

New Through Travel Road Into Longview Territory Is Requested By District

State Highway Commission Makes Outline of Requirements For Route to Rainier And Longview

In answer to your inquiry as to comparative distances over practical roads from Junction City, Ore., to Kelso, Wash., taking into consideration the proposed connection by way of the Longview-Rainier bridge, we wish to submit the following information:

While the agitation for the Longview bridge has been continuing over a period of two years, it was only recently that this department made an investigation seeking to determine the comparative distances by various routes connecting this bridge with the Pacific highway.

Inasmuch as the local travel is cared for by county roads, we made our investigations taking into consideration distances from two points by the various routes suggested. One set of distances was taken from Junction City, a common point for all roads on the Pacific highway south and Kelso a common point for the various routings on the Pacific highway north. Another set of distances on the various routes were taken from McMinnville, a common point for the various routes on the West Side Pacific highway, and Kelso to the north.

"With these points in mind, we submit the following table of distances from Junction City to the junction of the road leading to the Longview bridge with the Pacific highway at Kelso, Wash.:

From Junction City to Kelso via Vancouver bridge	160.9 mi.
From Junction City to Kelso via Portland-Rainier	163.5 mi.
From Junction City to Kelso via Forest Grove-Buxton	162.9 mi.
From Junction City to Kelso via Forest Grove-Timber	171.0 mi.
From McMinnville to the junction of the road leading to the Longview bridge and the Pacific highway at Kelso:	
From McMinnville to Kelso via Vancouver bridge	90.1 mi.
From McMinnville to Kelso via Forest Grove-Buxton	88.97 mi.

"From the above figures it can readily be seen that the present Pacific highway by way of the Vancouver bridge is two miles shorter than the shortest proposed route by way of Forest Grove and

Buxton and in addition the present and shortest route is paved for the entire distance.

"In addition, the proposed short cut from Forest Grove to Rainier would cross three summits, each of them over 1000 feet in elevation and requiring about a 600 foot climb from each valley with consequent curvature on both the ascending and descending grades.

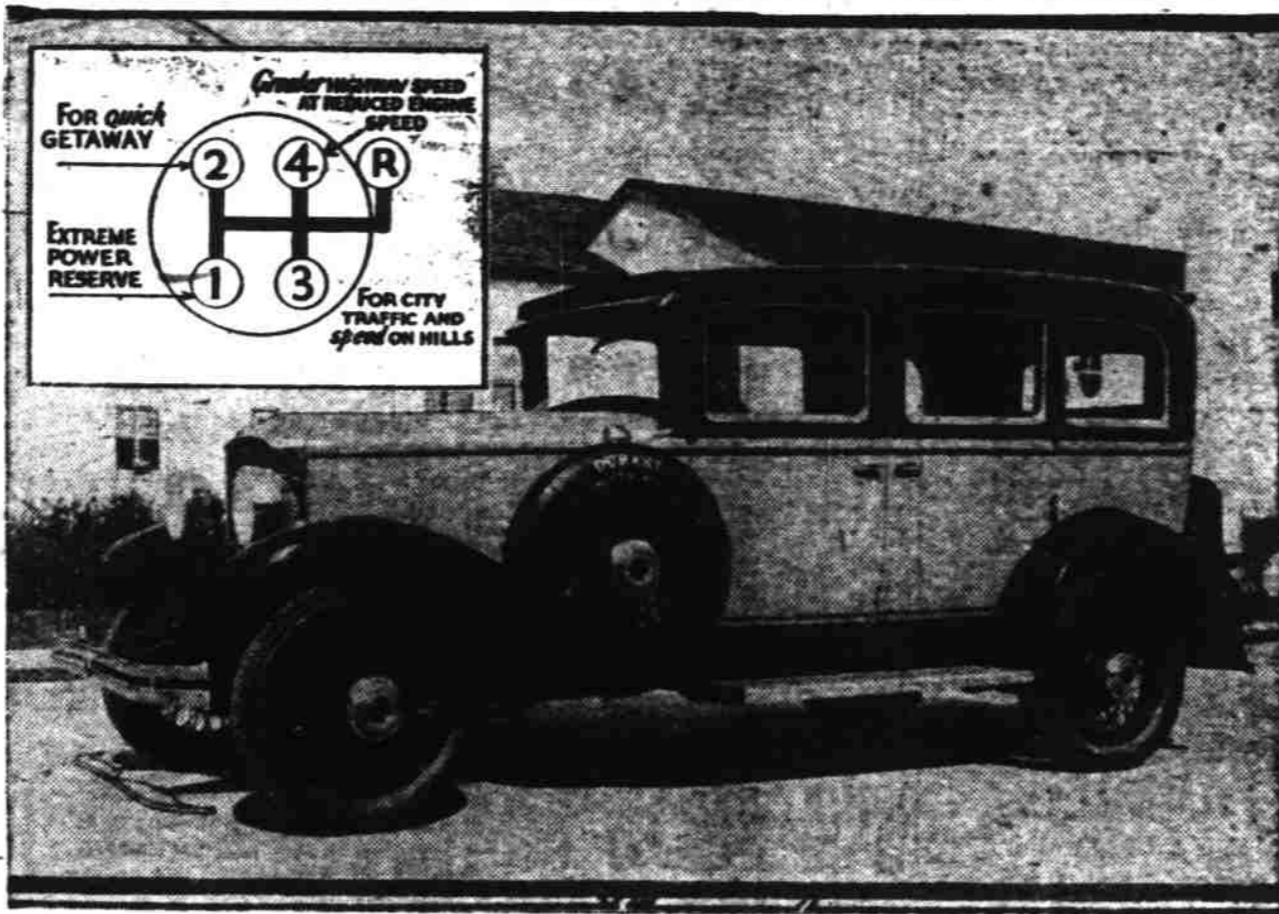
"Answering your request for estimated costs of building the proposed short cut between Forest Grove and Rainier, we can give only an estimate, as the state highway department has never made a survey of this route. The distances and estimates given below are made after conferences with the county courts of Columbia and Washington counties, both of which counties have made some investigations relative to the proposed short cut. In the case of Washington county, actual construction of one of the links of the proposed short cut has been started, but the road is being built with the idea of caring for only local needs and not on state highway specification.

"To build the proposed short cut to Rainier from Forest Grove as suggested by various parties, it would be necessary to construct 251 miles of new road (10 1/2 miles between Astoria and Pittsburg, four miles along Beaver creek in Columbia county and 11 miles in Washington county from Banks to the Columbia county line). To build these 25 1/2 miles of road would require considerably over one-half million dollars. To bring existing county roads along the route to state highway standards would require another one-half million dollars (with replacement of existing structures). The above estimate provides for only a macadam road and would mean that 53.0 miles of this route would be a macadam road only.

"The grading and macadam surfacing of this proposed cut-off would cost over one million dollars and if the proposal would entail the paving of the cut-off, another one and one-third million dollars would be required, making the total outlay for a paved road from Forest Grove to Rainier of approximately two and one-third million dollars.

"With the completion of this road a motorist driving from any point on the Pacific highway south

New Durant Six-Sixty-Six Announced



Surpassing in beauty, appointments, speed, power and performance any previous Durant offerings, "the worlds lowest priced automobile with four-forward-speeds" is today announced by Durant dealers in the West. With the new four-speed transmission, it is said, a 20 per cent reduction in gasoline and oil consumption, and a 40 per cent reduction in engine wear is effected due to a slower engine speed per mile of travel. Inset shows the gearshift on the new models. The car virtually has two high speeds, say the dealers, one for power and acceleration and the other for speed. Shifting between third and fourth gears is accomplished without the slightest noise at speeds up to 30 miles an hour, it is claimed.

of Junction City would drive two miles further in going to any point north of Kelso if he drove by the proposed cut-off and Longview bridge than by way of the present Pacific highway by way of the Vancouver bridge to Kelso. He would also cross over three summits between Forest Grove and Rainier which in addition to the elevation would create a great deal of additional curvature while along the present Pacific highway by way of Vancouver bridge there would be practically no elevation, considerably less curvature and the bridge at Vancouver is now free of tolls, whereas a small toll charge will undoubtedly be made over the Longview bridge.

"The Oregon state highway commission has not officially considered this proposed cut off between Forest Grove and Rainier and has not made an official survey of the route; the above figures are given out after an investigation and examination of existing data now in the hands of the county courts of Washington and Columbia counties. We are enclosing several sets of distance tables from which the above data was made and which you can examine at your leisure. These tables take in the various combination of routings possible both with existing roads and proposed roads.

RICHFIELD COMPANY BUYS OTHER PLANTS

Official announcement of final details of the newly formed Richfield Oil Corporation, of New York, subsidiary of the Richfield Oil Company of California, has just been made by C. M. Fuller, president and general manager of the parent company from his offices in Los Angeles.

Amplifying a brief forecast of the new organization over the ticker last week, Mr. Fuller's announcement discloses the fact that the new company represents the purchase and merger of prominent eastern oil companies in the east for the handling of large scale distribution of Richfield's California products. The companies include the Acwood Petroleum corporation and the Washburn Petroleum company, both of New York, with large distribution already assured in New York.

"Should this report not be complete enough for your use, please advise us and we will secure any information you require."

New Jersey, Pennsylvania and the New England states.

GRETA GREEN NOW PROSAC

Elopement of an heiress and a Cambridge undergraduate to Gretna Green recently has revealed that the famous hymenal haven has lost its romance. The couple are reported to have traveled in the most prosaic manner by automobile, and on arrival they were received, not by the historic blacksmith, but by his wife, with a form to fill out about the duration of their residence in Scotland. No more do ardent groom-to-be defy highwaymen and shoot down the horses of pursuing fathers. Weddings at the old anvil are decreasing to such an extent that last year Carlisle municipal authorities invited seven couples to be married at the forge under the auspices of the "Civic Week Publicity Committee."

BRAKE TESTS WILL BE MADE WITH CARE

The decelerometer, a device for registering brake tests, is being used by the police for the first time in connection with annual safety campaign conducted by the Detroit police department in the motor metropolis.

The first car chosen by them for the test during the opening day of the drive was a De Soto Six sedan with its established reputation for exceptionally dependable and efficient braking equipment. The decelerometer, which resembles a speedometer, was clamped to the running board of the sedan and the De Soto demonstrated its ability to stop quickly at various speeds without the slightest indication of side-slipping, so often disastrous when brakes are applied at a high rate of speed.

The instrument functions perfectly, according to the police, who have carried out many thousand tests since the campaign opened. The figures on a dial that shows the number of feet required to come to a full stop after the brakes are applied by the driver are set at zero. Another dial showing the speed to be tested is set before the run is begun. The police expressed surprise when the reading taken from the decelerometer attached to the De Soto showed this car exceeded their requirements by more than 50 per cent, coming to a dead stop in less than half the distance demanded by all cars by the officials.

Corkscrew Paucity

MIAMI, Fla.—(AP)—A small army of confessed bootleggers filled the hallways of the federal court building here, but not one could produce a corkscrew when Judge Halsted L. Ritter ordered a government agent to taste bottled evidence. Finally, a court attaché produced the necessary implement.

Richfield Gas Helps Monoplane Make Record in Air Test

The single-motored Lockheed monoplane used exactly 433 gallons of Richfield gasoline in its 36 hours and 56 minutes of sustained flight, thus enabling Herbert J. Faby to set the world's solo endurance record, was the announcement this week by officials of the Richfield aviation department at the conclusion of Faby's record-smashing flight.

They disclosed, too, that the last drop of gasoline was gone before Faby started back to earth; that he landed with a dead stick. Their check-up of the motor oil showed that the plane's Wright Whirlwind had consumed just two and a half gallons of Richtube.

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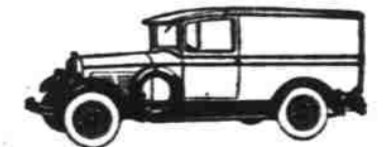
Reo Gold Crown Engine

These new Reo Speed Wagons are powered by the Reo Gold Crown Engine to meet the requirements of today's rapidly changing traffic conditions—an engine that accelerates and holds the pace in traffic set by the newest passenger cars.

Chrome nickel alloy cylinder block—the longest wearing cylinder material known today. New type low expansion, longest lasting aluminum pistons that not only permit closer fit and consequent greater power, but because of their amazing toughness, offer almost unbelievably longer life. Six cylinders, 7-bearing crankshaft. Full pressure lubrication. High power at low engine speed.

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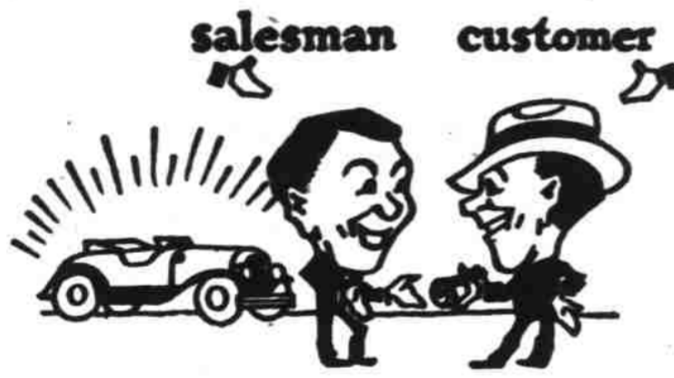


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