

66.2 MILES PAVED ON WAY TO ASTORIA

Nearly Two-Thirds of the 110 Miles Now Hard-Surfaced.

HIGHWAY GOOD GENERALLY

Franklin Makes It to Seaside, 130 Miles, Including Stops, in Five Hours 10 Minutes.

BY L. H. GREGORY.

Nearly two-thirds of the lower Columbia river highway between Portland and Astoria is now paved. To be exact, of the 110 miles to Astoria, nearly 66.2 miles are paved. This includes the distance to the city limits from The Oregonian building in the center of Portland and to the Weingard Astoria hotel in the center of Astoria.

Adding on the 30 miles from Astoria to Seaside, 130 miles in all from Portland, there are 81.9 miles of pavement. Nine-thirtieths of the distance to the beaches, over a highway that up to last winter was not even an all-year road is now hard-surfaced.

These figures as to amount of pavement on the lower highway were obtained in a run to Seaside and Cannon Beach and return by the writer last Saturday and Sunday in a Franklin car driven by Lawrence E. Therkelson, sales manager of the Early Auto company, George E. Chambers, the Oregon State Motor association's road expert, and Charles Franklin of the Crescent Paper company also were in the party.

Only One Rough Stretch.

The paving mileage was obtained on the return trip by showing in the registering pits the distance of the odometer for all paved stretches and shutting it off again when the car left pavement. So the total of 66.2 miles of pavement to Astoria and 81.9 to Seaside are correct.

Taken all in all, the whole highway to Astoria and Seaside is now in prime condition. True, there is one very rough stretch, the 12 miles of old road from Seaside nearly to Deer Island. This is undeniably and unqualifiedly rough, though the Franklin springs ironed out most of the bumps. But the worst miles is by long odds the worst stretch on the whole route.

ROUTING TRUCKS VITAL

PROFITABLE OPERATION DEPENDS ON MANNER.

Intelligent Dispatching of Machines Held Chief Duty of Transportation Head.

"Upon intelligent dispatching and routing of trucks depends their profitable operation. In fact, these are the chief duties of the superintendent in charge of the operations of the trucks. His ability to keep busy loads moving will measure the success of their service," says C. C. Fagan, Pierce-Arrow distributor here.

System should underlie the work of the dispatcher and router. He should have a complete knowledge of the day's work at least 24 hours in advance if possible. Upon this information he can chart a schedule that will eliminate all waste time, distance and motion.

Three Paving Plants Ready.

This condition of no detours is not likely to continue very long, however. No less than three paving plants have been assembled between Clatskanie and Stevenson, 11 miles this side of Astoria, which means that there is pavement into Astoria. This unpaved stretch is approximately 30 miles long, and the paving plants have been set up at intervals approximately ten miles apart.

These plants are just about ready for business. In fact, the first paving in progress at two points last Saturday, and with the fine weather of the past week no doubt fast progress has been made. One of these points was four miles below Clatskanie toward Astoria. Here a mile of "hot stuff" had been laid and rolled, and there was another 7-mile of crushed rock ready for the hot stuff.

Fast Progress Planned.

By the end of June great progress will have been made in paving the segment between Clatskanie and Astoria. By the end of July the greater part of this unpaved stretch of the highway probably will be paved. Great quantities of crushed rock and "hot stuff" material, with road graders and rollers and fleets of trucks are all ready to go.

Naturally, this will make necessary some detours. They will probably be short ones. As dry weather may be expected from now on they will not be difficult to make sure.

Preparatory to laying new crushed rock on the macadam grade that was riddled two years ago and has been in use by heavy traffic since, the sides of the road for several miles below Clatskanie have been dug up, leaving a macadam strip in the center wide enough for only one car. But if another car comes along from the opposite direction it is easy enough to turn out on the dug-up portion.

Truck Depreciation.

Motor truck operators will find it advantageous to divide the factor of depreciation into two distinct parts. The first is the depreciation in market value of the vehicle, due to newer models being placed in service. The second division of depreciation consists in the decrease in efficiency of the vehicle through use. Obviously the former cannot be influenced by the motor truck user, but the latter half of the depreciation charge can be cut down by care and efficient upkeep.

There were 1438 automobiles in use in France in 1899.

Jack Riddle Busy Garage-man.

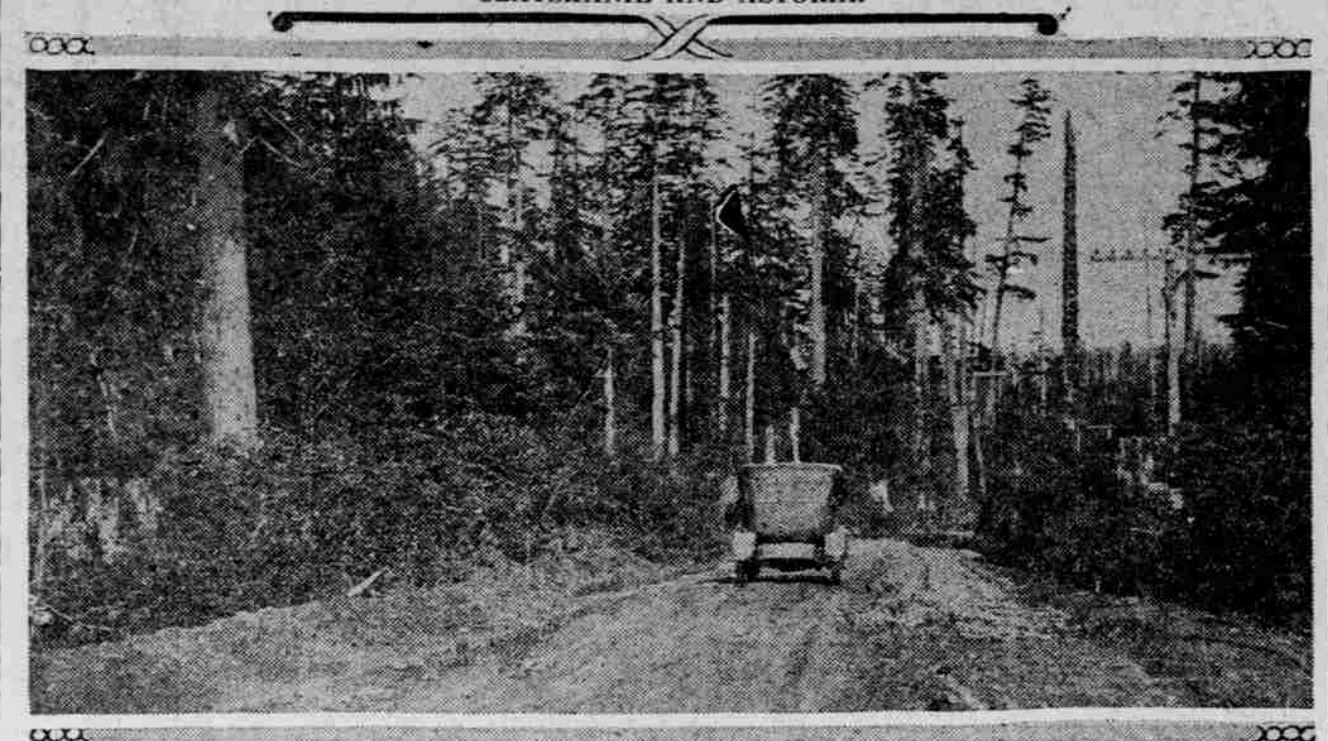
The road from Astoria to Seaside is in first-class condition. Of the 20 miles from Astoria to Jack Riddle's garage in Seaside, 15 miles are paved. True, a few miles of this is over the rough, worn-out old single track concrete laid several years ago, but except for having constantly to turn one wheel into the semi-ditch alongside to let other cars pass, it is not bad.

Jack Riddle was one busy garage-man in Seaside last Sunday. His is the official garage recommended by the Oregon State Motor association. He not only had all the cars he could attend to, but they were not coming seemingly, and there were scores of them down for the Sunday and Memorial day holidays, was around there trying to get gasoline to drive home on.

Jack did the very best he could for them. His gasoline, though not the best of a few hundred gallons of distillate and helped many a motorist on his way with a few gallons of it in his tank. But when the distillate ran out and he was unable to procure more those who came late were strictly out of luck. Many cars were stalled in Seaside for several days owing to the gasoline shortage.

The Franklin made the run from Portland to Seaside in ten minutes

MAKING READY FOR PAVEMENT ON THE LOWER COLUMBIA RIVER HIGHWAY BETWEEN CLATSKANIE AND ASTORIA.



These views show how all but a narrow strip of macadam has been dug up for several miles on the lower Columbia river highway on the stretch between Clatskanie and Stevenson, preparatory to laying rock and hot stuff. In wet weather you are out of luck if you drop off the macadam in the center. Three paving plants have been set up between Clatskanie and Astoria and will soon be going full blast. The car in the picture is a Franklin.



over five hours, including stops for photographs and the like. There isn't a better road car built than the Franklin, for its full elliptic spring construction ironed out the bumps on the roughest roads.

Speedy on Rough Roads.

Therkelson was able to keep right up to his average, even on the rough Squappoose-Deer Island stretch, where other cars were crawling along.

From Seaside the Franklin ran over to Clatskanie each Sunday morning. The road over the mountain to Elk creek, 8.7 miles from Seaside, is in good condition, though narrow and winding. The man at the wheel must keep a mighty sharp lookout for other cars on some of the curves in this picturesque drive, whose picture-queeness, however, soon will be a thing of the past. The Hammond Lumber company is cutting down the big trees right up to the road on the Seaside end of the divide, leaving desolation and waste.

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CYCLE COMPANY GROWS

NEW QUARTERS OCCUPIED AT FOURTH AND TAYLOR.

Strine Cycle Company Carries Big Stock of Motorcycle Parts Worth Large Sum.

Other stockholders in the enterprise are Harvey Wells and Charles Scanlon.

Mr. Strine has been actively engaged in the motorcycle business for the last four years in this city. Before entering the army in April, 1918, Mr. Piper ran a cycler in Salem. He is a former railroad man and came to Portland in 1910 as private secretary to J. D. Farrell of the G. W. R. & N. His connection with the Strine Cycle company dates from last February.

HOW THEY DO IT UP NORTH

Saskatchewan Requires Guarantee of Auto Parts.

Agitation was begun some time ago in Regina, Saskatchewan, by an owner of a one-time popular brand of car whose manufacturers had stopped production on it to build another type. This owner claimed he could not obtain spare parts anywhere in the province and that the company was not interested in giving service on old cars.

NOT MUCH ROAD SURFACED

ONLY 12 PER CENT OF HIGHWAYS IMPROVED.

All This Despite Fact U. S. Has 7,000,000 Motor-Driven Vehicles in Use.

WASHINGTON, June 5.—Despite the fact that the United States has 7,000,000 motor-driven vehicles in operation—leading the world in this respect—motorists will be surprised to learn that but 12 per cent of the roads of this country are surfaced. Out of an estimated total of 2,478,532 miles of public roads, only about 299,135 are surfaced or improved.

Indiana shows the greatest percentage of improved highways, 52.5 per cent of its roads being surfaced, based on the last available figures of 1918. That there is a great need for good roads can be deduced from the increased tendency for long-distance hauling by motor truck and particularly by the fact that 60,000 employees of the postoffice department travel 1,400,000 miles daily in delivering mail on rural routes.

With an estimated 1920 production of 1,500,000 automobiles, the need for better highways is evident. That this fact is recognized by states and municipalities is shown by estimated appropriations of \$600,000,000 to be spent on hard-surfaced roads during the year.

To stimulate interest of the public and of the government of states in the value of better roads one of the large tire and rubber companies has created a new department to be devoted entirely to this work. This department will gather data on the cost of good roads, methods of taxation and other valuable information necessary before legislatures can frame and pass good roads legislation.

Dry Cells.

Dry cells have a tendency to "go to sleep" in cold weather. This is one of the causes of hard starting in winter with cars using this equipment. If two extra cells are used in cold weather and the entire battery is tied together, so that the cells may be easily removed from the car and placed in a warm place when not in use, they will keep wide awake and on the job all the time.

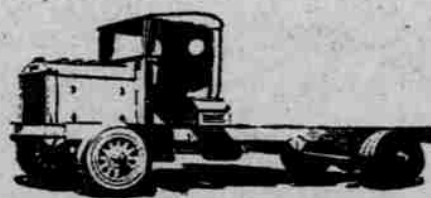
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The exclusive Cleveland motor, most highly developed of the powerful over-head type, gives a character of performance in flexibility of power and speed, and in dependability and endurance, that surpasses other light cars.

The sturdiness of its chassis construction, the ease of its control, the soft cushioning of its low underslung spring construction, the certainty of its brakes,—all these qualities add to the comfort and safety of its performance on any kind of roadway, on the steepest hills and in crowded traffic.

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Sedan (Five Passengers) \$2395	Coupe (Four Passengers) \$2395

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The service that accompanies Columbia Storage Batteries is of the type you would naturally associate with a product of such high quality. We also render service on all other makes of batteries.

This Is Your Invitation to Call at Our New Home for a Free Battery Test

A staff of skilled men—ready to serve you.

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