

FOREST GROVE NOW
CLOSE TO PORTLAND

New Paved Highway Brings
It Just Over Hour Away.

BEAVERTON REAL SUBURB

Tualatin Valley Town Shows Benefits
Already of Business
Over the New Road.

BY L. H. GREGORY.
Forest Grove and Hillsboro are on the map at last. Road crews have completed laying pavement all the way to Forest Grove and the run to the university town can now be made by automobile from Portland easily in one hour and 15 minutes.

It was only a couple of months ago that the new paved highway to Hillsboro, via Terwilliger boulevard, Bertha, Beaverton and Reedville, was opened to traffic. Nobody expected further pavement before well into this spring or summer. But taking advantage of the perfect February weather, the contracting firm having the job of paving from Hillsboro to Forest Grove put down the hot stuff last month and now has hard surface laid over the entire distance. The macadam shoulders on the sides are not as yet in place, but the road is open to traffic and already handles an enormous amount of it.

This new paved highway from Portland through the Tualatin valley is doing wonders for that section already. Beaverton, for example, is a different looking town. Under the rush of automobile traffic and accompanying tourist and truck shipping business that has come with the hard-surfaced highway, the town has spruced up and snapped to attention, so to speak. The new briskness of it was plainly noticeable on a brief stop there in the course of a run to Forest Grove by the writer last Sunday in a Chevrolet car.

As Close as Mountville.
The highway has put Beaverton in about the same relation to Portland, so far as time of traveling there is concerned, as Mountville. In effect, Beaverton now becomes a suburb of Portland. This will become very plainly apparent this coming summer and thereafter.

More Portland people will remove to Beaverton and adjacent spots in the Tualatin valley to live, for when you can snap out there from the business center of Portland in 30 minutes by automobile, without once stopping over the legal speed limit of 20 miles an hour, you might as well enjoy country life and grow your own potatoes.

But even this time of 30 minutes will be cut down when the Canyon road gateway from Portland is paved. This is three or four miles shorter than the present route, which is by way of Terwilliger boulevard and Bertha station on the Capital highway. Work of completing the pavement on the Canyon road route will begin very soon. There are only a couple of miles remaining to be hard-surfaced.

On this hard-surfacing is that motorists are advised to take one detour on the Canyon road next to impossible.

Spin Right Along.
From Portland to Hillsboro over the new highway is a matter of only 10 minutes to one hour. And on over the just completed pavement to Forest Grove, seat of Pacific university, picturesque among its stately oaks and the oldest higher educational institution in Oregon, is easy in 70 minutes to an hour and a quarter. This will be a mighty popular drive this summer. There isn't a prettier town in the state than Forest Grove, though there is certainly not much activity there on Sunday. Even the drug stores are closed.

The pavement of the new highway to Beaverton, Hillsboro and Forest Grove is in fine condition. Somewhat narrow, to be sure, but wide enough for two cars if the drivers use any kind of caution. However, the boys will try to step on 'er, and a narrow highway is always more dangerous than a broad one under these circumstances. We saw one bad smashup narrowly averted Sunday when the driver of one car tried to beat a car from the opposite direction in passing a third car. The highway wasn't wide enough for all three at once, and the car that really had the right of way, a stage bound from Portland, had to take the ditch to avoid a crash. No damage done, luckily.

One surprising fact is the very heavy automobile traffic on this highway even now, so soon after it has been opened to travel. Passenger automobiles follow each other on Sundays in long lines. And this is only a marker to what the travel will be later in the season.

Broadway Bridge Comes Near It.

The Beaverton-Hillsboro-Forest Grove highway is one of the straightest roads in the state. There are some curves, but very few of them, after it cuts loose from Bertha station on the Capital highway. For the most part it follows long tangents. It is not what could be called a scenic drive, though it is interesting all the way, and it will be much more interesting when spring is a little more advanced.

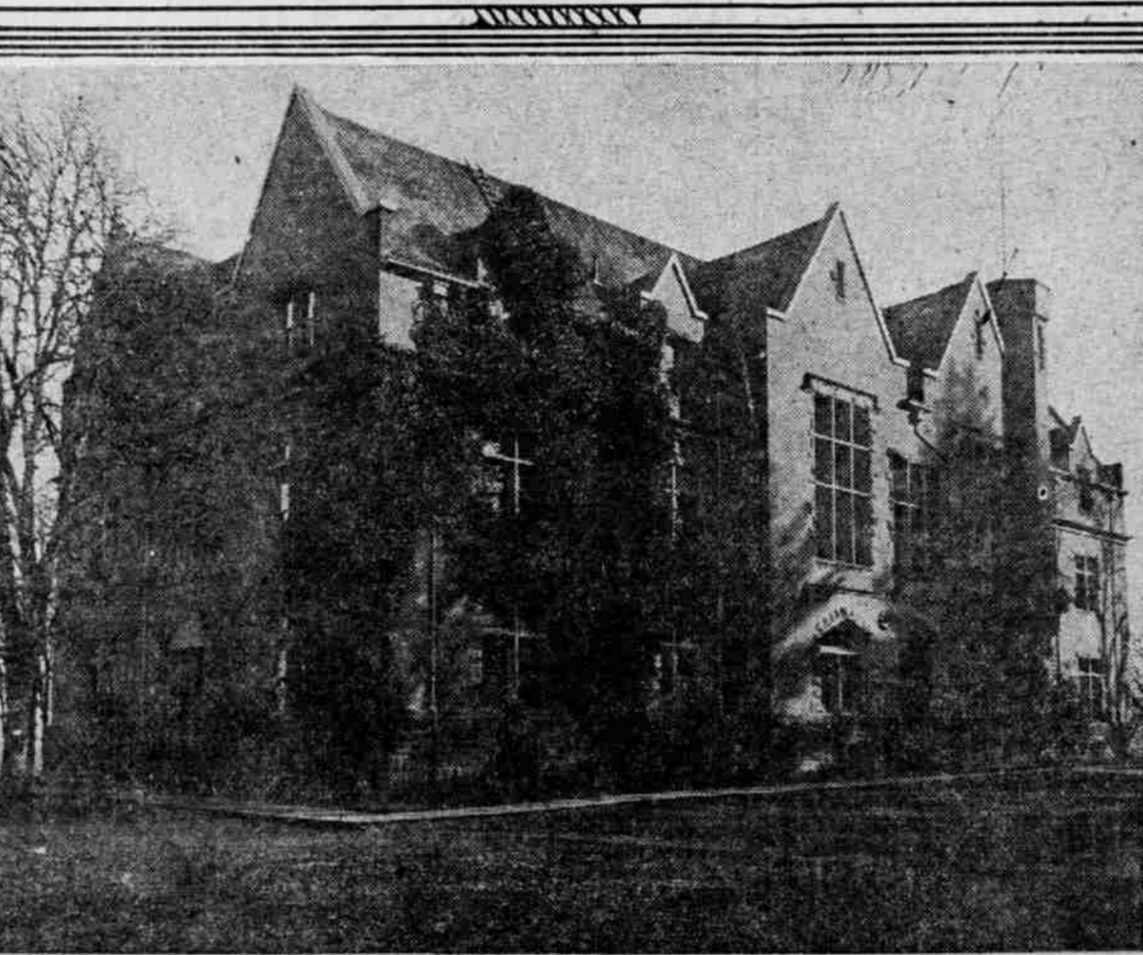
But it takes a motorist who has suffered the ordeal of driving to Beaverton and Hillsboro over the old road, which was one continuous series of shell holes and rough weather, really to appreciate the new highway. From Hillsboro to Forest Grove used to be fairly good. But from Hillsboro to Portland—

There no doubt were worse roads in Oregon than this old one and there may be worse roads now, but we have never found them. The present surfacing of the Broadway bridge in Portland comes as close to it as anything else we can think of.

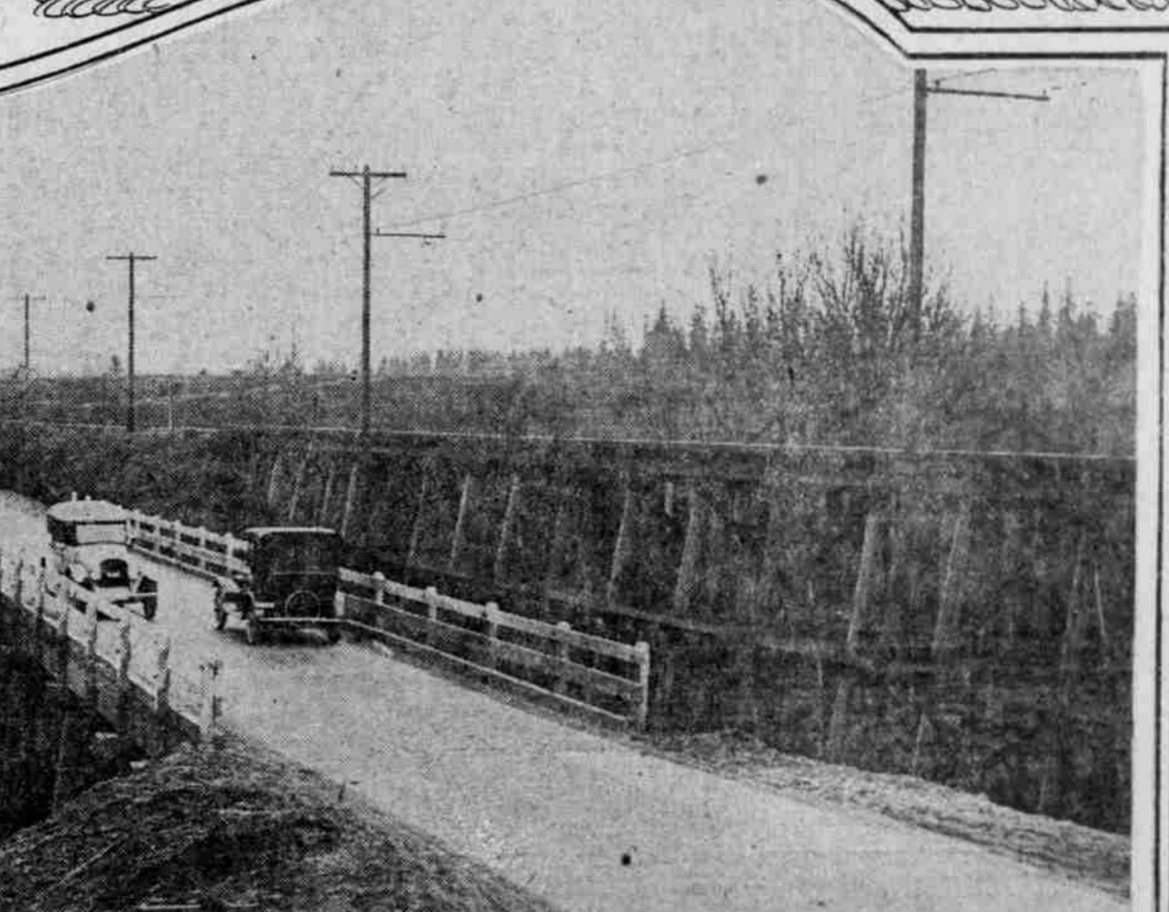
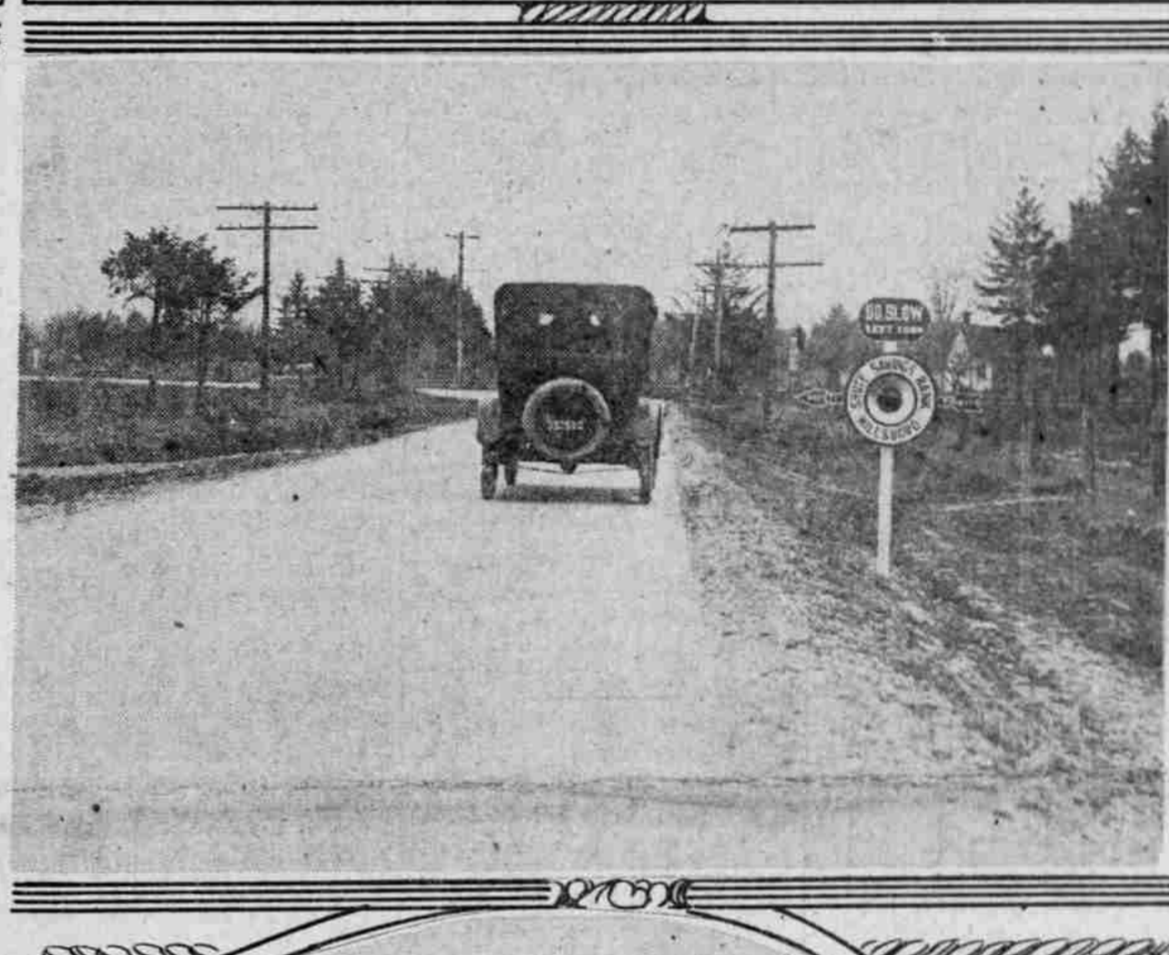
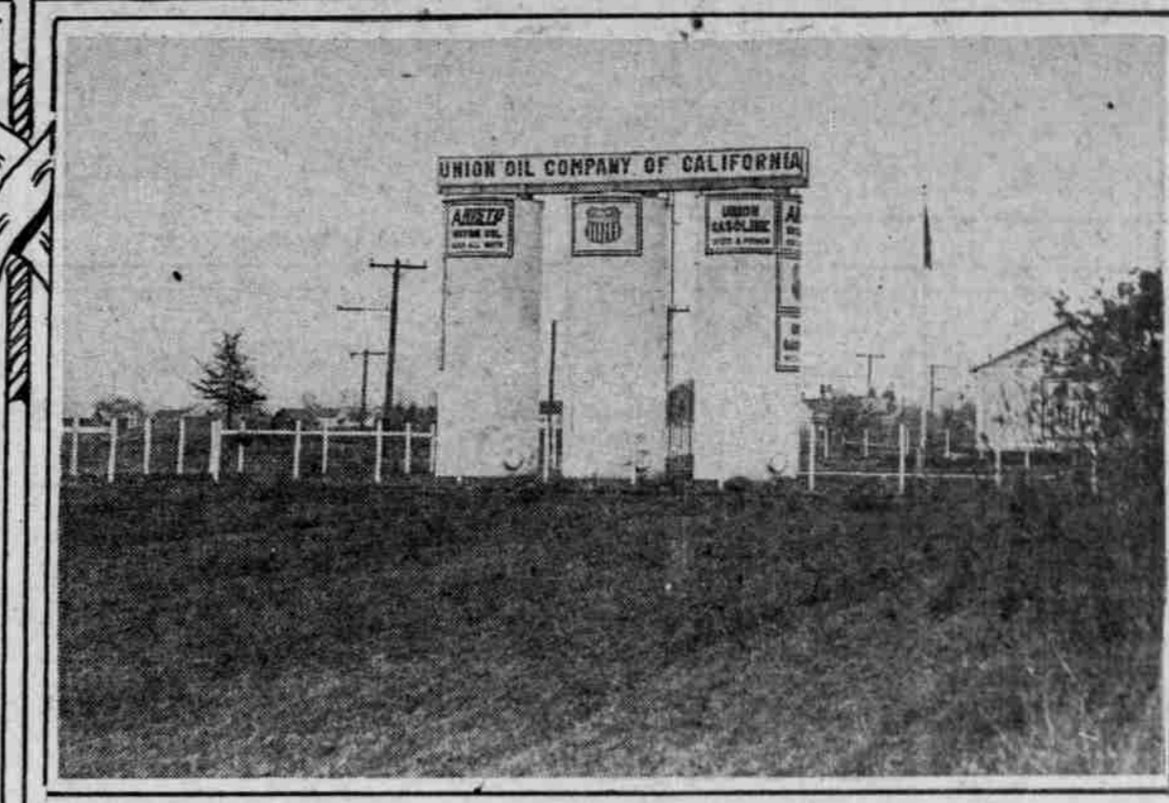
Getting a Light.

What car owner has not at some time been in the position of wanting a smoke and yet finding his pockets empty of matches? In this emergency drivers may be glad to know that by soaking a bit of waste in gasoline and laying it close to the sparking points of one of the plugs which has been removed from the engine for the purpose the material will ignite when the engine is turned over.

FINE PAVED HIGHWAY MAKES HILLSBORO AND FOREST GROVE PRACTICALLY PORTLAND SUBURBS



HERE are some views along the new paved highway to Beaverton, Reedville, Hillsboro, Cornelius and Forest Grove. The pavement has been extended from Hillsboro to Forest Grove only within the past few weeks. This highway, which cuts through the rich Tualatin valley, was opened to Beaverton and Hillsboro only a couple of months ago, but already the paved turnpike is crowded with cars on Sundays. The road is one of the straightest in the state, there being not more than half a dozen main curves all the way from Bertha station, just outside Portland, where it branches off the Capital highway, clear to Forest Grove. Above at the left is one of the few curves in the highway, this being near Reedville. At right—Big oil tanks of Union Oil company of California, at Cornelius. Center, left—Pacific university at



Forest Grove. Right—Signpost warning of sharp turn just outside Hillsboro. There should be many such signposts on Oregon highways. Below—Left, Tangent, between Hillsboro and Cornelius; right, bridge on the highway, between Reedville and Hillsboro. The car in the pictures is a Chevrolet, in which the run was made.

MUCH PAVING UP TO
MAY BOND ELECTION

Unless Voters Approve, Many
Gaps Will Be Left.

MORE FUNDS ARE NEEDED

Even With New \$10,000,000 Bond
Issue, Pacific Highway Can Not
Be Finished This Year.

BY LEWIS A. McARTHUR.

Expectations of a hard-surfaced highway from Pendleton to Seaside, and from Portland to the California line, with an alternate route from Portland to Junction City, will not be realized in 1920, notwithstanding the hopes of good roads enthusiasts that such would be the case. Much more money will be needed, and even if the additional funds are provided in the May election, it will take well into 1921 to fill up the gaps that now exist in the hard-surface system.

Probably 4, is about 250 miles by the Pacific highway from Portland to the California line and the distance, about 195 miles, or a little more than half, is hard surfaced or under contract. Some of the missing stretches are roads that are very heavily traveled and are of considerable economic importance. Apparently the future of the unpaved gaps is dependent on the May election. If the necessary funds are provided at that time, undoubtedly many of the improved sections will be started this summer.

Among the important Pacific highway gaps south of Portland are the following: Oswego to Oregon City, (west side), seven miles; Salem south eight miles; Albany to Junction City, 22 miles; Goshen to Yoncalla, 42 miles; Willbur to Tillamook, 28 miles; Myrtle creek to Wolf creek, 24 miles; and Gravo creek to Grants Pass, 13 miles.

They All Want Paving.

Considerable pressure will be brought to bear to get the paving completed on the Oswego-Oregon City road and on the section south of Salem. There is also a big demand for hard surface between Albany and Junction City.

Without additional funds the west side highway will be but little more than half finished. The unpaved sections lie between Newberg and Amity, 20 miles; from Holmes gap to Elsieville, six miles; from Monmouth seven miles south; from Corvallis south, nine miles; and between Mount and Junction City, nine miles. Some of these roads are fairly well macadamized, but there will be increased demands for paving the 21 miles listed. All the rest of the west side highway, amounting to about 65 miles, is either paved or under contract.

The Columbia river highway is well provided for between Hood River and Astoria, but about ten miles of paving is required between Astoria and Seaside, and 23 miles between Hood River and The Dalles, where pavement is urgently needed. There should also be about ten miles hard surface between The Dalles and Dufur.

There is a 15-mile gap between Forest Grove and Yamhill that is not paved, and about 20 miles between Sheridan and Tillamook. Now that Tillamook has an all-the-year-round road to the Willamette valley, Yamhill is clamoring for a good highway and this will also have to be paved before many years.

Pendleton Stretch Important.

It is nearly 150 miles from The Dalles to Pendleton, and east Oregonians feel that this important stretch should be paved, though it does not seem probable that the work will be undertaken until after the Pacific highway is completed.

It must be borne in mind that even in the places where no paving is now provided, the commission has done a great deal of work grading, graveling or macadamizing. Many of the unpaved gaps mentioned above have been virtually impassable in the winter time in previous years, but during the fall and winter of 1920 they will be suitable for automobile traffic. By the middle of this summer nearly every foot of the Pacific-Columbia river, west side, Portland-Forest Grove-McMinnville and Tillamook highways will be either paved or rocked, so that the work of completing the paving will consist of hard-surfacing roads that have already been graded and brought up to standard.

It is understood that the commission will proceed with estimates and plans for the unpaved sections so that immediately after the election some traffic can be let if the state votes more funds. It is hard to guess what new projects will be at the top of the list, but it is certain that among the most-called-for sections are Oswego-Oregon City, Salem south six miles, Albany-Junction City, Willbur-Dillard and Newberg-McMinnville.

THREE LINES ARE MERGED

Merced Locomobile and Simplex in
Single Company.

NEW YORK, March 6.—Announcement has been made by Emory E. Hare, former vice-president of the Packard Motor Car company of Detroit, of the organization of Hare's motors as an operating company to control the existing interests of the Packard, Mercer and the Simplex automobile companies. Immediate increase in the output of the present factories will be one of the results of the plan of joint control with strict adherence to high quality standards and the development of additional transportation units, passenger and truck, will follow.

Former Packard executives are in charge of the operating company supported by the existing organizations of the Locomobile, Mercer and Simplex plants.

Make Their Own "Juice"

It has been said that everything in Chicago's great packing plants that's pretty nearly true of the Lexington Motor company at Connersville. Engines on blocks for test are connected to electric generators. The current created in the testing of these motors is added to the big plant's supply of "juice" or power.

COLUMBIA PAVING BEGINS

HOOD RIVER-WYETH STRETCH
IS UNDER WAY.

Several Weeks Will Suffice to Complete
Long Stretch of Upper
Highway Work.

HOOD RIVER, Or., March 6.—(Special.)—Hood River residents are jubilant over the fact that paving has already started on the Columbia river highway between this city and Wyeth notwithstanding the fact that paving operations may close the highway to traffic for several weeks.

The mixing plant at Wyeth began operations March 1 and is delivering material to the surfacing gang at a point just east of Shellrock mountain. The gang is working east toward Hood River at the rate of 500 feet a

day. The highway between Shellrock mountain and Portland is completely hard surfaced.

A second mixing plant has been installed at Sonny, just west of Mitchell point, and this plant will be in operation within a few days. The two plants will pave between 1000 and 1200 feet of highway each working day, or better than a mile a week. There is about ten miles of pavement to lay, or a little less than ten weeks' work, which should bring the work to completion by May 15. Definite plans for closing the road have not yet been worked out, but it is probable that the working hours will be between 6 A. M. and 6 P. M. and during that period travelers will be taboo.

Linsseed Oil for Lubricant.

Linsseed oil mixed with a small amount of graphite is recommended as a lubricant for door hinges and latches, which seldom receive attention in this way. Ordinary cylinder oil has a tendency to run, which is not desirable at this location because the clothes of passengers are likely to come in contact with it.

NO PLACE FOR MATCHES

ONLY FOOLISH OWNER LIGHTS
THEM IN GARAGE.

It Would Be Just as Sensible to
Try the Same Trick in a
Powder Magazine.

The West Virginia miner who blew himself and family to pieces and tore out one end of his home when he carelessly threw some damp powder into his fireplace to see if it was just as familiar with the matches as the other did with the powder, but fire and explosives are a bad combination under any circumstances. You may think you know how to handle both without danger, but so soon

as you mix carelessly with them the results are almost sure to be fatal.

The motorist has no more right to carry lighted matches in his garage than he would in a powder mill. The destructive potentialities of both are about the same, and under the right conditions the open flame is as dangerous in one place as the other. If your garage is not wired for electric lights, the first investment you should make is to put them in. They are more important than keeping the garage warm in winter because the latter will merely do the car harm, whereas lack of electric lights will cause you to use matches and that is pretty sure to mean bodily harm to yourself and the rest of the family; perhaps not today or tomorrow, perhaps the very next time you do it. At no time is the danger greater than in winter when the garage is kept snugly closed and the dangerous vapors of gasoline and kerosene have no chance to escape harmlessly into the great outdoors.

EUGENE CROSSING NEEDED

Dangerous Grade Likely to Be
Eliminated From Highway.
EUGENE, Or., March 6.—(Special.)—The construction of an overhead crossing on the Pacific highway at McVeigh's point, four miles south of Eugene, where the Southern Pacific track intersects the highway and where there is a bad turn in the track nearby, making the crossing extremely dangerous, will probably be ordered by the state public service commission in the near future.

A hearing on the project was held at the courthouse in Eugene a few days ago, the public service commission taking evidence as to the advisability of the overhead structure.

Become thoroughly familiar with your local traffic regulations and follow them to the letter.