

## PLOW TO KEEP BLUE MOUNTAIN ROADS PASSABLE

**Snow-Fighting Apparatus Is to Be Kept in Service by the State and Nation.**

La Grande, Or., Dec. 30.—Eastern Oregon people have been much concerned and deeply interested in what process would be adopted to keep the paved roads across the Blue mountains cleared of snow. In fact, many are of the opinion that it could not be done, and it depends on the future to prove the efficacy of the campaign adopted by the highway commission.

The state highway commission, represented in Eastern Oregon by R. H. Baldock, aided by the federal government, has installed three snow plows on the front of five-ton caterpillar tractors, which will be used to keep the highways in Eastern Oregon clear from snow during the winter season, making safe traffic or traffic by other vehicles possible throughout the season.

### THREE ROUTES MADE

One plow is located at Union and will be used between La Grande and North Powder and between La Grande and Elgin; one is stationed at Pendleton and will be used between Pendleton and Echo, Pendleton and Pilot Rock, and Pendleton and the Washington state line; the third is at Haines, and will keep the road free between North Powder and Baker and may be used between Baker and Pleasant Valley and between Baker and a point 15 miles from Baker on the way to Cornucopia.

Baldock stated today that two 10-ton caterpillars, equipped with larger snow plows, were being shipped to La Grande by the government and that they would be used to keep the Pendleton-La Grande highway clear. They will operate in five feet of snow while the smaller plows will only work effectively in three feet of snow.

Another feature of the work to keep the roads free from snow will be the erection of snow fences, identical to the same as are used on the railroads. A line will soon be erected between Union and North Powder and others may be installed. These are much more effective than the plows, as "an ounce of prevention is worth a pound of cure." The plows were tried out recently and proved very successful.

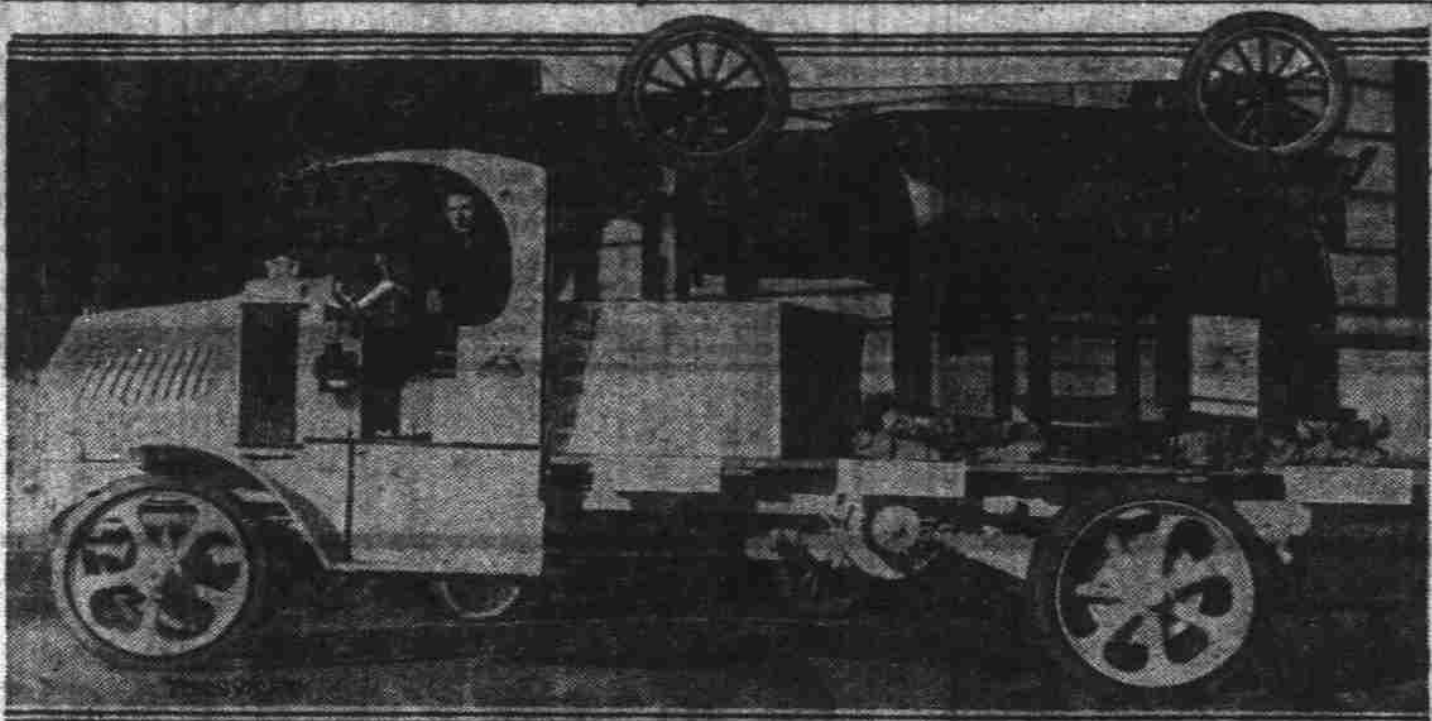
If it is found that the plow at Union cannot handle the task above Elgin, a similar plow will be stationed either at Minam or at Elgin, which will operate on the road between Joseph and Elgin.

### ATHENA ROAD OPEN

In speaking of the conditions on the Athens-Weston road, Baldock states that a drift, approximately 10 feet in depth, blockaded the way for four days but that the drift was finally pierced and that a one-way road is now open. He will go to Pendleton tomorrow and will make arrangements for further opening the road to the regular two-way traffic.

The expense of such a system is moderate, inasmuch as the government

## WHO WANTS TO RIDE THIS WAY?



"Bill" Stoner of the W. L. Hugheon company, sentenced a Ford sedan to ride about the city on its head so that folks might see that it is securely built. Try it on your own fiver, but get out first.

furnishes the major part of the equipment and that the men employed would have been hired any way to patrol the roads during the winter. The plows would be willingly loaned to the county, if possible to keep the market roads clear at times, Baldock stated, which will also insure the farmer clear roads to La Grande during most of the winter.

## Maryland Has New Way of Enforcing The Loading Law

With various punitive efforts failing to stop the pounding to pieces of certain highways in Maryland, the authorities are said by a Firestone Ship-by-Truck representative, to have adopted a novel method for putting an end to this trouble.

Truck drivers are forced by the highway police to unload and pile at the roadside such part of the load in excess of the law and then to send for another truck at the operator's expense to carry it off. It was soon found that drivers were careful to keep within the lawful load.

## Haynes Chemists Get a New Color

After months of experiment, chemical engineers of the Haynes Automobile company, Kokomo, Ind., have arrived at a new color for Haynes cars which experts declare reproduces for the first time all the glorious color combinations found in Burgundy wine, famous throughout the ages for its color, and a synonym, almost, for that elusive maroon which, like the fabled royal purple, has defied all artists, says A. C. Stevens, local distributor. The new color has been named Burgundy Wine and all the 55 and 75 sport models and the new Haynes 55 standard models will be finished in it.

## BRAKE SYSTEM IS MAKING PROGRESS

### Four-Wheel Mode of Car Control Meets With Approval in France.

Paris, Dec. 30.—French manufacturers are making rapid strides in the adoption of four-wheeled braking systems. The ultimate development of the tendency in vogue at present seems to be "the abolition of the brakes on rear wheels and the adoption of brakes on front wheels and on the shaft."

It has been shown that when brakes are applied the center of gravity of the car is thrown forward and the braking power of rear wheels is decreased, while increased pressure is thrown onto the front wheels. It is evident that the adhesion of the front wheels is thereby increased and the car brought to a stop quickly. Experience has shown that the weight thrown on the front axle when the brakes are applied is so great that it is practically impossible ever to block the wheels and so stop their steering service, but it is probable that the front axle will have to be strengthened.

Various systems are being used. In some cases the emergency brake acts only on the front wheel while the service brake acts on the rear, or vice versa; in other cases the service brake acts on the four wheels and the emergency on the rear only; in other cases connections are made diagonally. A mechanical system known as the "Servo-frein" has been invented, which reduces the effort required by a driver in slowing down a rapidly moving car. The apparatus draws its energy from the rotation of the speed gears; a pressure from the driver on the brakes

## Stock in English Motor Companies Has Little Change

London, Dec. 30.—British motor shares reflect no materially improved outlook for the automotive industry as a result of the motor show recently held in Olympia. Out of nine active and representative motor and cycle shares quoted on Birmingham exchange five show no change during the show period, two show a slight increase and two a decline of 3d per share.

It is felt that if any considerable improvement could be expected, such shares as the Austin, S. T. D., Humber, Napier, Rolls Royce, Harper Bean and Standard would safely be taken as representative of the situation. Evidently the effect of the past year's poor business and the recent price cuts necessary to meet competition and encourage buyers has been too great to allow the orders taken at the show to be reflected in the quotations.

## Motor Car Popular in Czecho-Slovakia

Prague, Dec. 30.—There are now in service in Greater Prague, 1171 passenger cars, 246 taxicabs, 25 automobiles, 43 trucks, 322 motorcycles and 28 bicycles with motor attached, according to figures obtained from the central police office of the city of Prague. This number is exclusive of vehicles in the service of the government, data concerning the military and other official branches being confidential. There are also 258 passenger cars and 115 motorcycles held by manufacturers and dealers in stock and for demonstration purposes.

## IMPROVEMENT IN ROAD-BUILDING METHODS IS SEEN

**Heavier Construction Believed to Eliminate Damage Supposedly Done by Trucks.**

By L. G. Fairbank  
Dunlop Tire & Rubber Co.

In my travels over the United States the past year I have been most favorably impressed by the great strides made in many states in the way of highway improvements, and from information I gathered in all sections the road programs outlined for 1923 will surpass those of the past 15 months. One of the gratifying evidences of appreciation of the value of truck transportation throughout the country is the determination of national, state and county authorities to have real highways, not merely makeshifts that have profited by experience and realize that to meet the transportation conditions the highways must be constructed accordingly.

In the old days of transportation on steam roads we had the narrow-gauge lines, with axle spacings and car wheelbases meant economy in transportation and naturally heavier loads meant heavier cars and locomotives. To meet the demands of modern improvements had to be made in roadbeds and a different type of steel rails had to be provided, with the result that the heavy lines became universal. This identical situation exists today in our transportation over the state and national highways. We must have a way enough of the debris to lay the foundation of the new Durant headquarters. Located directly across is the United States postoffice and the county courthouse, making the Durant headquarters in the very heart of the civic center.

## Japan Is Buying Heavy in Rubber

Japan purchased 1285 tons of crude rubber in 1912 while in 1921 her imports of this commodity jumped to 22,000 tons. The Land of the Setting Sun is not engaged in any extensive rubber manufacturing, according to a Firestone expert man, and it is an enigma as to just what Japan is doing with all this rubber.

## WRECKING ROADS

Often it is thought that heavy vehicles, carrying heavy loads, are responsible for the deplorable condition of some of our highways. We have seen photographic and other proof of the wrecking of roads, indicating that these roads had been blown up from beneath the surface. We have seen the calamitous condition of pavements smashed by pressure of some kind.

In the fall we find some roads appearing to be models of durability. In the spring they are wrecks. Meanwhile the question has been driven over them. Could there be a specially plainer case of cause and effect? It was obvious that to save the roads the trucks and the loads must be made lighter.

On some stretches of the very road where the collapse of the pavement is most discouraging, nothing goes wrong. There do not crush the concrete or buckle the brick pavements. The loads are precisely the same that are hauled over other stretches of the road. The same wheels of the same vehicles, roll over sections that stand up under the test that roll over the strips that gave way.

What, then, is responsible? WHAT'S THE CAUSE? Is it the weight of the loads or is it the manner in which the road was constructed? Is it the way the builders failed to adapt their work to the conditions they had to deal with?

Matters of soil and drainage, materials and construction methods were not given proper attention. When one road along a sandy ridge, with good, natural drainage, comes through a hard winter scarcely the wheels for wear any point, and another road in the same district and other road in the same district and the same climate, carrying the same traffic, with the same truck loads, but with spots where the sub-soil is wet and there is no natural drainage, is found in a state of collapse after the frost comes out of the ground, what is the logical conclusion? Is it lighter loads or close attention to drainage and other important features entering in the construction of our highways? THAT'S THE REMEDY.

Isn't the remedy to be sought in the more scientific adjustment of the highways to the natural changes in the direction of larger vehicle units and more economical transportation on the public roads?

The question is vital to the solution of the whole problem of country highways, their construction and maintenance. It is of immense importance to all producers and consumers. It is a basic transportation problem for America's millions of people who want to do the sensible thing and the right thing by all interested. The trend is strongly along this line and that is why highway construction in 1923 will be far in advance of such work done in years gone by.

## Irish Free State To Revoke Tax on Yankee Motor Car

(By International News Service)  
Dublin, Dec. 30.—Free State government intends at the first opportunity to revoke the tax upon automobiles imported from America. For the protection of British manufacturers the British government imposed a heavy tax upon cars arriving in Great Britain and Ireland.

Ireland under the old regime had to pay the tax, and, of course, in several instances English manufacturers were able to undersell the American car. Ireland has no interest in automobile manufacturing. There isn't a factory in the country.

The revoking of the tax is expected to be a boon to Americans, as now-days most traveling in Ireland is done by auto. Nearly all the railroads are out of commission owing to destruction wrought by the Republicans.

## Gringo Cabs Make Success in Mexico

Mexico City, Dec. 30.—The results of the initial efforts of the Yellow Cab company in Mexico City have proved so successful that there are now five distinct companies operating in this territory. Besides the Yellow Cab there are at present the Blue, the Gray and Black, the White and Black, and the Checkerboard cab lines.

## D. A. Burke Visits Portland on Tour Of Pacific States

Fearless will not go into quantity production, D. A. Burke, general sales manager of the Fearless Motor Car company, said, while visiting with W. R. DeLay, local distributor of the line. "At present the factory is making 50 cars a day," he said. "Later this will be increased to 65, but beyond that they will not go for the simple reason that they cannot make the quality car they desire."

Burke while here was on a tour of the Pacific coast states. He came directly from Cleveland, California, where he has been since the war, and from there he will return to the factory.

## Durant Dealer to Have One of First Astoria Buildings

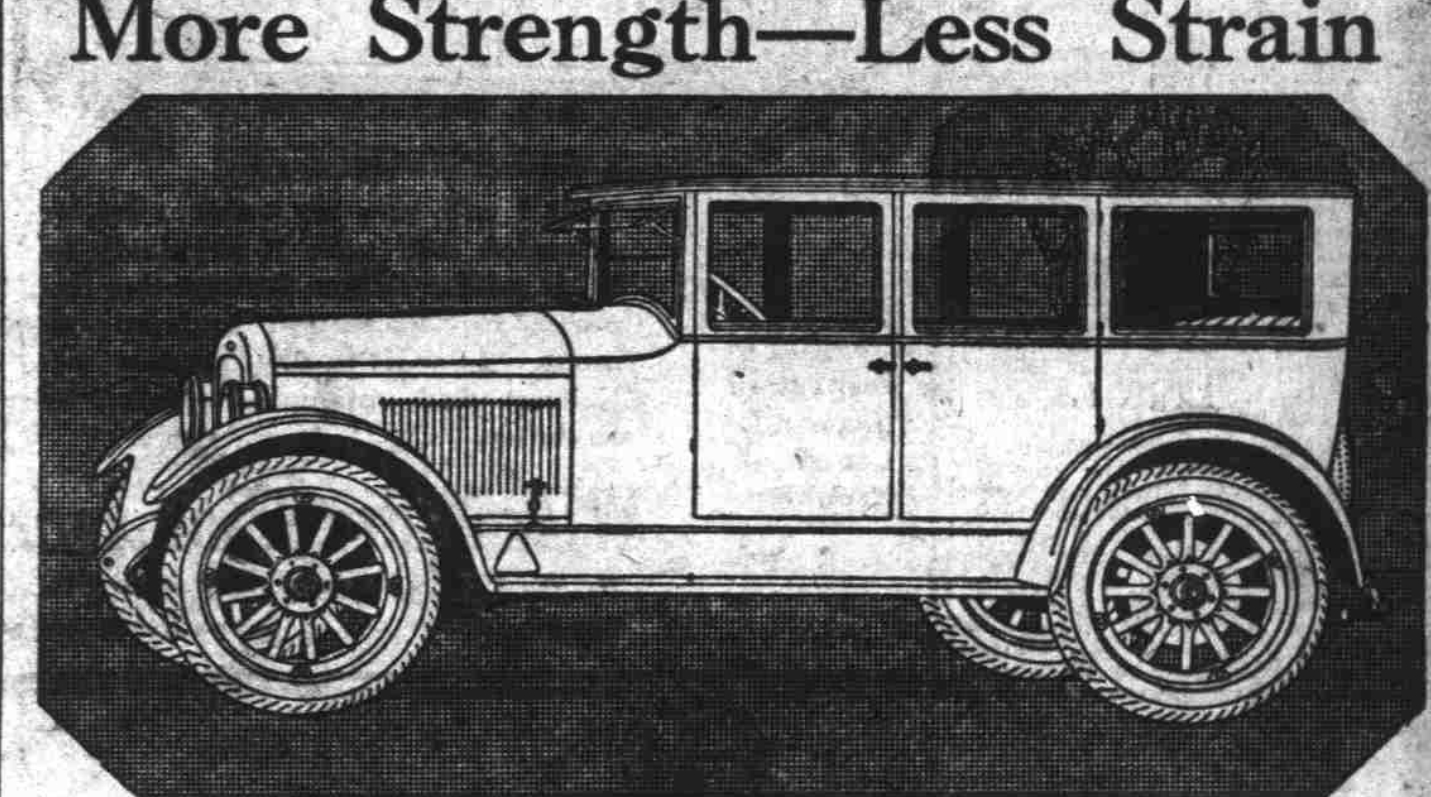
One of the first buildings to be erected among the ruins of the great Astoria fire is to be the one occupied by George Bonness, Durant dealer in the fire-swept city. While the smoke was still arising from the ruins, workmen had cleared away enough of the debris to lay the foundation of the new Durant headquarters. Located directly across is the United States postoffice and the county courthouse, making the Durant headquarters in the very heart of the civic center.

## Sir Eric Geddes A Dunlop Director

On the steamship Homeric for England, called the Rt. Hon. Sir Eric Geddes, brother of H. E. Sir Auckland Geddes, British Ambassador at Washington, who has been on a few weeks' visit to the United States, during which

## More Strength—Less Strain

**Sedan \$1465—Touring \$995**  
F. Q. B. Factory  
Tax Extra



**Sedan \$1465—Touring \$995**  
F. Q. B. Factory  
Tax Extra

When you have checked up the interior of the Jewett Sedan, feature for feature, you will find that it offers every comfort and convenience of the truly fine enclosed car.

Then, remember, that there is an additional satisfaction enjoyed by every Jewett owner. It is absolute confidence in a mechanical foundation that not only assures brilliant road performance, but long life and medium repair bills.

The Jewett is not a "light" car—the touring model has 2800 pounds of finely tested metal and excess strength. Every single part has been designed to stand up under brutal punishment—and laugh at it.

Because the six-cylinder motor delivers its power in six overlapping power impulses instead of four distinct, separate jerks, far less strain is put upon the extra strong axle and chassis mechanism. There is no vibration and no undue stress or strain upon any of the working parts.

That is why there can be no axle trouble with the Jewett—no differential troubles—no "constitutional weaknesses." The Jewett is not only powerful but strong.

The complete Paige-Jewett line of six-cylinder passenger cars offers a selection of thirteen models priced from \$995 to \$3350. The complete line of Paige trucks meets every haulage need. They are sold and serviced by Paige Dealers everywhere.

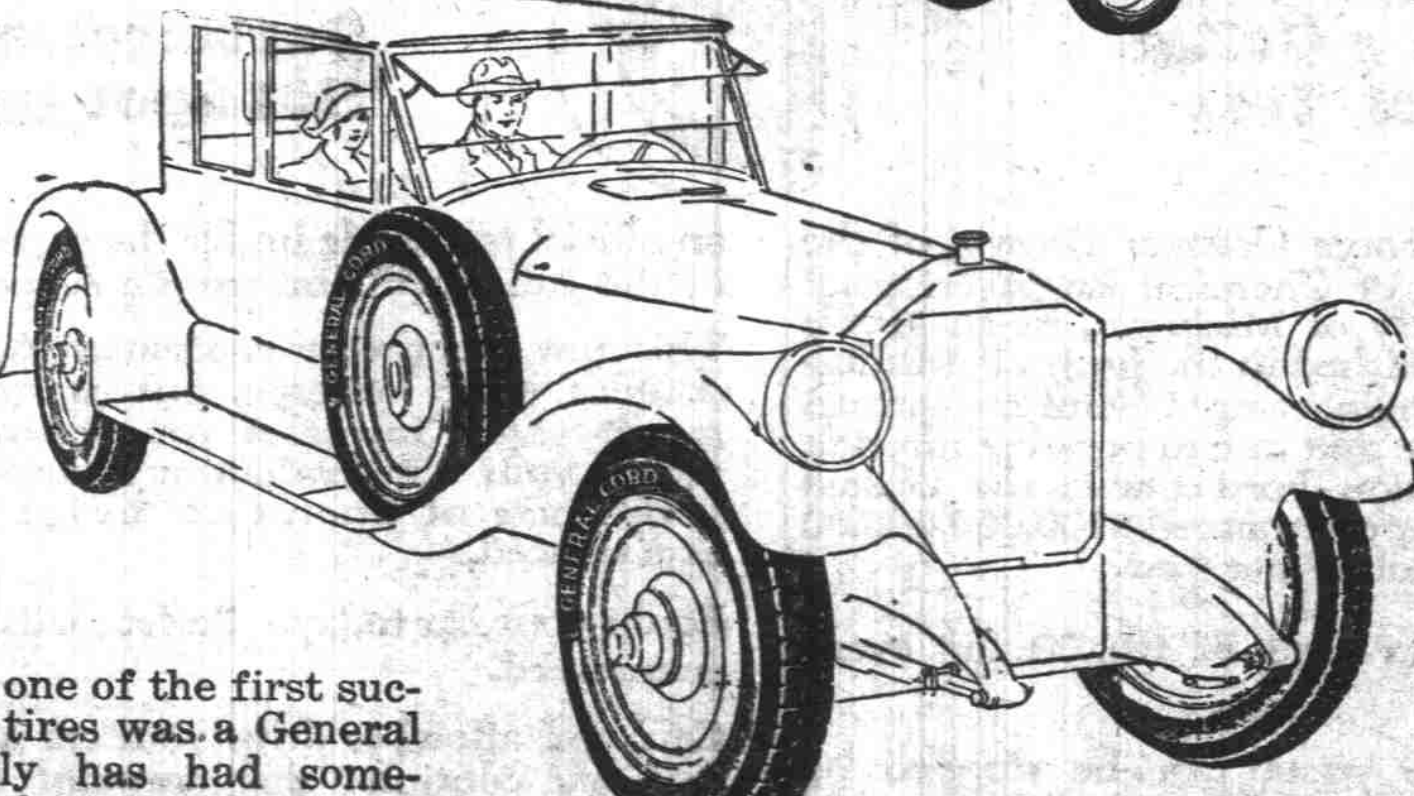
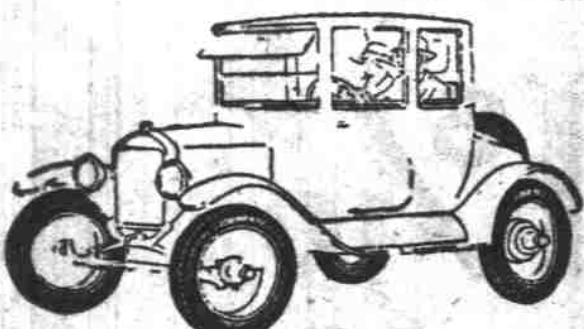
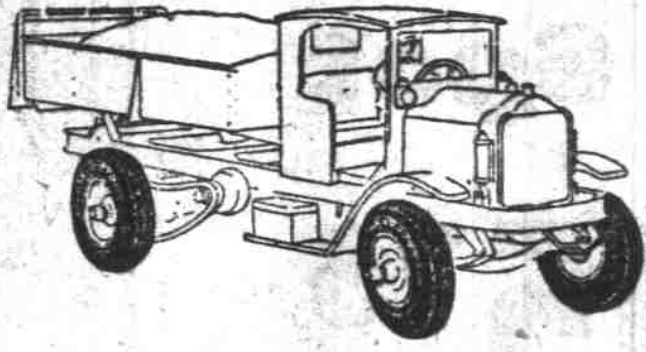
## COOK & GILL CO., Inc.

Ninth and Burnside Sts. Broadway 7751

# JEWETT

*Authentic Six Built by Paige*

# THE GENERAL CORD TIRE



—goes a long way to make friends

THE fact that one of the first successful cord tires was a General Tire—undoubtedly has had something to do with the present position that the General holds in the tire world—but the main reason is that every General Tire has gone a longer way to make friends than its price promised.

# The General Tire Co.

446 STARK ST. BROADWAY 4212

Battery Separators Made of Cedar Bolt  
Bandon, Dec. 30.—A big white cedar bolt drive of 80 bolts has been loaded down at Four Mile by S. J. Wilson & Sons to J. E. Young & Son's mill, where they will be made into battery separator stock.