

PACIFIC HIGHWAY

DEDICATION IS NEAR

Ceremonies to be Held, at Blaine, Wash., Sept. 6.

DREAM IS COMING TRUE

Tourists in 1925 Can Drive 1767 Miles From Vancouver, B. C., to Tia Juana, on Pavement.

TACOMA, Wash., Aug. 20.—(Special.)—The Pacific highway, a decade ago a dream in the minds of visionary men, today stands so near completion that it will have its official dedication at Blaine, Wash., on September 6.

By 1924—or by 1925 at the latest—every foot of its distance will be paved. Then a tourist can leave Vancouver, B. C., and travel 1767 miles to Tia Juana, Mexico, without once driving his car on paving.

The dedication of the highway will lay stress upon its idealistic purpose as a peace link between Canada, the United States and Mexico, rather than upon its attractions as a scenic thoroughfare and a business tie between the cities it traverses. On that account its dedication a peace portal will be unveiled emblematic of more than a century of peace on the Canadian border and a harbinger of the increased good relations that a neighboring highway will effect.

Peace Portal at Blaine.
 This peace portal stands at Blaine on the Canadian boundary. Representatives of the United States, Canadian and French governments are expected to see the dedication, and men prominent in the good roads cause from all over the coast are expected to be present. On the four sides of the portal are inscriptions conveying the high purpose of the road. They read: "Open for 100 Years," "May These Doors Never Be Closed," "This is the Highway of Mother and Brethren Dwelling Together in Unity."

In the portal are implanted pieces of wood from the Mayflower and from the Beaver. The latter was a vessel of the Hudson's Bay company that was the first steamer to ply in the waters of the north Pacific.

The Pacific highway will be the first transcontinental road to be paved throughout its extent. Of all transcontinental automobile highways it is today the best improved.

Idea Dawns in 1910.
 It was in 1910, when automobiles were coming into general use, that the idea of a highway down the coast first dawned. Far-seeing men saw that such a road in the future would attract thousands of automobile tourists from the scenery of the three Pacific coast states.

The Pacific Highway association was formed, and a route for the road was surveyed. Then the legislatures of Washington, Oregon and California were induced to proclaim the route of the road by statute, with the understanding that improvement should progress as rapidly as funds permitted.

The result is that at the end of this year, when paving work now under way is completed, 1142 miles of the highway will be paved and 355 miles will remain for hard surfacing in subsequent years. Next year in Washington only 43 miles will be unpaved, and in 1922 this gap will be closed with the exception of 15 miles. This probably will be completed in 1923, and Washington will probably be the first state to have all the highway within its borders hard-surfaced.

Millions Are Expended.
 Paving in Washington which will remain to be finished after this year includes a stretch south of Bellevue and another in the south end of Lewis county and across Cowlitz county. In Oregon there will remain a stretch south of Albany and another of considerable length between Eugene and Grants Pass, as indicated by the map. California will have left to finish a 176-mile stretch from Redding north to the Oregon line.

Millions of dollars have been expended on the Pacific highway, but already much of that sum has been returned by tourists. The road is readily reached from the middle west, as it connects with the Yellowstone trail and the Evergreen highway in Washington, the Columbia river highway in Oregon, and the Overland trail, the Lincoln highway, the Midland trail, the National Old Trail and the Santa Fe trail in California.

All scenery peculiar to the west coast is traversed. The highway skirts salt water at places, it winds over mountains, it plunges through forests, it traverses the desert and touches nearly all the important farming regions and industrial centers of the three states that built it. Spokane in Washington and San Francisco in California are the only large cities not on its route, but good roads extend to both of these centers.

Rich Districts Traversed.
 Starting at Vancouver, B. C., the highway is never more than a few miles from Puget sound until it passes Olympia, 234 miles from its beginning. In southwest Washington it traverses rich farming regions and after penetrating hills and forests crosses the Columbia river at Vancouver on one of the finest bridges in the land. In southern Oregon it begins its ascent, which culminates in a passage of the Siskiyou mountains in northern California at an elevation of 4522 feet. This is its highest elevation. It then passes through the timber of northern California, travels through the rich inland valley between the Coast and Sierra Nevada mountain ranges, drops into the desert of southern California, and at San Diego again meets its first love—the salt water of the Pacific.

It passes within the shadows of the snow-capped mountains of the west, including Mount Shasta, in California, and Mount Rainier, in Washington. The tourist can see from the highway Mount Baker, Mount Hood, Mount Jefferson, Three Sisters and Mount McLoughlin, in Oregon, and Mount Shasta and Mount Lassen, in California. Roads lead from it to Rainier, Crater Lake, Yosemite and Sequoia national parks.

Garage Light.
 A very satisfactory light for use in the garage may be made by cutting the side out of an empty metal can of the sort that metal polish comes in, which has a screw top. A case of this kind of tin is cut and also a fog protection to the glass bulb. By running a layer of solder in the bottom of the can it gives it weight, it makes a standard for a light, which can be conveniently used on the work bench.

Of the 2,500,000 miles of highway in the United States only 6200 miles are subject to the demands of heavy duty traffic.

TWO NEW COLUMBIA ARRIVALS CREATE INTEREST ALONG AUTO ROW.



LAKE TROUT NOT BITING

BUT F. W. ANSLEY FOUND MUCH SCENERY NEAR SNOW PEAK.

Trip to Lake Merrill Near Mount St. Helens Made Up North Fork of Lewis River in Olds Four.

Much is heard of the beauties of the country about Mount Hood, Mount Adams and Mount Rainier, but because of its inaccessibility little is said of the scenery about Mount St. Helens. F. W. Ansley, salesman for the Oldsmobile company of Oregon, with two friends drove last week to Lake Merrill, a sparkling body of water, 12 miles southwest of Mount St. Helens, and returned enthusiastic about the scenery of that locality.

With Mr. Ansley were J. W. McCrea and Dr. E. D. Hutchinson, both of Portland. They went to fish, but the fish didn't happen to be biting that day so they had to be content with scenery instead. But there was plenty of that and of the most picturesque and rugged variety.

Merrill lake is 85 miles from Portland by road, though much less by airline. It is reached by a mountain road that turns off the Pacific highway at Woodland, Wash. Mr. Ansley made the trip with an Oldsmobile four car and it climbed the steep mountain grades so handily and took the rough roads so easily that his total time from Portland to the lake was only 3 1/2 hours. And that included half an hour for lunch at Woodland.

"The road follows the north fork of the Lewis river to within three or four miles of the lake," said Mr. Ansley, "and from Woodland plunges quickly into the Cascade mountains. From then on it is one climb after another, much of the way through beautiful forests."

"The road doesn't go quite to the lake. About four miles from there we had to leave the car and pack, up a 1000-foot ascent, too, and the sun was good and hot. We had heard great tales of the big, gamey trout in the lake. I guess they are there all right, but so often happens with lake trout, they weren't receiving visitors that day. Anyhow, we didn't catch enough of them to make a string."

"However, we got our fishing after all. We returned to the car and then went a mile or two up the Lewis river, where we got all the fat trout the three of us wanted. The fishing in the North Fork was fine that day."

"There is no town at the lake itself, but at the end of the road, where we left our car and took packs the three of us made a little camp. There are a store and a few houses. It is 30 miles from Woodland."

"Any person who goes to this lake will be repaid by the scenery, nevertheless, it is more of a camping out trip than a pleasure tour. There are no accommodations to speak of at Cougar and none at the lake and the road there is stiff mountain going."

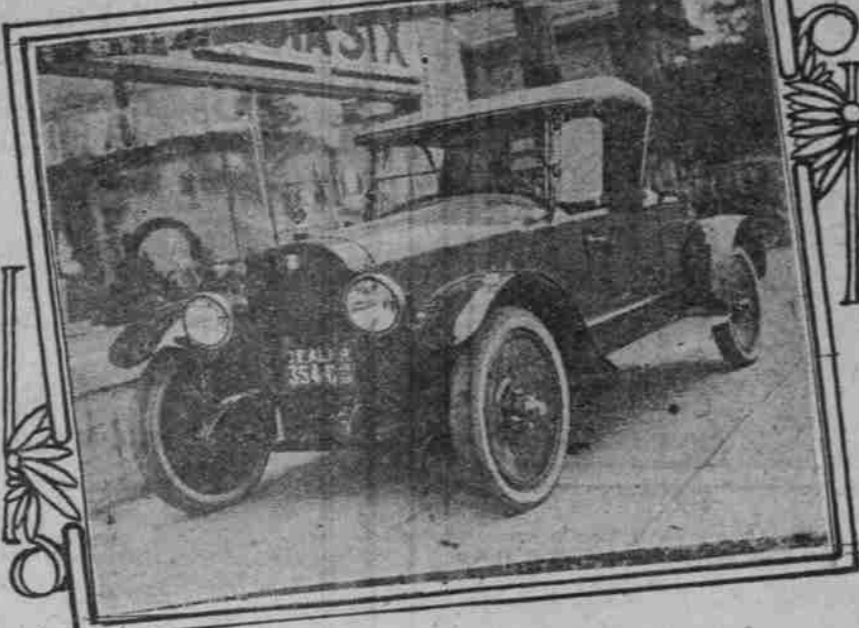
LOW PRICES ON PISTON RINGS
 McQuay-Norris Manufacturing Co. Announces Reduction.
 The McQuay-Norris Manufacturing company of St. Louis has announced a reduction in the price of the McQuay-Norris "Leak-Proof" piston rings, according to word received here. The new price is \$1.25 for all sizes and over-sizes up to 8 inches in diameter. This year's sales—the largest in the company's history—have made it possible to pass on to the piston ring user the saving that such quantity production has developed.

The average for the 6,146,000 automobiles in use in the United States is valued at \$1000 each.



NEVADANS HERE IN COURSE OF LONG TOUR BY OLDSMOBILE EIGHTS.

EN ROUTE from their home city of Eureka, Nev., to far places, two Oldsmobile Eights bearing T. F. Plummer and L. T. Hercher of that city and their families were in Portland last week. They had driven up the Pacific highway from Los Angeles and were on their way to Banff in the Canadian Rockies, whence they expect to drive to Yellowstone national park, from there to Michigan, and then back home again, a tour that all told will cover several thousand miles. The photos were taken in front of the Oldsmobile company of Oregon. Both cars are 1920 Oldsmobile eights that already have traveled several thousand miles, but are in prime condition. They have averaged 16 miles to the gallon on gasoline so far. Mrs. Plummer, wife of T. F. Plummer (at the left in the picture), was for a time district attorney at Eureka, Nev., and had the distinction of being the only woman district attorney in the country. She said the first automobile she ever rode in was an old Oldsmobile coupe dash car of the early 1900s. Though she has had several cars since, she remarked that she had never really been satisfied until she had another Oldsmobile.



ABOVE—CLASSY FOUR-PASSENGER SPORT CAR. BELOW—COLUMBIA ROADSTER, MODEL E.

Among the recent arrivals along the row are a group of new Columbia models just received from the Columbia factory at Detroit by the Russell H. Lawson Auto company, 514 East Broadway, which took over Columbia distribution throughout this territory about two months ago. Two of the classiest of the new creations are those shown above, the four-passenger sport and the sport roadster. A recent sensational price reduction in the Columbia has created great interest in the car, according to Mr. Lawson, head of the local agency. The new "Challenger" model, a lighter and cheaper Columbia but with the same standard units as the larger model, has been put out in response to demand, according to Lawson. The new model is made in the touring car, the four-passenger coupe and the five-passenger sedan. Several of the touring models have already been received and are being demonstrated by the East Broadway organization.

DIRT ROADS ARE TORN UP

WHEAT HAULING IN INLAND EMPIRE HARMFUL.

Complaints Made by Tourists but Hard-Surfaced Sections Make Up for Discomfort.

WALLA WALLA, Wash., Aug. 20.—(Special.)—Wheat hauling operations in the inland empire are tearing the dirt roads to pieces and are also ravelling out the gravelled roads, though they are not so bad. Tourists are complaining to some extent but there are enough hard-surfaced roads in the inland empire to make up for the discomfort.

Road conditions in the inland empire are summarized as follows: Walla Walla to Portland, via North Bank highway: Good gravel road to Prosser, thence good dirt road to Goldendale, with exception of a short stretch over Mabton hill; generally good from Goldendale to good to excellent from White Salmon to Vancouver.

Walla Walla to Portland, via Columbia highway: Paved to Pendleton; gravel macadam to Umatilla; rough to fair from Umatilla to Deschutes river; good to The Dalles, mostly good to Mosier; owing to paving work detour is necessary between Mosier and Hood River unless the tourist goes through between 12:30 and 1:30 or 5 P. M. and 5 A. M.; paved from Hood River to Portland.

The Dalles to Bend, via Wasco: Fair; avoid Tygh valley route; Bend to Klamath Falls, via La Pine, dusty, fair to poor; Bend to Lakeview, via Fort Rock, fair to good; Bend to Burns, via Millican, good, exception of one hill; Burns to Vale rough; Bend to Eugene, via McKenzie Pass, good, except about 20 miles on top, which is fair; Bend to Medford, via Crater lake, open, good.

Walla Walla to eastern points, via old Oregon trail: Paved to Pendleton; gravelled to summit; remainder of road to La Grande poor; La Grande to Baker, good; Baker to Huntington, fair, with exception of detours and some loose gravel; Huntington to Twin Falls good; Twin Falls to Salt

Lake, via Albion, good; all roads' out of Salt Lake in fair condition. Twin Falls to Yellowstone park, via Pocatello, good; Mountain Home to Idaho Falls, via Halley, good dirt road; La Grande to Wallawa, roads all open, ranging from poor to good; possible to drive through from La Grande to Lewiston via Enterprise, Flora, Antone and Astoria; dirt road with heavy grades generally fair condition; toll gate road to Elgin open rough on west side to toll gate, remainder fair; Elgin to La Grande, good.

Walla Walla to Seattle: Good gravel road to Grandview paved from Grandview to Sunnyside; detours between Sunnyside and Zilla, owing to paving; Zillah to Selah, paved; Selah to Ellensburg fair; Ellensburg to Seattle excellent.

Walla Walla to Spokane via Central ferry: Paved to Dixie; good macadam on through Waiilatup and Dayton to Colfax via Central ferry; Colfax to Steptoe closed for paving; detour is necessary; Steptoe to Spokane, good.

Walla Walla to Spokane, via Lyons ferry: Good to ferry if trip is made by Waiilatup and Starbuck. Ferry to Washuena is dirt road first seven miles good, rest rough; Washuena to Cheney, good; Cheney to Spokane, paved.

Walla Walla to Lewiston: Paved to Dixie; good macadam to Douglas; Dodge to Pomeroy rocky and bumpy dirt road; Pomeroy to Clarkston bad to good.

Lewiston to Spokane, via Pullman: Good; Lewiston to Grangeville, via Wata, rough to good; Lewiston to Troy or Genesee, good; Douglas to Evergreen highway, from Lewiston to Weiser, open; good to ten miles south of White Bird; next 25 miles to Riggs, poor to fair, mountain roads, O. K. for good driver; from Riggs on, good.

Spokane to points north and east: Spokane to Yellowstone park, via Missoula, mostly good, rough and dusty on Mission flat; Spokane to Calgary, good; to Rathdrum, rough to Kingsgate, good to Calgary.

Gear Noises.
 Most of the ills of the motor car are indicated by audible symptoms. A weaving noise in the differential case may be taken as an indication that the master bevel gear of the unit is running out of alignment. A slight catch, which occurs several times during each revolution of the driving wheels, is the sign of a chipped tooth in the drive shaft pinion of ring gear.

Hudson and Essex Prices Again Reduced

Hudson Super-Six \$1895
 Essex - - - - \$1375

Prices F. O. B. Factory
 Effective August 17

These Are the Lowest Prices at Which These Models Have Ever Been Sold

You will understand something of the value this gives to the Hudson Super-Six when you remember that at \$2600 it was the world's largest-selling fine car. Today's price saves you \$705.

Essex Further Leads All in Its Class

Everybody has always classed Essex with costly cars in performance, endurance and appearance. It combines with those qualities the economy of light cars in fuel, oil and tires. Thousands of owners report as high as 25,000 miles of service with scarcely any maintenance cost.

More than 50,000 Essex cars are in service. For the performance and endurance given Essex had no rival at its last year's price of \$1795.

What can approach it today with this saving of \$420?

At lower prices than they have ever sold for, you can get either a Super-Six or an Essex this year and have the best months in which to enjoy it.

C. L. BOSS AUTOMOBILE CO.
 Distributors
 615-617 WASHINGTON STREET

HENDERSON CORD TIRES
 AT
 STANDARD FABRIC PRICES



TAX INCLUDED		Our Reduced Prices		TAX INCLUDED	
6000-Mile Guarantee.	8000-Mile Guarantee.	6000-Mile Guarantee.	8000-Mile Guarantee.	6000-Mile Guarantee.	8000-Mile Guarantee.
SIZE.	FABRIC.	CORD	SIZE.	FABRIC.	CORD
30x3	\$ 9.95		33x4	19.90	29.50
30x3 1/2	11.90 (Junior Cord)	\$16.80	34x4	20.25	29.95
30x3 1/2 5-Ply	14.95		33x4 1/2		38.50
31x4	15.70		34x4 1/2		39.60
32x3 1/2	14.20	22.90	35x4 1/2		41.25
32x4	18.90	27.15	36x4 1/2		41.25
			35x5		51.80

OTHER SIZES AT PROPORTIONATE PRICES

Live Dealers in Oregon and Washington Get Our Incomparable Proposition

PORTLAND TIRE CO.
 Sixth and Burnside Sts., Portland, Oregon
 Oregon, Washington and Idaho Distributors
 Phone Broadway 2275