

BAD TIME TO TRAVEL

PACIFIC HIGHWAY

Vast Amount of Grading and Paving Under Way.

"HOT STUFF" BEING LAID

Despite Torn-Up Conditions, Whole Highway from California North Speckled With Touring Cars.

BY JOHN W. KELLY.

Clinging to the summit of the Siskiyou is a rock crusher, reducing to macadam-size ancient masses of blue basalt for the Pacific highway. Like a spider web, a wire stretches from the perched quarry across the mountain slopes, until it is lost in the distance. This wire, attached to rugged poles, continues on and on for seven miles, leaving the quarry plant in Oregon and terminating in a power plant at Hill, Cal.

Fuel is scarce and costly to deliver at the Siskiyou summit. Oskar Huber, who has the contract for paving the Pacific highway from Ashland to the California line, operates his crusher with electric power, drawn from Hill. This is the most southern outfit working on the Pacific highway. From this summit, 4700 feet in the air, trucks loaded with rock for the pavement base roll down toward the state line, five miles away, southward, while the same plant furnishes rock for the northern section, as well.

A better position for distributing the rock could not be desired in a mountainous country. The rock for the base is now being spread, supplies of asphaltum are being delivered by the railroad, and within a few weeks the "hot stuff" will start. It is the intention of the contractor to finish paving this high part of the highway before severe weather comes, so that when winter approaches he can continue operating in the milder climate of Ashland.

Poor Year for Touring. This Siskiyou section is the first road construction work the motor tourist from California strikes. From this point on as far north as the Multnomah county line there are contractors engaged in improving the main traffic artery.

No more unfavorable year for motor travel on the Pacific highway could be selected than this. Last year's roads were not so torn up, and next year the improvement will be so far advanced that there will be little inconvenience.

Just now, however, traffic encounters one detour or piece of construction after another for nearly 200 miles. Notwithstanding these difficulties and handicaps, the Pacific highway is speckled with a continuous string of automobiles, moving north or south. To the tourist the fact that it is impossible to obtain hotel accommodations in such towns as Ashland, Medford, Grants Pass or Rogueburg unless reservations are made in advance, and a step in the right direction is the establishment of camp grounds in towns along the highway. The better these camps are equipped the more popular they will become, for not all the tourists wish to patronize hotels. Camps where there is a good water supply, comfort stations, fuel and stoves will soon be known from one end of the coast to the other. In one such camp there are rest stoves, where a hot machine provides the fuel.

Another thing needed along the highway is service stations. There are such stations now in the larger towns, but there is a good business opportunity for competent motor mechanics in almost any of the towns and they should be men who understand all makes of cars.

Oskar Huber on the Job. Reverting to the Oskar Huber job, which is a trifle more than 20 miles, 19 miles being the Ashland-Green Springs mountain and 14 miles being the Green Springs mountain to the state line. It will be next year before the contractor completes this job. When finished it will connect with the present hard surface, extending from Ashland to Medford and thence to Central Point.

Everything from Grants Pass to the state line has been contracted for paving. From Central Point to Gold Hill there is an 8.9 mile paving contract on which the Clark-Henry company is working. This will cost \$23,510 and will be laid on an asphaltic concrete base.

The base, as examined by State Highway Engineer Nunn and R. A. Booth, highway commissioner, on their tour of inspection a few days ago, looked particularly good. It is referred to in the vernacular as "black base." Not only is the base being laid, but the top is also being put on and rolled. The main handicap on this job is shortage of rock, so that progress is not as rapid as it otherwise would be.

A contract to Schell & Calvert for the 12.2 miles from Gold Hill to the Josephine county line will soon be under way. Mr. Schell has a paving contract on his own account between Grants Pass and the county line and as soon as this is completed, which will be in about six weeks, Schell's equipment will be moved onto the Gold Hill-Josephine county line work. Between Grants Pass and the county line Mr. Schell has a 6.1 mile paving contract, which is about 50 per cent finished.

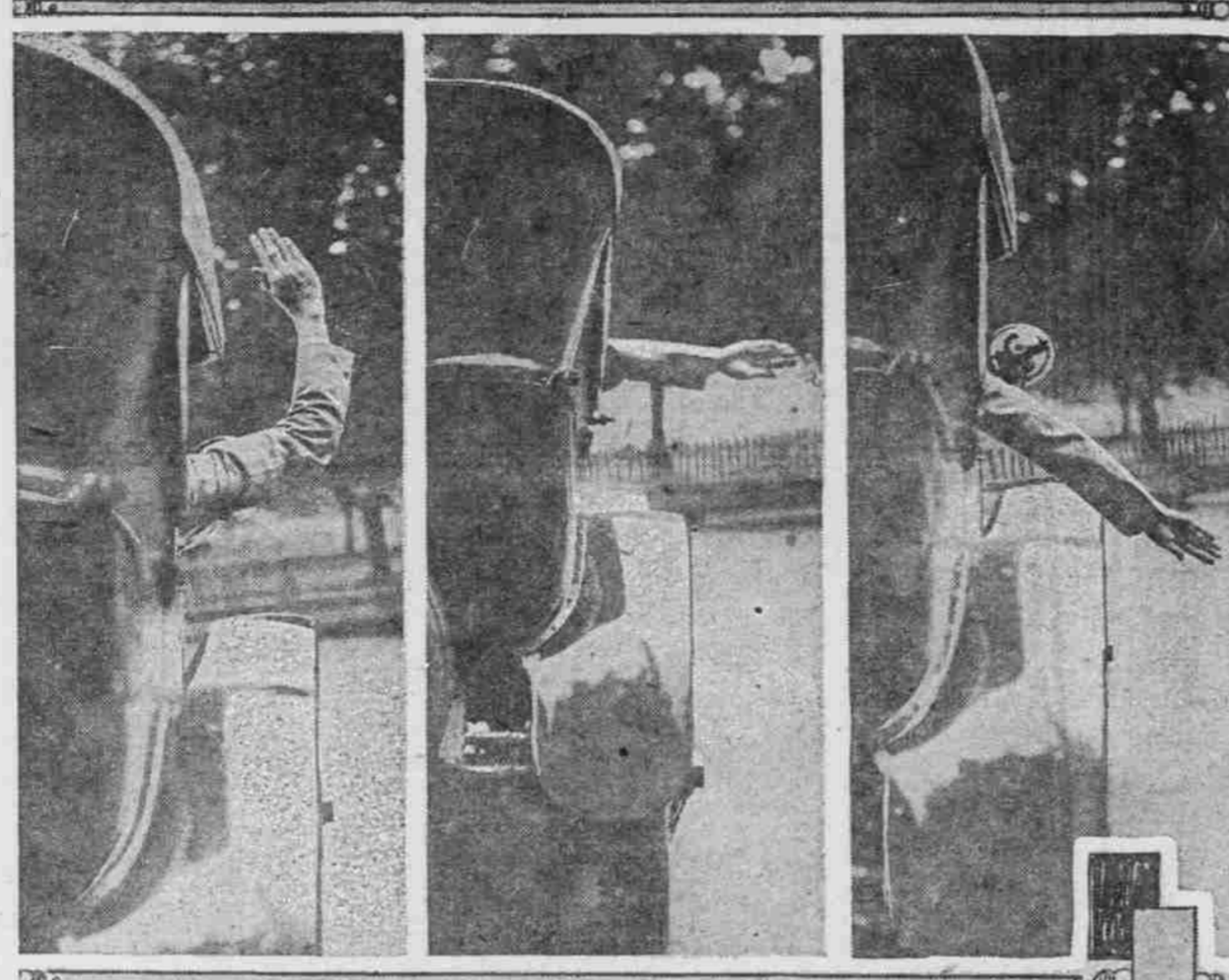
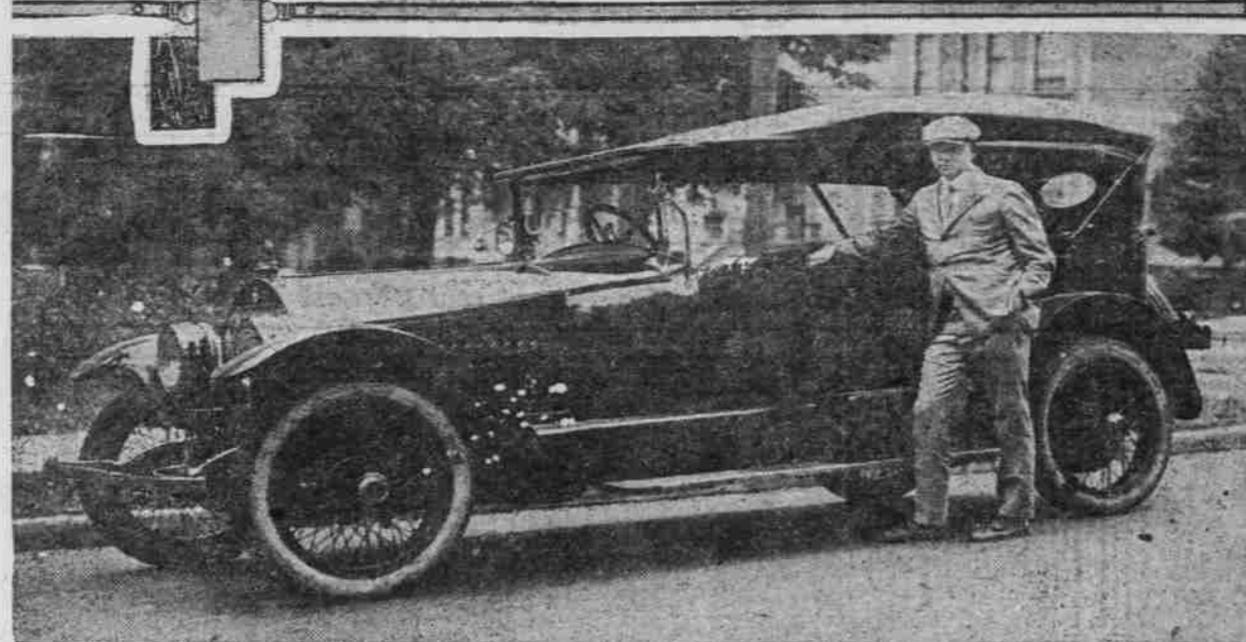
New Bridge at Gold Hill. At Gold Hill, the hottest spot in southern Oregon, the contractors who will build the bridge across Rogue river at Rock point, are on the ground and assembling equipment. The bridge will cost \$46,725.

Proceeding northward, Commissioner Booth and Engineer Nunn examined the Sexton mountain section. Here is 7.5 miles of grading, to cost \$123,955. The present grade is steep and the road winding. A new location has been made on the mountain side and the contractor, J. E. Hildeburn, has his camps established and the clearing has commenced.

This will evidently be the last section of the Pacific highway to be paved. The grading will probably not be finished before next year, and the hills will have to lay over a year before the commission will order the section paved.

Between Wolf creek and Grave creek, 4.9 miles contracted for paving, the Warren Construction company, whose bid was \$192,828, has rocked most of the distance and fully two miles are ready for the "hot stuff" surface. On the entire highway this section is one which will probably give the state highway commission the most concern. The reason for this is that the grade is narrow and will be paved to the standard width. As a result there is practically no room for shoulders on the outside curve and little less for shoulder on the inside.

LOOK THIS OVER CAREFULLY, FOR YOU'LL HAVE TO LEARN THESE SIGNALS OR EXPLAIN IN THE MUNICIPAL COURT WHY YOU DON'T.



Frank E. Watkins of Oregon State Motor association, demonstrating from his Stutz car new arm signal code approved by city council. At left—Arm up; Will turn to opposite side. In center—Arm straight out; Will turn, same side. At right—Arm down; Look out for stop.

This is the system of signaling now part of the new California state motor law and adopted in various eastern cities. Frank E. Watkins, A. A. A. representative for Oregon and director of the Oregon State Motor association, and Harry Coffin, commissioner of public safety, last Wednesday urged its adoption before the city council in the new city traffic law, and the council adopted it unanimously, to be effective as soon as the traffic law is adopted. So watch out!

Glendale Left Off Highway. The road built by the state under the direction of former Highway Engineer Bowley, from the summit of the pass to Glendale, will be abandoned. The commission having selected a direct route. This leaves Glendale off the highway and saves about three miles.

Work is moving along on the section from John's place to Jacque's place, seven miles, grading and macadam, for which Joplin & Eldon will receive \$70,957.

From Galeville to Canyonville the highway runs through Cow Creek canyon, a gorge which is wild and picturesque, surrounded with game, and part of a national forest, although none of the trees seen from the highway are very valuable. John Hampshire & Co. will complete within two months 10.1 miles of grading and J. Elmer Nelson will soon have his one-mile unit finished. These two jobs aggregate \$222,310.

Years ago this was a toll road, and was constantly changing owners. The Canyon creek toll road was an issue in Oregon politics and the various contenders for the control of this pass—where all the travel north and south had to go—had their own candidates for members of the Oregon supreme court, where the issue was to be decided. The Canyon creek toll road became a scandal.

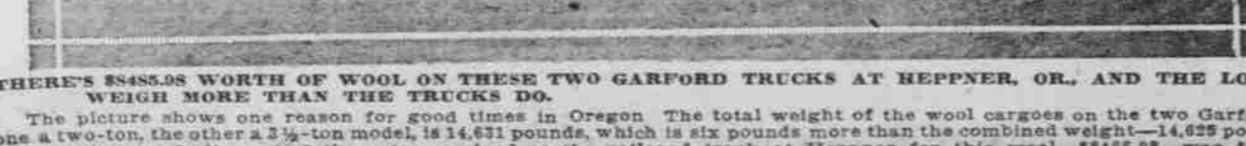
Canyon Open at Night Only. At the present writing, traffic moving through the canyon is permitted only between 5 P. M. and 6 A. M. Warnings are posted that the road is dangerous and no responsibility will be assumed by county, state or government. A motorist with a regard for his life will attempt to go through the canyon only during the hours of daylight. This means he must move with dawn or promptly at 5 o'clock in the evening.

For long stretches the grading has been roughly finished and the going is good, but there are other spots where danger lurks, springs are in jeopardy and wheels may be smashed. Traffic now has to go part of the time on the old road and part of the time on the new grade, and at other times right through the construction.

This is the most trying section for the motorist that now exists on the Pacific highway, but when completed—and the commission will advertise for bids to rock the grade at the meeting August 8—it will be as safe and scenic as the Columbia highway in Multnomah county.

Lower Highway Not So Bad. Arnold Cohen has No Trouble With Tires From Rock. Arnold Cohen of the Oldsmobile Company of Oregon motored to Seaside with his family last week in an Oldsmobile eight, journeying via Goble, Rainier, Clatskanie and the lower Columbia River highway, which for some time has been in pretty bad shape for touring, due to rock laid for paving operations, and to the fact that the road is very fair with the exception of three miles of the last six just before entering Astoria. This is rocky and cut up, he says, but not so bad as to cause much worry. He had no tire troubles en route.

Cause of Knocking. In motors with detachable cylinder heads great care should be taken to see that the gasket used to pack the joint does not project into the combustion chamber. When this occurs the gasket is likely to become incandescent, causing preignition knocks and even back firing in the carburetor.



THIS CROP WOULD MAKE A NICE ADDITION TO ANY MAN'S BANK ACCOUNT.

THERE'S \$8485.08 WORTH OF WOOL ON THESE TWO GARFORD TRUCKS AT HEPPNER, OR., AND THE LOADS WEIGH MORE THAN THE TRUCKS DO. The picture shows one reason for good times in Oregon. The total weight of the wool cargoes on the two Garfords, one a two-ton, the other a 3 1/2-ton model, is 14,421 pounds, which is six pounds more than the combined weight—14,625 pounds—of trucks and bodies. And the price received at the railroad track at Heppner for this wool—\$8485.08—was \$60.93 more than the original cost of the trucks—\$8435. This wool was hauled 68 miles by truck to Heppner in two days. Before trucks were used it took two men and three wagons with ten horses a whole week to haul 1000 pounds less to the same market. The trucks were sold by E. V. Rawlings of the E. D. Van Dersal agency in Portland.

PEERLESS AGAIN WINNER

TWO-POWER RANGE EIGHT SETS ENVIABLE RECORD.

Average of 17 Miles Per Gallon of Gasoline Made in the Annual Yosemite Economy Run.

For the third time in a year the Peerless two-power range eight has demonstrated its power and economy capabilities in duly sanctioned competition on the Pacific coast.

Its latest success was achieved in the annual Camp Curry-Yosemite valley economy run, when it averaged 17 miles to the gallon of gasoline over 374 1/2 miles of mountainous trail and consumed but 1 1/2 pints of oil, or an average of 1994 miles to the gallon. The car which made the run was a standard seven-passenger model. It weighed 4900 pounds and carried five passengers and a quantity of luggage.

Speaking of the enviable record of the Peerless eight the Evening Herald of Los Angeles says: "When it is considered that the Yosemite economy run comprises practically 375 miles of mountain grades, many of them both steep and treacherous, of desert roads and boulevards, these records, both in oil consumption and mileage, comprise a record any automobile may well be proud of."

"It was the longest, biggest and most severe event of its kind ever held on the Pacific coast and it is doubtful if this year's event with the same number of entries has ever been equaled in the United States. The record of the Peerless eight, by winning two firsts and one second in one year's time in Southern California, speaks volumes for the Peerless product. In the 1918 Camp Curry-Yosemite economy run, a standard model 56, seven-passenger touring car, was driven to victory. In the 1919 Rim-of-the-World hill climb, a standard four-passenger Peerless model, that had been driven on the streets of Los Angeles for more than a year, won. In the 1919 Camp Curry-Yosemite run a standard two-power range eight was used. This car had seen several months' hard service around Los Angeles but had never been on an altitude run."

The elevation attained in the Camp Curry-Yosemite run is 6000 feet. The greater part of the route, which leads to the peaks of the Sierras, is over trying grades requiring an abundance of reserve power in a car. The roads most of the distance are dotted with chuck holes and replete with sharp turns.

Klickitat Roads are Rough

Surveyors Busy, However, Planning Permanent Highway Work.

HOOD RIVER, Or., Aug. 2.—(Special.)—The roads from White Salmon to the Hood lake district in Klickitat county, Washington, are getting exceedingly rough, according to Joe M. Johnson, who has just returned from a week-end tour to the scenic district at the south base of Mount Adams. "The roads are made of earth and the heavy rain has cut a deep, long gash of which are eight inches deep," says Mr. Johnson. "Dust often prevents the detection of the holes until one has jared into them. Surveyors, however, are at work, and plans are under way for permanent highways."

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| 34x3 1/2 | 26.75 | 27.75 | 3.00 |
| 31x4 | 19.85 | 22.70 | 3.65 |
| 32x4 | 22.95 | 23.35 | 3.75 |
| 33x4 | 22.80 | 23.20 | 3.85 |
| 34x4 | 22.90 | 23.80 | 3.95 |
| 36x4 | 29.50 | 29.50 | 5.95 |
| 32x4 1/2 | 27.80 | 42.00 | 4.80 |
| 34x4 1/2 | 31.80 | 33.45 | 4.95 |
| 35x4 1/2 | 29.75 | 34.75 | 4.95 |
| 36x4 1/2 | 35.50 | 35.50 | 5.10 |
| 37x4 1/2 | 39.50 | 39.50 | 5.25 |
| 35x5 | 37.00 | 53.00 | 6.35 |
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