

WALLA WALLA FOLKS WANT HARD SURFACE

Macadam Doesn't Stand Up Under Hard Traffic There.

PERMANENT ROADS NEED

Hood River Publisher Brings Back Latest Road Dope After Tour in Eastern Washington.

HOOD RIVER, Or., Aug. 16.—(Special.)—A feature of Washington state highway development that interests A. D. Moe, publisher of the Hood River Glacier, just back from an automobile tour to Dayton, Wash., is the trend

ing the journey, however, should ascertain by telephone before leaving Kennewick if the Hover ferry is running. A heavy wind interferes with its operation, while the Kennewick-Pasco ferry and that across the Snake river operate at all times.

"From Kennewick to Wallula is 17 miles, from Wallula to Walla Walla 30. Between these points, except where two miles are under construction, the going is good. About ten miles out from Walla Walla one is pleasantly greeted by pavement. The distance from Walla Walla to Dayton is 21 miles. It is on this route that one finds why the state and county road building authorities are advocating concrete bases. A stretch of macadam built three years ago is going to pieces. The first four or five miles is full of holes. The rest of the way to Dayton, while holding up better, is soon going to be in a very bad shape."

Mr. Moe says that he was told while at Kennewick that parties of Washington state highway engineers had been trying to locate an extension of the Evergreen highway, to extend along the Columbia at a low altitude the entire distance from White Salmon, Wash., up the big bend to Kennewick. Many obstacles from sand deposits and the contour of the country are encountered, but officials are hoping to locate the route that way to avoid the high altitudes necessitated in crossing the ridge along the river. The river route will be open the year around.

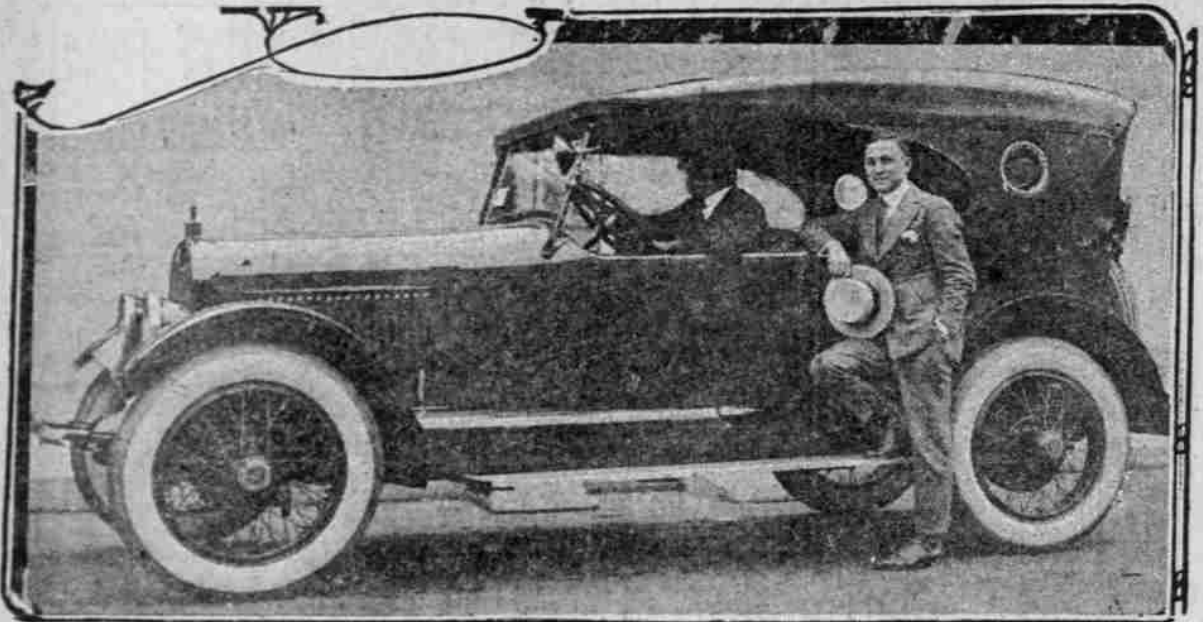
CAR SHORTAGE MAY LAST THREE YEARS

Even Doubled Production for 1920 Will Not Catch Up.

HEAVY SCHEDULES MADE

With Average Life of Car Only Five Years, Shortage Now Is Estimated at 2,200,000 Cars.

DETROIT, Aug. 16.—Manufacturers here believe the shortage of cars will continue at least three years. Even if production in most of the plants is



M. M. REINGOLD OF THE RUBIN MOTOR CAR COMPANY IS BESIDE THE CAR, WITH SERVICE MANAGER EMERICK AT THE WHEEL.

This eight-cylinder car is attracting a lot of attention in Portland. The King, by the way, is not a new car, having been built since 1914, when a King was the first automobile to travel the streets of Detroit. Among its specifications are King motor and transmission, Bijur lighting and starting, Fedders radiator, Borg & Beck clutch, Ball & Ball carburetor, Columbia full-floating rear axle. It is sold completely equipped, including motor, spotlight, five wire wheels and spare tires, two sets of curtains, including Victoria for summer, and even to 22 gallons of gas in the tank and state license tags. And 52 weeks of service go with it. The Rubin Motor Car company is at present in temporary quarters at 88 North Broadway, pending completion of a new building at Broadway and Hoyt.

toward more permanent construction. "I find," says Mr. Moe, "that the Walla Walla county court, working in co-operation with the Washington state highway commission, proposes future road bases of solid concrete from 6 inches at the edges to a thickness of 12 inches at the center. The base is to be treated with a surfacing of asphalt. It is declared that the constantly increasing weight of motor trucks will break down the base of any lighter construction. The districts around Walla Walla have had experience with macadam, and it is already going to pieces. The new trend will end macadam construction."

Mr. Moe, accompanied by Mrs. Moe and their son, Mark E. Moe, just back from service overseas, and daughter, Miss Frances, journeyed to Dayton for a visit with Mr. Moe's brother, Harry G. Moe.

"Information at hand before starting," says Mr. Moe, "indicated that the roads of eastern Washington were preferable to those of the Oregon side. We would have crossed over from here to White Salmon, but the ferry started too late in the morning for our connections, and we journeyed over the Mosier hill grade to The Dalles."

Road Bad Near Mabton.
The distance between Hood River and Dayton is about 240 miles. Mr. Moe gives the following log of his journey: "From Granddallies up over the hill to Centerville is a 12-mile climb. The grade, however, is not steep, and the road is good except for a few rough places. The distance from Granddallies to Goldendale is 30 miles. From Goldendale to Bickleton, 28 miles, the going is fairly good. No bad grades. The worst feature is climbing along a two-mile canyon on about a 7 per cent grade. Near Bickleton the maximum elevation of about 2000 feet is reached. "From Bickleton to Mabton, 25 miles, the road gradually descends. The only really bad road of the journey is encountered for about ten miles between these two places. For five miles the route is almost impassable because of chockholes and dust-filled ruts a foot deep. The only thing to do is to drop to low gear and crawl along."

"Several steep pitches aggravate the trouble. The old highway known as Mabton hill, formerly encountered here, has been eliminated by a new grade of from 5 to 7 per cent, comfortably wide, laid out by the state."

"At Mabton we struck the Yellowstone trail, connecting Walla Walla with Seattle, by way of the Yakima valley. This road is in good condition. It has been graveled and provides for fast traveling the 54 miles distance to Kennewick. From Kennewick to Wallula one has the choice of two routes. Either by Hover, 14 miles down the Columbia, or ferry across to Pasco and then ferry across the Snake after a four-mile ride."

Phone for the Ferry.
"The road down to Hover, on the west side is very good, but it is sandy on the opposite side. Motorists mak-

NEW TIRE FIRM FORMED

GOODYEAR MEN IN SPEEDWELL TIRE COMPANY.

Besides Running Goodyear Service Station, Tire Saving Service Will Be Specialty.

The Speedwell Tire company is a new firm that has just entered the tire business in Portland, with quarters at 25 North Fourteenth street, occupied for many years by Bob Blodgett.

The partners in this firm are F. M. Lynch, who has been with the Goodyear Tire & Rubber Co. for the past five years and for the past two and a half years city salesman for Rainey & Schiffer. Both partners have a thorough knowledge of the tire business and a large acquaintance among car owners of Portland.

They have contracted with the Goodyear Tire & Rubber Co. to act as a Goodyear service station. They have purchased the vulcanizing plant of the Pink Rubber company and will do all kinds of tire repairing and retreading. Besides furnishing tire users with Goodyear tires they have devised a close follow-up system, based on the principle that when a tire leaves the factory it is a finished product so far as human effort can make it so.

"Nothing the factory does or says about it after once the tire leaves the factory," said Mr. Lynch, "makes any difference, for the next determining factor is the care and attention the tire receives after going into service. The Speedwell Tire company for this reason requests that every purchaser of a Goodyear tire from us come back at least twice a month to have his tires come over and thoroughly inspected for wheel alignment, tread cuts, uneven brake pressure, inflation and any condition that would offset the life of the tire."

"This prevention service, as it might be called, is free and many auto owners are using it to their advantage."

Oil Shields.
Vaporized oil that comes through the breaker is blown out in a mist, covering hood and engine and making an abominable mess. This trouble may be cured by fitting an elbow of soft rubber hose over the breather pipe. A tin pipe is fitted over the other end of this elbow long enough to reach down into the dust to which it is fastened. In this way the vaporized oil will be carried away from the engine and hood.

doubled next year, it will fall far short of meeting the demand.

With all the general motor car units preparing exceptionally heavy production schedules for 1920, with Maxwell, Chalmers, Hudson, Liberty, King and other firms building plants permitting them to double their facilities, 1920 will see the greatest output of cars in its history, but even this increased output is certain to fall several hundred thousand cars short of the demand, it is believed here.

In 1918, according to the National Automobile Chamber of Commerce, 1,044,754 cars were made. In 1917 the production totaled 1,737,151 cars. In 1916 the factories turned out 1,493,617. Ford production is not included in these figures. They reveal a normal annual production increase of 40 per cent. However, war restrictions made 1918 production subnormal. Had normal conditions prevailed the 1918 output would have totaled 2,750,000, or twice what it really was.

Thus January, 1919, saw a shortage of 700,000 cars and with this shortage steadily growing owing to the inability of the companies to shift from war to peace production, it was nearly five months before all the companies were back on peace schedules. Even now, production in some of the plants is not normal.

This condition, which prevailed in the industry until a few weeks ago, saw sales orders piling up and production lagging so it is now estimated that the 100,000 car shortage in January had grown to be nearly 1,000,000 in June.

It is estimated that the average life of a car is five years. Basing an average upon the production figures for the last five years it is safe to figure that 1,500,000 cars are scrapped annually. Thus 1919 opened with an estimated shortage of 2,200,000 cars and this shortage may possibly reach the 2,500,000 mark.

STAGES WANT TOO MUCH

DRIVERS CHARGED WITH TAKING WHOLE ROAD.

State Motor Association to Take up Complaint Against Grants Pass Conveyance.

The Oregon State Motor association is on the warpath against stage drivers and others who seem to think that they have special privileges over certain roads they are accustomed to travel day after day.

Acting on a specific complaint filed by the Automobile Club of Western Washington, Charles P. Wright, president of the Oregon State Motor association, said last week that he would

The shah of Persia introduced automobiles in his country in 1900, purchasing the finest specimen of a "horseless carriage" that the market then afforded.

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Let Us Prove The Essex to You

Learn of Its Performance and Endurance as 10,000 Owners Know It

Regard the Essex in the light of its service to some 10,000 owners.

What it is doing for people you know is an indication of how every Essex owner feels about his car.

Questions To Ask

Will the Essex passenger capacity meet your needs? The touring car and the sedan each comfortably carries five. The roadster is for two, and has unusual capacity for luggage.

Car size, other than that of passenger capacity is unimportant. In the Essex it means greater driving ease and the opportunity of providing comfort, higher quality and greater performance at a moderate price and low operating cost.

Think how large the cars a few years ago compare with those of today.

The trend is toward smaller cars. The Essex is easier to drive, easier to park, costs less to operate, and is as comfortable to ride in as a large, costly car. The Essex marks the car of the future in respect to size, and it combines the wanted qualities of economy of the light car with the performance and endurance of the costly automobile.

How About Its Performance?

Every Essex owner knows he doesn't need to take the dust of any car. He can tour as fast or as far as any car will go. He has power for the hills—acceleration for every requirement.

Owners of large cars tell us their preference for driving the Essex. They travel faster because they can get under way so quickly.

How About Its Endurance?

These are the records of 10,000 cars. Some have been driven as many miles as the average owner drives in two seasons. Ask the hard drivers how they consider Essex durability.

Ride in an Essex that has been driven several thousand miles. Learn how little attention is required to keep it in operating condition. Every owner will give you proof of endurance such as you would never expect of a car of its size or cost.

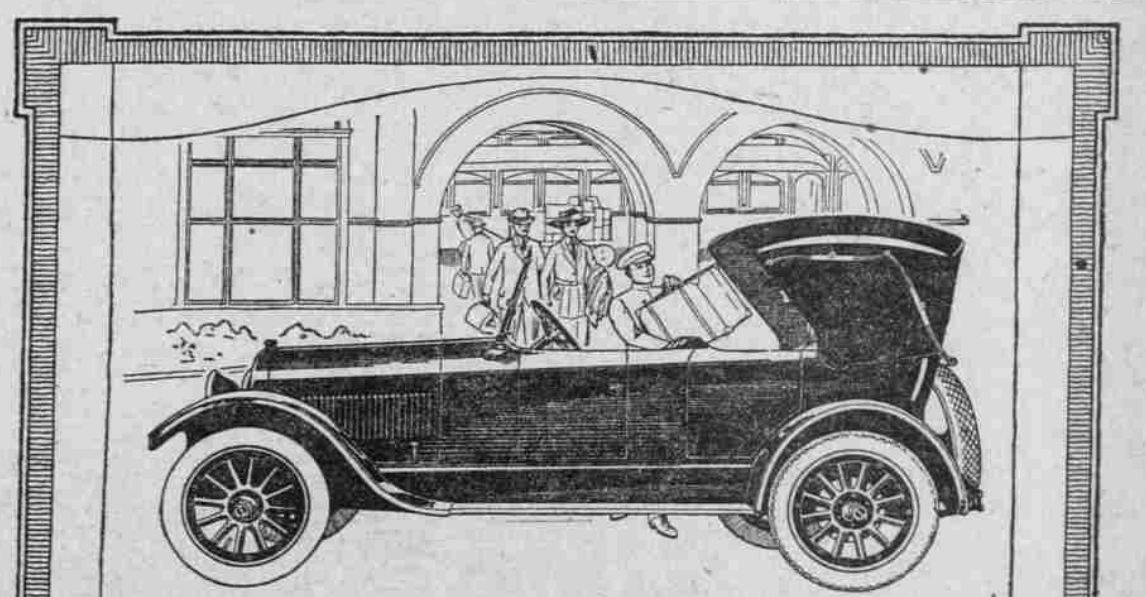
Look for Its Imitators Next Year

Essex success means next year's cars will be modeled after it. Look for its body lines, and other features in cars that will come out from now on. The Essex has filled the demand for a light weight car with performance and enduring qualities. It is not an old model modified to meet the trend toward lightness and economy, comfort and luxury. To get what the Essex has, requires a design that begins with one idea in view. A new trend in design is reflected in the Essex. It can not be met through the adaption of those principles that have been in vogue.

The Essex is the new word in motor cars. Its performance is proved everywhere and its endurance is unquestioned. Can there be any doubt, after such proof, that it is the car you want?

C. L. Boss Automobile Co.

615-617 Washington St.



STEPHENS Salient Six

THE style and substantial appearance of the car, its detailed refinement and high power, unmistakably convey a message in keeping with business and professional success.

Mechanically, the car commands admiration. The perfected overhead-valve engine is a marvel of modern engineering refinement. It embodies betterments and improvements that place it foremost in performance. Among its advanced features are the self-lubricating overhead-valve mechanism, and the combining of the intake and exhaust manifolds within the cylinder head for burning low grades of gasoline without lessened performance.

The finish of the Stephens Salient Six is of highest quality. It retains its initial luster through several seasons of hard service. The upholstery is genuine leather, French pleated with seats that are deep and roomy.

Inspection and demonstration of the new '20 Series' await your pleasure. Once you sit behind the wheel you too will want a Stephens.

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Stephens Motor Works
Moline, Illinois
Factories: Freeport, Ill.

HAMILTON-LEATHERMAN MOTOR CO.
Distributors
TEMPORARY LOCATION 330 BURNSIDE ST.



New building just occupied at 80-91 North Ninth street, near Flanders, by the Diamond T Truck Sales Agency of Oregon. August Jung is president of the company, and as Diamond T distributor has placed a great number of these trucks in Oregon in the few months since he took the agency here. The building was erected especially for him on a five-year lease to provide imperatively needed larger quarters.