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 unpayed. The execution of outstanding contracts will finish the gap between La Center and Woodland, givng a continuous pavement from Portland to Woodland and the gap between Toledo and Tenino, making a completed pavement between Toledo and the Brit-lift 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

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

The road is altogether a new one. The old county road which is now used enters the hills just after leaving Mt Vernon and crosses the ridge at Lake Sammish and follows the canyon into

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 have a rocked or macadam surface which is rough in spots. In a few places where grading s in progress, the surface is only clay which will become slippery and soft when the fall rains come. This condi-tion exists between Kelso and La Center.

Leaving Portland, at present the pavement extends a distance of 24 miles, 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 ensountered and followed all the way into other. ished, and from Centralia to Tenino there is a detour by way of the old stuff and the mists. road through Bucoda. The highway INSPECTION COMES FIRST which runs by way of Grand Mound is being paved and will be partially com-

From Tenino through Olympia, Tacoma Seattle and Everett there is continuous pavement to the vicinity of Silvania in Snohomfsh 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. CONCRETE TYPE PREVAILS

Just north of Mt. Vernon, 300 miles from Portland, the pavement is again left to be met again going into Bellingham. From Bellingham to Blaine at the boundary line it is a continuous pavement of which about eight miles is county road near Ferndale.

For the most part the Washington pavement is of the concrete type. In King county near Seattle there are many miles of vitrified brick and some bituminous. Pierce county has some concrete with an asphalt coating and in Clarke and Whatcom north of Bellingham short stretches of asphaltic.con-

All through Washington the Pacific swallows it up with a single wave. highway is well signed, as are the de-This condition is due to the efforts of the Western Washington automobile club. At sharp curves, rallway have been erected.

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

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 high-

way, several general points of difference are noted. In Washington the present standard

of width of pavement is 20 feet, as com-pared with 16 in Oregon. The early Washington pavement was only 16 feet, but it has been decided to be too narrow and all the late construction is 20 feet with broad shoulders. The superiority of the wide pavement is obvious. ENGINEERING COMPARED

In the matter of engineering, the Washington road builders have not given the same attention as in Oregon to the graceful alignment and the elimination of grade crossings and sharp curves. The line of the old county roads has been adhered to and the pavement put down on the old road beds with their right angle turns. This is especially noticeable in the early construction. In recent work more attention is apparently being given to the flattening of curves and the shortening of the distance. Instead of eliminating a dangerous curve, the Washington authorities have erected signs calling attention to the approach-

As to bridges and viaducts, Washington is far behind Oregon. Outside of the new concrete bridge across the Cowlits at Tolede and one or two other structures, the bridges in Washington are of wood and some of them are loos and badly worn.

LOOKING OUT FROM WITHIN AUTO CAMP

(Continued From Page One)

One first observes that escape from the city is not an escape from work. The first duty is to regutablish the tent after

MODERN AUTO STRANGE AID TO "CAVE STUFF"



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 sides must be lifted up with stakes for anything which adds to the room within contributes to comfort.

Its floor would be an irritant with its constant contribution of sand to the insoles of shoes and the children's stockings, but a roll of old fiber matting brought from home covered the interior nicely and ferns lavishly distributed outside took the place of grass and cement sidewalks.

DUTIES ARE SIMPLE The duties are simple. Their conis their distinguishing charac-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 smoke where the first detour is met. At the end of three miles the pavement is again In the book of Ab, a nut brown baby, taken up near La Center. Leaving La sans garments, plays happily on the Center, the pavement is left behind and leaves, giving mother's absence never a is not picked up again before reaching thought. This part of the record is ob- as they can without getting in the track viously overdrawn. Our babies, returned to the primitive, manifest a so- for long hours out across the limitless licitous, not to say vociferous, yearning for father's and mother's constant pres-

a volume of Scott and both of them come eaves from the book and noisily dissatisfied each with the presence of the Finally philosophy emerges Chehalis. Between Chehalis and Cen- triumphant. The cave men, disdained tralia there is a detour, owing to con- poetry, music and books and had little struction work which will soon be fin- use for civilization's cooks. The hand of a little child brushes away the printed

> During the first day the diversion is spect 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 weeks-a marvelous bird is the pelican. Haystack rock and Ecola ledge thrust their black feet against the white, foaming cavalry charge of the waves. One understands

it last why an ancient poet spoke of the "white maned horses of the sea." One wonders about Elk creek. It is such a little river. Back up where it comes from it possesses half a dozen mountains. It enfolds all the trickles from a score of gorges. It furnishes a nome for flashing trout and it is really the big thing in its parts. But is it content? Instead of lingering where the shadows, "do you think this tent will overhanging flowers and trees caress it, shed water?" it hurries as fast as it can right down

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 wet and quit'leaking. What a pleasure crossings and cross roads, neat signs settings for their lives into a world they have arrived.

After the second day, the chief diversion is the arrival of newcomers. Yes, the bathers go down regularly, their onepiece suits revealing how much of their beauty they owe to their street clothes, Washington is way ahead of Oregon, it and they return as regularly blue with

> possibilities. They may be folks, you cave life gets its hold on one. used to know in Newberg. They may be couple of very nice women from Bu- with the luxury of a bathroom and the

12TH AT SALMON

309 4TH ST.



Instinct of our forebears of a thousand years ago still impels us to discard our modern ways and seek outdoors and get close back to the great nature which, after all, is mother of us all,

signed to make one appreciate the com-

Indiana to Portland

With Two Blowouts,

Buchta arrived here from their former

their Ford without mishap and with but

a, some with-club houses, Victrolas

This completes a trip around

gas ranges, etc., and a few with electric

the world begun a few years ago. They plan to locate somewhere on the coast

Davis of this vicinity.

forts of home."

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 boy who camp as near to the ocean of the wind. They sit together gazing expanse of the sea. He is clad in the hat, the khaki and the boots required ence. We relax in the hammock with for conventional outing. She has not adopted the trousers which most of the demanding a swing, wishful to tear 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. Toward the dark of an evening comes they carry so much butfit and themselves in so small a conveyance. baby cries. It bawls. It is as persistent as it is noisy. Then the story emerges. The baby's mother slipped Mrs. Buchta was formerly Miss Maude car appeals to farmer and city man and Nasel planked, that the road may 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.

A TERRIBLE FEAR

The rain comes a little harder. Splash! drop lands fairly on the tip of a tilted nose. Slumber ceases. "Daddy," comes the fearsome whisper out of the

The tent answers the question. More nto the great Pacific-and the ocean 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 it is to sleep with the drops tinkling on the roof-and none coming through! There are brilliant days. There are sunsets. One of them paints a long

'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 But newcomers are always uncharted feet and reluctant hands. The modern But when the family is installed again

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MAIN 7801

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BLANKENSHIP

PUBLIC DEMAND

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

Republic Motor Truck company, Inc., stop to consider these little slides with that Colonel Frank E. Smith, the company's first vice president and general where the tire tread is worn through to pany's first vice president and general the fabric. pany's first vice president and general manager, states orders for this model are being received faster than the trucks can be built and shipped. "In addition to its sale indicating a

healthy upward trend in general business lines, we are feeling decidedly gratified by the confidence which the business world has shown in our new model," says Smith.

STATES AIM "We feel that merchants and manufacturers are ready to buy when assured that the product and price are what they should be. When we decided to build the Republic rapid transit, and sell it at a low price, we knew that we were tackling quite a problem. "We had to sustain the Republic reputation for quality and dependability, and at the same time enter a crowded field of competition.

"Our first aim was to convince the public that the rapid traffsit was not a converted passenger car chassis, but that its design and construction was strictly along truck lines, in conformity with Republic's past policy of building motor trucks exclusively. PLANS WORK

"Our plans to date have worked out wonderfully well, and the new model has met with a very generous reception 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 pub-

Smartness in Auto Pleases Farmer as comfort of a fire on the hearth, and Well as City Folk no sand in the kitchen or the food prepared there, mother voices the thought

"It has been remarked that a New "Camping out," she observes, "was de-Forker is a bigger "hick" on an Iowa farm than an Iowa farmer is on Broadway. It is all due to the difference in

"But there is one thing upon which the astes of city man and farmer coincide much more closely than most city folks realize, and that is the motor car. The Auto Touring Record man who thinks that the farmer does not appreciate smartness and beauty in automan who thinks that the farmer does not mobiles lacks completely in an understanding of those who run the country's biggest business, says H. M. Jewett, president of the Paige-Detroit Motor nome in Indiana, making the trip in Car company.

"We have found that human nature is two blowouts. They spent some time at Yellowstone and Rainier parks and trav-Rainier park and the highway, they say surpass Yellowstone in beauty. They found fine free auto camps at most humans, regardless of where they may happen to live or how they may earn bile that besides giving honest service at reasonable cost will

MAXWELL

The good Maxwell proves

so profitable, and so re-

liable, that it quickly

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the average household.

Emergency Brakes Ruin Tire Tread; Caution Is Urged

Any man who caught himself cutting is tire tread with a file would volum tarily 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.

tions of Country.

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 the country in the property of the country and the party of the country and the country of the coun

Even where the tread is not scray through to the fabric, Miller tire men 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, spin ning the back wheels in mud holes, tak-ing corners at high speed and locking but not a merry one.

King's Valley and Hoskins Highway Work Progressing

Philomath, Sept. 17.—Extensive work has been done on Benton county high-ways 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

The Kings Valley and Hoskins road for years regarded as one of the worst roads in the state, is now in perfect condition so far as the work has been completed. The road has been macadamized nearly all the way from Wren to Kings Valley, and a detour has been made to Hoskins, missing the Hoskins hill, a steep and rocky grade. Grading and construction work also has been done on the Valsetz road west of Hoskins and on the Kings Valley and Independence road. Work also is going forward on the Newport highway, though this is far

Girl's High Heel Cause of Fatal

Airplane Crash

London, Sept. 17 .- (I. N. S.)-How 1 girl's high heeled shoe, jamming be-tween 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 airdromes for the civil aviation department stated that his opinion was that the acciden was caused by the girl's shoe rendering the rudder useless, thus sending the machine down in a tail-spin.

that the appreciation of beauty runs Planking Planned of Ocean Beach Road

Chehalis, Wash., Sept. 17 .- Plans have please the eye, satisfy the most cultured been made by the Pacific county commissioners to have the portion of the taste, and so give complete and perma-missioners to have the portion of the nent satisfaction. We find that such a Ocean Beach highway between Nemah be traveled all winter.

your instruction book

Old oil should be drained from the crankcase at

do it at the

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