

# COLUMBIA HIGHWAY NETWORK PROGRESSING

### Pavement to The Dalles Probable by End of 1920.

## BIG PROJECTS UNDER WAY

#### New Road to Mosier Will Eliminate Terrible Mosier Hill, Where Accidents Are Frequent.

By Lewis A. McArthur.  
Highway improvements between Cascade Locks and The Dalles are progressing rapidly and by fall there will be many miles of new paving and grading. The new work lies along the Columbia river highway, as well as in the city limits of The Dalles.

One of the important pieces of new paving is embraced in the contract covering about 22 miles from Cascade Locks to the top of the Ruthton hill west of Hood River. This highway will connect with the hard-surface from Portland to the east end of Multnomah county, and will provide paving all the way to Hood River. There is already one mile of hard-surface on the highway east of the county line, but it is narrow-gauge, and the new contract will include the widening of this mile strip to full width.

The contractor has one paving plant set up at Cascade Locks and another will soon be set up at Nyssa. A third plant will probably be set up near Hood River. The three plants combined will lay about 1600 feet of paving a day, or about a third of a mile. The highway probably will be closed during the paving, at least for part of the time, during which cars will be routed across the river over the north bank highway.

#### Rock at Shellrock Mountain.

The highway as yet is in good shape except for a few hundred feet at Shellrock mountain, where a large amount of loose rock has slid down on the roadway and is being leveled off. The highway is being raised a few feet at this point, and a new retaining wall put in. This is very rough, but the distance is short.

From the top of Ruthton hill into Hood River the road is narrow and crooked, and a contract has been let for grading. The grading camp is established and the contract, which is a short one, will soon be under way. It should not interfere with traffic, as there are good detours.

Of great importance to motorists is the new work between Hood River and Mosier, about six miles of grading and tunneling now being under contract. This will be a very fine piece of scenic highway, on a low grade, through a new section. The old road over the hill is dangerous and there have been many accidents on it. The old road reaches an elevation of about 1600 feet; the new road will cut off at least 1500 feet of elevation. It will include three tunnels.

There are three steam shovels at work, over half of them are finished, and it is expected that the tunnels will be completed by the last of September. A contract will soon be let for graveling, as fast as possible after the grading, so that the road will be open for traffic this winter. It is possible to drive out on the road for three miles east of Hood River, although the going is rather rough. This is one of the most important pieces of work on the Columbia river highway.

It is to be noted in the new Mosier grade has been justly unpopular. Hood River people are now talking about a paved highway up the valley to connect with the Mount Hood loop. No plans have been prepared, but the project will soon be taking shape. Hood River valley roads are now in fine condition.

#### Route of the Columbia River Highway between Mosier and The Dalles has been selected. The road will be near the river and will cut out a long climb over Seven-mile hill. The Mill road has been regraded and is fair for travel.

#### To Have Near The Dalles.

At The Dalles the paving contractor is well along toward completing a two-mile stretch of hard-surface between The Dalles and Seufert. This should be completed in less than three weeks. A contract for a short addition east of Seufert has been let by the state. The new pavement is a welcome contrast to the old road.

The same contractor will soon start paving from The Dalles city limits west to Chenoweth creek, at the foot of Seven-mile hill. This contract with the new road to Mosier. This contract will cover about three miles of hard surface and will be completed this summer.

Inside the city limits of The Dalles the new pavement in Ninth street will connect at Mill creek with the Chenoweth creek. In addition the old road will be paved, so there will be two entrances into the city from Mill creek. The new Ninth street road is not yet connected with concrete bridge on Mill creek has to have the approaches filled and paved. This will be done this summer. In addition the city plans to connect with the new paving to Seufert. The city recently voted \$65,000 for paving up the various connections with the highways.

Plans are under contemplation at The Dalles for a pavement from the city limits to Three-mile creek, on the Duffur road. This will probably be finished this summer.

The North Bank highway west of White Salmon is open, but rough. Roads between White Salmon and Goldendale via Lyle are reported excellent. The tourist crop at The Dalles, Hood River and White Salmon is far above all previous records. In one hour at The Dalles 11 cars from foreign states were counted, not including Washington.

## FIRST ARREST BY AERO COP

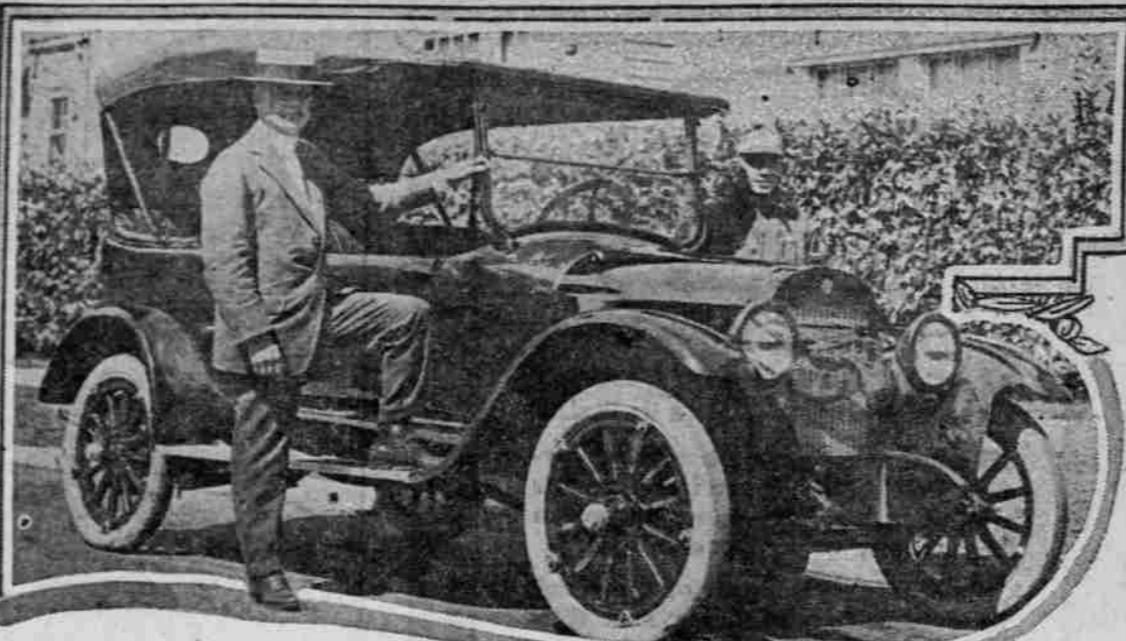
#### He Flies After Speeding Motorist and Quickly Nabs Him.

LOS ANGELES, Cal., July 12.—Speeders in southern California have had another fly added to their outfit in the form of aero cops. Andrew Hansen went up in a trap at Willidville, near Los Angeles, at 60 miles an hour. The motorcycle officer who pursued him was forced to drop out of the race on account of engine trouble. He stopped near a commercial aviation field and two minutes later was going a 50-mile clip in an airplane after the offending motorist. Landing was effected two miles ahead of the speeder, who slowed down on seeing the airplane, thinking the pilot was in trouble. His arrest followed.

This is the first court record here of an arrest by airplane, although machines are being used to patrol the national forests, the Mexican border and the bathing beaches. Commercial air service has been established between Los Angeles and Bakerfield, San Diego, Phoenix, Ariz., and Catalina Island.

Aircraft are so common that even the children have ceased to risk a peek in the neck on hearing the purr of the motors in the air.

HERE IT IS AT LAST—THE NEW MAXWELL WITH HOTSPOT AND RAMSHORN MANIFOLD.



Note the improved lines that characterize this latest Maxwell. In appearance it is much like the Chalmers, and "same size" all the way through.

With the same motor as before, but with lighter pistons, giving greater compression and more power, and the addition of the famous hot-spot and ramshorn manifold that have been Chalmers features, this Maxwell is also a much better looking car than its Maxwell predecessor. It has a new and heavier rear end, brakes, differential and axle, a new gear shift lever, new instrument board and improved ignition. The radiator is higher and narrower. It has Chalmers-style fenders and front mudguards, also a Chalmers-style front axle. C. L. Boss of the C. L. Boss Automobile company, Maxwell, Chalmers, Hudson and Essex distributor, who is standing beside the new model, is vastly pleased with it, and with reason.

## TENDENCY TOWARD COBDS

### MOTORISTS LOOKING NOW FOR LONG TIRE MILEAGE.

#### Star Tire Factory Increasing Capacity to Take Care of Growing Cord Demand.

With the advent of larger motor trucks, higher horse-powered motors and truck trailers of every description come new developments in many industries, none of which show more radical departures from a pre-war basis than in that of manufacturing automobiles tires.

The demand upon the tire factories for tires that will give excess mileage and stand bad-road abuse in all kinds of weather under the strain of heavy hauling is paralleled by a demand from passenger car-owners for excess mileage from tires.

O. L. Weaver, secretary of the Star Rubber company, recently commenting on the trend toward cord tires, says: "It is a remarkable development of wise buying to see car-owners buying cord tires—a higher-priced tire—of cheaper mileage in the end."

"At the Star factory we are increasing our manufacturing facilities to take care of the growing demand for cord tires, which we believe will be continuous."

## TOUR TO MOUNT RAINIER

(Continued From First Page.)  
cars are coming down from Narada Falls, those upbound are held at Nisqually. The Narada Falls ranger telephones to the one at Nisqually the license number of the last car sent down. And not until that car has arrived and become apprised of the situation on and on the road plunges through timber so dense the earlier forests seem pigmy, with glimpses of the mountain breaking through and the sound of many rushing waters coming through the trees, until at a sudden turn an evidence of civilization presents itself in the form of the National Park Inn and Longmire Springs.

"The mountain road really begins at Longmire Springs. By switchback and crooked twist it rises gradually into the clouds, doubling back and forth on itself far below, every foot revealing some new glory. . . . After 5 1/2 miles the way leads to a bridge. At the left less than 1000 feet away, a huge wall of ice leans into the air. This is the snout of Nisqually glacier and the beginning of the Nisqually river.

"From the glacier the road leads on, with devious windings and turnings, through scenery more glorious every yard, until finally, where eternal snow begins, it ends."

From Portland to Rainier national park is 200 miles, this being the Pacific highway route to Tenino, thence through the towns of Rainier, Yelm, Roy and Greendale to a connection with the Tacoma-Mount Rainier park road about 20 miles from Tacoma.

This is the most direct route. Some may prefer to follow the Pacific highway to Tacoma, stay there over night, and then drive from Tacoma to the park. This route is approximately 50 miles longer.

The Portland-Goble or Portland-Vancouver-Kalama section of the Pacific highway, the two being about 100 miles apart, is in good weather owing to construction work on both, is the only bad section on the whole trip.

#### Condition of the Highway.

There is a possibility that the traveler may have to detour across the Cowlitz river at Kelso because of construction work on the highway, to reach Castle Rock, but this detour is simple and the road fairly good. Just across the bridge at Kelso, if this detour is necessary, turn to the right across the bridge, and at every road fork take the road nearest the river. This brings you to a ferry across the Cowlitz near Castle Rock, which is free

## cliffs which rise sheer from the prairie level, or through timbered copees and huddling jack pines that dot the landscape, mirroring themselves in the crystal waters of many lakes.

"At the foothills of the mountain the railroad and the highway really become canyon roads. From the top of King hill, overlooking Oheop valley, the highway affords a most inspiring view of the great mountain and its surrounding peaks and valleys. This point is about half way to the park entrance. After ascending this hill the road begins rising, almost imperceptibly at first, toward the eternal snows on the mountain's dome. On all sides are mighty firs as yet barely touched by the lumbermen. Now and again the highway—smoothly surfaced from January to December—leads to the brink of canyons; gullies they are, compared to what come farther toward the clouds. Here the road turns suddenly on itself, and in a twinkling is across the valley's floor. A few hundred yards and it begins again to climb, this time through fir forests a hundred times more splendid than were found before the Oheop was reached.

"Presently the traveler finds himself looking down a sheer thousand feet to where the Nisqually river threads its way to the sea. This is the Nisqually canyon. How the road ever came to wind its very lip is one of the marvels that only the engineers can explain.

"For seeming miles of breathless interest the road runs perilously above the canyon; then, presently, it plunges anew into the endless forests of fir and goes on and on, always gently climbing.

## Register at Entrance.

"Almost at the southwest corner of the Mount Rainier national park the road makes its entry from the outer reserve. Here a huge log gate has been erected, and through this gate alone may comfortable entry be had to this portion of the mountain park with vehicles. Just inside the gate is a lodge, where the visitor must enter and become apprised of the situation on and on the road plunges through timber so dense the earlier forests seem pigmy, with glimpses of the mountain breaking through and the sound of many rushing waters coming through the trees, until at a sudden turn an evidence of civilization presents itself in the form of the National Park Inn and Longmire Springs.

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between 5 A. M. and 6 P. M., the charge being 25 cents at other hours.

At Tenino, leave the main Pacific highway to Olympia and turn right to Rainier. The road thence through Yelm and Roy is mainly good, though with some very rough sections, fortunately not long ones. At Roy, turn right beyond the water tank to Greendale, and at that point turn right and you will find yourself on a good prairie gravel road that six miles farther on meets the Tacoma-Mount Rainier Park road.

A word about the performance of the Chevrolet on this trip. Mr. Fields took a brand new car with him, but though it had been driven only 12 miles previously, it ran the more than 500 miles round trip between Portland, Tacoma, Mount Rainier park and back to Portland without any adjustments, and averaging close to 20 miles to the gallon on gasoline. A wonderful little car, this Chevrolet.

Here is the log of the run from Portland to Mount Rainier park:  
00.0 Oregonian building, Portland.  
42.0 Goble. New construction near Deer Roy. With about a mile of crushed rock for paving and very rough near Goble. Just about horse and horse man work. Vancouver-Kalama road, also very rough with new construction. In wet weather take Goble road.

00.0 Kelso. Good road from Kalama. Here it may be necessary, though rarely, to get out across the river over bridge at Kelso to reach Castle Rock. If you have to detour, turn right across bridge, and then follow the road take the one nearest river. Ferry at 02.5 to Castle Rock side.

02.5 Toledo. Road mostly pretty fair, through wooded stretch from Castle Rock. Pavement from Toledo 3.2 miles.  
05.4 Cheshalla. Pavement to Centralia.  
112.0 Tenino. Rather rough gravel from Centralia. Here leave Pacific highway to Olympia and turn right to Rainier. Road pretty rough between here and Yelm.

127.4 Rainier. Road pretty rough between here and Yelm.  
133.4 Yelm. Turn right for McKenna.  
136.0 McKenna.  
141.0 Roy. Road pretty fair.  
144.4 Greendale. Turn right over gravel prairie road.

150.6 Junction with Tacoma-Mount Rainier park road. Turn right. Pavement about three miles.  
158.0 "Chop Bob's."  
173.3 Elbe. Between here and Ashford, road in good condition, with good tires and to have one good spare tire. Registration fee \$2.00 per car.

192.5 National Park Inn and Longmire Springs. Also garage here and Standard filling station.  
197.5 Nisqually glacier checking station.  
201.0 Narada falls.  
205.0 Paradise valley.

## DETOUR NO LONGER NEEDED

### Pacific Highway Now Open From Kelso to Castle Rock.

CASTLE ROCK, Wash., July 12.—(Special)—The Pacific highway is open and in good condition between Kelso and Castle Rock. As there has been work on the road for some time, tourists have been advised to take the detour road on the other side of the Cowlitz by crossing the bridge at Kelso. The road straight through over the Pacific highway from Kelso to Cheshalla is good now with most of the work finished. No detour, go straight through.

## Carburetor Trouble.

Many cars have no provision aside from a strainer in the tank for keeping dirt out of the carburetor. Owners of such vehicles will do well to fit a trap in the fuel line. All the big carburetor makers offer these traps, which are to be placed in the line near the carburetor or in the bottom of the tank. The trap catches all the dirt and water and should be cleaned regularly once a month.

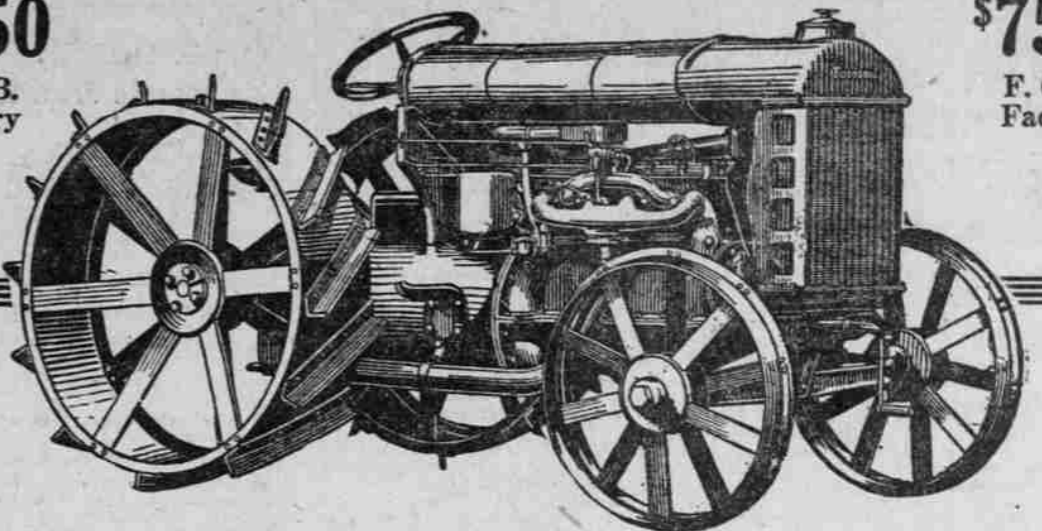
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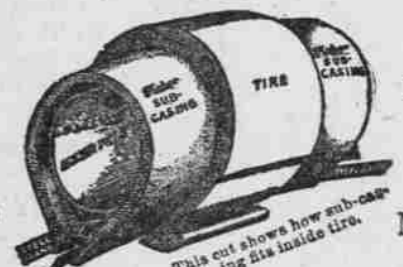
same applies to all the individual and contributing parts of that car."

Good Roads Minimize Fines. National forests cannot be econom-

ically and efficiently protected against fires until they are well equipped with roads, trails, telephone lines and lookout stations, says the annual report of the chief forester of the United States service.

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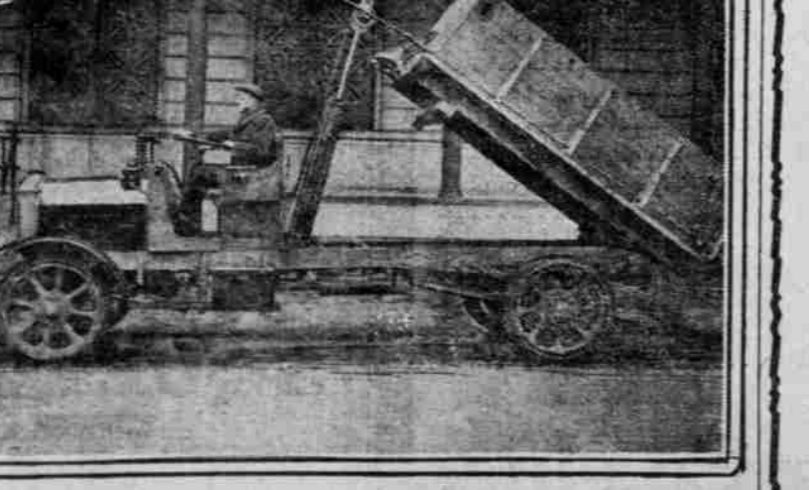
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## FEDERAL TRUCKS IN DEMAND FOR ROAD WORK.



One of several 3 1/2 and five-ton jobs with dump bodies recently sold by Del Wright, manager of the William L. Washburn company here, to road contractors. This truck went to Hood River, but it others were purchased for road work down the Willamette valley.