

PACIFIC HIGHWAY TO SEATTLE IS PASSABLE

Some Stretches Soft, but in the Main Going Is Fair.

TOLEDO PAVEMENT OPEN

Retour Around by Way of Winlock to Reach Chehalis No Longer Has to Be Traveled.

While it is not in what could be called excellent condition, the Pacific highway is open and passable all the way between Portland and Seattle. On the whole it is in considerably better shape than ordinarily at this time of year. Though the automobile journey north is not recommended for a pleasure trip, there is no reason why any motorist with strong causes for making the trip should not do so.

The main difficulty with travel over the highway is that it is pretty badly rutted and cut up. In some sections, too, where new construction work was carried on last summer and fall, there have been slides, which naturally have not improved conditions.

Such a slide occurred recently this side of La Center, near the first crossing of the Lewis river, between Vancouver and Kalama. Latest reports received by The Oregonian are that this slide has been cleared away sufficiently to let automobile travelers past without having to detour.

Take Your Own Choice.

There also have been slides in the Woodland-Martins Bluff section, where construction work made traveling even in the middle of summer. This section is reported to be passable to cars, however, all but a small stretch of the new road having been graded since last fall. Without the gravel it would be next to impassable after a rain.

It is largely a matter of personal choice on the part of the motorist whether he travels over this Vancouver-Woodland-Kalama stretch or drives down the Oregon side to Goble and thence ferries to Kalama. The ferry was out of operation for some time owing to drift ice in the Columbia, but is again back on the job at the old rate of \$2.50 per one-way trip, \$4 for a round-trip passage.

All but 12 miles of the 42 miles between Portland and Goble have now been paved. On the other hand, only about eight miles of the 44 between Vancouver and Kalama are paved and some of the road, especially beyond the end of the pavement at Salmon creek, where heavy trucks have cut it badly, is quite rough. Still, it is passable on the Washington side, and the motorist taking that route avoids the bother of having to ferry. As remarked, it is largely a matter of personal choice.

Soft Beyond Kelso.

One soft place in the Pacific highway is that stretch between Kelso and Ostrander, on the way to Castle Rock, where an entirely new grade was built last fall. This section is reported to be passable and not much more, though considerably better at that than the detour road across the Cowlitz river. The worst mudholes have been plugged.

There is also considerably heavy going in the hilly region beyond Castle Rock, en route to Toledo. Chalks are quite essential in wet weather, but cars can get through. This about sums up the worst of it. News that will please all motorists who have made the long detour from Toledo around by way of Winlock, in order to reach Chehalis, is that the main highway between Toledo and Chehalis, closed for several months for paving work, is now open again, with pavement all the way into Chehalis except for 2 1/2 miles.

There is improvement also in the old "cobblestone" road between Toledo and Olympia, which every person who has ever driven over it will remember sadly. Four miles of new concrete pavement has been completed and opened to travel on the Olympia-Tumwater end of this road. The rest of it is still as rough and cobblestone as ever, though passable in any old weather.

Latest Highway Reports.

From Olympia to Tacoma and Seattle there is pavement all the way. Following are latest reports on Oregonian correspondents in various towns along the way.

LA CENTER, Wash., Jan. 10.—(Special.)—The large slide on the Pacific highway just south of La Center has been partially cleared away and no detour is necessary. The highway between Woodland and La Center is, barring some rough spots, in good condition.

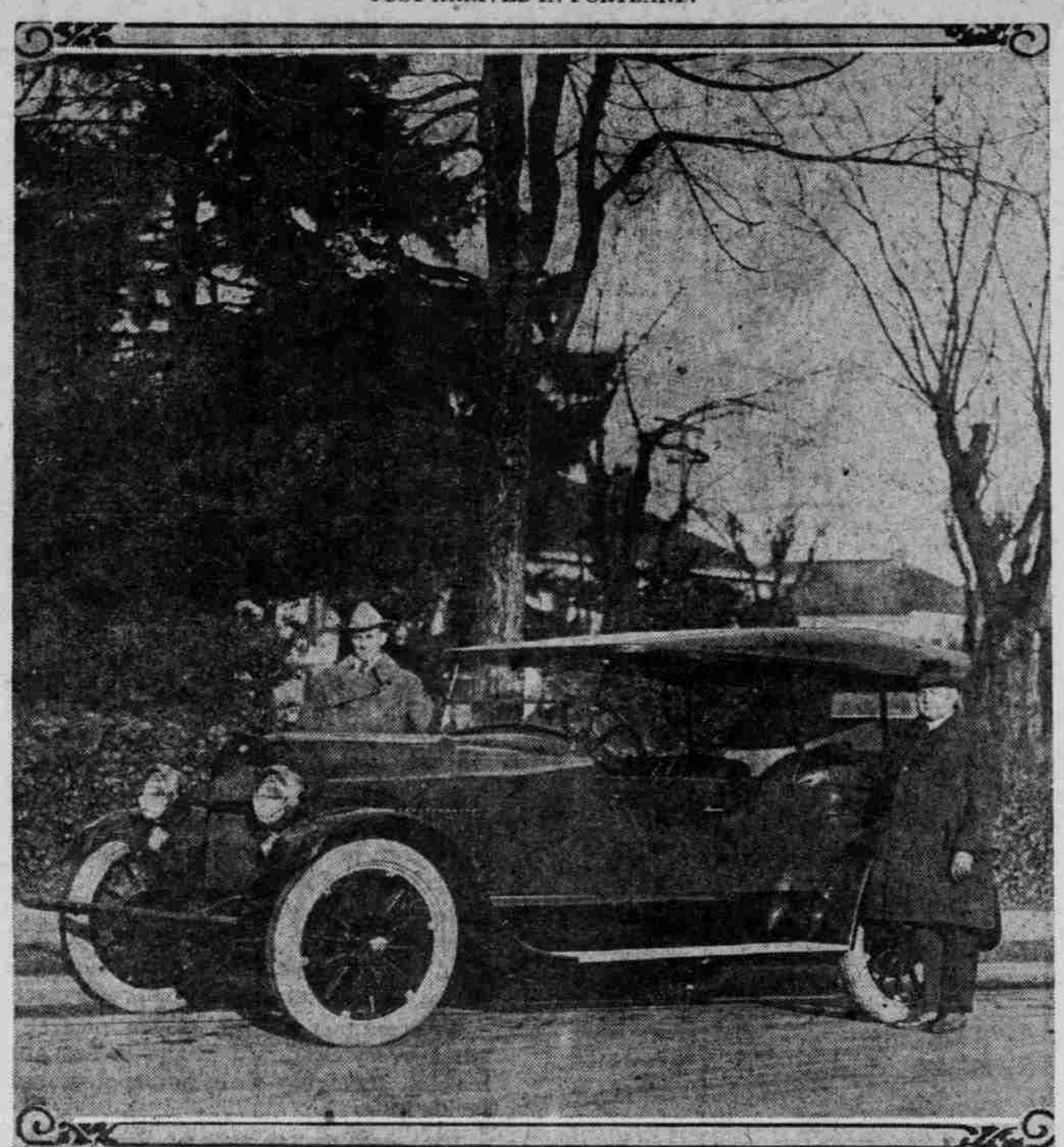
WOODLAND, Wash., Jan. 10.—(Special.)—The gravel hauling machinery being installed by D. Williams at the upper end of this town, by means of which gravel can be taken from the bar across the Lewis river and transferred by cable bucket to this side, will soon be completed, after which the graveling of the last section of a little more than one mile of that part of the Pacific highway between Woodland and Martins Bluff will be rapidly completed. The highway is to be finished by April 1.

Even as it is, the road is in pretty fair shape for auto travel all the way north as far as Kalama. The slides between Woodland and Martins Bluff are being rapidly cleared and will soon be entirely off the grade. The slides in the new cut between La Center and Vancouver have been removed and travel resumed over that part of the road, but between Pioneer and the end of the paving from Vancouver near Salmon Creek the road is in bad condition, due to the heavy loads being hauled by trucks. Autos can use the road, but it is rough, rutty and not in good condition. This stretch of about seven miles was graded and partly gravelled last summer preparatory to hard surfacing and this will be completed during the coming summer.

There will be, however, no hard surfacing on any part of the highway in Cowlitz county this year, but with the completion of the graveling above mentioned the road will be a good one.

KELSO, Wash., Jan. 10.—(Special.)—New construction work on the Pacific highway north from Kelso, which was left in unfinished condition when the winter rains set in, has made traveling bad this winter between Kelso and Tuckey, south of Castle Rock. The highway is passable and that's about all that can be said for it. The worst mudholes have been plugged and made passable. The

WHEN YOU SEE ONE LOOKING LIKE THIS, YOU MAY KNOW THAT IT'S THE NEW DAVIS SIX, JUST ARRIVED IN PORTLAND.



The car in the picture is the sport model of the Davis six, which is handled by the J. H. Graham Motors company, also Case and Schripps-Booth distributors. The Davis car is made by the George W. Davis company at Richmond, Ind. It is equipped with the new 7-8 acre-type Continental motor, which develops a top of 60 m.p.h. in a classy car throughout. J. H. Graham is standing to the rear and on the other side of the car is Eugene Rice, one of his salesmen.

highway is rough and in case of heavy rains chains must be used, but even under these circumstances it is better than the detour road on the west side of the river and the autoist should stay on the main highway route. South from Kelso to Kalama the highway is in excellent shape.

CASTLE ROCK, Wash., Jan. 10.—(Special.)—The Pacific highway between Kelso and Castle Rock is now open for traffic without detours. While there are some bad places and the roads are not good, they are passable.

The freeze has loosened the gravelled soil so that it is hard sledding for autos. Road men say that rains will better this condition, as the soil will then pack. From Castle Rock north to Chehalis the highway is passable with slight detours for temporary repairs, while county work is being done on Brown's hill, north of town, which has been such an obstacle. The hill is being graded for temporary use. The Pacific highway contractors will tunnel the hill when completed it will be a deep cut. The overhead will be excavated and removed from the interior of the tunnel.

There are 19 miles of hard-surface paving open between Toledo and Chehalis. For necessary travel the highway is entirely passable, but for pleasure touring would be classed as abominable.

TOLEDO, Wash., Jan. 10.—(Special.)—After being closed for several months and making a bad detour necessary by way of Winlock and Napavine, the Pacific highway is now paved and opened to passenger cars and trucks up to three tons between Toledo and Chehalis, a distance of only 2 1/2 miles being now unpaved between the two towns. Even that stretch is not in bad condition. Paving on this as yet unfinished stretch will begin as soon as the weather permits, the necessary machinery and equipment being held in readiness by the contractors.

This new stretch of paved highway opens up some very attractive scenery, beautiful forests lining the road for miles.

From Toledo south, toward Castle Rock, the highway is in very poor condition—a rather rough road, but hard, so that there is no danger.

PIONEER IMPLEMENT MAN NOW IN AUTOMOBILE BUSINESS.



George Royer

Ten or 12 years ago, before there was any C. L. Boss Automobile company and Mr. Boss was in the farm implement business, one of his stiffest competitors was George Royer. Mr. Royer for 19 years was assistant secretary-treasurer and sales manager for the Mitchell, Lewis & Stover company, another pioneer implement firm now in the automobile business, and following that from 1915 to 1916, was in business for himself as the Royer Implement company. Since then he has been vice-president of the C. L. Boss, Culvert & Flume company. Mr. Royer has just joined the sales force of his competitor, Mr. Boss, as salesman for Hudson, Essex and Chalmers cars.

of getting stuck, but offering little comfort to the joyrider.

CENTRALIA, Wash., Jan. 10.—(Special.)—The road between Centralia and Olympia is in unusually good condition for this season of the year. Tourists are giving the highway between Centralia and Tenino, through Buocoda, the preference over the main Pacific highway, through Grand Mound. A crew is now at work filling up the rough spots in the Buocoda road, which will be used entirely next summer while paving is laid on the county line, west of this city, and newly opened between the Lewis and Grand Mound. This work will begin early in the spring.

About four miles of paving on the Pacific highway out of Olympia, leading from Tumwater toward Tenino, has just been opened to traffic. The remainder of the highway between Olympia and Tenino, which is also to be paved in the spring, is in good condition, with the exception of about four miles between the terminus of the pavement just opened and Offutt Lake.

ANOTHER ESSEX RECORD

STOCK CAR RUNS 1061 MILES IN 24 HOURS.

Endurance Contest on Iowa Roads Made Parly Through Bad Snow Storm.

Running day and night over frozen Iowa dirt roads, a standard Essex touring car has just established a new record by covering 1061 miles in 24 hours. Word of this latest Essex feat has just been received here by C. L. Boss of the C. L. Boss Automobile company.

Starting at West Liberty, Ia., at 10 o'clock in the morning, November 26, the Essex ran over the highways of the eastern section of the state, stopping only for gasoline and oil, until it was checked in at Iowa City at 9:46 A. M., November 27.

And this new record was not made on a built or speeded by a specially built racing machine. It was made by a fully-equipped car that already had been driven more than 12,000 miles in the previous ten months. It also was made under the most unfavorable weather conditions imaginable.

During the entire period the mercury never rose above freezing and the car was forced to fight its way in the teeth of a bitter wind. Often reaching a speed of 70 miles an hour, then slowing down to a scant 20 miles on some treacherous stretch, the Essex ran hour after hour.

Darkness came and still the Essex darted over the rough roads. To ward midnight snow, whipped by a

freezing gale, began to fall steadily. Dawn broke again, but still the car rushed on. At the finish the car was running as sweetly as it had at the start, not even a tire having been changed. The actual running time, deducting the stops made for gasoline and oil and the finish 14 minutes ahead of schedule at Iowa City, was exactly 22 hours and 45 minutes. The average speed during this time was 47.5 miles per hour. The average speed for the entire elapsed time was 44.4 miles.

CANDLES LIGHT SALES ROOM

How Malibohm Distributor Got Around Coal Shortage.

During the recent coal shortage the Detroit distributor of the Malibohm light six was prohibited, along with the rest of the town, from using any light for display purposes.

But this distributor was not to be caught napping. He first went out and covered the floating supply of candles, which he installed in every nook and cranny of his spacious show rooms, until it took on the appearance of a house of a thousand candles. Bizarre, home-going citizens were startled out of their customary calm by the Aladdin-like look of the show room. The many candles, sputtering in the half-gloom of the barely lighted street gave Malibohm's busy corner a most unmetropolitan appearance. Their soft, glowing light, however, made a peculiarly appropriate setting for the Malibohm, enhancing the strikingly designed lines of this latest six.

Every hour watchful attendants kept the home fires burning by setting up another round of fresh candles and during the entire week the Malibohm headquarters was the cynosure of automobile row.

NEW GARAGE FOR PENDLETON

Dodge Distributors Buy Property for Their Own Building.

PENDLETON, Or., Jan. 10.—(Special.)—Announcement of the sale of the old Knights of Pythias building at Main and Water streets to the Ellis Schiller company has been accompanied by a statement of the company that plans will be made immediately for construction of a new salesroom and garage for their business. The Dodge distributors for this territory.

The company has been here but a few months. The members of the firm, Rex Ellis and R. H. Schiller, came here from Spokane and brought the Dodge agency. It was impossible at that time to find a display space. The property they have now acquired is a valuable one and the price, \$10,000, is a fair valuation.

Tentative plans are for erection of a 75x100 one-story brick with tile floor. The wooden building now occupying the property has been used

as a salesroom by the Blue Mountain Motors company, handling Elgin, Harroun and Westcott cars. This company will build in the spring.

Cleaning Spark Plugs.

The porcelain of a spark plug may be made almost as clean as new by soaking it in carbon disulphide.

Grease Gun Repair.

Sometimes the threads on the cap of a grease gun become so worn that the gun jumps the threads. In these conditions take out the plunger and

solder be applied with a hot soldering iron, after which the two surfaces are put together, heated and treated exactly as copper or brass.

Soldering Aluminum.

An ingenious method of soldering aluminum is as follows: Drill the surface of the aluminum with as many small holes as possible at a slight angle. Drive in brass plugs that are a tight fit and smooth off the pegs even with the surface. The surface should next be cleaned thoroughly and paste

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How to Guarantee Spring Delivery of Hudson and Essex Open Models

No Large Money Outlay Required. Make Your Choice Now. We Will Store It For You and Insure You Against Disappointment

In the light of the year just closed, it is not conjecture to assert that a shortage of Hudson and Essex cars is sure to recur this Spring.

More than 22,000 Essex cars were sold in the past twelve months. The factory capacity was increased time after time. Beginning with a daily production of 30 cars, it reached 125 cars daily.

Yet we were never able to overtake advance orders.

A similar condition was true with respect to Hudson.

You remember how scores waited in vain for delivery. Perhaps you were among those disappointed.

Practically our entire quota of both Hudson and Essex cars were sold weeks ahead. Few were able to get delivery who had not placed their orders ahead.

Settle the Delivery Worry Now

This year we have arranged a special plan to guarantee you delivery, during the acute spring rush of orders.

It will require no large outlay of money.

You can place your order now. We will have your car ready for you on the day you want it.

Thus you dispose of all concern about getting your Hudson or Essex when you want it. It will be a source of satisfaction to know you are insured against having to accept some less wanted car, when the season for open types crowds the market, with more buyers than we can supply.

If your preference is for a light car, what choice equals the Essex?

It represents a new, unexpected value. It brings to the light car field such quality and fine performance as was hitherto found only among large costly cars.

Note the Quality of the Essex

If speed is your requirement see if the Essex does not meet it. Where luxury and finish are demanded compare the Essex with any car.

It is needless to speak of the Hudson. All know what it has done. Its records, which prove supremacy throughout the range of performance, are confirmed by the satisfaction that more than 80,000 owners know in their Super-Sixes.

The supply of Hudsons and of Essex has never been sufficient for the demand.

You can only insure yourself against disappointment in getting either of these popular cars, by placing your order under the convenient plan we have set forth above.

C. L. Boss Automobile Company

615-617 Washington Street, Portland.



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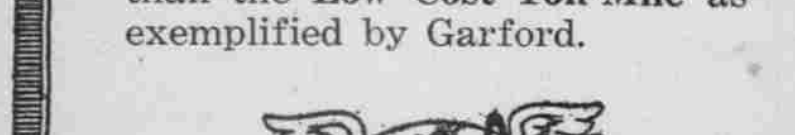
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