

PAVING GOES DOWN ON HILLSBORO ROAD

Four Miles of Concrete Laid Beyond Beaverton.

ROADS STILL VERY ROUGH

Bertha-Hillsboro Hard Surface to Be Completed This Fall, but Much Still to Be Done.

BY LEWIS A. McARTHUR.
Paving work on the new highway between Portland and Forest Grove is well under way, and by fall this road will be open for travel. Five miles of

is the majority, get around ten months service."
The writer then proceeds to explain what "proper care" means for the storage battery in motor car service. "Owners of battery equipped cars must fill each cell to level with distilled water, using the hydrometer for filling. In warm weather the cells should be brought to level once each week because the evaporation is greater than it is in cold weather, when once in two weeks is sufficient. At the time the water is added, a hydrometer test should be made. This indicates the acid strength of the electrolyte or solution. The battery should be recharged at the same time the terminals should be inspected for looseness and any deposits of salt should be removed with a stick. The battery should seat firmly in its saddle or seat, so as to minimize the vibration. In brief this is all that is necessary, but it must be done regularly."
"Men and batteries are much alike in their actions under certain influences and we treat them in somewhat the same fashion. When a battery is overheated it burns up and starts disintegrating inside because it cannot stand high temperatures. So with a man whose system is designed to operate at a constant temperature. If he gets fever he 'burns up.'"
"At the opposite end of the temperature scale the analogy still holds, for cold effects a battery as it does a man, reducing efficiency. Likewise a battery has to be kept at work or it will die of lassitude. It must be charged

A MOOSE OF A MAN AND A MOOSE OF A TRUCK.



The man who towers alongside this big Winther 2 1/2-ton, four-wheel-drive truck is Henry Howell of Wasco, Or., who bears the distinction of being not only a large wheat operator in point of acreage, but the largest wheat operator in the Pacific northwest, so far as personal size is concerned. He stands 6 feet 7 inches and weighs in proportion. Being a strong man himself, he demands a strong truck, and this Winther fills the bill for him. It is loaded with 106 sacks of grain, which is a real load.

hard surface has been put in place this summer.
This new highway leaves the west side highway at Bertha and follows the old road west to its junction with the Dosch road. It continues west over easy grades to Beaverton, crossing both the Garden Home road and the Schulte ferry road. From Beaverton west, the road is adjacent to and just north of the Southern Pacific tracks all the way to Hillsboro. From there on to Forest Grove the old road is followed.

Paving will soon be under way in Hillsboro and also on the Hillsboro-Forest Grove section. The work will cover about seven miles.

Pavement to Reedville.
Work east of Hillsboro was started early in the season, and already four miles of 16-foot concrete roadway has been put in place. The paving has reached Reedville, half way between Hillsboro and Beaverton. As fast as the concrete is laid it is covered with earth and wet down to keep it from baking, and it will be another month before the road from Reedville to Hillsboro can be used.

The concrete work is being done by A. Guthrie & Co., and the plant is of interest in that it moves along just ahead of the paving on movable tracks. Its capacity is about a mile a week. It will take about two months for Guthrie & Co. to pave on through Beaverton to the Multnomah county line.

Paving is in full blast in Beaverton, that town having let a contract to the Warren Construction company to pave all its business thoroughfares.

The Warren company recently got under way on the Multnomah county part of the new road, and about a half mile has been laid from the county line east. Pavement has also been put down from the Dosch road to Bertha.

Weed Peony Road Best Now.
By fall there will be a second paved road to Beaverton, leading from the present paving on the Canyon road. The contract for completing the re-grading and paving the Canyon road on to Beaverton has been let, and one steam shovel has been put in service. Rough jokes about bad roads to Hillsboro will soon be a thing of the past. It is expected that most of the roads will be completed this summer.

While the paving is going on the old roads are bad enough, however. At present the best road to Hillsboro is the highway branching from the Canyon road at the Weed peony farm, running north of Beaverton and Orenco.

It is a little better than the road through Beaverton and Reedville, though there is not much choice.

LIKE OWNER, LIKE BATTERY

Careless Motorist Who Neglects Battery Will Pay For It.

"Storage batteries of the average sort have an existence of about 14 months," says H. A. Tarantous in Motor, the national magazine of motoring. "Some automobile owners," he continues, "by properly caring for their storage batteries bring the maximum useful life to 28 months; others by far

and discharged regularly. The charging current is, so to say, the battery's food. A corroded terminal may be likened to a clot on the brain."
"And so we find that as a man's temperature and his pulse, his actions, his capacity for work give indication of his physical condition, so do the battery's temperature, pulse and general behavior indicate its condition, which is another way of saying the care it has received from its owner."

MACKS IN ARMY CONVOY

SIX HEAVY-DUTY TRUCKS ARE FIRST-AID GANG.

These Vehicles, as Vanguard of Long Truck Train, Try Out Bridges and Roads.

More than ordinary interest has been aroused on the Pacific coast in the coming of the United States army motor truck convoy that left Washington, D. C., July 1 to traverse the Lincoln highway.

While this expedition is under government supervision and one of the chief reasons for it is to stimulate recruiting, the most important benefits will be in stimulation of interest in the utility of the motor truck and need for improved highways. Heading the convoy in the service of the engineers are six heavy-duty Mack trucks. Upon these trucks and their equipment will depend much of the success of the undertaking.

According to the itinerary of the convoy as received here by F. C. Atwell, manager of the International Mack corporation, distributor for Mack trucks, the train will make 68 stops and is due to arrive in San Francisco September 1. The truck train is to be self-sustained and self-maintained, carrying sufficient food, repairs and road-building equipment so that it can proceed without assistance from outside sources.

The six Mack trucks with the engineers are to be the advance guard. It will be the duty of the engineers to inspect the roads and bridges and where they are not in condition to support the heavily laden convoy, repairs will have to be made. If there is no possibility of strengthening small bridges and detours will be necessary, it will be up to the Macks to stand by and give any assistance required.

An interesting feature of the expedition is that before leaving Washington a milestone was erected near the White House. It is proposed to have this known as the Zero milestone and to measure all highway distances from this point. A permanent granite stone to be dedicated by the president will replace the temporary stone now installed.

The first transcontinental motor truck convoy includes two companies, comprising 200 men and officers and one detachment of engineers of 30 men and two officers with one medical de-

tachment, one field artillery detachment and representatives of the coast artillery and air service. H. C. Osterman, vice-president of the Lincoln Highway association, is traveling two days ahead of the convoy in a pilot car.

LUBRICATE THE CLUTCH
Automobile Men Agree That Oiling of Clutch Is Much Neglected.

One of the most commonly neglected parts of the car, so far as lubrication goes, is the clutch-operating mechanism. In the case of disk clutches running in oil the lubrication of the thrust

collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil the thrust collar and lever require oiling by hand. The service of these parts is exacting, and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be frequently lubricated.

Don't race the engine. You cannot abuse the engine worse than by allowing it to race at high speed without a load.

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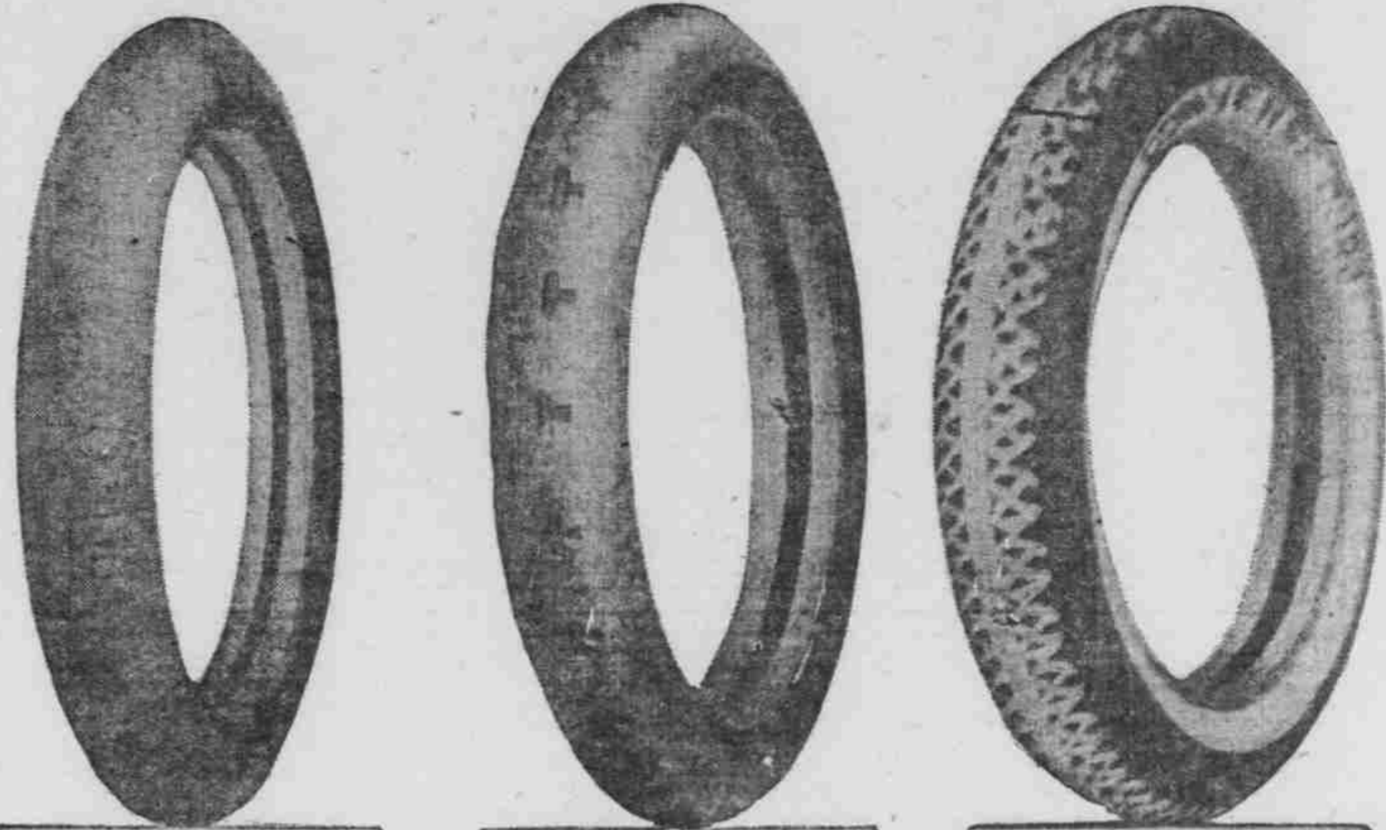
TIRES

DIAMONDS Cords.....8000 Miles Fabrics.....6000 Miles	KELLY-SPRINGFIELD Cords.....10,000 Miles Fabrics.....7500 Miles
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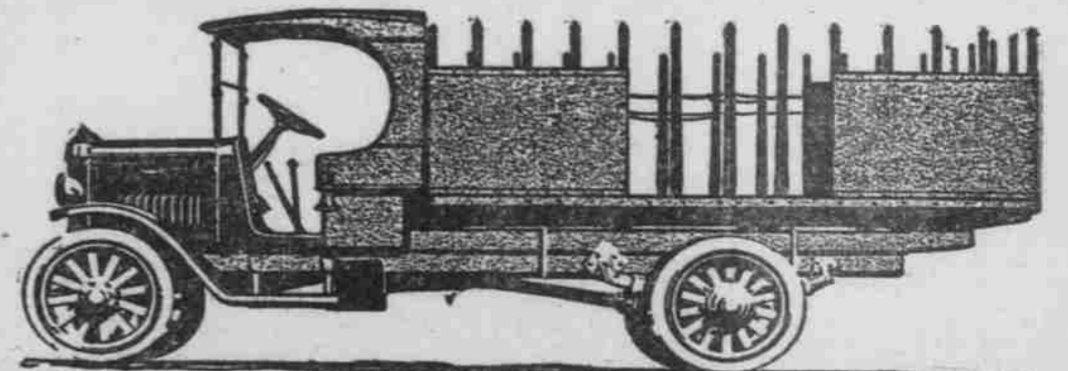
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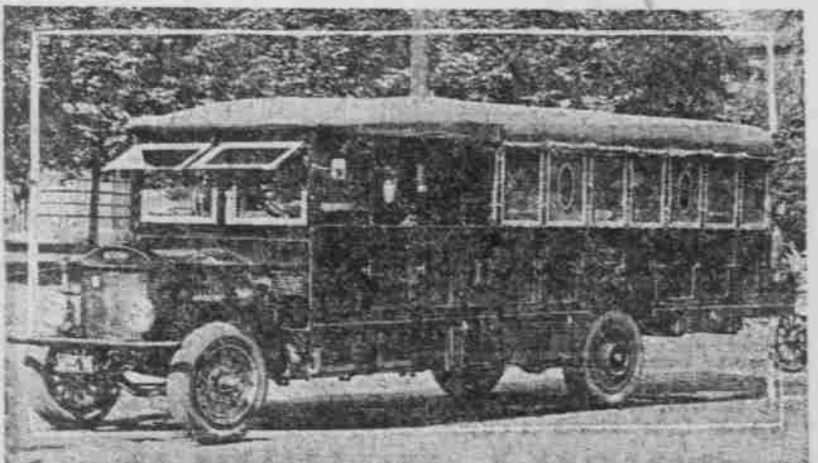
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