

HIGHWAY CONTRACTS TOTAL 486.85 MILES

Road From Pendleton to Ocean to Be Completed in Spring.

MUCH WORK IS AHEAD

Rapid Progress Made on West Side and Many Miles Are Now Under Contract.

BY JOHN W. KELLY.
Oregon has under construction and contract 486.85 miles of road work at this date. Of this, 353.5 miles are paving.

It is the intention of the state highway commission to have the Columbia river highway completed by next spring. The Pacific highway will be entirely graded and mostly paved by next spring. With these two main arteries extending east and west and north and south across the state, the highway commission will turn its attention to the development of the secondary roads and the materialization of the many forest road and post road projects.

Virtually all of the Columbia river highway has been located from Seaside to Pendleton. There are a few stretches here and there which have not been located, but these spots will be determined during the coming summer. There will be hard surface from Portland to a point beyond The Dalles. From the Deschutes to Pendleton a foot gravel highway will be laid. Between Portland and Astoria the last unpaved sections will be covered next year. Contracts have been let this spring for more than half of the unpaved length and other contracts will soon be let to take care of every portion ready for paving.

Work to Be Active in 1920.
On the west side rapid progress is being made, and many miles are now under contract. A few locations are yet to be determined, however. There are also a few locations on the main Pacific highway to be settled. Aside from these spots, however, the entire progress on the Pacific highway is moving forward, and the commission expects to have the entire distance from the California line to Portland graded, if not entirely paved, next year. Paved sections will be cared for as soon as they are advanced sufficiently.

The John Day highway and the old Oregon Trail and the old Columbia highway will be scenes of activity next year. Contracts for many miles of work have already been awarded on the John Day and the old Columbia highway through central Oregon, extending north and south of the Cascade range, the various counties are preparing to vote June 3 on bond issues to cooperate in the construction of this great artery. This road will have a line running off from about La Pine to Lakeview. The road between Lakeview and Klamath Falls will also be partly under construction within the year.

The commission is building out lines to the coast from the Willamette valley. The Yamhill-Neatucca is really the Tillamook highway, and the road from Astoria to Seaside is now under construction. In the Willamette valley there will be a good road extending into Newport from the Willamette valley.

Coast Road is Proposed.
If the Roosevelt highway issue should fall to pass at the special election, the state highway commission will eventually build a coast road which will have a general comprehensive road program for Oregon. Passage of the measure and co-operation from the federal government will make it possible to eliminate that item from the commission's plan.

In the way of forest roads, there are hundreds of miles to be built with state co-operation. Work starts this year on the road from Prospect to Crater lake, the contract having been let on a two-year basis. Work will start this year, also, on the Mackenzie pass, which will lead from Eugene through the Cascade range to Sisters in central Oregon. The contract for the Mount Hood loop will be let within a few weeks and work will start this summer. Forest road projects, however, are handled by the government, and not by the state highway commission, but the latter must approve. Post-road projects, of which there will be a large number in eastern Oregon, will be under the direct control of the state highway commission with the federal government approving. Probably about 60 per cent of the post-road money will be spent in developing roads in eastern Oregon.

Summary of Contracts Given.

Columbia river highway, 152 miles; Pacific highway, 150 miles; West Side Pacific highway, 69 miles; Yamhill-Neatucca, 34.9 miles; John Day highway, 11.1 miles; Le Grand-Enterprise highway, 9.8 miles; old Oregon Trail, 12 miles; Oregon-Washington highway, 15.2 miles; Coast highway, 19 miles; Baker-Cornucopia highway, 18.5 miles. There are 15 contracts under way on the Columbia highway, and a total of 48 miles of hard-surfacing is represented, and 75 miles of grading. On the West Side highway there are nine contracts, representing 44 miles of hard-surfacing. The Pacific highway has 107 miles of hard-surfacing under contract and 40 miles of grading, there being 23 contracts. The Yamhill-Neatucca highway has 17 miles of hard-surfacing contracted; the old Oregon Trail, six miles of paving; the Oregon-Washington highway, 15 miles of paving, and the Coast highway, 19 miles of paving.

There is under contract, from Astoria to Pendleton on the Columbia highway, contracts amounting to \$2,147,785; contracts on the Pacific highway amount to \$3,517,461, and on the West Side the contracts aggregate \$1,188,448.

PORTAGE TIRE NOT TO REDUCE

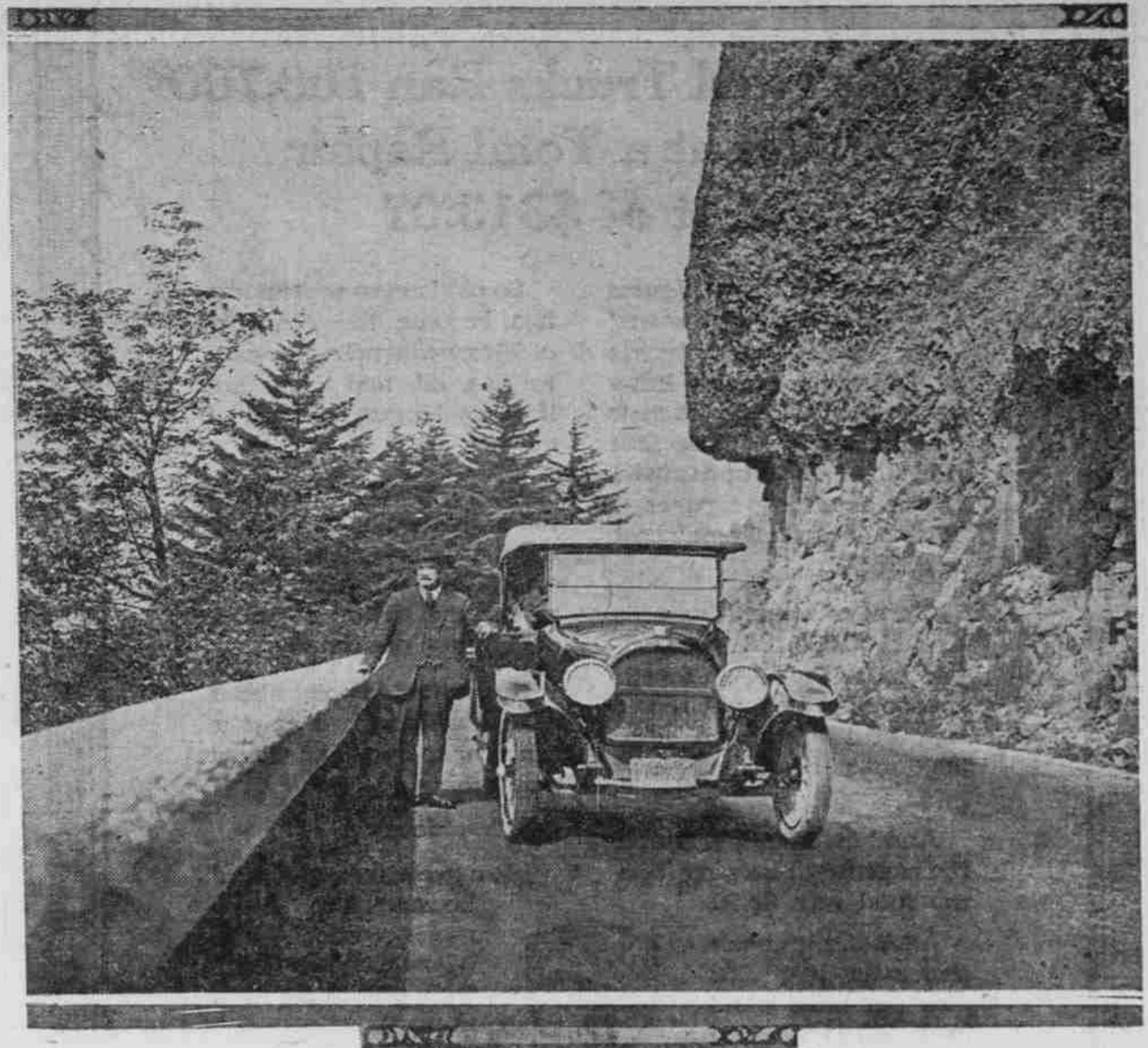
Quality Output Rightly to Bring Higher Price, Says Manager.

"Our market is with tire users who hold that quality is of greater importance than price," states B. J. Wildman, Pacific coast manager of sales for the Portage Rubber company, tire manufacturers of Akron, O. "We have our high standard to maintain. Quality comes first with us always. We firmly believe the Portage is the best tire value in America today, and we're going to keep it so. We cannot consider a reduction in price that would compel a lowering in quality."

Guilty or Innocent.

Is a man entitled to tell his life's history to a pretty young lady because he favors her with a ride in his car to work in the morning? Two-pound box of chocolates for best answer. Harris Peanut Butter Store, 6th and Washington—Adv.

PIONEER WASHINGTON EDITOR FINDS QUITE A CHANGE ALONG COLUMBIA RIVER HIGHWAY ROUTE IN 34 YEARS.



Frank M. Dallam Sr. enjoyed a spin up the highway in an easy-riding Willys Six last week vastly better than he did walking from above Cascade locks to Portland through a sleet blizzard in winter of 1884-5.

Mr. Dallam, who is editor of the Oroville (Wash.) Gazette and founder of the Spokane Spokesman-Review, is standing beside the car. Last time he went over this route he did it on foot with the thermometer about zero in a shrieking gale, with sleet beating against his face. It was just after Christmas of 1884 when his train from Spokane was snowed and sleeted in above Cascade locks. He and two others set out to walk to Portland. It took them three days. The river was frozen over, but thin on the edges. They were walking on the ice when Mr. Dallam fell in. He might have perished from cold had they not fortunately come to a section hand's cabin, where he was dried and warmed. It was a terrible journey, and Mr. Dallam didn't for a moment care to trade it for the comfortable trip out the highway last week in a Willys Six through the courtesy of Bert Eiling, Willys-Overland-Pacific manager, who is a particular friend of editors. Mr. and Mrs. Dallam are visiting their daughter, Mrs. Lair H. Gregory, at the Rose Friend apartments.

RED CROWN WINS CLIMB

STANDARD OIL GASOLINE USED IN FAMOUS CONTEST.

Both Peerless Eight and Essex in Rim-o'-World Climb Have Red Crown in Tanks.

When Charles Basie recently drove his Peerless eight over the famous Rim-o'-World hill-climbing course in record time he was using Red Crown gasoline. C. S. Stone, in his Essex, who was second, also had Red Crown in his tank.

Unquestionably this course, which covers eight miles of grade ranging from 5 to 18 per cent through the Wadsworth canyon near San Bernardino, is one of the severest tests motor fuel

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AERO-TYPE EIGHT HAS FEATURES OF AIRPLANE.

Design and Construction of Body and Motor Distinctive Departure From Old Models.

The manufacture of aeroplane engines under stress of war required mechanical exactness and a grade of workmanship in keeping with the tasks which confronted these fighting machines of the air. The higher standards thus established will react favorably upon automobile construction, according to an automotive engineer who, during the conflict abroad, was prominently engaged in the development and building of both the aircraft and the automobile.

That the Cole Motor Car company of Indianapolis not only has already improved its standards of workmanship in keeping with the advances of the times, but has adapted most successfully principles of aero-type construction for which the aircraft is responsible, is indicated in its Cole Aero-Eight model.

The determination with which Cole engineers originated and adopted aero-type principles of construction at a time when radical moves were frowned upon by the remainder of the industry speaks well for their ability and foresight. They are responsible for numerous changes which in time, no doubt, will be adopted by the industry as a whole. It has been said that they are more than a year in advance of contemporaries.

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Many Cars in Michigan.

The growth of the industry in Michigan is shown in statistics compiled by the secretary of state. In 1909 11,718 licenses were issued, while last year the total was 382,125, and estimates for this year indicate a registration of 510,000. During the first four months of the present year 53,168 licenses were issued in Wayne county, 16,007 in Kent, 6398 in Oakland, 6325 in Genesee and 5625 in Ingham.

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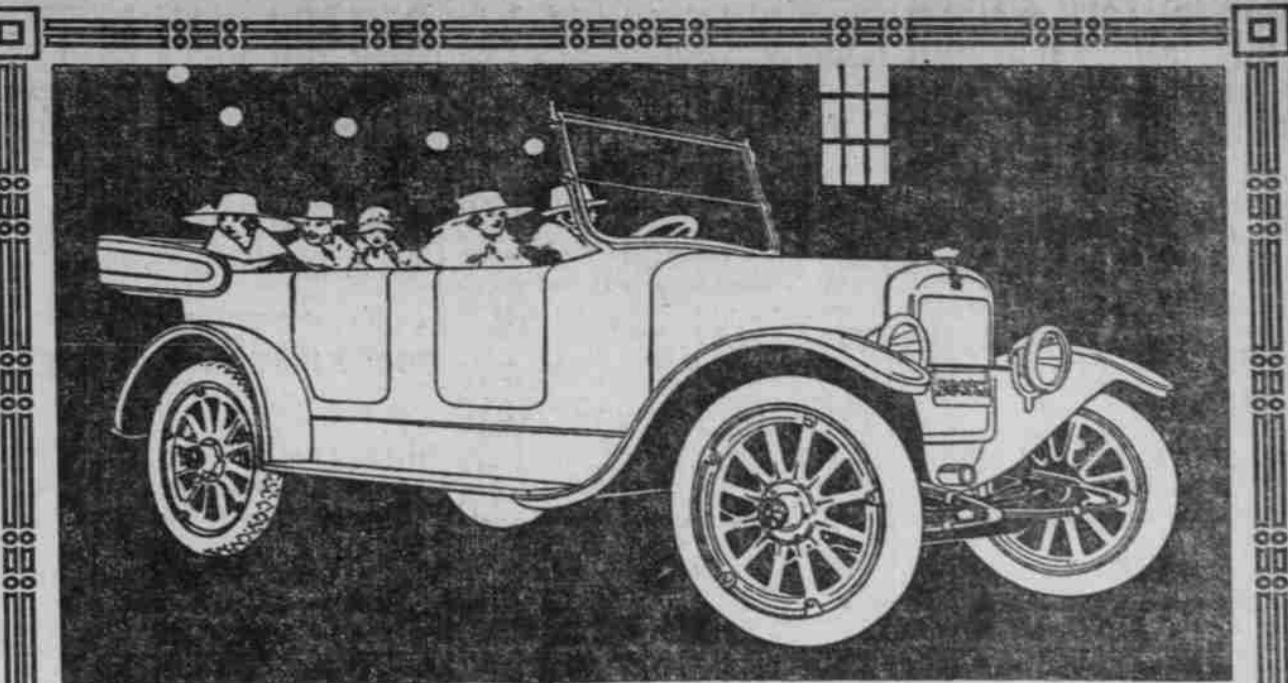
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YOUR SIGNED ORDER TODAY WILL GUARANTEE DELIVERY of a BRISCOE WITHIN TEN DAYS ACT NOW

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