

ROAD BUILDING IN NEXT FEW YEARS TO BREAK RECORD

Division of Public Works of Labor
Department Is Authority for
Statement as to Program.

LABOR SURPLUS NOT LASTING

Shortage Is Expected Very Soon
to Follow Rather Embarrass-
ing Plentitude at Present.

Road building authorities are predict-
ing that 1919, 1920 and 1921 will prove
the greatest in the country's history in
the matter of road construction.

The division of public works and con-
struction developments of the United
States department of labor is authority
for the statement that there has been a
revision and enlargement of road build-
ing plans in almost every state in the
union since the signing of the armistice.
This is due not only to the pressing need
for road construction, which has been
suspended during the war, except where
construction was essential to military ac-
tivities, but also to the obvious desirability
and prudence of getting public
works under way so there may be such
a demand for labor as will absorb the
labor surplus.

Ultimately there will be a labor short-
age in the United States. At present
there is a surplus, and this is apt to
grow to embarrassing proportions during
the next few months of demobilization if
no conscious effort is made to immedi-
ately revive building and construction
activities to provide buffer employment
until industrial readjustment has been
completed. Quite as important is the ef-
fect of an immediate acceleration of con-
struction work on general business con-
ditions.

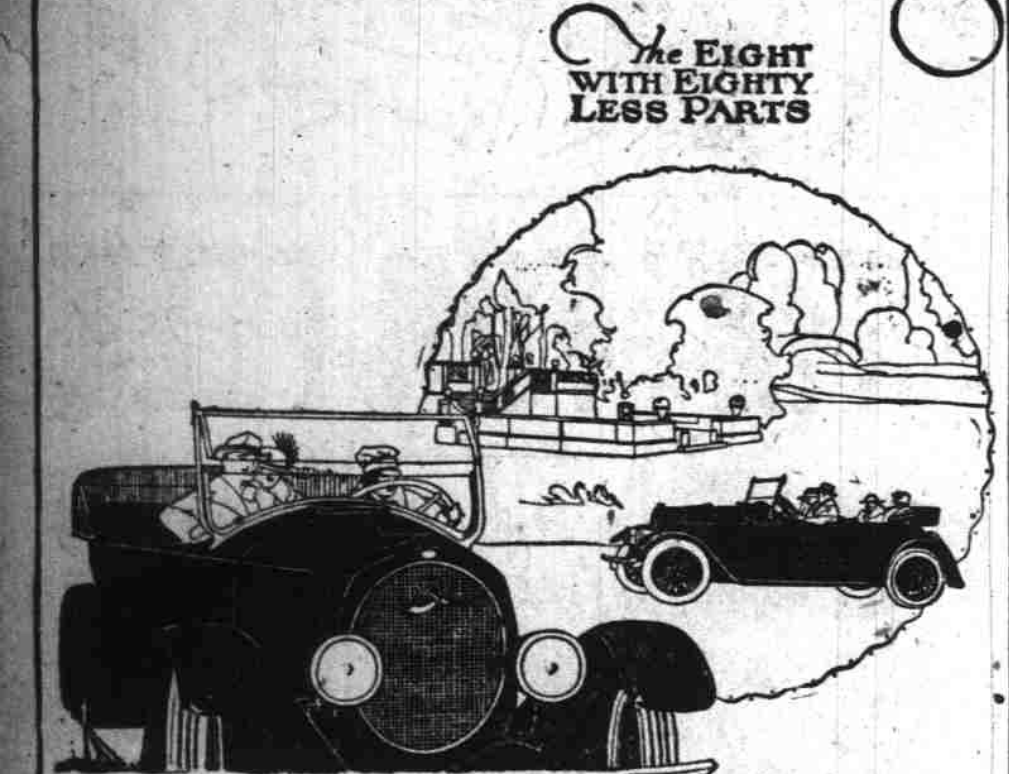
Federal aid for road construction for
1919, 1920 and 1921 will amount to \$266-
750,000. Oregon will be entitled to receive
approximately \$6,000,000 for post and
forest roads.

It is admitted in the department of
labor that present construction costs are
much higher than the prewar level. In
part this is accounted for by freight
rates on road materials established dur-
ing the war to prevent the movement of
these materials for work other than gov-
ernment work. There is every reason to
believe these rates will be revised at
once. The effect of such revision will be
favorable to reduced construction costs,
but most authorities are agreed that pre-
war prices in this field will not be rees-
tablished. The condition of our currency
and the generally higher price levels
throughout the world, so these authori-
ties assert, will not permit a return to
prewar prices, and for these reasons
present construction prices are not an
abnormal as the popular mind is prone
to believe them.

The division of public works and con-
struction developments of the department
of labor asserts, regardless of present
construction prices, it is a paying invest-
ment for states to at once get road work
and construction of public improvements
under way. The dividend and benefit of
this policy will appear in the early im-
provement of general business conditions
and the ready absorption of such labor
as is released from the army and war
industries.

Greasing Universals
A dry universal wears rapidly and fre-
quently seizes and breaks if it lacks
grease. Do not neglect, therefore, the
lubrication of your universal joints.
True, it is usually a lot of trouble to
grease them. They are under the car
and just when you feel like doing the
job no grease gun is handy. However,
to neglect them is to court disaster.
They should be lubricated about once a
month.

APPERSON 8



WHERE you find the Apperson, you
find a deep and abiding appreciation
of the better things of life. The Apperson,
though a reflection of good taste, does not ex-
press extravagance, for there are cars more
costly and less economical than the Apperson.

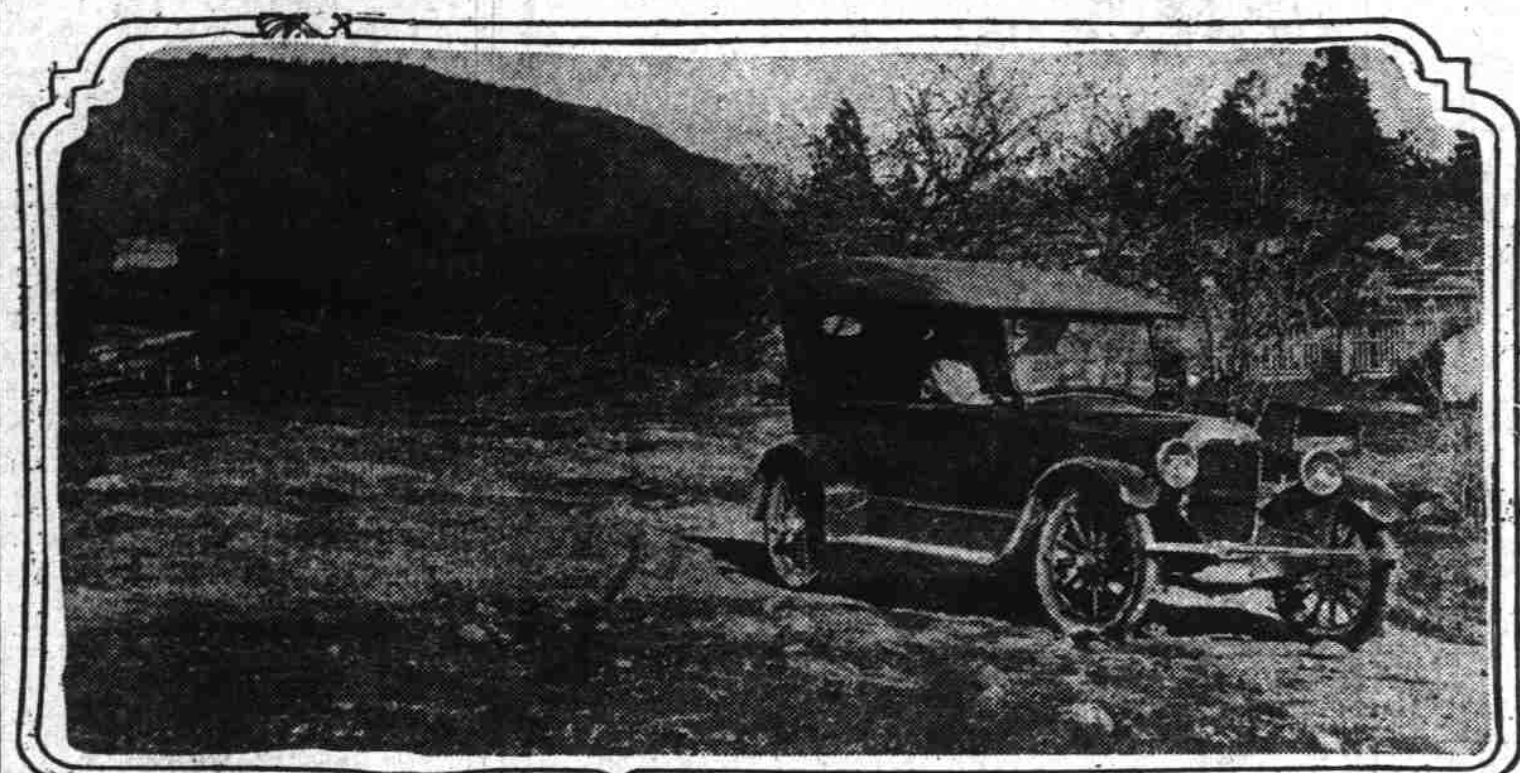
Beneath the symmetrical mold of the body,
is more than sufficient power to justify the
speed and ability expressed in its lines—the
Apperson 8 Motor With 80 Less Parts.

Best appreciated through first-hand experi-
ence. Let us arrange a demonstration for you.

Apperson Motor Car Co.
60 BROADWAY
Broadway 1490 Portland, Ore.

APPERSON

ON UPPER COLUMBIA RIVER HIGHWAY



At the Hood River end of the new grade between Mosier and Hood River. This is one of the most ex-
pensive pieces of grading on the Columbia river highway. The estimated cost approximates \$70,000 per mile.

Next Commercial Development to Be Farm Tractor

There is every indication that the next
big commercial development of the
United States will be the tractor. The
industry today is going forward as rap-
idly as did the manufacture of automo-
biles in the early days of that industry.
Companies for the making and selling of
tractors are springing up like a crop of
mushrooms, and some of them promise
to have about as much stability. Out of
the competition that is sure to come
there will emerge the concerns that will
be leaders of the industry. These will
be those that produce tractors correctly
designed to meet engineering problems
and the practical problems of operation.
Refinement and the use of better mate-
rials will become possible when the trac-

tor output approximates the present pro-
duction of automobiles.

Short Circuit at Gap
Short circuiting at the spark gap is
sometimes caused by small metallic

heads, formed by the intense heat of
the spark. These beads form a bridge
between the electrodes across which
the current passes. This trouble, for-
tunately, is easily discovered and cured
simply by removing the beads.



THE specifications of the
Liberty show that we have
built quality into the car.

Its smooth, lively, finished per-
formance speaks equally well
for the goodness of Liberty
design.

The final test of Liberty good-
ness is in its long-lived, con-
tinuous service. Proof of that
you can get from Liberty
users.

And we would rather have you
hear them than listen to us.

We believe their word about
the Liberty will have an im-
portant bearing on your pur-
chase of a car.

W. H. Wallingford Co.
Alder at Sixteenth Broadway 2492

LIBERTY SIX

HEMPHILL PLANS 19 NEW BRANCHES

Popularity of Mechanical Trade
School Idea Warrants Expan-
sion, Says Portland Manager.

Nineteen new branches throughout the
county will be opened within the next
two months by the Hemphill Trade
Schools, according to an announcement
made by Stanley Hemphill, Portland
manager of the Hemphill company. The
Hemphill Trade Schools established their
first branch in Portland about two years
ago. They have 150 students on the
waiting list. A new school of telegraphy
is expected to be opened about May 1.
The schools are conducted by R. E.
Hemphill Sr. and his seven sons, and
have achieved considerable success. Un-
der a system of life membership all new
information is imparted the students
after they have been graduated, and an
employment office in conjunction with
the schools insures the future employ-
ment of all students.

The tractor department has greatly
furthered the interest of the tractor
dealer and farmers in this state. "Fre-
quently," says Stanley Hemphill, "trac-
tors are shipped in to us to be over-
hauled when it is not necessary if the
farmer knows about his tractor, and
there is to the farmer considerable
economy in taking the tractor course at
the time of purchase, as he can frequent-
ly take care of the average tractor trou-
bles if he has thorough working knowl-
edge, as the Hemphill schools aim to
give it."

APPROACH OF BLOSSOM TIME LURES MOTORIST

(Continued from Page One; This Section.)

suggests the delight to be gained in the
future when the Columbia river high-
way will be matched by another on the
north shore of the Columbia.

The party left early in the morning,
going over the Broadway bridge and the
Sandy road, crossing out over the Sandy
and then up to Crown Point, where the
first stop was made. After resting a
while there the party re-entered the
Grant Six and proceeded to Wahkeena
falls, where a stop for luncheon was
made.

Field of Trilliums
In the neighborhood of Mitchell point
there was an exceptional number of
fields of trilliums, that made the ground
look almost snow covered, and inter-
mingled with these were large quantities
of dog-tooth violets, which attracted the
women folks.

We reached Hood River about noon
and then made the 10-mile loop. In-
stead of as in usual years when the
orchards are in full bloom, the trees,
except cherries, were just barely bud-
ding out, and the cherries were hardly
in bloom. The view here is beautiful,
it will be today or probably a week from
today.

Returning from the cut-off, the party
retraced its way back to Portland,
where we arrived about 8 o'clock in the
evening. The weather was mild all the
way and no discomfort at all was ex-
perienced, even after the sun began to
go down late in the afternoon. Parties
will find the trip at this season of the
year almost as ideal as they will in

midsummer, although the contrast be-
tween the heat of the city and the cool
of the mountains is not so manifest.

The log of the trip is as follows, and
is worth filing for reference, as the
mileage to the several places of interest
along the Columbia river highway ever
is in demand as a basis for computing
highway trips within given time limits:

- 0.0—The Journal building, north and
east on Broadway to Sandy
boulevard.
- 13.0— Troutdale.
- 25.4— Crown Point.
- 27.7— Latourell Falls.
- 28.9— Shepherd's Dell.
- 29.9— Bridal Veil Falls.
- 32.6— Wahkeena Falls.
- 33.9— Multnomah Falls.
- 36.2— Horsetail Falls.
- 40.2— McCord Creek.
- 41.5— Bonneville Fish Hatchery.
- 44.3— Eagle Creek.
- 47.5— Multnomah-Hood River county line
(present end of pavement).
- 47.7— Cascade Locks.
- 54.7— Wyeth.
- 63.0— Mitchell Point Tunnel.
- 68.2— Hood River.
- A 10-mile loop trip through the Hood

River valley and return to Hood River,
and thence to Portland, makes a total
round trip mileage of 146.2.

Bids for Chehalis Bridge Are Opened

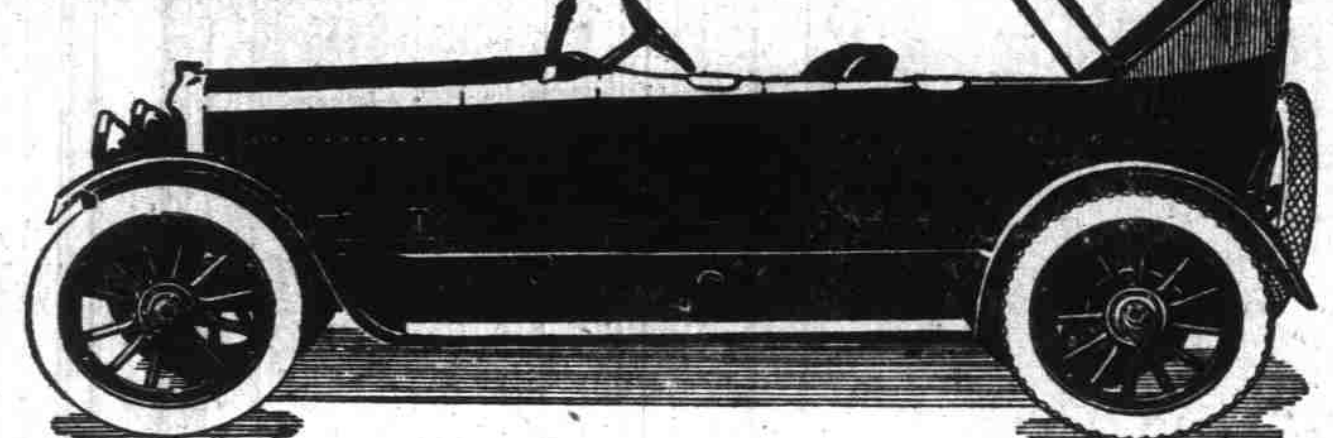
Chehalis, April 12.—The Lewis county
commissioners have opened bids for
building a new bridge across the Che-
halis river at Adna. The bids were for
a 220-foot steel span, with tubular and
concrete piers and 500 feet of piling
trestle approach. There were 11 bid-
ders. The lowest bid on tubular piers
was the Portland Bridge company, Port-
land, \$29,880, the next lowest being the
Union Bridge company of Portland,
\$30,890. On concrete piers, the Union
Bridge company bid \$21,590 and the
Portland Bridge company \$21,700. The
highest bidder was J. R. Wood, \$42-
238, concrete piers; \$40,088-tubular
piers. The commissioners took all bids
under advisement.

Drivers Should Go Over Tires Daily

With the increased use of pneumatics
on motor trucks it is imperative that
drivers should be compelled to go over
the tires every night, washing out any
cuts that may have been made and
plugging them with repair material.
Larger gashes should be vulcanized. The
economy of pneumatic equipment will
depend largely on the care which the
drivers are compelled to give it. The
first cost is high and maximum mileage
must be secured to make the invest-
ment a paying one.

Battery Sediment
While sediment forms in the bottom
of storage battery jars, it will seldom
accumulate in such quantity as to reach
the plates. Nevertheless whenever a
cell is taken apart for any reason this
sediment should be carefully washed out.

GRANT SIX



At \$1120 the Greatest Automobile
Value in America

From the day the first model was put on the
market, the Grant Six has been known as a car of
unusually high intrinsic value. Shrewd, experi-
enced motor car buyers have bought Grant Six
because it represents a better investment than any
other car they could find.

Now with six new refine-
ments, which add greatly to
its beauty and efficient oper-
ation, the Grant Six offers
bigger dollar for dollar value
than any car built in America.

50,000 Grant Six owners aver-
age 20 miles to the gallon of

gasoline; 900 miles to the
gallon of oil; 7,000 miles to
the standard set of tires.

We invite you to judge the
Grant Six on quality, econ-
omy, performance or price.
Ride in the Grant Six before
you buy any car.

Choose your car from these five models:

Five passenger Touring Car \$1120—Three passenger Roadster \$1120
Coupe \$1625—Sedan (allweather) \$1645—Demountable Sedan \$1400
All prices f. o. b. Cleveland

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