

ROAD TO COLUMBIA RIVER HIGHWAY IS NOW PROPOSED

Walla Walla Discusses Building Road From Wallula to Oregon State Line.

The Walla Walla county commissioners and the commercial club good roads committee sitting together Monday, found, as a result of investigations recently made, that an extension of the inland Empire highway from Wallula to the Oregon state line and there to connect with the Columbia river highway through an extension of the latter road from Umatilla, is not only feasible but advantageous from the standpoint of both scenic and commercial considerations.

County Engineer L. O. Kennedy gave the opinion that the expense of construction of the road is not prohibitive and stated that there would be no difficult engineering problems to be met, even if the road followed the Columbia river bank for the entire distance, as this would give them the advantage of the use of loose rock for construction work. Two routes are possible to make this connection. One is to follow the present wagon road from Wallula through Box canyon, and the other would be to skirt the bluff above the railroad keeping in sight of the river all the way. A natural bench about 50 feet above the O-W. R. & N. tracks is perfectly adapted for the road and can be reached from the other end with a good grade.

The committeemen and commissioners were of the opinion that the Box canyon route would be easier to build but that it would be longer and less picturesque than the route along the face of the Columbia river bluff. At one point along the river bluff the Columbia is visible for nearly 30 miles and the sentiment of H. A. Gardner of the Commercial club was that the road should be built along the river if it should cost \$50,000 more.

There are but about six miles of road to be built in Washington and probably 27 in Oregon to link up the two highways. This would not only put Walla Walla on a transcontinental highway but it would shorten the distance from Walla Walla to Portland about 30 miles. It would also give Spokane a better outlet to Portland as it would avoid the hills of the Goldendale and Mabton route and give practically a water grade and scenic highway from here to Portland and Seattle. This road would, with the exception of extraordinarily hard winters, be open the year around.



MISINTERPRETED
Salesman—Cylinders with this displacement score again and again!
Prospect—Indeed? What a bill for repairs one must have.

PARAPHRASE
As the dealer from North Carolina might have said to the dealer from South Carolina: "It's a long time between full tanks."

REVENGE
The man in the truck met the railroad ticket seller going home in his flivver. "That's the chap who couldn't give me Pullman accommodations the other day. Well, here's where he gives me a wide berth."

QUITE SO
That garage man on the east side saw only the feet of the man who pilfered the fluid from his gas tank the other night. But he's spouting for those feet.



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Price

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MOTOR CO.**

Distributors
Oregon, S. W. Washington, Idaho
Morrison at Fourteenth St. Bldg. 93

"We Carry the Parts"

Association Formed By Dealers; Harley Is Named President

Automobile row last week saw the organization of a new affiliation known as the Automotive Equipment Manufacturers' & Distributors' association, for the purpose of bettering conditions in this particular field of automotive work. The association is incorporated and is capitalized at \$2000. J. E. Harley of the U. S. Manufacturers' Sales company, is president.

Charter members of the association state that all persons manufacturing or wholesaling automotive supplies in the state of Oregon, are eligible to membership. The association may be statewide in scope in time, but so far is to be confined to this state alone. Meetings are to be held the second Monday in each month. From all reports this is the first association of its kind to be organized in this country.

Fred A. Hager of the Universal Tire Filler company, is vice president and treasurer; L. S. Piper, Strine Cycle company, is secretary, and the seven directors include Messrs. Harley, Hager and Piper, and R. G. Bowman of the Auto Equipment company, F. W. Freer of the Freer Tool & Supply Co. and W. J. Albritton of the Sunset Electric company.

If he finds them—h'm, we'll admit it'll be quite a feat.

REASON
"Why did Lodge talk so much at Chicago?"
"He was trying to relieve the gas shortage."

POPE
Strike if you will this old grey dome—But gimme some gas to take me home.

WHY NOT?
Why not fine speeders a percentage of the gas in their possession?



That Uruguay has a motor car for every 148 inhabitants?
That in England they call their farm tractors by the pet name of agrimotors?
That Shanghai, China, has a public motor truck service of 25 cars?

That more than 25,000 miles of roadway were destroyed in France during the World war?

That an allotment of \$12,000,000 has been made for the Lincoln highway?

That almost every planter in the cotton belt of Georgia owns one or more automobiles?

That over 212,000 new oil wells have been drilled in the past 10 years in the United States, to aid in the production of gasoline?

That no less than 30,000 tractors will be used this year in the vast agricultural districts of Canada?

That the New York police are making use of a Bertillon system to identify many makes of automobiles?

That they're taking the finger prints of men making application for chauffeurs in Cleveland, Ohio?

That folks in France are paying 90 cents a gallon for gas and about \$2 a gallon for lubricating oil?

That the Shriners are coming and the gas situation will be much better then?

Repair Facilities Are Increased by Sunset Company

The Sunset Auto Repair company, 433 Alder street, has completed arrangements for handling the repairing of a large number of cars at one time and have a competent force in the shop next door to the A. M. Beaver Motor company for specialization work on Continental engines.

The partners in the concern are W. J. Christensen and R. C. Powell. Christensen was formerly with the Northwest Auto company here and then with the Al G. Faulkner company of San Francisco. Maxson experts in that city. He recently bought out the interest of Kople in the company and has been associated with Powell for some weeks. Christensen has been in the automobile business for 10 years and has had a chance to learn the repair end from the

WHERE CALIFORNIA ENDS AND OREGON BEGINS



Nifty birdseye view of the country around the California line. The photo was snapped by C. A. Magee of the Howard Auto company, Buick distributors, at the time of his trip to this city with the trio of automobile editors from the southern state—Leon J. Pinkson of the San Francisco Chronicle, Jim Houlihan of the Oakland Tribune, and Frank Herman of the San Francisco Call. The car at the line is a Buick Six.

bottom. He is well known in Portland and has held an enviable position in garage circles for quite a while.

R. C. Powell was formerly a practicing physician in the city but forsook the medical books for those of gasoline early in January of this year. He was associated with Kople in the business before the advent of Christensen.

PORTLAND-S. F. HIGHWAY IS GOOD

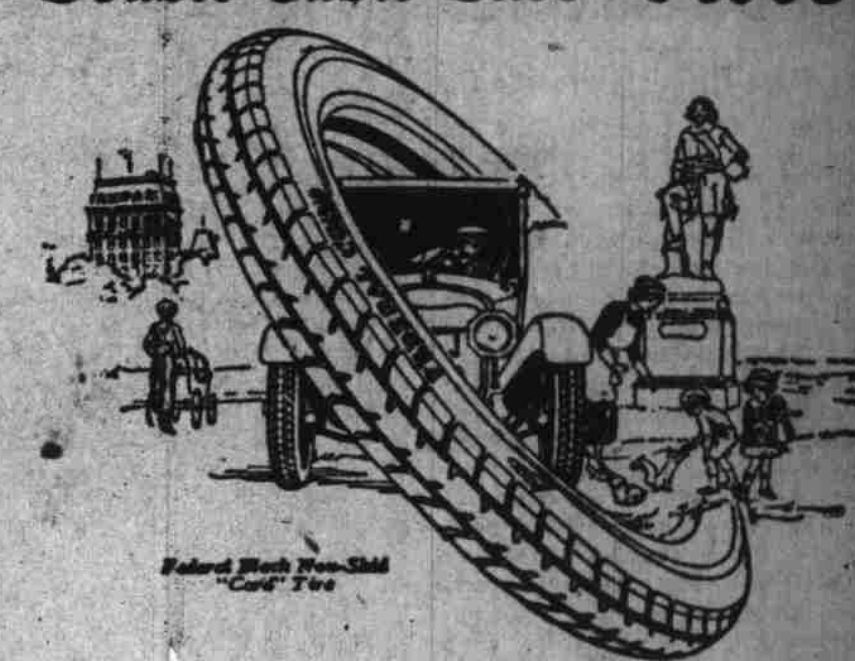
C. A. Magee Drives Up From San Francisco Accompanied by Bay Cities' Auto Editors.

C. A. Magee of the Howard Auto company, Buick distributors, was a recent Portland visitor, driving up from San Francisco, accompanied by Leon J. Pinkson, automobile editor of the San Francisco Chronicle; Frank Herman of the San Francisco Call, and Jim Houlihan of the Oakland Tribune. The three newspaper men made the trip for the purpose of logging the route and putting themselves wise as to its condition, so as to inform Southern Shriners who plan to make the trip overland to Portland for the celebration.

The party found the highway to be in good condition most of the way. The rain had softened some of the stretches where construction was going forward, but these places gave the appearance of being rapidly drying up. Road crews told them that the work going forward would make a great deal of difference in the highway before the time the tourists start north in large numbers.

While here in Portland the newspaper men were the guests of the local branch of the Howard Auto company and George Dean, manager of the branch, staged a highway trip to show off the sights and convince the men from the South that they made a mistake by not living in Oregon. They were skeptical, but agreed to the trip with enthusiasm. The run was made to Cascade Locks and on the return trip Dean stopped at the Crown Point Chalet, where Mrs. Henderson put on one of her estimable and justly famous chicken dinners. The meal nearly completed the work of selling Oregon to the men from the Gate city.

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Drivers of motor trucks are human and the designers of MACK trucks endeavor to treat the drivers humanely.

This fact accounts for the unusual provisions made for the comfort and safety of those who drive MACK trucks.

MACK trucks are equipped with sheet-steel cabs that are positive protection against weather and a safeguard in case of accident. Lives are known to have been saved because of the rigid construction of the driver's cab. Statistics prove there have been few casualties to occupants of a steel railway coach and the same will be true of drivers who ride in the steel cab of a MACK truck.

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