

# COLUMBIA HIGHWAY OPEN TO THE DALLES

## Latest Stretch of New Grade Now Being Graveled.

### TRIP IS MADE BY AUTO

#### Unit Leads Through Interesting Section of State and Scenic Attractions Are Numerous.

Last week marked the opening of the Columbia river highway through to The Dalles. Although work on the new grade has been progressing for some time, and traffic had been allowed to go through on occasions, it was not until last week that the new grade was opened for uninterrupted travel beyond Mosier. Trucks and graders are still at work on the eastern section and paving operations, which again will close the road to travel, will start in the near future. To inspect this new road Henry Hayek of the Northwest Auto company made the trip from Portland to The Dalles and return one day last week with a party of friends in a touring car. Speaking of the trip Hayek said:

"The road is comparable in scenic grandeur and beauty with other sections of the highway, and in addition represents an engineering accomplishment which will go down with lasting credit to the state highway commission and its engineers. The new road follows the river for its entire distance, being virtually cut out of the side of the mountain.

"Leaving the river level at Mosier the road continues at an approximate 5 per cent grade until it reaches the summit of the rim rock, where it crosses Hog creek canyon over a beautiful arched concrete bridge. From this point on some very heavy construction has been done and reports estimate the cost for six miles of road at this point at approximately \$600,000.

**Utility and Beauty Considered.**  
"One must travel over this section of the new highway to really appreciate how seriously the state of Oregon is taking the subject of road building. Everywhere it is evident that two very worthy ideas are embodied in the road building program of the state, and these are: First, the most direct route between given points at a minimum grade, and second, laying the course of construction so as to bring the advantages of our natural scenery to those who may travel our roads in the years to come. No one can deny the fact that this is a very far-seeing plan on the part of the state and one that recognizes the commercial side of road building, and still not forgetting that scenery is one of our greatest undeveloped natural resources and assets.

"At Hog creek canyon bridge the road has reached an elevation of somewhat over 1000 feet, and from here on the going is down grade for several miles, and within this distance is most of the heavy construction which has already been referred to. This stretch of road includes construction out of solid rock and also includes the much-talked-of Rowena loops.

**View for Miles Obtained.**  
"The view from the summit of the road is, indeed, a series of delightful pictures which are to the chagrin of many believe is already superfluous, without having seen this portion of the road.

"On the opposite shore is Lyle, Wash., a picturesque little place, seemingly crowded out to the river's edge by mountains, and looking down stream the river is locked in with wooded hills. Up stream the contour of the country is broader, view of river and mountains and one gets an excellent view of our famous Oregon wheat country and also of The Dalles.

"Although the road is open to travel, graveling of the road bed is continuing between the towns of Rowena and The Dalles. Road Foreman Lang was in charge of the graveling at this point in charge of three road scrapers and a steam roller, as well as 16 trucks carrying about three yards of gravel each. Here there are 25 men in all working on the road and operating equipment, and one is immediately impressed with the apparent efficiency of the organization.

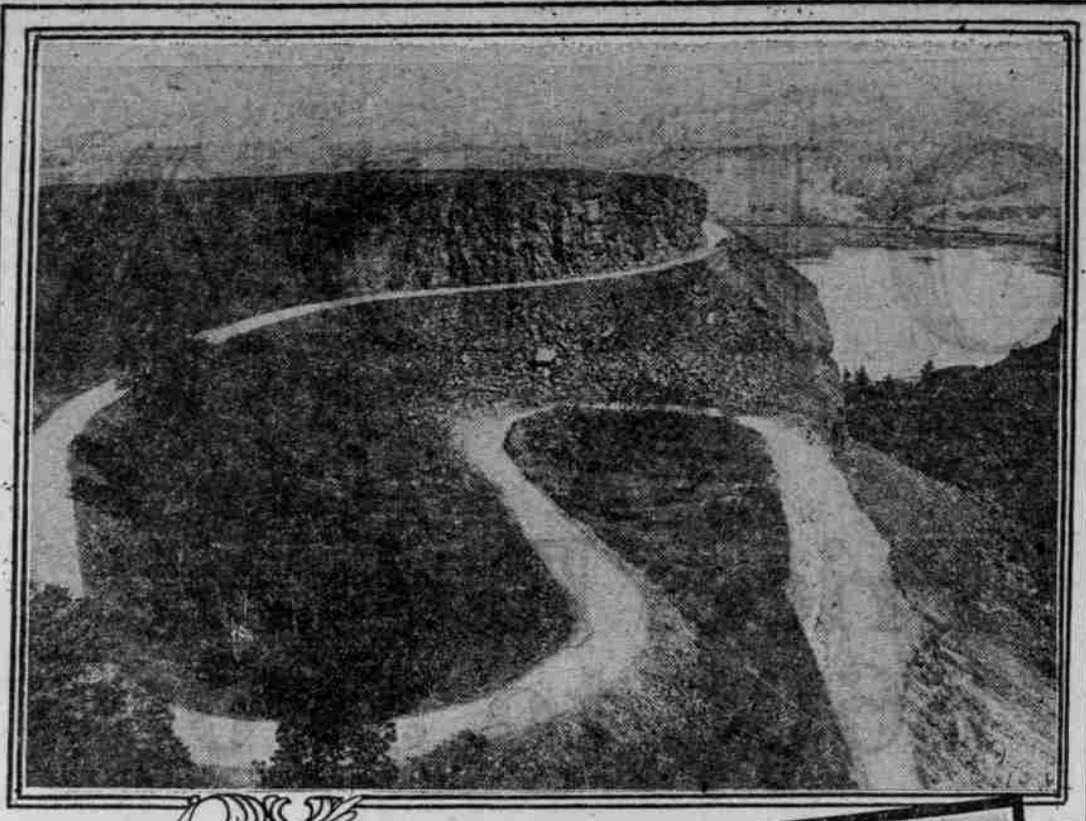
**Trip Made in Cole.**  
"Our trip was taken on Tuesday of the past week in a Cole Aero Eight and at the time of our visit the graveling was completed to within exactly seven miles of The Dalles. This portion of the work is under contract by A. D. Kern & Co., and the gravel is being hauled by way of the 15 motor trucks in operation on the gravel bed seven miles distant from this point. The present crew is laying in the neighborhood of between 300 and 400 lineal feet of gravel a day and still have four miles to lay before their work will be completed on the present unit. When they get to the end of this four-mile stretch it will mean that they will be hauling their gravel a distance of 11 miles in all. At the present four-mile stretch of graveling is completed a very good temporary road for the remainder of the distance will be used until some bridge construction is completed which will connect the new road in its entirety.

"We made the trip in a Cole driven by Frank R. Sanderson, salesman for the Northwest Auto company, in one slight hour and 17 minutes. This covers our entire lapse of time from leaving Portland to arriving back again. We left Sixth and Morrison streets at 8:55 in the morning and were back at 1:10 in the afternoon. That includes time for taking photographs and taking on fuel for both man and machine.

**Eastern Oregon Closer.**  
"To us this demonstrated the fact that eastern Oregon is now several hours closer to the metropolis than it has ever been, and there is every reason to predict that the commercial and scenic value of this section of the Columbia river highway will pay for itself many times over during the next decade. This will be especially true after the paving of the road is completed. This work is to begin immediately and the paving plans are already under construction in the vicinity of Rowena. The reason that paving is beginning so soon after construction of the road is due to the fact that the roadbed is out of solid rock and the paving can be done just as soon as the graveling is completed.

**Suburban Patrol Autos Latest.**  
The Baltimore police department has installed new motorcycles "patrol wagons" for suburban service. Each officer rides a sidecar motorcycle, the sidecar being fitted with leg-irons and handcuffs. No time is lost in locking the prisoner in the sidecar and hustling him to the calaboose.

## COLUMBIA HIGHWAY, HOOD RIVER TO THE DALLES, TRAVERSES SCENIC WONDERLAND.



### TRUCK AGENCY TAKEN

#### STATES AUTO & TRUCK CO. TO HANDLE COMMERCE.

#### Three Models Will Be Featured by the Commerce Company This Year, Is Announced.

The States Auto & Truck company has taken over the distribution here of the Commerce motor trucks and plans an active campaign in the motor truck field with this commercial vehicle in the near future, according to an announcement by J. H. Ainscough, president and general manager of the company. The States Auto & Truck company is also handling the Kiebur and the Service trucks for this territory.

The Commerce is not a stranger to Portland, as it was handled here formerly by the McCracken Motor company. The 1921 models which will be received shortly by the States Auto & Truck company are said to be considerably refined, however, over previous models.

Three models will be particularly featured in the road bed this year. It has been announced by Ainscough that the Commerce Mr. Ainscough, these being the mercantile express, known as model 12, with a capacity of from 1500 to 2500 pounds; the special delivery, model 13, with a capacity of 300 pounds, and the fast freight, model 15, with



J.H. Ainscough.

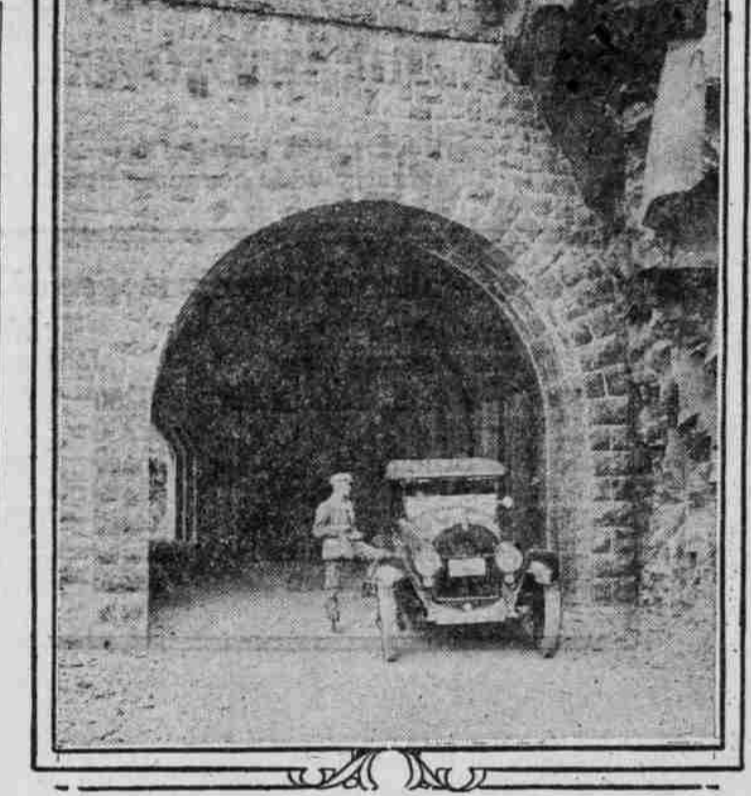
also the mining companies, farmers and produce dealers and wholesalers, and the transportation companies and other industries, have not been able to buy motor trucks. They have not made purchases of passenger cars for the reason that there was always danger of the reigning power in the district commandeering the cars. Mr. Blevins found that Guadalajara needed hundreds and hundreds of motor trucks, and thousands of passenger cars, as there is but one motor vehicle for every 200 inhabitants of this prosperous district. Guadalajara is one of the main business distribution points of the republic. There are many more just such districts, including Monterey, Mexico City, Merida and Chihuahua. Each in its turn relates to a prosperous territory and each is a point of strategy in the great country at the southern border.

**BRIGHT PASSING FOR CANADA**  
Movement on Foot to Change Rules to Conform With U. S.

That a movement is on foot to change the rules of the road in some parts of Canada so as to have the right-hand passing regulation adopted to conform with the United States and with other parts of Canada seems indicated in the following item in a recent issue of the Calgary Alberta, Alberta and a number of other provinces in Canada have adopted the right-hand rule, and as a result there is considerable confusion as to the ruling practice. The item follows:

"Nova Scotia is behind the times in the matter of rules of the road in respect to which side of the street traffic should be directed, and the Halifax board of trade is asking the support of the Calgary board in an effort to make the rules conform all over the dominion. In that province traffic is directed to the left of the road, as in British Columbia, and evidently this is the cause of considerable trouble to the tourist traffic coming to that province.

"Almost all over the United States the right side of the road is always used, as in Alberta, and tourists arriving there find themselves getting



Above—A view of the loops west of Rowena, on the new grade. Center—One of the 10 dump trucks and scrapers at work graveling and leveling the new grade east of Rowena. Below—The Cole Aero Eight at the entrance to one of the twin tunnels near Mosier, which have just been faced and lined.

in wrong with the traffic police. The Halifax board of trade, in its communication to Calgary, says:

"We would request your board to pass a resolution asking the Nova Scotia government to amend the highway act to change the rule of the road from left to right to conform with the rest of America."

**Fast Workers in England.**  
One of the largest automobile plants in England has reached an average productive output of 150 cars a week, with a maximum of 175. This amount is three times greater than it was before the war. Employment during the past year has been given to between 7000 and 8000 people.

### Is Your Automobile Engine Sick?

Are Your Spark Plugs Dirty? Has Your Engine Lost Its Power? Do the Cylinders Pump Oil? Do the Cylinders Need Re-boring?

**Here Is the Remedy:**  
Use Zelnicker Ever-Tyte Piston Rings. Three-piece, entirely different. Not a stem, not a taper, Ever-Tyte. Less wear on your cylinder wall than any other piston ring. Greatest oil and fuel savers in the world.

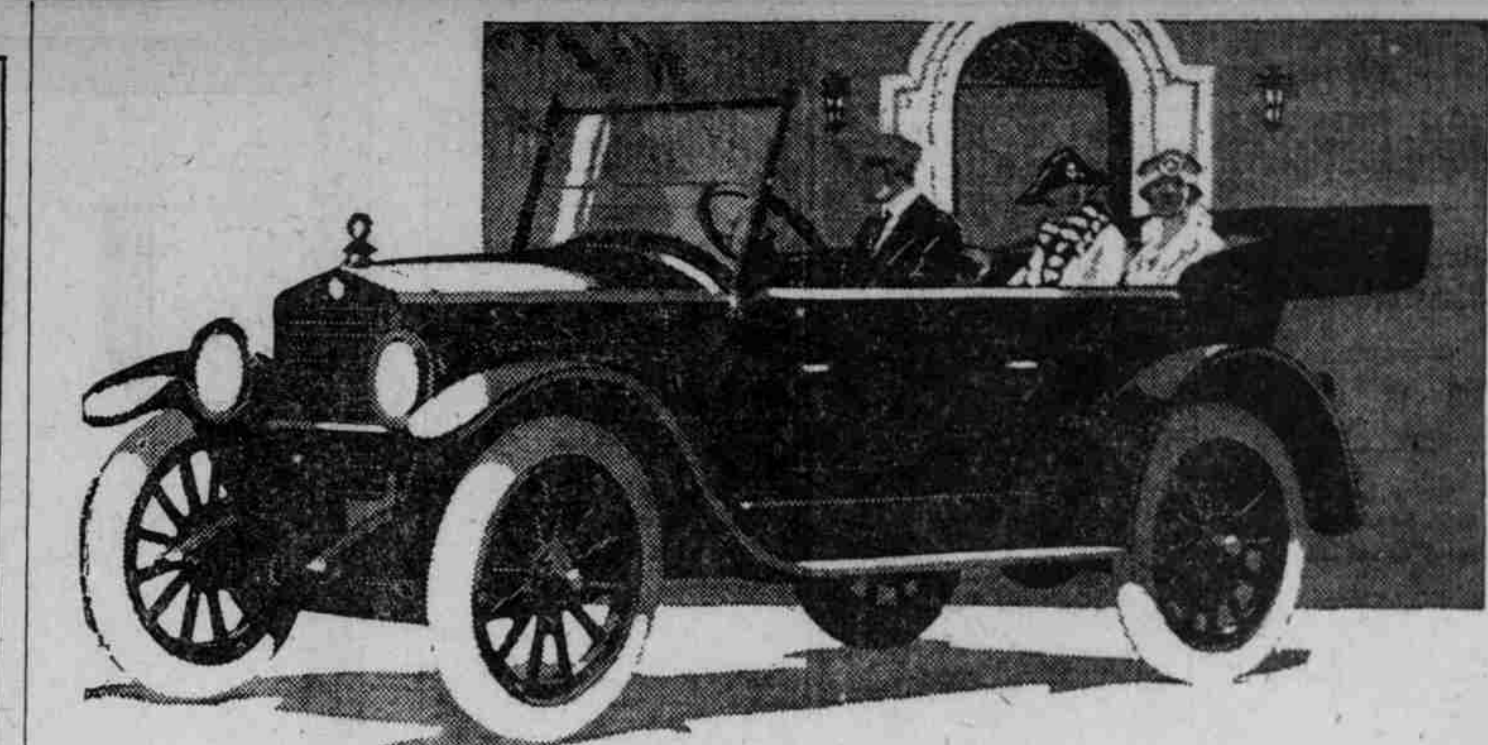
**Here Is the Proof:**  
We guarantee Zelnicker Ever-Tyte Piston Rings to produce higher compression, develop more power and use less fuel and lubricating oil, you to be sole judge.

We will refund the full purchase price of any purchaser upon the return of the rings, if they fail to give absolute satisfaction within a period of twelve months from date of installation.

This is the strongest guarantee given by any piston ring manufacturer. If your repair man tries to substitute or sell you a piston ring, so-called just as good, order direct from

**Tire Insoles**  
Prevent Punctures and Stone Bruises. Stone bruises chafe tubes, causing flat tires. Let us help you get away from the CAUSE by putting insoles in your tires. Call or write for folder.

**HARPER & HALL,**  
464 BURNSIDE ST., PORTLAND, OR.



## What Gives Owners Such Faith in Essex?

The people who know Essex rely on it chiefly, for the simple reason they have never encountered a situation of which it was not master.

More than by any other factor men have been guided in their preference for the Essex by the endurance and reliability which unmistakably sets it apart from other light cars.

Yet the confidence of Essex owners that their car will go anywhere, with a possibility of trouble so remote that it does not even enter into calculations, contains something more than a feeling of absolute assurance in its mechanical reliability.

No car could possess a more sincere belief in its goodness, its every-day dependability, and its capacity to do the task assigned without fret and fuss, than that which 50,000 owners bestow upon the Essex.

**C. L. BOSS AUTOMOBILE CO.**  
615 Washington Street

### CADILLAC OFFICES MOVE

#### GENERAL HEADQUARTERS ARE CHANGED IN DETROIT.

#### New, Great Plant, Just Erected, Is Inspected by Engineers and Many Others.

On April 2 the general offices of the Cadillac Motor Car company were located at the new Cadillac plant, 2890 Clark avenue, Detroit, according to the official announcement just issued by the company.

The offices which are transferred from the old location at 6231 Cass avenue include that of the president, the purchasing, accounting, manufacturing, sales and advertising departments and include all the administrative departments of the company.

The new Cadillac plant on Clark avenue is south of Michigan avenue the approximate distance of two blocks, just within the three-mile circle from the city hall and about a mile from the Michigan Central railroad station.

Engineers and others who have inspected this great plant, which has been erected under the direction of R. H. Collins, president and general manager of the Cadillac company, have characterized it as the most modern automobile factory in the world. The buildings contain 48 acres of floor space.

The new plant stands as a monument to Cadillac growth. The buildings are of the most modern construction of steel, concrete and brick, with immense window expanses to assure ample light for the workers who make the Cadillac. They are four stories high, built to carry two additional stories.

Some idea of the vastness of the new plant may be gained from the fact that the manufacture of the Cadillac has in the past been carried on in 77 different buildings in Detroit. In the future all the operations will be confined to the new plant, which consist of eight great buildings.

Of these the greatest is the manufacturing building, which is 800 feet long by 600 feet wide, with a total floor space of 480,000 feet. Under the manufacturing plan, raw materials will be received at one end of this mammoth building and Cadillac chassis will leave the opposite end under their own power.

Conveniently near the manufacturing building is the heat treatment building, 600 feet by 30 feet, where the metal is treated to assure its strength for the part it will be called upon to play in Cadillac dependability.

The assembly building is the second largest of the group, being 600 by 350 feet, with a floor space of 210,000 feet. After leaving the manufacturing building a chassis will be given a road test and then taken to the assembly building, where it will be given further seats and will then be fitted with the body and the many accessories which are a regular part of Cadillac equipment.

The storage building, which adjoins the assembly building, has space for 1000 cars. It is 480 feet long by 140 feet wide. The factory service department will also be housed in this building.

Other buildings include an executive office structure, power plant and welfare building. Particular arrangements are provided for the pleasure and comfort of employes.

Change oil every 500 miles.



## KERMATH Own Your Own Motor Boat

Now is the time to pick out your boat for this summer. Give your family more sport this season than they've ever had before.

Get them a boat equipped with the world's standard marine 4-cylinder engine—the Kermath with electric starter.

Simplest, and most efficient motor built. Starts electrically. No trouble or bother. Your daughter can run it.

The Kermath is used as standard equipment by 70% of the world's leading boat builders.

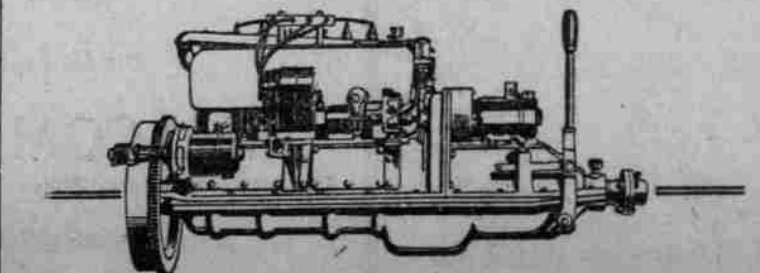
If you do not know where to buy a good boat our service department will advise you of the best boat builders in your locality.

But when you order your boat insist on a Kermath Marine Motor—the world's standard.

4 H. P. to 40 H. P.—\$230 to \$1650

Literature on request. Address Dept. 7, **BEEBE COMPANY**, First and Washington Streets, Portland, Oregon.

OR WRITE TO **KERMATH MANUFACTURING CO.** DEPT. 7, DETROIT, MICH.



## TIRES—TUBES ACCESSORIES

### THIS WEEK'S SPECIALS

**McKee Headlight Lens** **Luggage Carriers**

The best known and most popular lens on the market. Legal everywhere. Does not materially reduce the light, but does destroy the "glare."

Adjustable to any length of running board. Forms a complete basket. Held firmly in place by three thumb screws.

Special Price \$2.45 Special Price \$3.90

## CLINGSTONE TIRES

#### Unlimited Mileage Guarantee OUR AMAZING PRICES

Size	List Price	Our Price	Saving
28x3	\$15.00	\$9.70	\$5.30
30x3	16.40	10.98	5.42
30x3 1/2	21.50	13.25	8.25
32x3 1/2	24.75	15.55	9.20
31x4	32.40	20.00	12.40
32x4	32.95	20.45	12.50
35x4	34.30	21.10	13.20
34x4	35.20	21.75	13.45
34x4 1/2	47.45	30.05	17.40
35x4 1/2	49.50	30.90	18.60

N. B.—No war tax or charge for service.

We carry a full line of Inner Tubes—pure gum—fresh stock—at correspondingly low prices.

## Ford Wheels Ford Demountable Wheel Sets

New wheels without hub assembly. Made of good hickory, fitted with standard clincher rims and bored proper size for hubs.

Four wheels equipped with demountable rims. Also one extra rim for your spare tire. All wheels 30x3 1/2, made of second-growth hickory and finished in either natural wood or black.

Special price \$31.50 per set.....

## Autoparts Supply Co.

89-92 Sixth Street. Phone Broadway 5508

## THE HOOD SHOCK PREVENTER For All Cars



Saves Springs, Brakes, Gasoline, Tires, Time. It irons out the roads. It absorbs the bumps.

Ford Sets \$15.00. Other Sets Up to \$22.50. Trucks \$25.00 Up.

Let Us Show You 31 Park Street North, Portland, Oregon