

ROAD WORK TOTALS NEARLY 800 MILES

797.2 Actual Mileage Under Contract in Oregon.

94 JOBS ARE IN PROGRESS

Total of Paving Work Alone on 13 Main Roads 293.1 Miles, With Every Section Benefiting.

BY JOHN W. KELLY.

There is today in Oregon 797.2 miles of road work under contract, representing \$10,117,782.50, to which may be added for engineering and contingencies \$1,011,773.50.

It is difficult to grasp the tremendous amount of road work which the machinery of the state highway commission has under way. This enormous mileage under contract is the result of the preparations which the commission made last year. Building highways in Oregon is something like the way the United States prepared for war. Time was required to build up the organization, but once the machine was in running order the results came rapidly. This is the case with road work.

Also, it should be remembered that these contracts have been awarded this year. An army of contractors and their crews are now operating in every section of the state, and in a score of counties. Other contracts will be awarded up to November, probably, by which time the commission will rest until next spring to see how the work is coming on.

Here's the List in Detail.

There are 234.1 miles of hard-surface paving under contract, 119.5 miles of macadam and 293.1 miles of grading. This work is scattered over 15 roads. Records brought down to the minute by the engineering force of the state highway commission show the jobs arranged on the following roads:

Columbia river highway, 4.6 miles of paving, 50.8 miles of macadam, 39.4 miles of grading; total, \$2,187,470.91.
Pacific highway, 114.7 miles of paving, 16.3 miles of macadam, 4.8 miles of grading; total, \$2,932,920.91.
West side Pacific highway, 37.5 miles of paving, 14.6 miles of macadam, 25.1 miles of grading; total, \$889,639.20.
Yamhill-Nestucca highway, 8 miles of paving, 12 miles of macadam, 23.3 miles of grading; total, \$386,330.06.
Coast highway, 19 miles of paving, 8.8 miles of grading; total, \$601,984.
Portland-Foreman highway, 12 miles of paving, 28 miles of grading, 6.7 miles of grading; total, \$643,780.50.
Paving, Paving, Everywhere.
Ashland-Klamath Falls highway, 19 miles of grading; total, \$177,435.
Crater Lake highway, 22 miles of grading; total, \$246,000.
John Day highway, 11.1 miles of macadam, 11.1 miles of grading; total, \$153,200.40.
La Grande-Enterprise highway, 9.8 miles of grading; total, \$37,410.
McKenzie river highway, 13.1 miles of grading; total, \$97,500.
Old Oregon trail, 6 miles of paving, 22.8 miles of grading; total, \$276,541.10.
Oregon-Washington highway, 15.2 miles of paving; total, \$273,136.
Baker-Cornucopia highway, 4.7 miles of macadam, 22.7 miles of grading; total, \$123,547.
Flora-Enterprise highway, 13 miles of grading; total, \$29,648.
The figures indicate the cost of bridges, where they are used. For instance, on the Columbia river highway, in Columbia county, there are \$4,642 in bridges; there is a \$10,900 bridge across the Deschutes, in Wasco county, and a \$24,500 bridge across the John Day river, with approaches in Gilliam and Sherman counties. There are viaducts and bridges on the Pacific highway and on other routes.

Twelve Contracts in Douglas.
Douglas county has the largest number of contracts, an even dozen jobs being awarded for stretches of the Pacific highway through that county. There are 94 contracts. Four of these jobs are being handled by the state direct and three are handled directly by the United States forest service and four by counties.

How much of the 797.2 miles will be completed this year no one knows. The contractors are without exception rushing their jobs in order to be clear and ready for more contracts next year. A considerable amount of the mileage, however, will have to go over until 1920 before completion.

A rough estimate shows that possibly 200 of the 797.2 miles of hard surface may be finished before the rainy season of the fall appears. Plentiful supply of materials, labor and good weather are the main factors in speeding up the laying of the finished pavement.

BUY NOW IS VOGELER'S ADVICE

Dort Distributor Says Worse Shortage Is Inevitable.

Motorists who beat the season by buying their cars early are now reaping the benefits in having an automobile for the nice spring weather. Those who want cars for summer use should be guided by the experience of others, for the present indications are that the supply of cars will not equal the demand.

"This season is the biggest I have ever seen," says F. W. Vogeler of the Northwest Auto company, distributors for Dort motor cars. "While we have been able to give our customers deliveries within a reasonable time up to the present, the demand for cars is increasing every day. And this is the situation all over the country."

"Production is somewhat limited due to the way the war ended and because factories had to wait to return to a peace basis. Personally I believe the end of the season is likely to see a shortage of cars, and if I were going to buy, I'd buy early."

ELECTRIC SPECIALIST MOVES

R. W. Lee Now at 409 Burnside Street, Near Flanders.

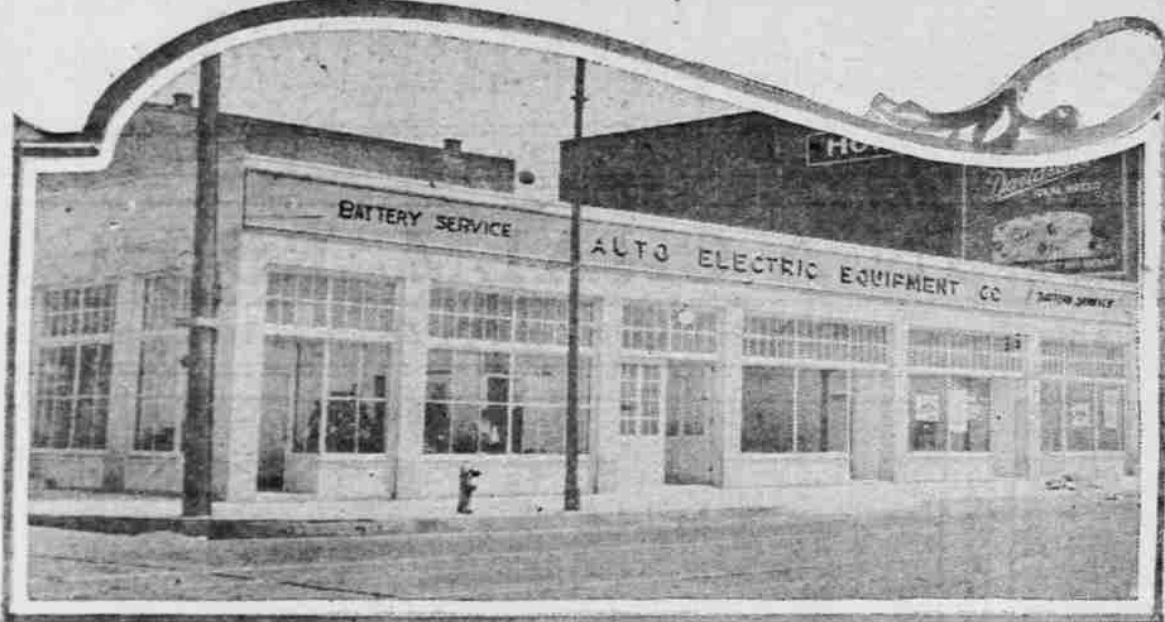
Coinciding with the removal last week of the Auto Electric Equipment company, Fred-o-Lite and Willard battery dealers, to their new service station headquarters at Broadway and Flanders, R. W. Lee, auto electric expert, removed also. Mr. Lee for some time has had his shop in the same quarters with the Auto Electric Equipment company, and his new quarters are right next to theirs.

Mr. Lee is an electric specialist and trouble shooter of many years' experience. He began his line of automobile work back in 1912 when he ran the shop of Archer & Wiggins, and he has remained in it since. He makes a specialty of Delco repairing.

Don't Underinflate.

Don't let your inflation get below the point recommended by the tire dealer. Underinflation is keeping thousands of tire builders working overtime.

ANOTHER UP-TO-THE-MINUTE BATTERY SERVICE STATION



ANY OWNER CAN DO THIS

EASY WAY TO GET LONGER SERVICE FROM TIRES.

Motorist Finds Testing Pressure Twice Weekly Adds Many Miles to His Casings.

From a prominent newspaper man of the middle west comes some advice regarding tire inflation that will interest every tire user.

"I got big mileage out of my United States tires," says this scribe, "but I am of the opinion that the records my tires give are due in considerable part to the way in which I handle inflation. Many of my friends use the same brand of tires that are on my car, and yet they don't get anywhere near the service from their tires that I do."

"This is my rule: Twice a week I test the air pressure in my tires. It is some trouble to do this, and there are many warm days when it seems like a bother. But I stick to the practice religiously."

"During the period I have been making these regular tests I have learned some interesting facts. When I find a tire losing 2 1/2 or three pounds regularly, I figure that something is wrong with the valve and put a new plunger into the valve."

"When I find the pressure dropping as much as five pounds right along, the trouble is almost certainly due to the development of a bad spot in the tube. Experience has proved this to be the fact so invariably that now, when I find a tire losing air, I change the tube without bothering to find the exact cause. But in the days when I did take the trouble to run the thing down, always found a porous spot in the tube."

"This subject of inflation has been harped upon so much that that it sounds like a chestnut to most motorists. But by following this rule of semi-weekly tests I get results so unusual that I hardly ever mention them to my friends, for fear my statements will be put in the fish-story category."

ROAD PHOTOS BY GOVERNMENT

Interesting Pictures to Be Shown at Various Fairs.

Complete exhibits designed to show the various types of highway construction now in use in the United States, together with beautiful photographs illustrating the effect of road wide treatment and scenes of striking interest to be found along the highways of the United States, will be shown this year at 27 fairs indicating the supervision of government authorities.

These collections will form part of a series of government offerings which will be open to visitors to fairs all over the United States. The series depicting roadside treatment is expected to prove of special interest as this subject is one which is just coming home to American road builders.

The photographs indicate forcibly the great beauty which may be added to highways through a little attention to shrubbery, trees and vegetation generally along the road.

To Avoid Accidents.

To avoid accidents when cranking the car by hand place the thumb against the index finger and take the handle between the four fingers and the palm of the hand. In this way the hand opens readily if a back kick occurs. Also always crank up, never down.

HE HAS AN EYE TO BUSINESS, HAS A. H. KNAUS.



When he sees a good place to nail up a Chandler sign, he goes ahead and nails it up—and with an ax, we call you to note!

A. H. Knaus of the Twin States Motor Car company, Chandler distributor, is a believer in the Biblical admonition, "Let your light so shine before men that they may see your good works." With this in mind, he loses no chance to keep the name of the Chandler before the public. A few weeks ago he had a sign painter fix up 1000 little wooden signboards telling folks where to find Chandler headquarters in Portland, and now when he goes motoring about the land he carries a few signs with him, a bag of nails and a hefty ax. The camera man caught him in the act of nailing one up on the Barnes road the other day.

ARMY TRUCK CONVOY TO CROSS CONTINENT

Big Train of Lorries Starts for Pacific Coast.

FULL EQUIPMENT CARRIED

Motor Transport Corps on Tour to Map Roads and Demonstrate National Highway Needs.

WASHINGTON, D. C., July 7.—The first transcontinental army convoy tour in the annals of the war department started yesterday on its long journey from Washington, D. C. to San Francisco.

Some 200 officers and men are making the trip. They will use 60 motor trucks of standard army design and in addition will carry with them a completely motorized equipment including ambulances, kitchen, anti-aircraft trucks, searchlights, etc. The tour is designed to be a traveling exhibit of the work of the Motor Transport Corps and also to bring forcibly to the attention of the country the need of an improved national system of highways. Four-minute speeches will be given by the personnel of the corps will deliver lectures along the way on good roads while others will call attention to the motor transportation courses which will be inaugurated in many colleges of the country this fall under the auspices of the Motor Transport Corps.

No Speed Marks Sought.

In addition a vigorous recruiting campaign will be carried on, anti-aircraft exhibitions will be given at each stop and giant searchlights will play upon the country at night. No effort will be made at any speed records since the primary purpose of the trip is to compile information for future use of the department.

Skilled observers will be taken along to keep a complete record of the performance of each unit and note the varying conditions of the highways. Take notes on facts which may be of value for inclusion in college lectures and in other ways check every movement of the journey.

While the convoy will, in the main, follow the route of the Lincoln highway numerous detours will probably be made and in some instances stops of a full day are planned.

Road Holidays Asked.

The governors of eleven states along the route have already offered their full co-operation and it is planned to hold meetings each night of the trip. A request for good road holidays along the way will be made of local authorities.

At the point of embarkation in Washington, a monument will be erected which will be dedicated by President Wilson. This will bear in gold outlines a map of a proposed system of national highways. It is proposed that all road mileage of national highways shall begin from this point. A similar monument will be erected at the end of the journey in Lincoln Park, San Francisco.

Unless road conditions prove exceptionally bad it is expected that the trip will require about 60 days.

PAINT SHOP TO BE REBUILT

Part of Commerce Truck Plant Destroyed by Fire.

DETROIT, Mich., July 5.—A new structure will replace the paint shop of the Commerce Motor Car company destroyed by fire. Within two hours after the fire was under control the executive committee had met with architects and begun arrangements for a new structure. Starting shortly after production for the day had begun, the fire spread through the building known as plant No. 3, completely demolishing it. Fourteen finished trucks were lost. The damage is fully covered by insurance.

The building destroyed was the oldest of the group that comprise the Commerce plant. It was wooden and contained the paint shop and wood-working departments. A large number of trucks lined up to be sent through these departments were taken away safely by employees.

Carrying Jack.

Undoubtedly the jack is one of the most difficult tools in the car's equipment in the matter of carrying it. If it is carried loosely in the tool box it is so heavy that it is likely to break something, and yet it must be so located that it can be got at easily when needed. In many cases it is a good plan to carry the jack strapped to the running-boards of the footboard.

Don't start on a trip without attention to lubricating oil, gasoline and water.

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Size	Ribbed	Non-Skid	Gray Tubes
30x3	\$13.00	\$13.70	\$2.65
30x3 1/2	16.55	17.45	3.05
31x4	25.95	27.15	4.10
32x3 1/2	19.25	20.45	3.40
32x4	26.40	27.70	4.20
33x4	27.95	29.00	4.30
34x4	28.55	29.75	4.45
35x4 1/2	39.40	41.20	5.75

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