

PAVING PROJECTS
FOR COMING YEAR

Portland and Multnomah
Plan Much Work, Many
Small Jobs Likely

From Pacific Builder and Engineer
While state highway depart-
ments and the U. S. B. P. R. are
planning major paving programs
for 1928, and while good roads ad-
vocates are hoping to find some way
to obtain authorization of the \$20-
\$30,000,000 Seattle-Walla-Walla-Spo-
kane-Seattle loop, individual coun-
ties and cities proceed to start their
own 1928 paving programs.

Most of the paving jobs budgeted
for 1928 and which have been re-
quested to Pacific Builder and Engi-
neer are comparatively small. In the
aggregate, however, they represent
a very substantial amount of work.

Five million three hundred nine-
teen dollars will be spent on major
improvements by the city of Port-
land in 1928, according to a tenta-
tive program released to Pacific
Builder and Engineer by O. Laur-
gaard, city engineer. Of this amount
\$2,000,000 will be spent on street
and sewer improvements, \$2,500,000
on the waterfront wall and sewer
now under contract, \$70,000 on the
East 33rd Street bridge, \$30,000 on
the 7th Street bridge in Burlington,
\$60,000 on the Broadway bridge
ramp and \$100,000 on the Vancoit-
ter avenue viaduct.

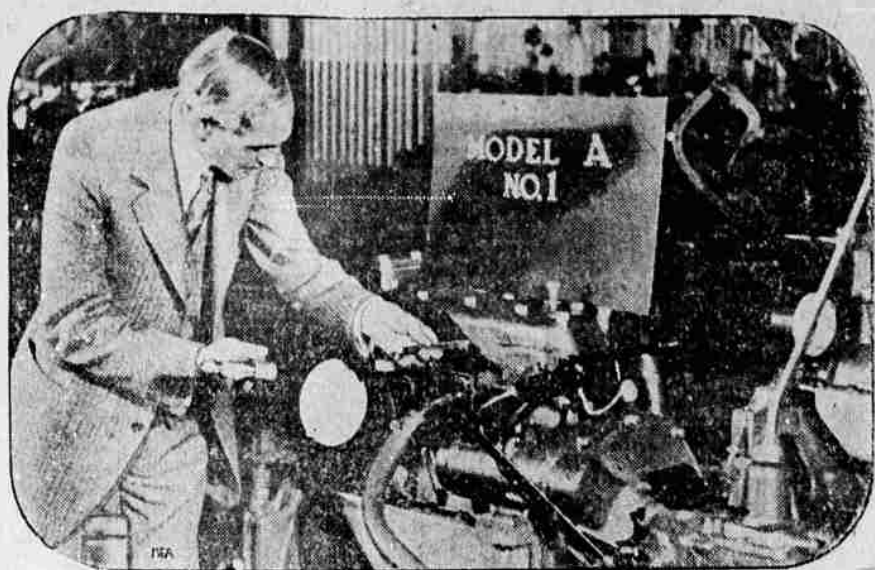
Paving to Cost \$125,000.
Bids will be called by Multnomah
county in June on five paving pro-
jects estimated approximately \$125,000.
George W. Back, county roadmas-
ter, lists these jobs as follows:

1. Two miles black top 18 feet
wide on Columbia boulevard, \$70-
000.
2. One mile concrete 18 feet wide
on East 52nd street, \$30,000.
3. One-fourth mile black top 18
feet wide on East 52nd, \$6,000.
4. One-half mile concrete 24 feet
wide on East 52nd, \$18,000.
5. Three-fourths mile concrete 18
feet wide, Thornburn avenue, \$20-
000.

Paving Projects.
Between March 1 and May 1,
Astoria, Ore., will call for bids on
eight paving projects. Six of the
eight jobs will be black top, re-
ports H. A. McClanathan, city en-
gineer. Irving avenue will be given
a black surface for a distance of
about 3500 feet at a cost estimated
by Mr. McClanathan at \$25,000.

The other black top jobs call for
surfacing 760 feet of Grand ave.,
at a cost of \$4000; 600 feet of
Franklin and 17th, \$4000; (3) 600
feet of 15th, \$4000; (4) 200 feet of
Lewington, \$2000; (5) 200 feet of
6th, \$1600. Fifth will be paved
with concrete for a distance of 200
feet at a cost of \$2500. A similar

FORD STAMPS FIRST OF NEW MODELS



Well, here they are, after all these years—Henry Ford and the new "Model A" engine that soon will be pulling the new Fords over every street and highway in America. Mr. Ford is stamping the number on the engine. This gives you an idea of what you'll see when you look under the hood of the much-discussed, long-awaited new Ford car. Note the gear shift at the extreme right.

concrete job is scheduled for 4th
street. No sewer or water pipe jobs
of importance are planned.

Plans Paving Program

Eighty thousand square yards of
pavement will be laid in five dif-
ferent projects budgeted by the city
of Klamath Falls, reports Don J.
Zunwalt, city engineer. Survey and
estimates are not yet completed. It
is not known whether the pavement
will be black top or concrete.

Douglas county will call for bids
on two concrete paving jobs about
April 1st:

1. One-quarter mile near Glen-
dale, nine feet wide, about \$3500.
2. One-half mile, sixteen feet
wide, near Roseburg, about \$12-
000.

F. C. Press is county roadmaster.
Albany will call for bids about
June 1st on five blocks of concrete
pavement 42 feet wide to cost about
\$18,000. Charles H. Leonard is
city engineer.

A. H. McClain, city engineer of
La Grande, says: "All, or practically
all, work initiated by petition of
property owners, except waterworks
improvements. These petitions
usually turned in sometime in
spring months. Therefore unable
to give any estimate or even guess
as to what work will be done in the
year 1928. Probably be as usual,
around \$200,000 street work; sew-
ers, etc. for the year. Now com-
pleting all work petitioned for up
to date."

Many Washington cities and
counties will have small paving

programs next year. Leading them,
all of course, is Seattle, which has
budgeted \$3,600,000 for 1928 pav-
ing operations.

Pierce county has budgeted a
healthy list of grading and paving
projects for 1928, according to a
list of projects received from C. H.
Votaw, county engineer. Paving
projects costing \$115,000 now bud-
geted are:

1. One mile Waller Road, \$27-
975.
2. Wilkeson-Carbonado Road,
\$30,000.
3. Five-eighths mile East Side
Drive, \$23,000.
4. One-fourth mile Soldiers Home
Road, \$1000.
5. One mile Soldiers Home Road
at Graham, \$30,000.
6. One-fourth mile, 8 feet wide,
Parkland, \$2925.

Four paving projects are already
definitely scheduled for Yakima.
Sixth avenue S. will be paved, vary-
ing in width from 20 to 64 feet, at
a cost of about \$20,000. Bids will
be called in January. Six weeks
later bids will be called on three
more paving projects: 16th avenue
S., \$20,000; 18th avenue S., \$11,000;
2nd avenue S., \$17,000.

About February 15th the City of
Olympia will let a contract for the
"Boulevard light system" on Capital
Way. 1.75 miles will be lighted
with 165 standards at a cost of
about \$18,500. Plans are under
way by Charles J. Signer, city en-
gineer.

In May Olympia will advertise

for bids for .5 mile of concrete
pavement 28 feet wide on 4th ave-
nue West. The estimate of Charles
J. Signer, city engineer, is \$12,000.

Spokane county will pave with
asphalt three miles of the Dish-
man-Mesa road and the Liberty
Lake road at a cost of about \$22-
312. Plans are being completed by
County Engineer A. R. Scott.

Chehalis will pave about 1300
feet of East Main street 20 feet
wide. Bids will be called about May
15th. The estimate of city engineer,
Burwell Banta, is \$9000.

W. H. Behrmann, Walla Walla coun-
ty engineer, reports that about 23-
000 square yards of pavement will
be laid in 1928. He does not spec-
ify whether the pavement will be
black top or concrete.

Kittitas county will complete its
\$250,000 paving program next year
when the contract is let for 6.5
miles of concrete pavement between
Ellensburg and Kittitas. This road
is already graded and drained.
Thomas P. Doyle, Ellensburg, is
construction engineer in charge.

Whatcom county (Bellingham)
will pave one mile near Birch Bay
18 feet wide at a cost of about \$28-
000, according to Carl McCoy, coun-
ty engineer.

Lewis county will pave .5 miles
of the J. A. Stephens road 18 feet
wide, with concrete, at a cost of
about \$10,000. Bids will be called
in April by Roy L. Greene, county
engineer, Chehalis.

Small Project.
Auburn will pave .5 mile 20 feet
wide with concrete at a cost of
about \$12,000. J. A. Fullgreen, city
engineer, reports that bids will be
called about June 1st.

Pullman has not yet prepared its
improvement program for next
year, reports H. N. Sims, city en-
gineer.

Cashmere is not planning any
public improvements for the com-
ing year, reports C. C. Ward, city
engineer.

Three L. I. De Paving Jobs costing
\$73,190 are being planned by W. P.
Hughes, city engineer, Lewiston,
Idaho. The jobs are: Paving dis-
trict 9, .42 mile, \$23,600; paving dis-
trict 10, .32 mile, \$31,900.

The date on which bids will be
called on these projects has not yet
been announced.

.55 Miles New Pavement.
Bannock county will pave .55
miles from the south city limits of
Pocatello, county seat, to the west
boundary of the Idaho Independent
highway district, reports W. P.
Hanover, Bannock county surveyor,
Pocatello.

Sandpoint will pave 200 feet of
South Euclid avenue, 20 feet wide,
with concrete, next spring, James
W. Sullivan is city water commis-
sioner.

Pocatello contemplates no pav-
ment at this time for 1928 but about
four miles of curb and gutter exten-
sion has been petitioned. It is re-
ported by J. H. Cline, city engineer.
Haley will probably confine his
work in 1928 to street maintenance
and "a few bridges and culverts."
H. C. Beamer is mayor.

Waiser has no construction pro-
gram for 1928 other than regular
maintenance.

To Spend \$80,000.
Three Montana cities plan to
spend \$80,000 for new pavements
in 1928.

Great Falls will pave 3000 feet
of 9th street 20 feet wide at a cost
of \$38,000 next year, according to
M. L. Stavis, city engineer. Sec-
ond Alley South will be paved with
reinforced concrete for a distance
of 350 feet at a cost of about \$2200.

One mile of pavement to cost
about \$20,000 will be built next
year by White Sulphur Springs,
County Surveyor J. V. Foster does
not tell us whether the pavement
will be concrete or blacktop.

Glendive will pave Berry street
40 feet wide with "Cut-Back As-
phalt." City Engineer B. T. Hur-
dle's estimate is \$10,000. The date
on which bids will be called has
not yet been determined.

"No new work is contemplated
for 1928 by Helena, although there
is some agitation for paving pro-
jects," says Tom V. Bogg, city en-
gineer.

Fried apples and bacon, buttered
quick-cooked, each bag, pickled
beets, baked pears and ginger cook-
ies constitute a reasonable menu.

Peaches, pared and halved, are
good baked pit-ah-top. Sprinkle
lightly with salt, dot with butter
and brown lightly. Serve with hot
sauce.

NEW AUTO TIRES
NOW UNDER TEST

Company Testing First
Tires Made From Amer-
ican-Grown Rubber

The guayule shrub grown
and developed domestically has
furnished native rubber for the
manufacture of automobile
tires. Production of the first
tires indicate that the guayule
shrub can be manufactured at a
price comparing favorably
with that of plantation rubber
grown in tropical climates.
Success of the experiment will
mean that vast areas of land
in the United States may be
used to produce rubber as the
shrub has been found to thrive
under broad climatic condi-
tions.

NEW YORK (AP)—The first
automobile tires ever made from
American-grown rubber are now
being tested by the Inter-conti-
nental Rubber Company.

The rubber for the tires was ob-
tained from guayule shrubs grown
at Salinas, Cal. The plant, a na-
tive of Mexico, was imported some
time ago into the western United
States where it is being success-
fully cultivated. Many refinements
in production methods were neces-
sary, however, before the rubber
could be made into tires, but years
of patient experiment have been
rewarded.

"There is every indication from
the work already done and in pro-
gress," says Dr. David Spence, vice
president of the company, "that
the product from the guayule
shrub will be manufactured at a
price that will compare favor-
ably with that of plantation rub-
ber grown in tropical climates."

"We have not only gone fur-
ther in improving the quality of
rubber obtained from the shrub,
but we have actually succeeded
in manufacturing tires made di-
rectly from the improved product
of guayule shrubs grown in Salinas,
Cal. On the basis of laboratory
tests, these tires promise to give
a good account of themselves."

The company also has experi-
mental stations in Arizona and
Texas. Eight hundred acres of
shrubs are under cultivation at
Salinas and an additional 20,000-
one plants will be set out there
next spring.

Success of the tire experiment
officials of the concern believe.

will mean that vast areas of land
in the United States may be used
to produce rubber, thereby reduc-
ing the importations necessary
each year to supply the demand.
America at present buys all her
rubber abroad.

The guayule shrub will thrive
and produce rubber under broad
climatic conditions, for rain, frost
and drought are necessary to its
cultivation. It is an erect woody
shrub, usually not more than two
feet high, and under undisturbed
natural conditions lives probably
40 or 50 years. Its powers of
vegetative reproduction are weak,
a fact that added greatly to the
difficulties of evolving practical
cultural methods.

Production of guayule rubber on
a commercial basis is possible
only because all the stages of cul-
tivation can be handled by ma-
chinery, thus eliminating the fac-
tor of labor in a country where
that commodity is expensive. The
guayule seeds are planted by
mechanical drills, the little plants
are watered, weeded and trans-
planted by machines, and the seeds
are removed by vacuum cleaners.
Thus large-scale production is pos-
sible with a minimum of human
effort.

Tests made by the United States
Bureau of Standards at Washing-
ton show that guayule rubber,
properly prepared, compares fa-
vorably with Hvea, the imported
plantation product, in electricity
strength and durability.

In the Bureau's comparative
tests, the pure-gum, zinc oxide and
gas-black formulas in common use
were employed with guayule sub-
stituted for plantation creps. Cali-
fornia guayule, processed to pre-
serve its inherent qualities prior
to milling and extracted with ace-
tone while still in elementary
stage, was found to have tensile
strength of 3,220 pounds to the
square inch and elongation of 715
percent against 2,885 pounds and
750 percent for standard Hvea
after 45 minutes of curing. It has
also been learned that guayule
rubber mixes readily with com-
pounding ingredients.

Rubber from guayule has long
been exported from Mexico. The
ancient Aztecs, who called it yulo,
were familiar with its properties
and adapted it to their own uses.

FACES DEPORTATION.
NEW YORK—Mrs. Ella Benson
Muckozis, American born, is fac-
ing deportation because of her
marriage in 1918 to a Scotchman
from whom she is now estranged.
She lost her citizenship and re-
cently has been here on a visitors
non quota visa.

Furniture prices are affected by
the style, design, quality of mat-
erials used, transportation and trade
mark of the furniture.

New Ford Great
Attraction Here
Last Few Days

During the past eight or nine
days, the W. C. Perkins company
garage at the corner of Fourth and
Adams, has been literally the auto-
mobile capital of Union county,
due to the releasing of the descrip-
tion at the interest shown in the
on Tuesday, the showing of a Tudor
sedan.

W. C. Perkins, owner of the
garage and local dealer in Fords,
and Lincoln, expressed gratifica-
tion at the interest shown in the
new models and himself declared
that the new Fords are much bet-
ter than he had expected.

The large amount of interest was
manifested not only in several
thousand visits and inquiries, but
also in the sale of a large number
of the new automobiles for future
delivery.

HE WAS SCARED

CHICAGO—No 400 batter never
threw so much of a scare into Guy
Hugh, pitcher of the Cubs, as did
his marriage. He was so nervous
he could not decide just where to
stand. "I do absolutely," he
said when asked whether he took
Miss Frances Richardson for his
lawfully wedded wife.

Traffic Violators
Get Courtesy Cards

INDIANAPOLIS (AP)—Visiting
motorists in Indianapolis no longer
get tickets summoning them curtly
to court when they violate traffic
rules. Instead, the police hand
them a "courtesy card."

The card extends a welcome to
the stranger, tells him in nice lan-
guage that Indianapolis is glad to
have him in the city and hopes he
will enjoy his visit and come again.

As an afterthought, the cards
list the traffic violations of which
the motorist is guilty and suggests
that he call at the Hoosier Motor
Club and get a visitors' emblem
for his car and a copy of the In-
dianapolis traffic regulations.

Potato This Year,
Maybe Egg Next

BOISE, Ida., Dec. 10. (AP)—
The Idaho egg will be given con-
sideration as the decoration for the
Idaho motor license plates in 1929
as the Idaho potato will grace the
Idaho automobile license plates
next year. This was learned when
Fred B. Lukens, secretary of the
state, declared he decided this re-
cognition of the Idaho egg a "smart"
suggestion.

Many a woman considers mar-
riage a failure because she is un-
able to get a divorce.

Yes--
A Battery Will Freeze

unless it is fully charged. Weak and run down
batteries can be brought back to life in 8 hours
on our special recharging equipment. Let us
test your battery today.

BURGESS

Battery and Electric Station

1308 Jefferson

Main 125

Pool the Family Funds!



Enjoy
the perfected
Whippet

with the features
you want in a
1928 motor car

Gather the family together and take a vote. Shall it be
the usual assortment of more or less useful gifts this
Christmas—or shall it be a Whippet for all the family
to enjoy?

Developed to a new point of perfection, the Whippet
offers you everything you want in an attractive, up-to-
date car. It is smart-looking, roomy, amazingly eco-
nomical, easy riding, and provides the safety of BIG
4-wheel brakes.

Visit our display rooms and find out how easy and in-
expensive it is to own this advanced motor car.

Whippet—Coach \$625; Touring \$625; Roadster \$695; Cabriolet
Coupe \$745; Coupe \$625; Sedan \$725; Landau \$755. Whippet
Six—Coach \$795; Touring \$765; Roadster \$825; Coupe \$795;
Cabriolet Coupe \$875; Sedan \$875; Landau \$925. Prices and
specifications subject to change without notice. Prices f.o.b. fac-
tory. Willys-Overland, Inc., Toledo, O.

GETTINGS & HANKS
Corner Fir and Jefferson

Better
Traction!

The new style Goodyear All Weather
tread with the tough thick diamond
shaped blocks in the center offer the
greatest protection against skidding
on wet, slushy, or icy streets.

GOODYEAR

Check over your tires today — our stock is
fresh and complete. We will be glad to quote
prices on one or two tires or a complete set of
four. You are certain of getting tire value
which means satisfaction.

The Speedway \$5.75
30 x 3 1/2 Cord

W. H. Bohnenkamp Co.

Superior Hardware