

# HIGHWAY WORK TOTALS LARGE

More Than 13 Million to Be  
Spent by Commission  
This Year, Report

Expenditures by the state highway commission for the year 1930 were estimated Saturday at \$13,845,000, according to a report prepared by Roy E. Klein, state highway engineer, for consideration of Governor Norblad and other state officials.

Of the total amount to be expended \$3,500,000 will be for construction, grading, surfacing, paving and bridges. An additional \$2,000,000 will be expended for betterments, regrading, resurfacing, bituminous macadam and non-skid surface treatment.

Maintenance of pavements, rock and oil surfaces and bridges will cost \$3,000,000, while bond interest and maturities will represent an expenditure of \$3,345,000.

Cooperation of forest road projects will represent approximately \$500,000, while enforcement of the traffic laws, parks, rights-of-way, operation of draw bridges and general administration expenses will cost \$500,000.

Five sections of the Coast Highway included among the larger projects under contract this year are five sections of the Roosevelt Coast highway, together with a new bridge over the Rogue river at Gold Beach. The cost of this bridge is \$650,000.

The Waldport-Yachats-Lane county line section of the Roosevelt highway, including grading and surfacing, will cost approximately \$517,000.

Other sections of the Roosevelt Coast highway under contract at the present time are the Berry Creek-Sutton Lake, \$118,000; Glenada-Douglas county line, \$117,000; and Tahkenitch-Gardner Summit, \$109,000.

On the Pacific highway near Grants Pass a bridge is to be constructed over the Rogue river at a cost of \$136,000. The contract for this improvement has been awarded.

Improvements involving the Umpqua highway have been contracted at a cost of \$444,000. These include the Drain-Red bridge section, grading and surfacing, at a cost of \$235,000 and the Scottsburg-Burhard creek section, grading, at a cost of \$109,000.

Much Work Done In Central Oregon Two contracts involving the Central Oregon highway have been awarded. These include the Tunnel-Harper section, at a cost of \$167,000 and the Harper-Vale section at a cost of \$135,000. These include the Mitchell-Willow creek section, at an expense of \$144,000, and the Port Creek to John Day highway section, at a cost of \$350,000.

Paving of the Multnomah County Line-Sandy section of the Mount Hood highway will cost \$210,000.

There also has been awarded a contract for grading the Black Canyon section of the Williams highway at a cost of \$150,000. Other important contracts already awarded include the Dairy-Bly Mountain section of the Klamath Falls-Lakeview highway, at a cost of \$118,000; Lakeview-Callifornia line section, at a cost of \$107,000, and the Mountain Rest-Little Beech creek section of the Pendleton-John Day highway, cost of \$148,000.

Retirement Jobs Are Numerous Among the more important betterment and reconstruction projects under contract for 1930 are the following:

Medford-Phoenix section of Pacific highway, \$127,000. Multnomah County Line-Mid-dleton section West Side Pacific highway, regrading, \$128,000.

Pleasant Valley-Durkee section Old Oregon Trail, regrading and resurfacing, \$125,000. Kameia-Hillard section Old Oregon Trail, regrading and resurfacing, \$128,000.

Neakow-Otis section Roosevelt Coast highway, regrading and resurfacing, \$150,000. Riverton-Bandon south section Roosevelt highway, betterment materials, \$170,000.

Denmark-Port Orford section grading and resurfacing, \$125,000. Keno Creek-Jenny Creek section Green Spring highway, regrading and resurfacing, \$122,000.

Jenny Creek-Keno section Green Spring highway, regrading and resurfacing, \$126,000. Beaverton-Multnomah county line section Tustin Valley highway, paving, \$125,000.

Bituminous macadam, oiling and non-skid surfacing contracts were classified by Mr. Klein's report, as follows:

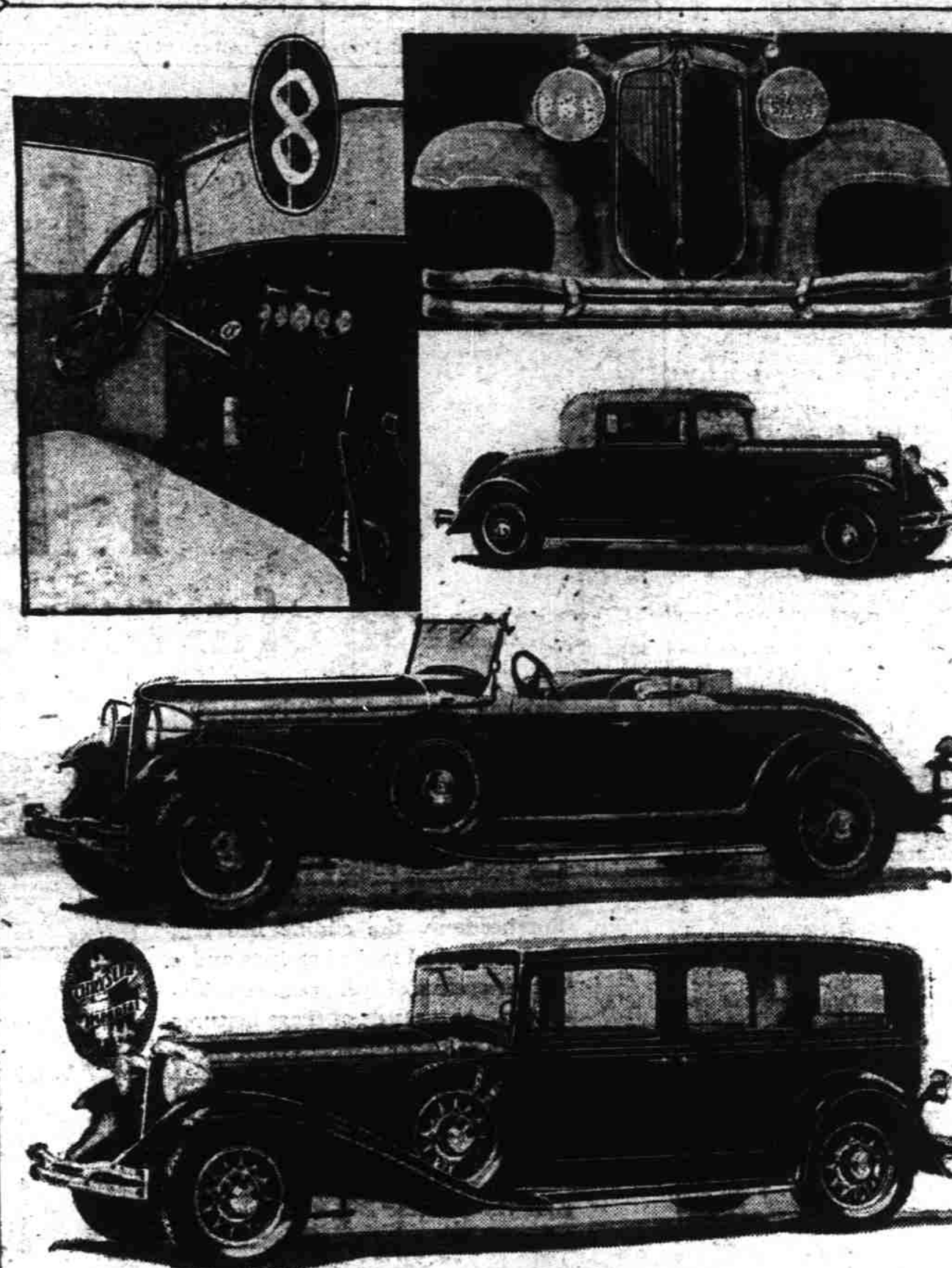
Vale oiling project \$150,000. Klamath Falls project \$150,000. The Dalles project \$135,000. Eugene project \$128,000.

## Irish Trainmen Out on Strike

DUBLIN, July 18 (AP)—A strike of Irish railway workers today paralyzed the entire suburban train service out of Dublin and threatened to tie up rail traffic over all the free state. More than 600 railwaymen and 100 employees of the Dublin Omnibus company were out on strike, the railwaymen striking in sympathy with the bus drivers.

Harry Rice, now with the New York Yankees, broke into professional baseball in 1922 with the St. Louis Cardinals.

## CHRYSLER INTRODUCES TWO LINES OF STRAIGHT 8'S



Advanced engineering, making for sensational performance, and startling innovations in appearance are represented in the Chrysler Imperial Eight and Chrysler Eight models announced this week. Upper right shows a comprehensive view of the new low frontal area. Upper left shows the convenient controls of the driver's compartment of the Chrysler Eight, and at right, the coupe of the same series. In the center is the Chrysler Eight roadster, and below, the Imperial Eight seven-passenger sedan.

## Chrysler Introduces 2 Lines Of 8 Cylinder Motor Cars

Revolutionary Style and Performance Represented in New Series of 1931 Cars

Walter P. Chrysler today announces two lines of straight eight-cylinder motor cars — the first eight-cylinder cars ever to bear the Chrysler name — and the proved products of months of engineering development.

In these new cars, Chrysler engineers have directed every effort toward designing a car with perfect smoothness, perfect roadability, perfect handling, and a total absence of rocking or rolling through lowered center of gravity, continental smoothness, exquisite body appointments, synchronization of engine, of transmission and of brakes—in fact, a perfectly balanced and correlated piece of mechanism.

The two lines have been designated as the Chrysler Eight and the Chrysler Imperial Eight.

Outstanding mechanical features of both lines include the L-head type of straight eight engine with the famous Chrysler Silver Dome cylinder head; the four-speed transmission and gear shift; the four-wheel drive; the Chrysler Imperial Eight.

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Long graceful hoods covering the engine compartment narrow at the front and come to a point in a single vertical chromium bar at the center, creating an atmosphere of speed, power and grace. Bullet-shaped chromium headlamps and sweeping air-wing fenders add to the sleek lines of the low frontal area. The lamp is connected behind the radiator shutters, adding to the clean front appearance.

From the chromium cow bars and lamps to the rear bumper, the cars again depart from orthodox body design. Sloping windshields are parallel to the forward slant of the radiator front. On the Imperial Eight, the windshield is in two panels. Door and window openings on all models are gracefully curved at the top. Wide molding of colors complementary to the body lacquers starts at the radiator front, crosses the cow, and encircles the body of the car, tapering down the rear compartment of the coupe models. From front to rear bumper, there is a spirited contour about the cars that contributes to their symmetry and

balance. Viewed from every angle, the cars present a distinctly individualistic design.

On the Chrysler Eight, chromium headlamps taper from the radiator cap around the front of the car, in beautiful contrast to the rounded wings of Chrysler, drawn nearly straight back to denote speed and grace. Headlamps, cow lamps, cow bars, bumpers, door handles and all exterior hardware are chromium plated. Chromium plating is also used on the rims of the wire wheels and along the edges of the running boards.

All-Steel Bodies All-steel bodies are introduced on every model of the Chrysler Eight, the first time this type of construction has been offered on cars of this price class. The front end, cow, side and rear compartment are one-piece stampings flash welded and fused together to form a single body unit. Annoying squeaks and rattles are eliminated by perfectly fitting

## GOOD MANNERS IN THE FORESTS

The U. S. forest service says: You may reasonably "wild and woolly" when you go camping in the national forests of Oregon and Washington, but don't leave your good manners at home. Take them with you. You need them more on your vacation than when you are at home. The rules for good manners as given by the U. S. forest service are easy to learn and are followed by all good sportsmen, good campers and good tourists. They are:

1. First obtain a camp fire permit.
2. Carry a shovel and ax.
3. Smoke only in camp.
4. Drown your fire dead out with water.
5. Leave a clean and sanitary camp.
6. Observe the state fish and game laws.
7. Cooperate with the forest rangers and state fire wardens in reporting and suppressing forest fires.
8. Practice these rules and preach them, too.



## VALLEY MOTOR Best Values This Week

|                      |          |
|----------------------|----------|
| 1929 Town Sedan      | \$650.00 |
| 1929 Tudor Sedan     | \$450.00 |
| 1929 Sport Roadster  | \$435.00 |
| 1928 Chevrolet Coach | \$375.00 |
| 1928 Chevrolet Coupe | \$375.00 |
| 1928 Tudor Sedan     | \$200.00 |

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## NORTH BANK ROAD BEING COMPLETED

Washington Road up Columbia Working Above Washougal

Above Washougal, where the state of Washington is rapidly eliminating a few hundred, more or less, curves from the North Bank Columbia river highway, a whole crew of men is being paid to roll rocks down a hill, the theory being that boulders once rolled down this steep slope will be safely out of the way when this beautiful highway becomes as popular with motorists as its sister road across the Columbia river, more popularly known as the Columbia river highway.

A party of motorists in a Durant 6-14 sedan "recently visited the construction work on this new highway on the Washington side of the Columbia.

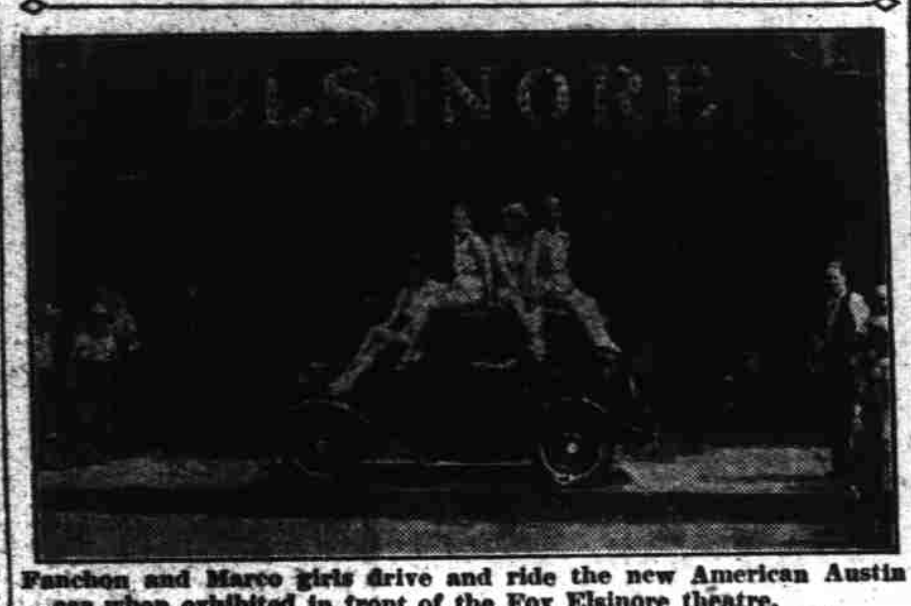
"There is no doubt that this road will grow rapidly in public favor, for it is one of the most beautiful in the Northwest," declared a member of the party "with the Washington highway crew rapidly widening and smoothing the right-of-way, and pushing the paving up toward the rich Yakima valley and east into Pasco and Spokane, it is only a matter of time when this highway, winding along the Columbia, will be one of the great arterials of the west.

"At present much of the construction activity is centered a few miles up the river from Washougal where the road has been held up by a big landslide, the unexpected sequel to what was intended to have been only a more or less ordinary blasting job. But one never knows, however, exactly what will happen when 40 tons of dynamite are set off.

"Instead of merely clearing out of the way a projecting bluff which was interfering with the progress of the road, the blast sent the entire hillside slipping down into the river, obliterating everything in its path, including a small farm and several hundred feet of roadway track. The latter was soon cleared but the former remains completely buried under many thousands of tons of rock.

"The highway on the Washington side of the Columbia, in the

## RIDE 'EM COWBOY



Fanchen and Marco girls drive and ride the new American Austin car when exhibited in front of the Fox Elsinore theatre.

opinion of many motorists who have traveled over both, even surpasses the famed beauties of the Columbia river highway. Certainly, it is true that a much different view of the stream is obtained, partly because of the fact that the North Bank road runs

higher up on the bluff. Sweeping panoramas of the broad Columbia may be obtained at almost every turn of the road. Many of the beauty spots of the Columbia river highway are also visible from the Washington side, particularly Multnomah Falls.

## Four States Ban Hitch Hiking

Four states have laws to prohibit the hitch-hiker from doing his begging along motor routes. Maine, New Jersey, Minnesota and Wisconsin have enacted statutes making it a misdemeanor to stand in the highway and solicit a ride in an automobile, reports the Oregon State Motor association. The District of Columbia has a similar law. The Minnesota statute is typical of such laws; it provides:

"No person shall stand in the traveled portion of a roadway for the purpose of or while soliciting a ride from the driver of any vehicle other than a common carrier."

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## VACATION TIME

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W. E. Burns—Dan Burns

Ferry at High Not Brothers, the Same Man Salem, Ore.

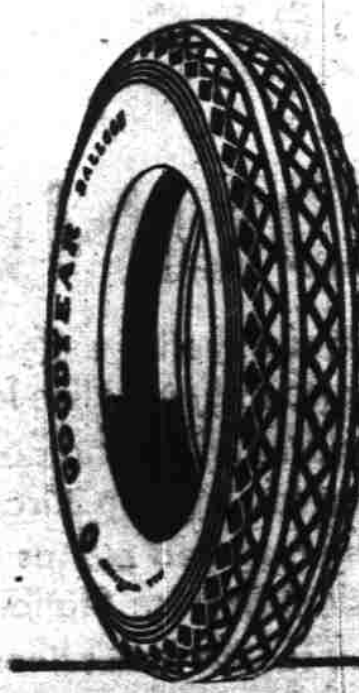
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