

OVER THE NEW LOWER COLUMBIA RIVER HIGHWAY TO ASTORIA IN A WILLYS SIX CAR

Harry Hays, Oregon's "Road King," Pilots Car Down Road of Wonderful Scenery Now Open to Motorists for Its Whole Length, Except for One Detour Between Delena and Clatskanie.



THE new Lower Columbia River Highway, from Portland to Astoria, is open.

It is not yet completed, but it is open. There still remains much to be done before the engineers and road crews can lay off. But for miles of its length this remarkable highway is now a finished work.

Oregon has many fine motoring trips, but nothing finer than the 105-mile run over this highway-boulevard between the two chief cities of the state. It has scenic attractions second only to those of the Upper Columbia River highway. And at that, it's a matter of opinion whether they are second, or even up.

There'll be plenty of folks who, after driving over this lower highway, ascending the scenic Widby Loops on an easy grade and perfect roadbed to the summit of Clatsop Crest, 700 feet over the Columbia, and there witnessing the view unfolded, will swear that not even Crown Point, on the Upper Columbia River Highway, can surpass it.

They may be right. That is a matter of opinion and must remain so. However, it's all in Oregon and a part of the Columbia River Highway system, so why worry about it? Go and see it.

No More Baricades.

The highway hasn't been formally opened as yet, and in one place a detour must be made. But all the baricades are down and cars can drive over the highway.

A wonderful trip it is, as the writer and Harry Hays, Oregon "Road King" and territory man for the Overland Pacific organization here, can testify after driving to Astoria and return last Sunday in a Willys Six.

The start was made from Portland at 7:45 o'clock. At 1:15 the Willys Six was in Astoria—just 5½ hours, including various stops for photographs and one to replace a punctured tire. This was no easy task after a brief stay in Astoria for a couple of logging-camp-size dinners, the return trip was begun right back over the same route. As everybody knows, the first trip over any road seems longest. Though the return was made in five hours and a quarter, just 15 minutes less than going down, it seemed much shorter.

Harry Hays likes to hear the sound of a muffler cut-out on the country roads, and his car is equipped with a cut-out that has the volume of a locomotive exhaust. The result of this was that to folks on the road the Willys Six, due to the loud noise of its cut-out, appeared to be coming much faster than was really the case.

Cut-out Camouflages Speed.

At no time on the trip did Harry "step on her" for more than 35 miles an hour, though he maintained a pretty consistent gait between 30 and 35. This was possible because of the prime condition of the greater part of the highway.

But folks along the way evidently thought the big Willys Six was drumming through at express-train speed, for as they caught the sound of that muffler cut-out, they would scamper out of the road and seek safety at the side. Often they would wave and shout at the car as it passed, as if to urge it on to a real road record.

The most amusing episode of this kind on the trip occurred a few miles out of Astoria on the return. The cut-out on the Willys was roaring like an airplane motor as the car came around a curve into view of a party of motorists resting by the side of the road. A couple of them jumped up, waved hats and handkerchiefs, and cried, "Go it! Go it!"

At that precise moment the speedometer on the Willys was registering only 23 miles an hour.

The distance from the business center of Portland to the business center of Astoria over the new highway as it is at present, is 106 miles. This will be reduced two or three miles when the highway is entirely completed, which is expected to be about the middle of September.

New Highway Shortest Route.

But even now, in spite of the fact that there are several miles in all of crushed rock on which the top coat of screen-



Except for One Detour, Between Delena and Clatskanie, Motorists May Now Take the New Lower Columbia River Highway Through to Astoria. The Trip Is a Truly Beautiful One. In Many Respects the Scenery Rivals That of the Upper Highway. 1—Temporary Bridge Soon to Be Replaced by Concrete One Near Delena. 2—On a Paved Stretch Ten Miles From Astoria. 3—Road King Harry Hays and His Willys Six Line Up Beside a Busy Road Roller on the Lower Highway. 4—Slide at Tongue Point, Just Out of Astoria. 5—Climbing the Bluff Below Goble. 6—Fine Macadamized Stretch Near Clatskanie.

lugs has not yet been laid, the run to Astoria over the new highway can easily be made in six to six and a half hours. Its distance of 106 miles compares to 115 by the Portland-Clatskanie-Mist Inland Highway route, and 126 miles by the Forest Grove-Mist-Inland Highway route, and the road is better than the Inland Highway.

The chief obstacle to rapid travel all the way over the new highway is the fact that there remain perhaps seven or eight miles in all of partly laid macadam to complete, and several miles of dirt road on which no rock has been laid as yet.

Over the heavy crushed rock foundation for the finished macadam a tender regard for tires will impel the careful motorist to drive quite slowly. The seven or eight miles is not all in one stretch by any means, but is scattered in stretches generally of a few hundred feet.

On the other hand, there are 25 to 30 miles all completed of beautiful, smooth macadam highway, over which a car rolls 30 to 35 miles an hour at the slightest touch of the throttle. This is what is called Telford macadam, which is the best type that can be laid. It has a foundation of heavy crushed rock six inches deep, over which three to four inches of finer rock and screenings are laid, and well rolled. The result is a fine roadbed.

The new highway begins at Goble. Between there and Rainier it is in very good condition. And here the scenery begins, too. Considerable construction work of the Upper Columbia River Highway type is in progress between these towns.

From Rainier for several miles the highway is of dirt, which would be slippery in wet weather, but is now hard packed and good to drive upon. It will all be macadamized by September 15.

The macadam roadway begins a couple of miles this side of Delena, however, which is 57.2 miles from the Oregonian building in Portland by the odometer, and 7.4 miles from Rainier. At Delena three roads branch. The road straight ahead, which looks most inviting, is the main highway. But don't take it, for very heavy construction work is in progress three or four miles further on near Beaver Creek Falls, where the new highway grade is being made along the top of a bluff overhanging the falls. Motorists un-

fortunate enough to get in here are routed for a mile and a half over an old and next to impassable logging road, which is virtually all second or low-gear work and hard to climb even at that.

Of the other two roads at Delena, one goes to the right, the other to the left. Here is the detour. Take the road to the left. Follow it half a mile to a sign, "Clatskanie, 6½ miles," on a tree, where another road joins to the right, and follow this other road into Clatskanie over what is known as Clatskanie hill.

Widby Loops Beautiful.

At Clatskanie motorists are again routed over the new highway. It is important, however, that the Delena detour be taken, both going and returning, for while it is possible to get through by following the main highway, the going, it should be emphasized, is very bad, and none but a first-class driver should even attempt it. Moreover, the road crews are desirous that motorists take the detour.

From Clatskanie west there are miles of perfect macadam road, interspersed with some stretches of crushed rock that are hard on tires. The whole grade up the Widby Loops at Bugby Point is completed and the road is perfection itself. The view from the top is truly a wonderful one.

The descent on the other side is quite rough for two or three miles, but the State Highway Commission has crews working on it. All the rough stretches on the highway will soon be eliminated.

Ten miles from Astoria is a mile of bitulithic pavement. Of the remainder of the distance into Astoria on the new highway, most is a dirt grade, which will soon be paved. There is one stretch of 3.4 miles, however, that is good road except that most of it is loose crushed rock.

However, no motorist should let the crushed rock deter him from making the run to Astoria over the new highway. While there is quite a lot of it, it is not very bad on tires if traveled slowly. The trouble with most drivers over crushed rock is that they become impatient at the slow going and step on her, which of course results badly for the tires.

Here is the log of the new highway route to Astoria:

57.2 Delena schoolhouse. Take road to left on detour to Clatskanie. At half a mile, take road to right at sign, "Clatskanie, 6½ miles."

65.6 Clatskanie. Take new highway.

73.5 Westfall.

79.6 Summit of Widby Loops at Clatskop Point.

105.0 Astoria.

ROAD POLICY IS DEFINED

SPECIAL COMMITTEE TO PASS ON IMPROVEMENT PLANS.

Road Issues to Be Disapproved Except in Cases Where Work Is of Great Importance.

Evidence of co-ordinated Government policy with regard to highway improvement and maintenance is shown in a letter by Secretary Houston, of the United States Department of Agriculture, sent on June 19 by the Council of National Defense to the State Council of Defense.

This policy, by which Government agencies controlling the shipment of road materials and the issuance of bonds for highway improvement will be governed, is that road work during the war should be directed to roads that are of prime importance for economic and military purposes.

A committee has been created in Washington to carry out this policy. Logan Waller Page, director of the office of public roads and rural engineering, is chairman, and the other members are W. D. Miller, of the War Department; R. H. Humphreys, of the War Industries Board; Mr. Smithfield, of the Fuel Administration, and Mr. Kortley, of the railway car service, U. S. railroad commission.

rail transportation, and avoiding bond issues except in urgent cases.

The Council of National Defense defines roads of importance to the Government as those utilized or to be utilized by the military establishments, those carrying a considerable volume of materials and supplies essential to war industries, and those having a bearing on production and distribution of food supplies, connecting population and shipping centers with surrounding areas.

TO BEAT TIRE THIEF

REMEMBER SERIAL NUMBERS OF YOUR TIRES.

If Thief Cuts Off Number, He Destroys Adjustment Value of the Casing.

Do you know that every tire on your car has a serial number? If so, have you a record of this number? Nine times out of 10 the motorist who reports the theft of an automobile tire to the police is unable to tell the serial number of his tire, according to the H. P. Goodrich Rubber Company. This number is the only positive means of identification for the authorities. Telling the large material in the tire, describing its appearance or telling of its mileage record is of little or no consequence.

The Goodrich Company and most of the other large manufacturers of tires place serial numbers on each tire. Through these numbers can be traced not only the material in the tire when the tire was made, but on what machine and what workmen handled it. It would be an easy matter for the thief to chisel off the serial number, but in so doing he would decrease the value of the tire 75 per cent. Adjustments are available only on tires with serial numbers. Thus, the importance of a record of the tire's number is obvious. Stealing tires without numbers would be a profitless undertaking for tire burglars.

Police officials in big cities state that the identification of one tire very often leads to the recovery of scores of others. Not only are tires, but stolen automobiles as well, recovered by tracing the serial numbers.

In Chicago last year over \$2,000,000 worth of tires were stolen and not recovered. The percentage of tires recovered would be swelled amazingly in the United States if automobilists would make a record of tire numbers. Hundreds of stolen cars would be reclaimed, also scores of auto thieves apprehended.

Every month thousands of stolen tires are recovered by police departments of large cities, but are disposed of as so much junk at a custodian's sale. If the police were notified of the serial numbers of stolen tires, many of these would be placed back into the hands of their owners.

Check Troubles at Start.

Unusual noises and improper car operation are symptoms of trouble. Catch the trouble at the beginning and you may save the price of a new part and possibly a week's delay. If ever there was a time when knowledge about the mechanism of a car brings a big return in dollars and cents, that time is now. Don't be satisfied with just ordinary operation. Just because a car is moving is no reason to believe you are being transported cheaply and efficiently.

Gummed Pistons.

When the crankshaft on being turned over shows a steady but un-

movement to this committee, which will approve or disapprove them according to their importance to the war programme as military, industrial or food roads.

The state commissions will be asked to co-operate by maintaining important highways already constructed, constructing roads that are vital to prosecution of the war, using local road materials as much as possible to avoid

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