

HERE'S DETAILED LOG OF PACIFIC HIGHWAY

Condition of Road to California on Whole Route.

WEST SIDE ROUTE BETTER

All This Road Now Pretty Fair in Dry Weather, Despite Construction, but Bad in Wet.

Following is a detailed log of road conditions on the Pacific highway between Portland and the California line, 252 miles, as obtained in a run over

cut road along Umpqua to Canyonville. Very narrow along Umpqua by this road, sharp turns, room to pass other cars only at turnouts.

237.0 Canyonville. Entrance to Cow Creek canyon.

237.0 Cow Creek canyon opens just beyond Canyonville. New construction begins at edge of Canyonville. Use new grade short distance, then old road, up and down hill, narrow, about one mile to construction work. Travel partly old road, partly new, for three miles. Here is point where cars had to ford creek twice until last week, but now main grade is open past this point. From steam shovel at this point road follows new grade couple of miles. Fine, broad, smooth road, beautiful construction.

244.0 Leave new grade for series of short detours along old road. No plans to travel after dark, for old road runs above new grade, which shaves it closely, leaving little room between old road and steep bank. Two detours like this. Sharp pitches. Slippery in wet weather, but whole Cow Creek canyon section is easy to drive over in dry weather.

247.0 Out of main canyon and new construction. Good road to Glendale.

249.0 Glendale. Highway touches only edge of it, and new highway will leave it couple of miles to one side.

250.7 Turn left to new road up Wolf Creek hill. Good grade. Not yet graded, but good unless wet. Wonderful panorama of valley.

252.0 Summit Wolf Creek hill. Suddenly plunge down over old road. For precaution go into second gear at summit.

VICK BROS. TO GET ONE DAY'S FORDSONS

All Tractors Made July 1 to Be Shipped to Oregon.

500 IN ONE BIG TRAINLOAD

Fordson State Distributors Have Promise From the Factory of \$500,000 Shipment.

Announcement was made yesterday by George Vick of Vick Bros., Oregon distributors for the Fordson tractor, that the firm has just received word

300,000 Maxwells; they grow better as their numbers multiply

LIKE an artist who paints a picture, or a man in business, the Maxwell improves with each day's output.

Gradual, almost invisible to the man at the forge or in the accounting office but certain as the rising of the sun, there's an improvement well nigh daily.

There have been five years of making this Maxwell better and better, and the basic design has never changed once in that time.

At one time the Maxwell was known only as a hill-climber. Again it gained attention through its work in rough country. Then it earned a reputation on economy. But gradually it became better and better spoken of for its enduring, everlasting reliability.

That kind of reliability that doesn't burn your pocketbook with repair bills, that knows no task too difficult, that never complains of old age, that gives you about as much trouble as a pair of shoes, that travels on a very small gas appetite.

300,000 of them are in use throughout the world.

In those sections of the world where few cars make good, there you will find the Maxwell—often the dominating car.

The 300,000th Maxwell is the same basic car as Maxwell No. 1. No changes in design—but many improvements.

There's no doubt it's a better car today. Nearly 300,000 of one model has its obvious effects.



More miles per gallon
More miles on tires

C. L. Boss Automobile Co.

615-617 Washington St. Portland

catch will not snap, the trouble may be cured by placing wooden wedges under the body at the rear. Metal plates may also be used. In either case the wedge should be bolted through the frame so that it will remain firmly in place.

Oil Filter.

As a means of separating dirt, metal

dust, etc. from used oil, the filter which may be made in the following manner will be found very efficient: Fasten a piece of muslin or cotton cloth to a metal or wooden ring large enough to fit over the top of a can, drum or other vessel. The cloth should be left a little slack and into the shallow bag so formed a quantity of sawdust is placed. The oil to be filtered is poured through

French Get Gasoline.

The French gasoline supply now is considered satisfactory and it is expected that all motoring restrictions will be removed soon.

102,000 Miles and Still Running Replacement Costs Less Than \$65

Wayne, Neb., Feb. 19, 1919.

Velie Motors Corporation.

Gentlemen: My Velie 30-1909 car bears the number 284A. It must have been one of your first cars. Now to describe it and to show my success with it, and also my appreciation of the way it has served me these nearly ten years.

The paint on it is still in elegant shape and luster. It looks like most cars after being out a month or two. All replacement that was obligatory will not amount to over \$65. Most of that babbitt work. It has run, according to speedometer, 102,000 miles. I wish you could see me climb some of these hills and on high with this Velie.

There are and have been in this locality quite a few Velies. Several that have had terrible abuse, but I do not know of one that did not give wonderful service. I would be pleased to give anyone interested in a Velie a ride in my car to prove all that I have said. DR. WM. B. VAIL.

There is supreme satisfaction in driving a

Velie as well as a recognized pride in its ownership

This is the kind of construction values that go into every Velie

Velie cars with their unequalled construction values have multiplied customers until all the resources of a mill of Velie factory are required to meet the demand. The bigger—better—more powerful Velie of 1919 is not matched at anywhere near its price in the whole light Six field.

The new Velie gives you proved economy. Power for all occasions, comfort beyond expression, beauty of line and elegance in appointment unexpected in a car of Velie's low price. Let us demonstrate.

D. C. Warren Motor Car Co.

Distributors

58-60 N. 23d St.

Velie Motors Corporation, Moline, Illinois—Builders of Automobiles, Trucks and Tractors

The Man Who Put Serve in Service

J. H. GRAHAM SAYS:

Here at Last!

Monitor Six

The Great Light Six You have been Waiting for

The Monitor Is Equipped With

Genuine Red Seal 7 W. Continental Motor, heavy crank shaft, Borg & Beck clutch, dry disc, cellular radiator, ball-bearing fan, Brown-Lipe differential gears of nickelsteel, Grant-Lees transmission assembled with motor and clutch forming unit power plant, cord tires 33x4 inches, one-man top, Gypsy curtains, genuine leather deep-tufted upholstery, dull finish, padded with hair; fenders 10-inch full-crown type of heavy gauge steel, Hoover bumper, spotlight, motorometer, plate-glass rear lights, Victoria rear curtains with plate glass.

Am now assigning territory for dealers. Get your application in first.

The Monitor will be backed by service that really serves.

J. H. GRAHAM

10th and Stark
"The Man Who Put Serve in Service"

GOVERNOR OLCOTT AND LIEUTENANT-COLONEL WATSON, OF THE FLYING CIRCUS, FOLLOWING TROUT BREAKFAST AT EAGLE CREEK.

A brand new Studebaker big six, especially painted in cream and velour interior finish for the occasion, was the car selected to carry the Rose Festival queen, F. M. Leeston-Smith, manager of the Oregon Motor Car company, invited Governor Olcott and Lieutenant-Colonel Watson, of the flying circus, to be his guests in the same car for the run to Eagle Creek the last morning of the Festival to partake of the Ad club's trout breakfast there, and they accepted. Governor Olcott is seated on the right-hand side of the rear seat, and Lieutenant-Colonel Watson, with whom the Governor later flew all the way to Sacramento, Cal., is on the left-hand side. Between them is Captain Mrs. Jones of the women's motor transport corps. At the wheel is F. M. Leeston-Smith of the Oregon Motor Car company, and beside him is M. O. Wilkins, president of the Dealers' Motor Car association.

the highway a week ago in a Willys-Knight car:

60.0 Portland. East-side route via Oregon city and Aurora taken to Salem, but west side via Newberg-Dayton-Wheatland advised, because of jumbo mud detour for new construction near Hubbard.

62.0 Hubbard. Good to this point.

67.0 Road closed for paving. Detour over bad dirt road, jumbo mud when wet. Dirt four miles, total detour seven miles.

64.0 Rejoins highway. Fair to Salem.

67.0 Salem. New construction on main highway to Albany via Turner. So detour across Willamette river bridge to west side, take river road to Corvallis via Independence. Good to that town.

70.0 Independence. About six miles out, new road up hill, clay, very slippery when wet. Chains for half mile.

72.0 Corvallis. Fine road to Monroe.

102.0 Monroe. Main highway to Junction City closed for construction. Take south road at sign. Some gravel, mostly dirt, up and down over hills. Good when dry. Rejoins main road near Junction City, then fine road to Eugene.

124.0 Eugene. Road good on to Cottage Grove.

134.0 Cottage Grove. Good road to Pass Creek canyon.

160.0 Some new construction.

166.0 Pass Creek canyon muddy and bad at this point, near Comstock, in wet weather. Fair to Drain. All this road, be it remembered, is excellent in dry weather.

172.0 Drain. Bad mud just south of Drain, slick all the way to Yoncalla in wet weather.

179.0 Yoncalla.

180.0 Take Goodrich route. Main highway closed for construction. Goodrich route fine in dry weather, slick in wet, with seven miles up and down long hill.

191.0 Rejoins main highway.

192.0 Oakland. Good fast gravel road to Sutherlin.

193.0 Sutherlin. Fine 30-mile-per-hour gravel road from here to Roseburg.

200.0 Roseburg. From Roseburg first-class gravel road to Roberts mountain.

216.0 Roberts mountain. Long, steep hill, sharp curves. Take hill on intermediate or low and thus retain control of car at all times, especially around curves. About two miles over this hill, then good gravel to Myrtle creek. Fine view here.

227.0 Myrtle creek. Good gravel to Riddle and Canyonville.

230.0 Fork in road. Motorists can either turn right on main highway via Riddle, or go straight ahead on short-

mit, as descent is sudden, long and steep.

253.0 Wolf Creek station, on railroad. New construction through station and beyond. New grade open in places, closed others, but route continuous over new or old road, mostly new, on top of Rice hill.

258.0 Top of Rice hill. New grade down other side closed for paving. Take old road. Very sharp descent. For precaution go into second gear at top.

260.7 Bottom Rice hill, rejoins new grade. Paving operations. Good dirt and gravel road to Graves Creek hill. Long hill, many turns, but pretty good grade.

273.2 Summit Graves Creek hill. Descent like ascent on other side. Road runs through wooded country. Pretty scenery. Some sharp turns, but good grade.

275.4 Bottom of hill. Good dirt and gravel road, quite dusty in dry weather, to Grants Pass.

286.0 Grants Pass. From here construction work on main highway, so take river road along Rogue river to station of Rogue River, where rejoins main highway. Narrow road, some up and down pitches, but pretty good.

295.3 Rogue River station. Main highway again. Good road.

293.5 Good Hill. Good road.

304.0 Bridge over Rogue river at south side, main highway to left has construction work, so take Jacksonville road, to right. Dusty, but very fair. Beautiful view Medford and Rogue river valley.

310.0 Turn left.

311.0 Main highway again. Concrete highway to Medford and Ashland. Trouble over.

317.0 Medford.

329.5 Ashland. Hot springs. Lithia and soda springs.

321.0 Pavement ends, but good gravel road. Three or four short stretches of eight-foot concrete on lower slope of Skaktyou, but they end at 341 miles. Road good.

346.0 Summit of Skaktyou. Grand view into Oregon or California.

352.5 Oregon-California state line. From here the thrifty traveler has only 1 1/2 miles farther to go to V. E. ("Slim") Warren's place at Hill, Cal., which is a popular mecca just now for travelers from the north. It will be closed on July 1, so the time for the last drink is mighty short.

A motor club of Shriners is the newest thing in social and motoring circles in Iowa. A club of this character has been organized within the membership of the 24-Ga-Zig temple at Boone.

from the factory that one whole day's output of the plant will be shipped to them on July 1.

Some time ago, when it became apparent that their regular allotment of Fordsons would not be enough to supply the big demand for them, Vick Bros. telegraphed to the factory urgently requesting that one day's output, approximating a few more than 500 tractors, be allotted and shipped to the firm. The telegram now received shows the request has been granted.

These tractors will come to Oregon in a solid trainload of 71 cars. In fact, there may have to be a car or two additional on the train. So far as known this will be the largest trainload of tractors or automobiles ever shipped to the Pacific coast, certainly the largest to the northwest. The cash value of the tractors will be approximately \$500,000.

Forty-car trains of automobiles have been received in Portland, but never one of 71 cars. This would be a large shipment for any part of the United States.

By the time this trainload arrives Vick Bros. expect to have permanent quarters in Portland, which they will make their state headquarters. As soon as they can obtain a suitable building they will remove their offices here from Salem.

When Vick Bros. obtained the state distribution for Fordson tractors last October their quota to the coming October was 1000 machines. Already they have delivered 700 tractors to farmers of the state and their annual quota for the coming year has been increased to 1800 Fordsons.

Another announcement of interest made by Mr. Vick is that the price of the Fordson has been reduced \$150 by the factory. This reduction has been made possible by quantity output. Henry Ford has always given the public the advantage of lower manufacturing costs due to quantity output of the Ford car and now the same policy is being followed with the tractor.

Correcting Body Sag.

When the doors on one side of the body do not fit properly, either bind so that they are hard to close or fit too loosely, with so much clearance that the

Next Time—Buy

FLK

TIRES

NON-SKID FABRIC

30 x 3 3/4 - \$19.15

35 x 4 1/2 - \$45.35

Other Sizes in Proportion



BIG TIRES—EXCESS MILEAGE

For Sale by Dealers