

PACIFIC HIGHWAY IN WASHINGTON TO BE PAVED BY 1923

Some 85 Miles Still Unpaved; Sister State Ahead of Oregon in Signs; Lags in Engineering.

Within the next two years, or by the end of 1923, the Pacific highway will be completely paved through the state of Washington, from Vancouver to the international boundary.

At present there are approximately 85 miles unpaved. The execution of outstanding contracts will finish the gap between La Center and Woodland, giving a continuous pavement from Portland to Woodland and the gap between Toledo and Tenino, making a completed pavement between Toledo and the British Columbia boundary. This will leave only the section between Woodland and Toledo, an approximate distance of 50 miles, to pave within the next two years.

SECTION IS SCENIC
The most important gap under construction at present is a 20 mile stretch between Bellingham and Mt. Vernon. This it is expected, will be thrown open to traffic in November of this year. It is one of the most scenic sections of the highway in Washington. Coming south from Bellingham it follows the bay shore for about 15 miles, rounding the range of timbered hills which bound the rich Skagit valley on the west. Passing through a rugged country, its construction in places approaches that of the Columbia river highway. From points several hundred feet above the sound there are beautiful vistas of the Puget Sound country.

ROAD FAIRLY GOOD
Taken altogether, the Pacific highway through Washington is a fairly good road to travel over. The unpaved portions for the most part are of a rough or macadam surface which is rough in spots. In a few places where grading is in progress, the surface is only clay which will become slippery and soft when the fall rains come. This condition exists between Kelso and La Center. Leaving Portland, at present the pavement extends a distance of 24 miles, where the first detour is met. At the end of three miles the pavement is again taken up near La Center. Leaving La Center, the pavement is left behind and is not picked up again before reaching Toledo, a distance of 53 miles. Between La Center and Woodland considerable grading work is going on. The old grade is being widened and sharp curves are being eliminated preparatory to paving. Between Woodland and Kelso the grade is also being improved.

PAVEMENT ENCOUNTERED
At Toledo the pavement is again encountered and followed all the way into Chehalis. Between Chehalis and Centralia there is a detour, owing to construction work which will soon be finished, and from Centralia to Tenino there is a detour. The highway which runs by way of Grand Mound is being paved and will be partially completed this fall.

CONCRETE TYPE PREVAILS
From Tenino through Olympia, Tacoma, Seattle and Everett there is continuous pavement to the vicinity of Silvania in Snohomish county, where the Stillaguamish river is crossed. At this point there is a five mile detour. At Burlington there is another detour of one mile where paving is in progress.

CITY LIMITS DEFINED
City limits are defined and there is no excuse for the traveler to go astray or violate local speed ordinances. In the matter of signing the roads Washington is way ahead of Oregon, it must be admitted. The signs are placed so that their indication is caught without slowing down to read them. Comparing the Oregon and the Washington construction on the Pacific highway, several general points of difference are noted.

LOOKING OUT FROM WITHIN AUTO CAMP
(Continued From Page One)
Upon the campers as if they were a free exhibit. One first observes that escape from the city is not an escape from work. The first duty is to reestablish the tent after

MODERN AUTO STRANGE AID TO "CAVE STUFF"



you've sweated over it and consider it permanently located. Its poles must be persuaded to perpendicular. Its pegs must be coerced into their duty and its cords must be thrice adjusted. Its slides must be lifted up with stakes for anything which adds to the room within contributes to comfort.

DUTIES ARE SIMPLE
The duties are simple. Their continuity is the distinguishing characteristic. Wood splitting calls for any number of hours one will give it. The pile is always diminishing. Food preparation is an absolutely necessary evil with its concomitants of keeping smokes from the eyes and sand out of the sail. In the book of Ab, a nut brown baby, sans garments, plays happily on the leaves, giving mother's absence never a thought. The cave man, disdained, obviously overdrawn. Our babies, returned to the primitive, manifest a solicitude, not to say vociferous, yearning for father's and mother's constant presence. We relax in the hammock with a volume of Scott and both of them demanding a swing, wishful to tear leaves from the book and noisily dissatisfied each with the presence of the other. Finally philosophy emerges triumphant. The cave men, disdained, poetry, music and books had little use for civilization's cooks. The hand of a little child brushes away the printed stuff and the mist.

TRIPLET COMES FIRST
During the first day the diversion is to establish an inspection system in respect to the ocean. The tide ebbs and rolls in again. The waves race and the race is never won. The gulls wheel and search and never seem to get anything to eat. The pelicans breast the waves at the mouth of Elk creek and would be like swans were it not for the beaks that hold food enough for a week. A scolding bird is the pelican. Haystack rock and Ecola ledge thrust their black feet against the white, foaming cavalry charge of the waves. One understands at last why an ancient poet spoke of the "white maned horses of the sea."

PEOPLE RESEMBLE CREEK
There are a lot of people like Elk creek, rushing out of beautiful simple that swallows them up and doesn't know settings for their lives into a world they have arrived.

After the second day, the chief diversion is the arrival of newcomers. The bathers go down regularly, their people suits revealing how much of their beauty they owe to their street clothes, and they return as regularly blue with cold. But newcomers are always uncharted possibilities. They may be folks you used to know in Newberg. They may be a couple of very nice women from Eu-

gene whose idea that they can sleep comfortably within the enclosure of their tiny sedan is dispelled instantly, by contrast, when you scientifically construct for them a bed of fir boughs.

WHAT DO THEY WHISPER!
They may be a youngish couple with a boy who camp as near to the ocean as they can without getting in the track of the wind. They sit together gazing for long hours out across the limitless expanse of the sea. He is clad in the hat, the khaki and the boots required for conventional outing. She has not adopted the trousers which most of the women seem glad of an opportunity to wear. What do they think about? What do they whisper, as he holds her hand? They do not satisfy curiosity. But when they get ready for the bus he appears in the garb of a country minister. His congregation, wherever it is, will get to hear the long, long thoughts that came to him as he caught a glimpse of a sail on the far horizon.

A TERRIBLE FEAR
The rain comes a little harder. Splash! A drop lands fairly on the tip of a tilted nose. Slumber ceases. "Daddy," comes the fearsome whisper out of the shadows, "do you think this tent will shed water?" The tent answers the question. More drops follow the first, striking impartially on baby's face and grandmother's brow. But as suddenly they stop. The sounds outside tell of a continued shower. The tent has simply become wet and quit'leaking. What a pleasure it is to sleep with the drops tinkling on the roof—and none coming through!

There are brilliant days. There are sunsets of rain falls. It might be a "Japanese sword" across the water and its point is toward America. But, after all, it is only the mirage of sunset. Getting packed up for the return to civilization is a thing done with lagging feet and reluctant hands. The modern cave life gets its hold on one. But when the family is installed again with the luxury of a bathroom and the

comfort of a fire on the hearth, and no sand in the kitchen or the food prepared there, mother voices the thought of all. "Camping out," she observes, "was designed to make one appreciate the comforts of home."

INDIANA TO PORTLAND WITH TWO BLOWOUTS, AUTO TOURING RECORD
Tennessee, Or. — Mr. and Mrs. Bert Buchta arrived here from their former home in Indiana, making the trip in their Ford without mishap and with but two blowouts. They spent some time at Yellowstone and Rainier parks and traveled over the Columbia river highway. The large party in a small car. How could they carry so much outfit and themselves in so small a conveyance. A baby cries. It hawls. It is as persistent as it is noisy. Then the story emerges. The baby's mother slipped away from the clinging arms to take an eternal holiday. The grandmother and a housekeeper are delegated to the impossible job of taking mother's place. A sprinkle of rain falls. It might be the dropping tears. The man packs up, although to return will call for all night traveling. He tells the sullen women he is afraid of the weather. But he acts as if he could not rest.

NEW TRUCK IN PUBLIC DEMAND

Republic Motor Truck Co. Reports Big Sales in All Sections of Country.

Alma, Mich., Sept. 17.—So widespread has been the demand for the new rapid transit truck, recently announced by the Republic Motor Truck company, Inc., that Colonel Frank E. Smith, the company's first vice president and general manager, states orders for this model are being received faster than the trucks can be built and shipped.

PLANS WORK
"Our plans to date have worked out wonderfully well, and the new model has met with a very generous reception in all sections. Department stores, grocers, bakers, farmers, bus lines, contractors and cartage men have thus far dominated in our deliveries, and, as dependable rapid transit transportation is considered a vital problem in those lines, we naturally feel that our new rapid transit truck will maintain the standard of service planned for it during the many months of our experimenting before the truck was offered to the public."

SMARTNESS IN AUTO PLEASES FARMER AS WELL AS CITY FOLK
"It has been remarked that a New Yorker is a bigger 'chick' on an Iowa farm than an Iowa farmer is on Broadway. It is all due to the difference in viewpoints. The farmer does not appreciate smartness and beauty in automobiles completely in an understanding of those who run the country's biggest business, says H. M. Jewett, president of the Paige-Detroit Motor Car company.

GIRL'S HIGH HEEL CAUSE OF FATAL AIRPLANE CRASH
London, Sept. 17.—(I. N. S.)—How a girl's high heeled shoe, jamming between the rudder-bar and the wooden guard, caused an airplane to crash, with the loss of three lives, was disclosed at the inquest on the pilot of an airplane and a man and a girl passenger, who were killed when the machine fell into a yard near the beach of Port Melbourne. The superintendent of aerodromes for the civil aviation department stated that his opinion was that the accident was caused by the girl's shoe rendering the rudder useless, thus sending the machine down in a tail-spin.

PLANKING PLANNED FOR OCEAN BEACH ROAD
Chehalis, Wash., Sept. 17.—Plans have been made by the Pacific county commissioners to have the portion of the Ocean Beach highway between Nema and Nael planked, that the road may be traveled all winter.

Emergency Brakes Ruin Tire Tread; Caution Is Urged

Any man who caught himself cutting his tire tread with a file would voluntarily apply for admission to the nearest retreat for the feeble minded. Yet the same man will lock his brakes and slide 10 feet and think nothing about it.

Too many motorists confuse their tires with skates. Instead of looking ahead for obstacles and checking the car slowly by closing the throttle with the clutch engaged, they wait until they are right in the middle of an emergency and then jam on the brakes. They never stop to consider these little slides with the brakes locked until they notice spots where the tire tread is worn through to the fabric.

Even where the tread is not scraped through to the fabric, Miller this man point out that there are flat places left in the tread. Then as the car proceeds, these flat places pound away on the road like a flat wheeled trolley, killing the mileage in the tire.

Letting in the clutch too quickly, spinning the back wheels in mud holes, taking corners at high speed and locking the brakes means a short life for tires but not a merry one.

KING'S VALLEY AND HOSKINS HIGHWAY WORK PROGRESSING
Philomath, Sept. 17.—Extensive work has been done on Benton county highways west of Philomath during the last three months. Several tractors and steam engines have been employed on the road and a number of gravel trucks and a rock crusher have been constantly in use.

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Read your instruction book It says—

Old oil should be drained from the crankcase at regular intervals and replaced with fresh oil.

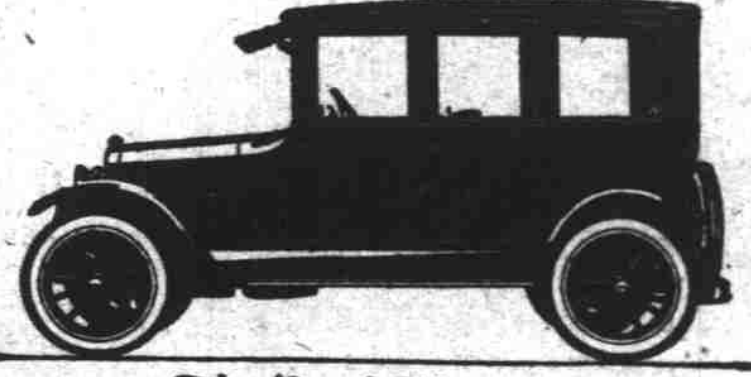
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