

GRAND HIGHWAY PREVIEW WELL KNOWN New Road to Be of Great Importance to Portland.

ROUTE IS SHORT ONE

Distance From Chicago to Pacific Coast Is Reduced; Work Is Soon to Be Finished.

Organization of the Grant Highway Improvement association, formed to boost the improvement and use of this great automobile route from the middle west to the north Pacific coast, has gone ahead rapidly and already the route is nearly as well known as the Yellowstone trail or the Lincoln highway.

The Grant highway occupies a position about midway between the Yellowstone highway, which goes through the Dakotas, Montana and northern Idaho to Spokane, and thence to Seattle, with a branch to Portland via Walla Walla and Pendleton, and the Lincoln highway, which follows the southern route through Denver and Salt Lake City to San Francisco, with a branch from Salt Lake City to southern Idaho over the old Oregon trail.

The following article relative to the purposes of the Grant Highway association and the condition of the highway for travel this summer appeared in a recent issue of the Sioux City (Iowa) Journal, headquarters of the association being located at this point. The article is by Malcolm MacKinnon, secretary of the association, and follows:

"The Grant highway is the most direct road from Chicago to Yellowstone park and the wonders of Portland and its vicinity, including the Columbia river highway, which is conceded to be one of the world's finest drives. At Portland there is intersection with the Pacific highway, already paved nearly all the way from southern California to the Canadian line. Portland, by reason of its being the metropolis of an immense territory of fertile land, as well as a port of prime importance, is undoubtedly destined to be the chief city of the Pacific coast on account of its adaptability as a manufacturing center.

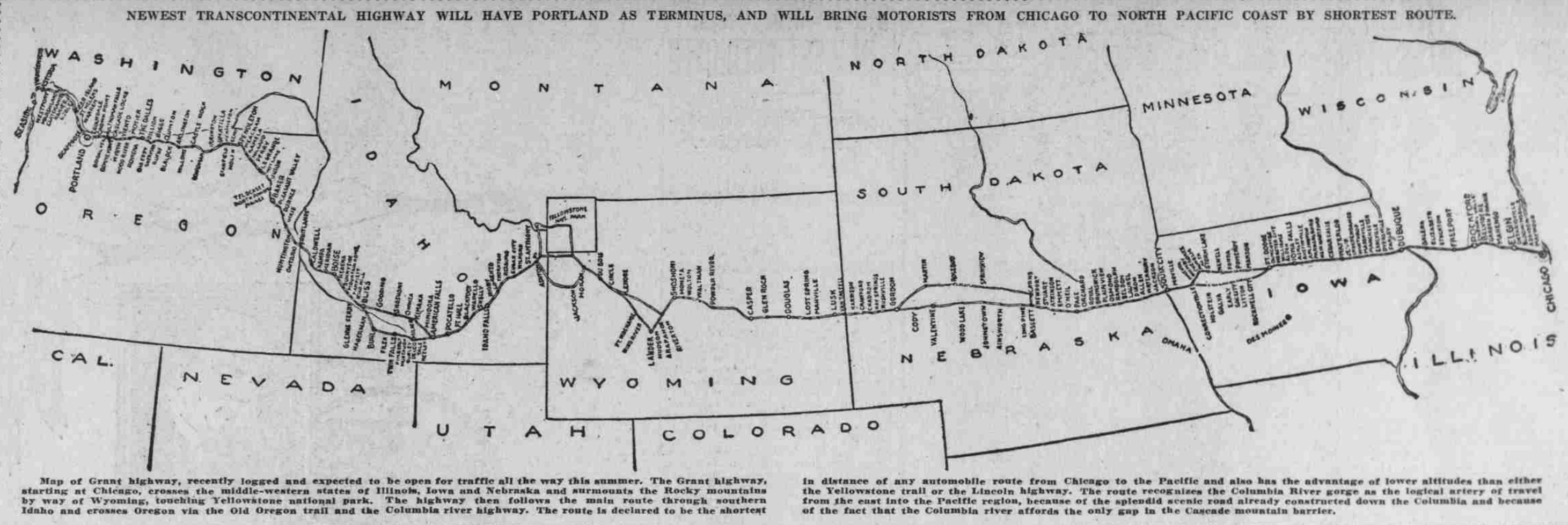
The key to the advantage of the Grant highway over the other northern ways of travel lies in the laying out of the Grant highways through the length of the great valley of Wyoming, which is the only rift in the Rocky mountain district so far as the northern states are concerned. Elsewhere the mountains are high and such roads as the Lincoln highway and the Yellowstone trail, the former in southern Wyoming and the latter in Montana, attain altitudes more than 7000 feet and maintain them for long distances, hundreds of miles at times, being on the top of great 'hog backs' and following the contour of ranges. But the Grant highway, which is the only one of these roads laid out primarily with a view to the contour of the country, reaches to the very foot of the continental divide in the extreme western part of Wyoming without having been up higher than the altitude of Casper, 5250 feet, just a mile, and just the same altitude as that of Denver. In fact, the average altitude across Wyoming is less than 5000 feet and Riverton is about 4800 feet. The life over the Rockies by road built by the federal government is short and the grades easy, and after a few hundred miles in morning and Idaho, with altitudes around 6000 feet, the tourist is on the down grade along the Snake river and in Oregon does not get up higher than 4200 feet, this elevation being reached in the Blue mountains, between La Grande and Pendleton.

By the end of the present year there will be a continuous concrete pavement, 18 feet wide and reinforced with steel, extending from Chicago to Rockton, Ill., through Elgin, Springfield and Freeport, and, by the end of 1923 this pavement will be continuous all the way on the Grant highway in Illinois from the Chicago metropolis on Lake Michigan to the crossing of the Mississippi at Dubuque. "Meantime the Grant highway in Iowa will have paving completed in Buchanan, Black Hawk and Woodbury counties, and the road in other counties, where not macadamized as in Dubuque county, or gravel as in Delaware, Hardin, Webster and other counties, will be maintained under the patrol system of maintenance, so that it will be nearly, if not entirely, a 48-day travel route across the Hawkeye state. In other words there will be a good road all the way from Sioux City to Chicago soon, and a paved road in the near future.

"While this is going on at the eastern end of the line, Oregon, which has about 400 miles of the Columbia river highway and the old Oregon trail completed at the present time, half of it with hard-surfaced pavement and the other half in the eastern part of the state, with macadam, built for high-speed travel, will be constructing the remaining 75 miles, making its 520 miles of the Grant highway a complete surfaced road from Seaside, west of Portland, through that metropolis of the Pacific region, clear on to Ontario, at the crossing of the Snake river into Idaho.

"In other words approximately 1000 miles of the Grant highway route, travel from Chicago to Portland and the Pacific will be a well maintained road by the end of the present year, and nearly all of that mileage is in good condition now.

"Such progress at the ends of the Grant highway would not have very great significance for the traveling public of the future, if it were not for the fact that Nebraska, Wyoming and Idaho, the other states concerned, are at work to make this great state-federal road completely good in the not-very-distant future. The Nebraska system plans a pavement from the Sioux City bridge by way of Waterbury, Allen, Dixon, Laurel, Belden, Randolph, Ogemaw, Plainview, Brunswick, Royal, Orchard, Page, O'Neill and other cities, clear to the Wyoming line, and this is as drivable a road as any other across the state providing one does not venture into the deep sand in the region west of Stuart and somewhere east of Gordon. There has been some improvement in this region in the last couple of years, especially in the vicinity of Valentine, where the state has built a \$15,000 per mile highway east from the city limits to the Keya Paha county line, so



Map of Grant highway, recently logged and expected to be open for traffic all the way this summer. The Grant highway, starting at Chicago, crosses the middle-western states of Illinois, Iowa and Nebraska and surmounts the Rocky mountains by way of Wyoming, touching Yellowstone national park. The highway then follows the main route through southern Idaho and crosses Oregon via the Old Oregon trail and the Columbia river highway. The route is declared to be the shortest

AIR SERVICE IS LAUNCHED SAN FRANCISCO AND LOS ANGELES GET NEW LINE.

Eight Stages Are to Be Operated and More Will Be Added as Soon as Needed.

SAN FRANCISCO, Cal., April 1.—A regularly scheduled commercial flying service between San Francisco and Los Angeles by a fleet of airplanes of the Western Airway company was started last Sunday, and throughout the week regular service was continued, the planes making two regular trips a day each way, leaving San Francisco at 8:30 and 10:30 A. M.

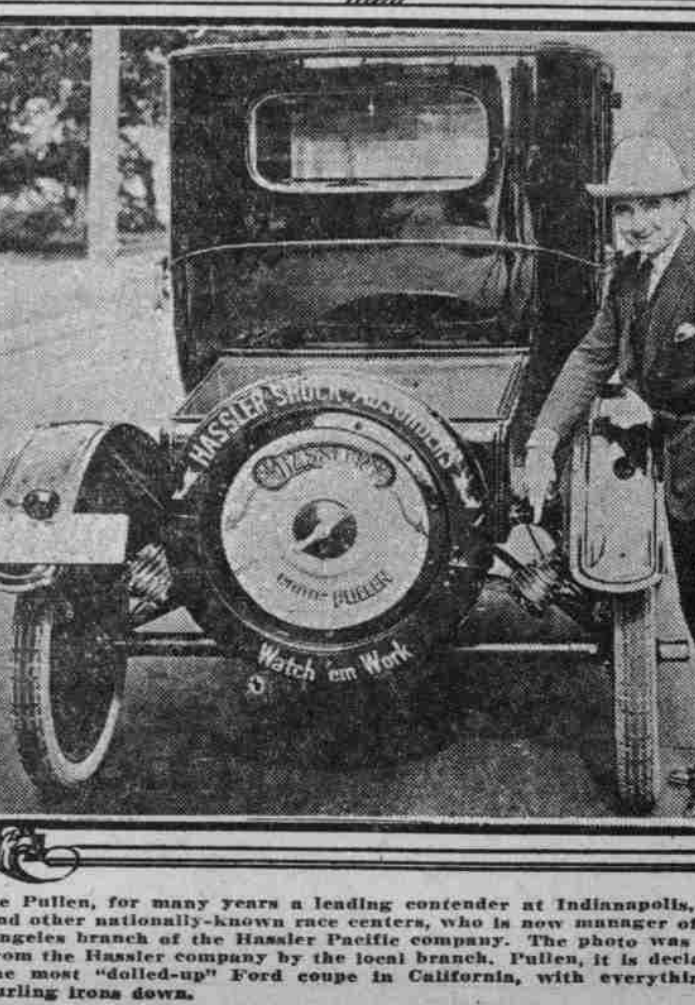
Flying time between the two terminals, at both of which fields have been established, is approximately five hours, with stops at Salinas and Santa Maria for rest and lunch. Eight big aerial stages maintain the service, equipped with Hispano-Suiza motors, carrying either two or four passengers, in addition to the pilot, and more will be added to the line as the call for service may demand. They have been thoroughly tested and are claimed to be the last word in safety of commercial flying.

OVERLANDS SHOWN IN CHINA At First Motor Show in Shanghai Cars Attract Attention.

Willys-Knight and Overland cars are well and favorably known in the far east, judging from a recent issue of the Oriental Motors, the automobile trade paper published in Shanghai, China, in connection with the first automobile show ever held in China. In an article in the magazine appears the following article regarding the exhibit of the Central Garage of Shanghai, Willys-Overland distributors.

"The Central's display of Overland models consisted of one stock coupe and two stock touring cars, one of which had been repaired at the Central shops. These cars attracted much attention from show visitors, probably because they appealed to the majority of show visitors as old friends.

FORMER RACE DRIVER NOW IS BOOSTING SHOCK ABSORBERS.



Eddie Pullen, for many years a leading contender at Indianapolis, Tacoma and other nationally-known race centers, who is now manager of the Los Angeles branch of the Hassler Pacific company. The photo was received from the Hassler company by the local branch. Pullen, it is declared, has made 'dolla-dolla' Ford come in California, with everything, from curling iron down.

AXLE DISTRIBUTION PLANNED Torbensen Company to Have Representatives All Over Country.

With the idea of supplying to users of its axles a national distribution for Torbensen service parts the Torbensen Axle company of Cleveland is establishing a chain of parts service stations throughout the country, according to word here from the factory.

CADILLAC CHIEF HOPEFUL AUTO MAKER FINDS CHEERFUL FEELING GENERAL.

DETROIT, April 2.—President Rice of the Cadillac Motor Car company was the guest of honor at a "welcome home" banquet tendered him this week by executives at the Detroit Athletic club on his return from an extended business trip through the west. Following the dinner, Mr. Rice gave some impressions of his trip.

OIL RECLAIMED AT FACTORY Nash Company Puts Cream Separator to Unusual Use.

KENOSHA, Wis., April 1.—One of the most famous slogans to prove that nothing is wasted is the one coming from the Chicago stockyards. The packers are supposed to use every single part of a hog except the squealer.

NEBRASKA, WYOMING AND IDAHO, THE OTHER STATES CONCERNED, ARE AT WORK TO MAKE THIS GREAT STATE-FEDERAL ROAD COMPLETELY GOOD IN THE NOT-VERY-DISTANT FUTURE.

Such progress at the ends of the Grant highway would not have very great significance for the traveling public of the future, if it were not for the fact that Nebraska, Wyoming and Idaho, the other states concerned, are at work to make this great state-federal road completely good in the not-very-distant future. The Nebraska system plans a pavement from the Sioux City bridge by way of Waterbury, Allen, Dixon, Laurel, Belden, Randolph, Ogemaw, Plainview, Brunswick, Royal, Orchard, Page, O'Neill and other cities, clear to the Wyoming line, and this is as drivable a road as any other across the state providing one does not venture into the deep sand in the region west of Stuart and somewhere east of Gordon.

AUTO TIRE NEEDS GOOD CARE Motorist Amply Repaid, Says Barney Oldfield, Former Racer.

With the number of automobiles, trucks and motorcycles reaching the point where today there is one motor vehicle to every ten individuals in the country, attention is very naturally

SALES PROVE JORDAN VALUE AT NEW PRICE

Jordan quality at new Jordan prices has already established a new sales record. Never before has Jordan built a better car—and former Jordan models were always leaders both in style and quality. The new Jordan possesses that peculiar balance which cannot be attained in cars weighing twelve to fifteen hundred pounds more—nor in extremely light, short cars. There is a new and exclusive Jordan motor—a dynamic bundle of fascinating power. The body is hung low. The car hugs the road. There is no side sway—even at excessive speed. It has a refreshing custom appearance. Square, wide-opening doors. Smart rectangular mouldings. Perfectly straight flat top edge. Distinctive fenders.

There is a new ventilator in the cowl. Instruments are grouped under glass, where you can see them. The Jordan is lubricated by the Alemite system, with special provision for reaching otherwise inaccessible parts. Spring shackles are silent—and will remain silent. Everything that experts have learned has been done to attain gratifying quiet. With such a motor car you may drive as fast as you dare—and you experience the sensation of driving quietly, within the law. Sit all day at the wheel, and you return without fatigue—ready to go again. And the price—\$1795. Quick action is necessary if you would have your Jordan promptly.

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All Models of the Jordan Now on Display



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not be given to the matter of seeing that the tire buyer not only selects the right type of tire and the right size but that he understands how vital it is to give the tire proper care. "A tire is much more than simply a rubber casing with a tube inside into which one must now and again pump a certain amount of air. To drive an improperly inflated tire or a tire with cuts, 'bolts,' bruises and improperly applied repairs is to severely abuse it, perhaps lose it." "In my years of racing on the world's great speedways, Oldfield's letter concludes, "I came to know the vital part tires play in safety and satisfaction and when I decided to build tires myself it was with the determination of bringing to the motor-owning public not only the best tire that I could build, but to keep everlastingly before the tire buyer the seed of giving his tires the same consideration as he does his car's important mechanism." Before 1908 none of the revenues received as fees for the registration of motor vehicles were expended for the maintenance and improvement of highways. Today nearly 80 per cent is set aside for this purpose.

JORDAN MOTOR CAR COMPANY, Inc., Cleveland, Ohio