

LOWER HIGHWAY TO BE OPEN BY JUNE 1

Work Is Progressing Fast on New Road Down Columbia River to Astoria.

CLIFF AT GOBLE IS BARRIER

Warren Construction Company Taking Out Many Tons of Rock From 120-Foot Precipice to Make New Road Safe.

By this coming June 1, at latest, and perhaps before that if the present rate of progress is maintained, the lower Columbia River Highway will be open all the way from Portland to Astoria for automobile and motor truck travel.

It will be no makeshift road of patchwork construction when it is opened. There will not be any stretches of bumpy country, of mud up to the hubs in wet weather, and all that. The new road will be a real highway, with no grade of more than 4 per cent, built on permanent lines and destined to be a great commercial as well as scenic thoroughfare.

It will not be paved for its entire length, but where it is not paved it will have a first-class macadam surface. Crews of men are now macadamizing 37 miles of new roadway, which will be in perfect condition for travel when the highway is opened.

There are only a few places where the actual construction work on the highway has not already been completed, and they will all be finished before June 1.

One of the last obstacles to the opening of the new highway is now being removed by the Warren Construction Company just below Goble, Or., where a crew of men is tearing and blasting out the side of a rock cliff 120 feet high to make room for the highway at the foot of it.

The writer went to Goble last week in an Overland Country Club roadster with Harry Hayes, Oregon's famous "Road King" and territory man for the Overland Pacific branch here, to see how this work is coming along.

It is coming along good and fast. H. E. Wickner, construction superintendent for the Warren Construction Company, who is personally on the job, says the work of blasting down and hauling away the 120 cubic yards—approximately 250 tons—of rock that must be removed from this cliff to give plenty of room for the roadway, should be finished in six weeks.

The crew has been working on this job only since February 13, but in that time virtually 1000 cubic yards of rock have been piled or blasted down. This work presents an interesting little feat of engineering because of the fact that the track of the Spokane, Portland & Seattle railway runs only 10 feet from the bottom of the cliff. All the blasting has to be done with the greatest care not to block the railroad track. Not one train has been stopped or even delayed up to the present.

The highway grade was built between the foot of this cliff and the railroad track two or three years ago. In order to squeeze in the roadway between cliff and railway, part of the cliff was cut away at the bottom. This left a dangerous overhanging precipice from which big pieces of rock have been falling ever since.

So when the present State Highway Commission decided to complete the lower Columbia River highway, the contract was awarded to cut away enough of this cliff, from the top down, to make the road safe in future from falling rocks.

The rock blasted down from the cliff is being used by the Warren Construction Company in making a fill a few hundred feet away, where the new highway crosses Goble Creek.

The new part of the lower Columbia River Highway, which will give a direct all-weather road between Portland and Astoria, paralleling the Columbia River, is a piece of the present highway route, which is open only during the late Spring, Summer and early Fall months. The Portland-Goble section of the highway about two miles south of Goble.

The Warren Construction Company has built the grade from this point to past Goble, which is now macadamizing it. The work is being done with great thoroughness, and the road will be in fine shape when it is opened about June 1.

Of the 57 miles of this new road now being macadamized, 47 miles are being done on force account by the state, using the Warren Construction Company's organization. Ten miles of the highway this side of Astoria in Clatsop County are being paved by this company.

Coincidentally, Construction Superintendent Wickner, who under R. D. Hoyt, of Portland, was in charge of all this work last Fall, made a good start at that time on a road record that would have been a week for a few weeks last Fall. But about the time he was getting really warmed up, along came the rains, and his record was safe for another year.

The road between Portland and Goble is now in fine shape, with the single exception of a stretch of about three miles this side of Deer Island, where the going is very rough. The highway is paved from Portland to Scappoose, is in excellent condition as far as St. Helens, fair for three or four miles beyond that town, poor on the Deer Island sector, and then first class on the last five miles into Goble.

WALLINGFORD MAKES CHANGES

Alterations Give Additional Display Space for Briscoe.

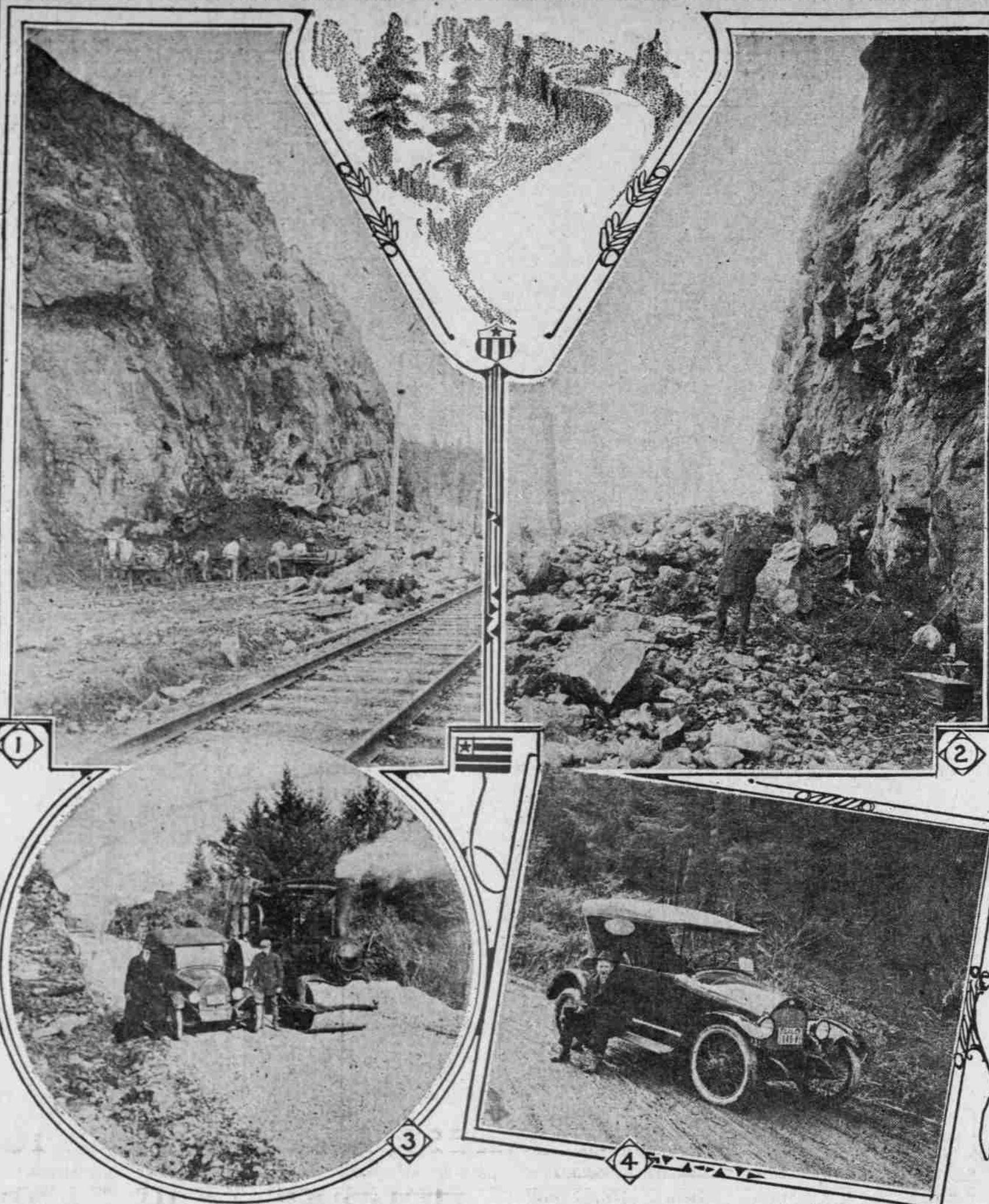
To make room for a proper display of the Briscoe car, which he recently took on for this territory in addition to the Premier and the Liberty, W. H. Wallingford is having alterations made in his sales quarters at Alder and Sixth streets.

Under the new management, additional space for display will be provided, and the stockroom, containing parts for all three cars, has been enlarged. The service station will remain next to the salesrooms, as at present, and three rooms on the second floor will also be used in which to stock parts.

Runs 100 Miles Daily.

R. J. Hensley, of Weatherford, Tex., runs his Maxwell truck 100 miles daily delivering oil to customers. His loads average 3000 pounds, but he makes 15 miles on a gallon of gas. This truck is doing the work of six horses and three wagons at one-third the expense and one-half the time.

ROAD CREWS HURRYING WORK TO OPEN NEW COLUMBIA RIVER HIGHWAY TO ASTORIA BY JUNE 1.



1—This 120-Foot-High Cliff, Just Below Goble, Is One of the Last Barriers to the Opening of the New Highway. The Warren Construction Company is Chiseling Off the Side of the Cliff to Make Room for the Highway Next to the Railroad Track. 2—H. J. Wickner, Construction Foreman, on the Job. This Rock, Piled or Blasted Down From the Cliff, Will Be Removed From the Roadway After Enough of It Has Been Shaved Off the Cliff to Make the Highway Safe. 3—Macadamizing the New Highway. The Car Beside the Road Roller Is an Overland Country Club Roadster, First Automobile on the New Grade. In the Center Is Superintendent Wickner and at the Left Is Harry Hays, Road King of Oregon. 4—An Attractive Spot on the Road to Goble. Harry Hays and His Overland Country Club Roadster.

GRANT EASY FOR OWNER

ACCESSIBILITY AND SIMPLICITY FEATURES OF CAR.

Factory Engineer Tells of Ease to Make Grant as Nearly Automatic as Car Can Be.

While there may have been a point to the song, "Get Out and Get Under," that was so popular a few years ago, the motor car of today has been so greatly improved in accessibility that it is hard to believe that there ever could have been automobiles of the old-fashioned type.

Accessibility of all parts that require inspection, adjustment or lubricant is desirable not only for the convenience of the car owner, but for the safeguarding of the manufacturer's reputation.

"It wasn't a question merely of saving the car owner a lot of work and trouble, though we wanted to do all we could in that direction," says George S. Salzman, head of the engineering department of the Grant Motor Car Corporation, of Cleveland, "but equally a matter of insuring that Grant Sixes would be properly taken care of, that led us to pay a great deal of attention to the matter of accessibility."

"We knew that most owners of Grant Sixes would attend to their cars themselves. This is universally true on the farms of course, where the Grant Six is one of the most popular cars, but it is almost as true in the cities."

"Our problem was to protect every working part as completely as it can be done in the most expensive car, yet without compelling the owner to take his Grant Six to a garage and a complete machine shop to inspect, adjust or lubricate it."

"In the latest Grant Six the engine,

CAR GETS TO TILLAMOOK

DODGE MAKES REMARKABLE TRIP AFTER DARK.

Hillsboro Man Drives in First Car of Season, and Does It Between 6 A. M. and 6 P. M.

A Dodge car driven by Wilkes Orville, an employe of M. P. Cady, garage man and Dodge dealer at Hillsboro, not only made the trip into Tillamook, but made it after dark, according to information received by Howard M. Covey, Dodge distributor at Portland.

This car was evidently the first one to drive into Tillamook this Spring. The feat of driving over by daylight would be unusual this early in the season, to say nothing of doing it after dark.

According to the word received by Mr. Covey from Mr. Cady at Hillsboro,

the car was wanted by the Tillamook dealer to deliver to a purchaser. Orville left Hillsboro at 6 o'clock last Saturday night with the car and reached Tillamook at 6 o'clock the following morning.

Shortly after arriving in San Francisco recently Douglas Fairbanks was photographed executing one of his agile

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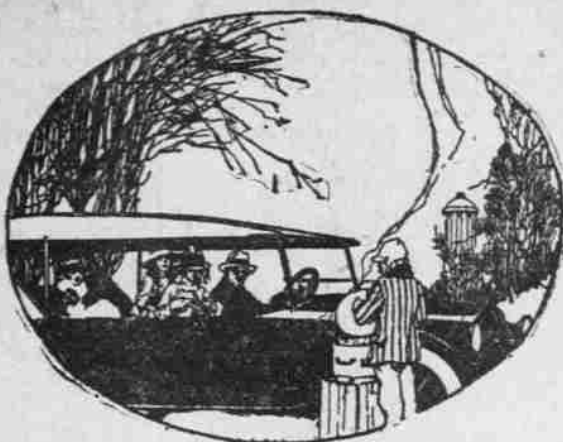


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stunts on the radiator of a Maxwell car in front of his hotel. The car has the U. S. flag painted on it and is used by the Navy recruiting officers.

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