your car you go police station and tell him.
12. When you want to have a driver or exchange another, you must enclose driver's address, career and age.

Special Notice.

You must never put overload on your automobile. The licensed capacity of your Ford car is five persons, two in front house and three back house.

Don't you wish that all parts of your car were as quiet as the HYATT QUIET BEARINGS

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