

PORTLAND, OREGON, SUNDAY MORNING, JANUARY 8, 1922.

THE BRIDGE OF THE GODS BEING RESTORED IN STEEL

MODERN SPAN TO BE BUILT AT CASCADES

Corporation to Erect Structure Over Columbia Below Locks to Connect Two States and Allow Motorist Century Loop Drive.

By Linton Davies
A "Bridge of the Gods," to replace with modern construction the one enshrined in Indian legend, is soon to be constructed across the Columbia river at a point 1200 feet below the Cascade rapids, from the Oregon side to the North Bank highway on the Washington side, thus forming a complete loop and creating what its promoters term the Century Loop, it being 100 miles round trip from Portland and Vancouver over it.

The Bridge of the Gods corporation, of which Dorr E. Keasey of Portland, and George S. Allen and Judge A. L. Miller of Vancouver, Wash., are officers, has offices in the Chamber of Commerce building, Portland, and is actively promoting the project. The span will be a total of 1500 feet in length, the main span being 705 feet, with short spans at either end. It will be of the suspension type, of steel construction throughout and with concrete piers and paved roadway.

According to R. R. Clark, the engineer who drew the design and the plans for the modern Bridge of the Gods, the structure will cost complete approximately \$450,000.

Work on the Oregon piers on the Oregon shore will begin immediately. The contract for the entire substructure of the bridge, totaling \$117,000, was let a week ago to the Interstate Construction corporation, a Washington concern. The contract for the Oregon piers was let to the Young, McDonald company. This latter work will be completed in 50 days.

The corporation which has been formed has met with an exceptionally warm reception from the various committees.

(Continued on Page Two, Column Five)

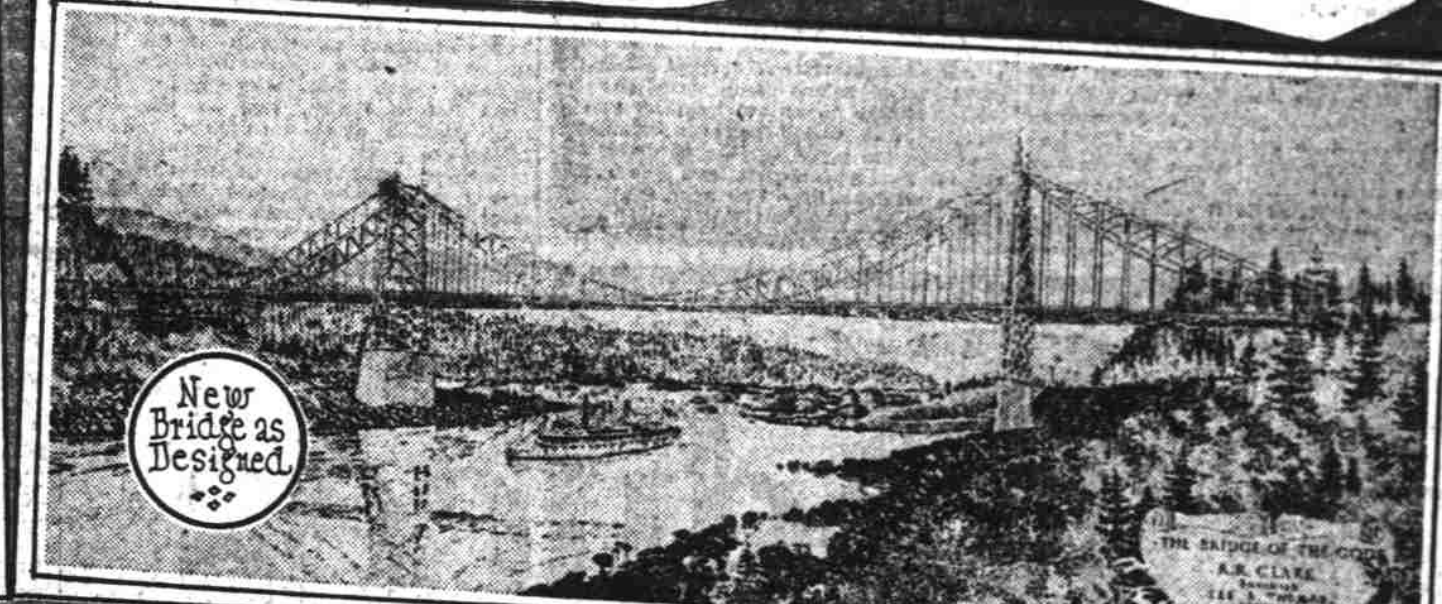
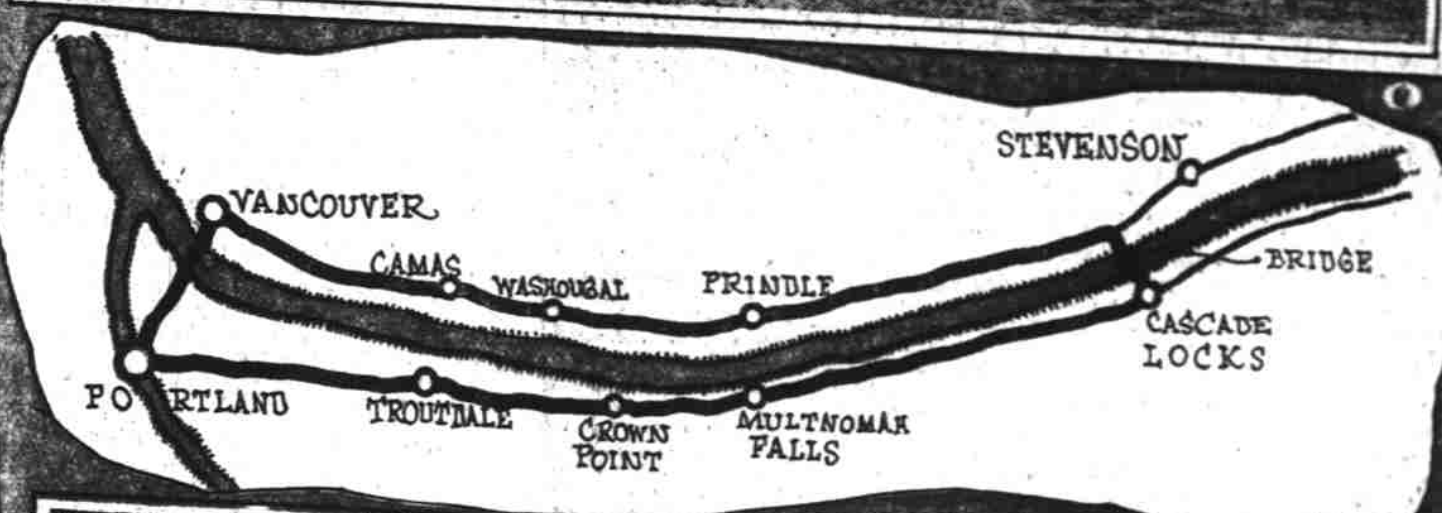
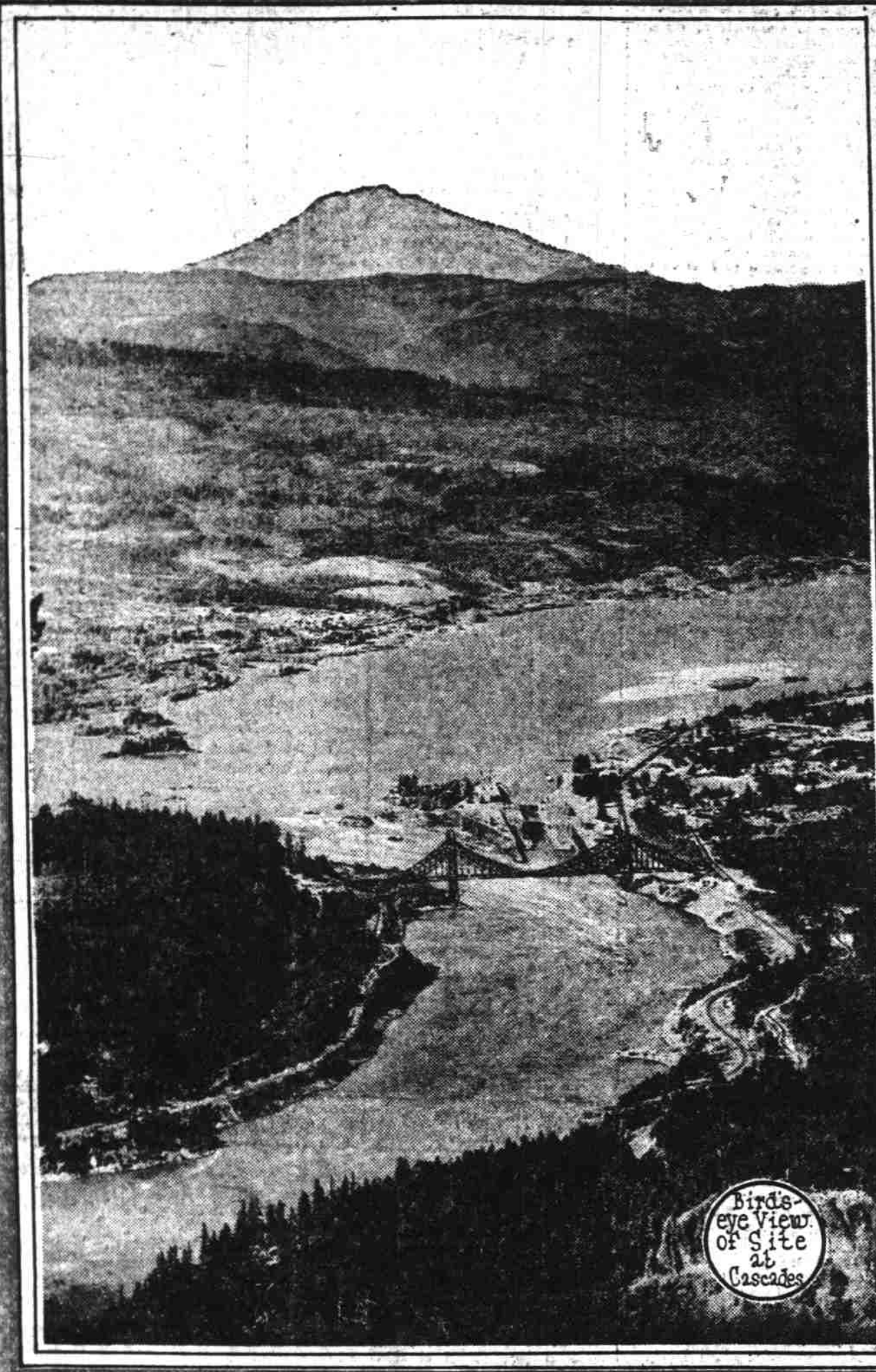
STANDARD NAMES FOR BODIES PLAN

Society of Automotive Engineers Propose 14 to Replace 1001 Coined by Manufacturers.

New York, Jan. 7.—Drafts of a tentative recommendation for a "stable and scientific" nomenclature for automobiles will be submitted to the Society of Automotive Engineers at its meeting here January 10.

The committee's recommendation will include 14 names, with another to be decided upon later. The 14 will be descriptive of all standard types and will eliminate such names as "torpedo," "baby landaulet," "baby" and "baby that." The proposed 14 are:

Roadster, coupe phaeton, sedan, berlin, limousine, brougham, landaulet, cabriolet, sedan-landaulet, berlin-landaulet, coupe-landaulet, limousine-landaulet and brougham-landaulet. The fifteenth name will be descriptive of the isolated, single compartment bodied cars, with two fixed seats, close coupled and allowing the minimum fore-and-aft seating space for four passengers.



ROAD SYSTEM TO BOLSTER RURAL AREAS

Constant Development of Highway Types Affords Range From Earth and Plank Roads to Concrete; Novel Experiments Made

[The old road which leads folk from town to town has reached its highest development in America. The nature of its development is described in the editorial by St. L. Rowley, the first state highway engineer of Oregon and now connected with the United States bureau of road building. He is also president of the American Road Builders' association.]

From the days of the ancients, road building has developed until it is today a principal industry in every civilized country of the world—the United States, England, France and Germany leading all other nations in its application. Its development has brought about many innovations and while the basic materials employed by the ancients are still in use, many new materials have been evolved and applied with success. The United States, which stands at the dawn of the greatest road building era in all history, the era of the development of the motor vehicle, leads all nations in road building.

(Continued on Page Three, Column Two)

Lewis County Will Pave From Chehalis To Adna Next Year

Chehalis, Wash., Jan. 7.—The Lewis county commissioners announce the road program for Lewis county having on primary state highways for 1922 will include paving four and a half miles of 18-foot wide concrete from the west limit of Chehalis to Adna, to join the eight-foot paving laid by the road district, and three and a half miles on the National Park highway, continuing the pavement laid this year where the highway leaves the Pacific highway on Jackson prairie to one mile west of Ethel.

The grading, draining, clearing and bridges were done by the state and the rest of the funds are from the state appropriations and the federal funds.



Oiling of Motor Explained

Need of Clean Oil Is Told

[The Sunday Journal automotive expert this week considers his discussion of the oiling system of the motor. Any motorist who desires some without charge by addressing the Sunday Automobile Editor of The Journal.]

The motorist often hears mention of the oil pump and of its tributaries, which are the oil pipes, but he knows little as to what part they play in making a perfect working motor.

As has been stated, the pump can be likened to the heart in the human system, and just as the pump is the heart of the motor, so the valves in the body compare to the all pipes that lead to various parts of the motor and again just as blood purifies the body, so the oil purifies the motor.

There are several types of mechanism for oiling the motor. On the force feed type, the oil is poured into the crankcase and is plunged up into the pump. From the top of the pump there are three oil pipes on a four-cylinder car that lead to the main oil bearings.

On the oil pipe to the main bearing, there is a branch oil pipe leading to the timing gears, through which a continual stream of oil is kept playing on the gears, slushing all over them, at the same time lubricating the timing gear bearings.

After the oil is forced into the three main bearings and has lubricated them, the oil flows from the main bearings into the crankshaft, which has an oil leading to the connecting rod bearing. After the oil lubricates the connecting rod a part flows toward the outer edge of the bearing and is thrown all over the interior part of the motor, lubricating the cylinder walls, the pistons and other parts of the internal mechanism, such as the push rods, the camshaft, etc. In the remaining part of the lubricating oil in the connecting rod bearing is forced up through an oil pipe into the wrist pin, lubricating the same, and after that it flows toward the outer walls, rings, and finally drops into the crankcase—that is, all that does not escape up through the rings to the explosion chamber (where it leaves a carbon deposit).

A certain amount of gasoline escapes down through the piston rings, and eventually into the crankcase, destroying the viscosity or sticky quality of the oil. Therefore, is the reason that a continual flow of clean oil should be kept on the cylinder walls to avoid friction. If your oil pump does not pump the required amount of oil these parts will suffer from friction, causing a piston slap and the wristpins to wear loose and knock. So it is a good policy to keep the oil working properly. If the oil pump does not pump at the required pressure, it must be removed and repaired by installing a new pump. In many cases this is not difficult, but in some cases it is necessary to remove the crankcase to get to the pump.

Beware of dirt and grit that accumulates in the oil and sooner or later stops it.

Franklin Force Is Put on Full Time; 3000 Are Affected

Syracuse, N. Y., Jan. 7.—Full time for its regular force of 3000 employees was put into effect on January 3 by the Franklin Automobile company. Factory officials state that by February 1 an output of 44 cars daily will be reached.

During January the actual output of cars will be somewhat under this mark, owing to time required to get all of the fabricated parts to the assemblies.

Newberg to Tax Gasoline Tanks

Newberg, Jan. 7.—Under a new ordinance all gasoline tanks located on Newberg streets will be required to pay a quarterly license fee of \$10. From the present number the city will derive \$600 annually from this source.

Auto Club to Pick Directors

The annual meeting of the Oregon State Motor association, the Oregon organization affiliated with the great American Automobile association, or "A. A. A.," as it is better known, was called for Wednesday evening, January 18 at 8 o'clock and will be held in room 2-A of the Multnomah hotel. The main event of the evening will be the election of seven new members of the board of directors to take the places of the seven directors whose terms expire at that time.

A suggested slate was prepared by the nominating committee of the organization, consisting of John H. Hall, Ralph W. Hoyt and R. R. Coster, and filed last week. This slate, together with any other nominations that may be made, will be submitted to the members at the annual meeting in 10 days.

The nominating committee's slate is as follows: A. H. Lea, secretary of the state fair; Charles R. Frazier, Crescent Paper company; J. F. Slater, Dant & Russell; F. C. Stettler, Stettler Box company; D. B. Seger, Western Smelting & Refining company; L. Therkelsen, Brasly Auto company; George O. Brandenburg, editor The Oregon Motorist. All are Portlanders and prominent in motorist circles.

The leadership of the Oregon State Motor association is in the hands of a board of 15 directors, each director serving two years. Under an arrangement of alternating terms seven directors are elected one year and eight the next. The remaining directors who hold over for another year are as follows: C. T. Brown, R. W. Hoyt, R. R. Coster, A. L. Rodgers.

People of Halfway May Help to Open Road to Fish Lake

Baker, Jan. 7.—Residents of Halfway, in Eagle valley, are expressing interest in the movement to get a forest road from Pine valley to Fish lake. It is understood that the government has about \$12,000 to spend on the proposed road if the residents will raise \$3000. Estimated place the cost of the road at \$15,000; the length to be approximately 10 miles.

The road would open large bodies of timber and would give access to Fish lake for a pleasure resort.

Survey Is Begun For Alesia Tunnel On State Highway

Corvallis, Jan. 7.—Surveying in charge of G. E. Farnsworth of the state highway department, Walter Galloway, county engineer, and Sanford McHugh has been started on the proposed state highway over Alesia mountain to determine the advisability of building a tunnel through the mountain or constructing a road over it. Tunneling will require the excavation of 1150 feet of rock, it is the excavation of one of the longest tunnels on the coast. This would shorten the road by at least 3 1/2 miles.

Surveyors are working at the Lincoln county end and will be on the project for several weeks.

ELMS WILL LINE MEMORIAL ROUTE

Seattle Garden Club Will Plant Trees for World War Dead On Seattle-Tacoma Road.

Seattle, Jan. 7.—Estimates given yesterday to Mrs. Alexander F. McEwan, president of the Seattle Garden club, show 2600 American elm trees will be required to line the Dew Moines or High Line highway between Seattle and Tacoma. The Garden club is sponsoring the planting of these trees every 50 feet of the way and the dedication of the highway as Memorial Way, in memory of the soldiers and sailors who lost their lives in the World war.

The trees are planted in a straight row and self-supporting students at the college of forestry are doing the work. Each person asking in return to supervise planting is given a number which is recorded on the tree and each subscriber is thus able to watch the growth of their tree or trees. Gold star mothers in other parts of the state than Puget Sound are among those who have asked to have trees designated.

Auto Show to Be Colorful

Feminine Styles On Program

Two social events of paramount interest have been added to the program of the Portland Automobile show at The Auditorium January 22 to 25. One is the convention of the automobile dealers, visiting from various parts of the state, the other is the reunion of Northwest members of the Old Time being club.

The convention of the state dealers is the big event of Wednesday, January 25. Meetings will be held during the day and a dinner is to bring the retailers together in the evening.

The old timers will gather on a day to be announced later. This body is a national organization, which has no local branches or chapters. Men who have been engaged in the automobile industry for five years or more are eligible for membership. At the particular address which the old timers of the district are to arrange, all dealers will be welcomed. "Bob" Robinson of the firm of Robinson & Smith is chairman of the old timers' committee.

All decorations plans for the show have been approved. The show committee, adhering to the "make it an Oregon show" rule, selected John L. Stark as showman, and the show is being presented by the state dealers' association, which is in charge of the show, executed by Ed O'Neill, engraved by William Weaver and printed by J. R. Rodgers.

Band music will be a feature of the show.

(Continued on Page Four, Column Four)