

LOWER HIGHWAY TO BE PAVED BY JULY 1

Paving Plants Being Set Up Now for Spring Work.

MUCH HARD SURFACE NOW

Clatsop County Plans Also to Pave Portions of the Nehalem or Inland Highway.

BY LEWIS A. McARTHUR.

Clatsop is not one of the counties of Oregon that is willing to sit quietly by and let the state do all the road work. This county at the mouth of the Columbia has always been at the front in the good roads movement and the authorities have adopted a programme for 1920 that will add materially to the county's hard-surface road mileage.

In general, the hard-surface programme of Clatsop county includes the Columbia river highway leading eastward to Portland, which is being built by the state; the Nehalem highway, leading southeast from Astoria and finally reaching Portland via the Nehalem valley; highways up Young's river and up the Lewis and Clark river, a highway west and south to Seaside and on to the Tillamook line together with a branch from Warrenton northwest to Fort Stevens. Work on all these projects has been under way for several years and in 1920 substantial headway will be made on each road.

The Columbia river highway is being hard surfaced by the state and the road is completed for 11.3 miles east of Astoria to Svensen. During 1919 this stretch was a particularly awful piece of highway, as it was covered with crushed rock, but it is fine going these days and a great aid to overland navigation from Portland to Astoria.

A paving plant will soon be set up at Knappa and there is another now being installed west of Clatsop Creek. They should be in operation in a few weeks. The remainder of the Columbia river highway between Svensen and Clatskanie should be paved in early summer.

Nehalem Highway Included.

The Nehalem highway is better known as the inland route between Astoria and Portland and it has been definitely picked out by Clatsop county as a permanent highway. In the summer of 1919 nearly four miles of fine concrete base and black-top pavement was laid on this road, beginning on the shore of Young's bay near the city limits and extending southeast nearly half way to Olney. This highway is beautifully laid out along Young's river and will be a popular drive this coming summer. Plans are under way to extend this pavement about four miles more to a point near Olney. The contract soon will be let by the county.

This pavement does not extend into the city of Astoria over the hill by the reservoir. It is planned to grade a new road along the north shore of Young's bay, connecting the pavement to the north end of the Young's bay bridge on the Astoria-Seaside highway, and thus eliminate a bad climb. The length of the connecting link will be about a mile and the grading will be heavy. It will probably not be paved this summer.

Across Young's bay south of Astoria is Miles' crossing. A road extending from this crossing southeast up the west side of Young's river and it is planned to pave this road with hard surface for about five miles. The work extending from Miles' crossing to Tucker creek. Several years ago five miles of concrete were laid southwesterly from Miles' crossing to Lewis and Clark river and this section of pavement has opened up so much territory that it was resolved to try the same experiment on the Young's river side.

Seaside Paving Spot.

The condition of the Astoria-Seaside section of the Columbia river highway is a sore spot in Clatsop county. The road is only paved in places and even there the paving is very narrow. After a number of months a contract has finally been let for a new road between Astoria and Seaside and a short piece of pavement between the new bridge and Miles' crossing will soon be contracted for. The port of Astoria has built up a wide dyke so the new pavement will have proper width.

It seems to be understood in Astoria that the Astoria-Seaside highway will be completely paved this summer, though there is a doubt as to who will do the work, the state or the county. In any event, it is a much-needed project for the summer travel is very heavy over this section. It is probably only a question of time until the road between Seaside and the Tillamook county line will be paved with hard surface, as Clatsop county has considerable money tied up in a well-located grade. Tillamook county intends to do several miles of paving on its section of the Coast highway this summer.

Last of Paving Down Now.

Paving is already under way on the Columbia river highway this month, the plant on Beaver creek, east of Clatskanie, having taken advantage of the good weather to begin operations. On Friday, February 12, the following log was taken between Astoria and Portland through the courtesy of C. J. Nordstrom, Chandler agent at Astoria. On that day the drive up the river was ideal.

Paving from 0 to 11.3, Astoria to Svensen.

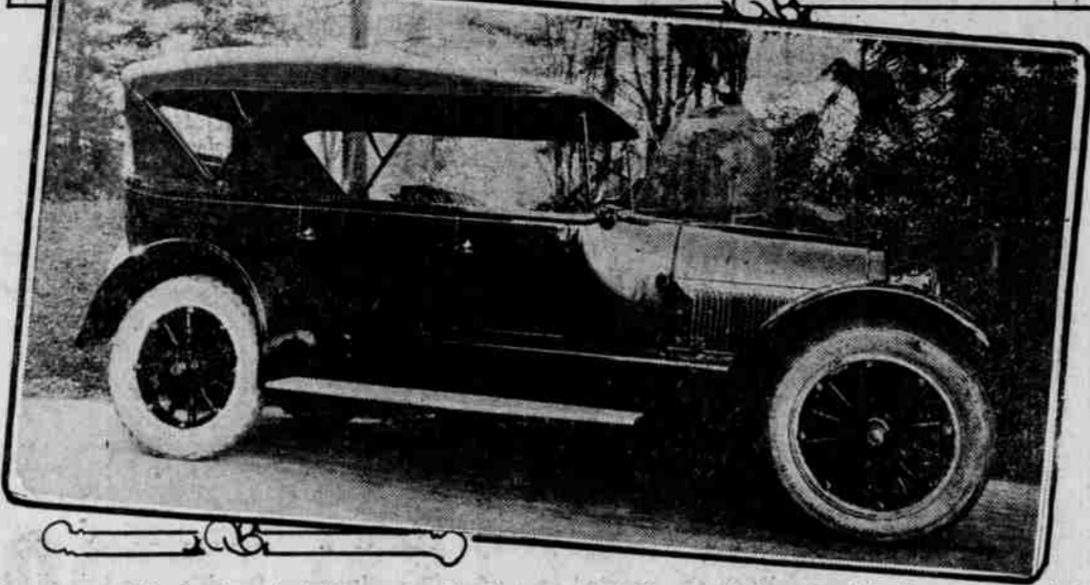
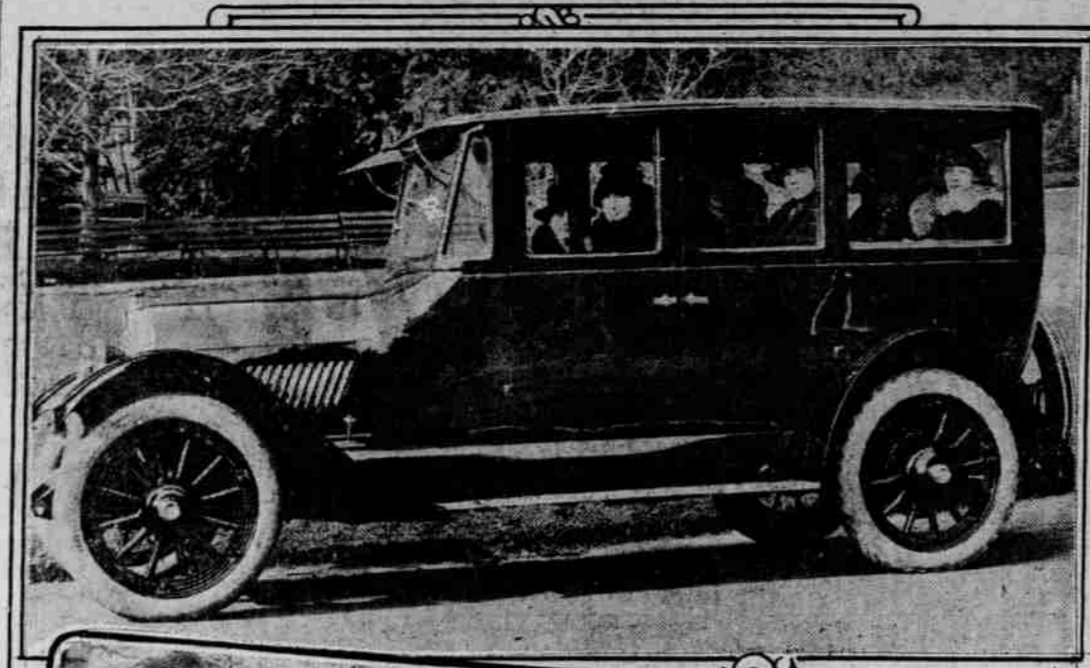
No paving from 11.3 to 33.3, Svensen to a point near Clatskanie.

Paving from 33.3 to 40.7, through the town of Clatskanie, which is 23.1 from Astoria.

From 40.7 to 46.5 the paving is scattered in short stretches, along Beaver creek. The paving gang was in operation at 46.5 filling up the gaps. These short unpaved pieces should be completed within a month if the weather is good. The plant will then be moved to Knappa. There is already a plant set up at Clatskanie and one about a mile west of Clatsop Creek.

There is solid paving from 46.5 to 71.7, except for a mile through the city of Rainier, where a new grade is being completed, north of and toward the river from the old highway.

NEW CADILLAC EIGHT, JUST ARRIVED, AND OLDSMOBILE SEDAN WILL BE AMONG THE FEATURES OF THE BIG AUTOMOBILE SHOW.



Above is one of the handomest of the many enclosed car models to be seen at the automobile show. It is the latest thing in Oldsmobile eight sedans, this car being represented here by the Oldsmobile company of Oregon. Below it is the first picture taken here of the new 1920 Cadillac eight, handled by the Covey Motor Car company, which embodies a number of changes over the previous model. Of course, it has the same wonderful Cadillac eight motor, but the new car is seven inches longer than its predecessor, having a wheelbase of 130 inches as against 123 inches before. The lines of hood and cowl are higher and straighter, and there are numerous refinements in appearance.

MUCH COTTON REQUIRED

TIRE OUTPUT IS LIMITED TO FABRIC SUPPLY.

Consumption of 400,000 Bales of Cotton Estimated for the Year 1920.

Nearly 4 per cent of the world's cotton production for 1920 will be used in the manufacture of pneumatic automobile tires—a total consumption of approximately 400,000 bales. The 1920 production of tires in the United States should approximate 40,000,000 to equip nearly 1,500,000 new cars and to maintain about 7,000,000 now in operation. Cotton promises to remain indefinitely an indispensable in tire making as rubber.

These startling figures are given by Elliott H. Barnwell, manager of the cotton and fabric division of the Goodyear Tire & Rubber company. He estimates that the only bar to further expansion of the pneumatic tire industry might possibly be the limit to fabrication capacity of yarn and cotton mills.

Many motorists wonder how much cotton goes into the manufacture of pneumatics. Tires now contain an average of four pounds, an increase of one pound, due to the increasing number of pneumatic truck tires, which require more cotton because of their size. Much of the cotton used is Egyptian or Peruvian. The larger companies use the cream of the world's crops, the one and one-eighth-inch staple or better. A few of the larger companies will take more than half the year's output, the remainder will be divided among 230 smaller concerns. In 1919 Goodyear manufactured nearly 7,000,000 tires and in 1920 will probably manufacture nearly 25 per cent of the country's output.

To keep pace with demand the company is expanding operations in its textile plants. The mills at Good-year, Conn., will be enlarged to house 30,000 new spindles, 176 new houses for employees will be started within 30 days and a new tire fabric mill on the Pacific coast will be operating 32,000 spindles by May. The present mill at Goodyear operates 22,000

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spindles. At Los Angeles the company's new tire factory to employ 8000 people will be in operation by the middle of summer.

In Arizona the company has already taken three crops from its 25,000 acres of cultivated land, made possible by irrigation of the desert. Looking to the future, the company has just completed arrangements to sell cotton seed to the farmers of the Imperial valley of California and will take the entire crop, which will be ginned in new gins to be erected by the company at several advantageous points in that section of California.

TUBE MAKES A TOOL CASE

Old Rubber May Still Have Useful Life Ahead.

That old inner tube which has been kicking around the garage, and which has long since outlived its usefulness for its purposes, can be made to serve very handsomely as a tool case in which to carry all the small repair equipment, such as wrenches of moderate length, spark plugs, screw drivers, pliers, files, etc. Cut a length of the old tube, sufficient to take the outfit, and then, after splitting the rubber lengthwise, cut the slits along the center in which to slip the tools. The sides of the rubber will curl up over the tools, and then the whole can be rolled into a neat bundle, which can be held securely in rolled form by using wide rubber bands made by cutting off sections of tube.

OVERLAND FOUR IS SIMPLE

ONLY 50 BOLTS ARE USED IN FIVE UNITS.

Plain Construction Is Declared to Be Explanation of Owners' Satisfaction.

Simplification, a constantly increasing demand in these days of necessary fool-proof and trouble-free automobiles, probably has never been realized to a greater extent than in the new Overland four models of the Willys-Overland company.

For example there are only five units in the assembling of the entire car. These are the power plant, including clutch, transmission and universal joint; the frame and the famous three point suspension spring unit; the rear system; the body and the dash.

The entire assembly requires less than 50 bolts. The control mechanism on Overland four is centered on the instrument or key board. There are no wires or rods or pipes attached to the body. As an illustration, the entire rear axle may be moved by the release of four bolts.

The design of Overland four makes its units and parts so accessible that repairs can be made with a minimum expenditure of both time and money. But in its strides toward simplification of design, Overland four has increased the protection to moving parts by proper housing. For instance, clutch, transmission and universal joint all are enclosed with the motor in a single unit. This permits lubrication of all of these units from a single oil supply and gives distinct economy in oil consumption.

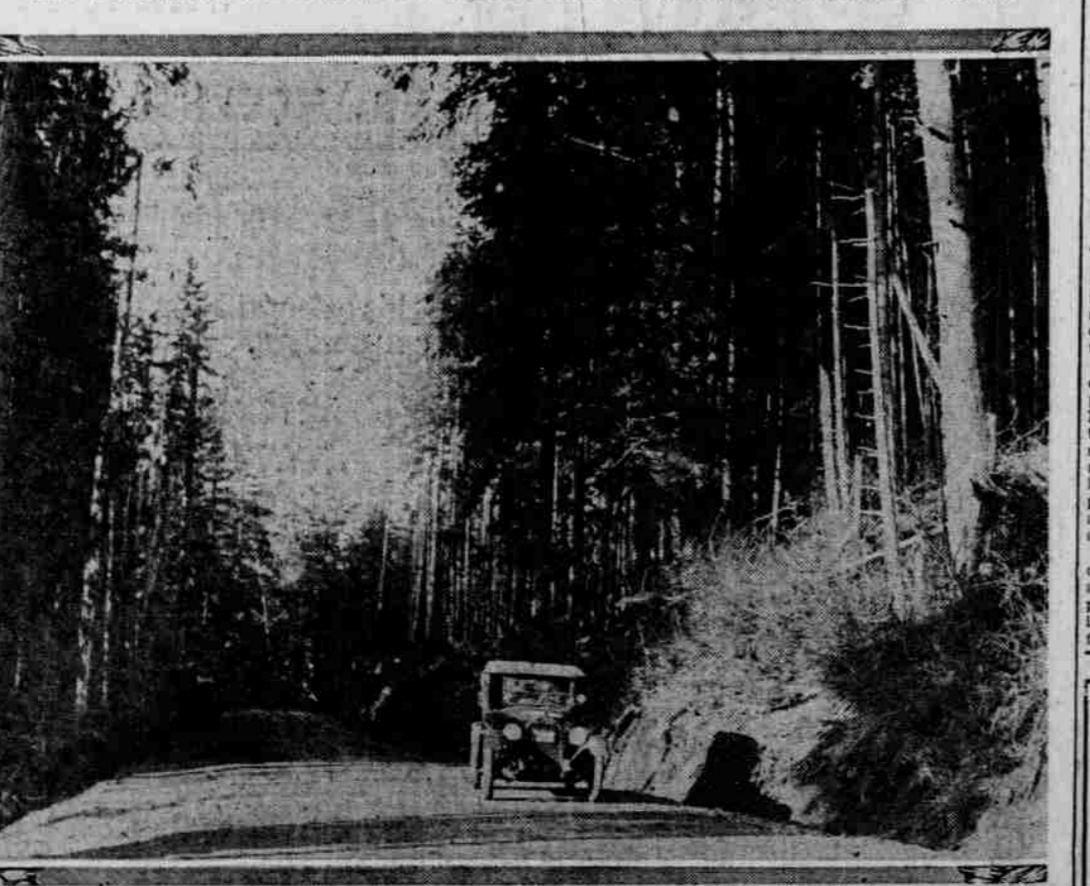
This tendency toward simplification has eliminated from Overland four the oil and water pumps. The automatic pressure. The water is circulated by the thermo-siphon system or natural cooling method.

The simplicity of design of the entire car results in not only fewer parts which, of course, makes for lighter weight but makes it feasible to standardize the highest grade of steels for every part. It has also made it possible with Willys-Overland quantity production to make parts so minutely correct that they are absolutely interchangeable because they are uniform.

This simplified design means not only fewer parts to be manufactured but it affords opportunity for better methods, closer inspection and generally more satisfactory results.

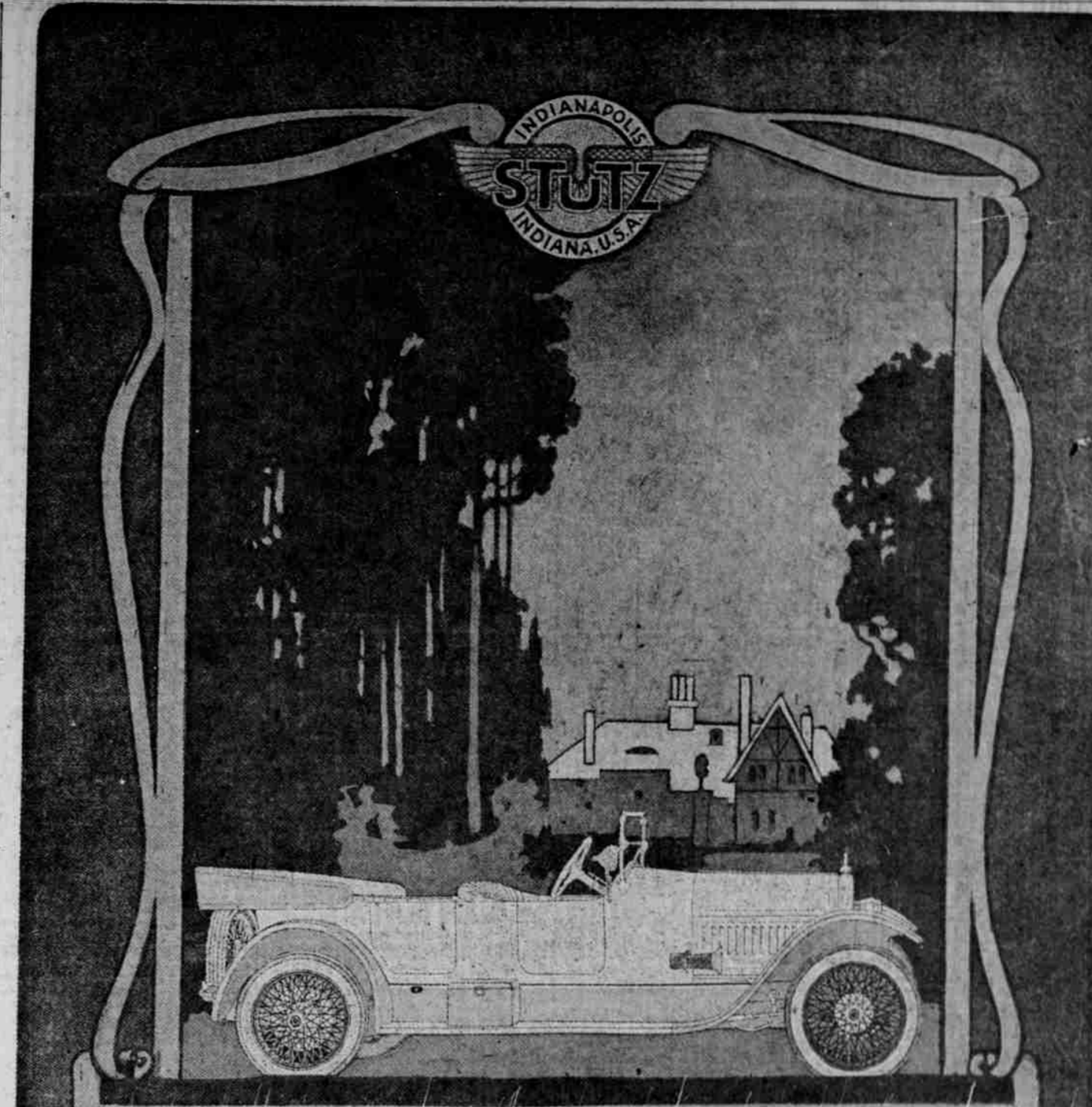
Don't lag—keep close to the vehicle in front of you.

NEW PAVEMENT ON TILLAMOOK COUNTY END OF SHERIDAN-TILLAMOOK ROAD.



THIS PAVEMENT IS TO BE EXTENDED THIS COMING SUMMER TO HEB0, 21 MILES FROM TILLAMOOK, ACCORDING TO HIGHWAY PROGRAMME.

This stretch of approximately three miles of new pavement on the Tillamook road, between the town of Beaver and the end of the old pavement that extends for eight miles out of Tillamook, is a forerunner of better things to come. By next fall there probably will be pavement all the way from Tillamook to Hebo, or at least to Beaver, which is five miles closer to Tillamook. The picture was taken on a recent mid-winter run to Tillamook in a Challenger hot-spot six.



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