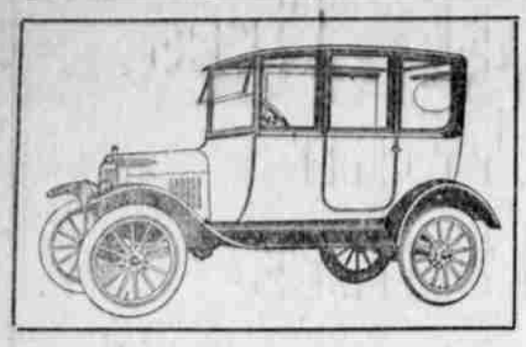
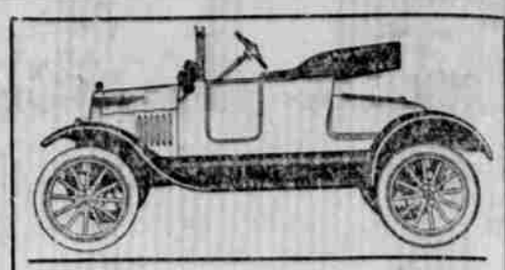
WISHING YOU ALL A HAPPY AND PROSPEROUS NEW YEAR



CUP TIRES DELIVER THE MILES IN SERVICE

Ford
THE UNIVERSAL CAR

FORD CARS ARE LEADING ALL COMPETITION



See the New Four Door Ford Sedan!

It's a Beauty and will Compel Public Favor

The Improved FORD

The late Ford models embody 25 new mechanical changes and improvements in construction which make the new Ford car 100 per cent better than it was a year ago.

For the past year, Henry Ford and his ablest assistants have devoted practically all their time and energies to improving the Ford car. As a result we are today offering the **best Ford car that has ever been made in the history of the Ford Motor Company.**

GENUINE FORD PARTS

WE HAVE JUST RECEIVED $12,000 WORTH OF FORD AND FORDSON PARTS, AND WE CONSTANTLY MAINTAIN THIS UNEXCELLED SERVICE FOR THE CONVENIENCE OF OUR PATRONS.

TIRES AND ACCESSORIES

WE CARRY A COMPLETE LINE—THE LARGEST IN DOUGLAS COUNTY—IN CORD, FABRIC AND SOLID. PENNSYLVANIA CUP TIRES ARE THE BEST. WE CARRY THEM IN STOCK IN ALL SIZES.

REPAIR AND SERVICE DEPARTMENT

OUR SHOPS ARE THE BEST EQUIPPED OF ANY PLANT IN SOUTHERN OREGON, AND OUR MECHANICS ARE SKILLED IN FORD AND FORDSON WORK, SO YOU ARE ASSURED OF REAL SERVICE—WORK THAT WILL STAND—WHEN YOUR CAR OR TRACTOR NEEDS OVERHAULING. OUR WORK IS GUARANTEED. WHY NOT LET FORD EXPERTS DO YOUR REPAIRING AND OVERHAULING?

Here Are a Few of the Improvements

Lighter pistons and connecting rods—resulting in smoother running, reduced vibration, snappier pick up, decreased wear.

Wiring system has been completely redesigned, making it practically proof against short circuits and fire.

One-man top, gypsy curtains, slanting windshield, improved seats. No advance in price.

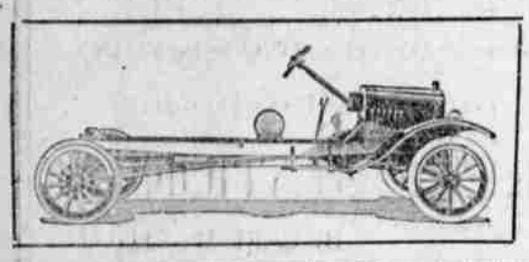
Crankshaft perfectly balanced, made of as good material and as finely finished as those used on cars ten times the price of a Ford.

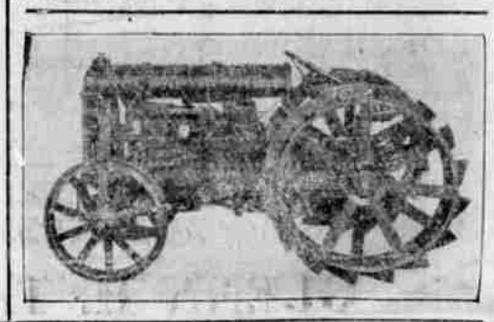
Motor—higher cylinder head—more water circulation. Larger compression chamber—less carbon knock lessens strain on crank and bearing—less overheating.

New Ford Carburetor—more pep—more mileage.

Demountable rim lugs fastened on rim, preventing slipping.

Front spring—new design and new suspension, making it practically unbreakable.





C. A. Lockwood Motor Company

ROSEBURG, OREGON

Summary of Douglas County Road Work During the Past Year

Douglas county has spent this year, approximately $1,200,000 for the construction of roads, in addition to a large sum for bridges and repairs. This figure sets a record unparalelled in the history of the county and marks a great forward step in the development of this large and potentially wealthy county.

During the first nine months of the year 1922 Douglas county spent $830,742.72. This was divided as follows: From the general county road fund, $95,356.26; from the road district funds, $69,155.48; from the road district, or special taxes, $58,905.35; from the market road fund, $65,954.22, from the 1917 bond fund, $104,717.54 and from the 1921 bond fund, $458,653.87.

During the month of October the county spent a total of $155,162.66 and in November the sum of $110,986.85. The bills for the month of December not yet being in the total amount for the entire year cannot yet be given.

With these funds the county has succeeded in building a total of 151½ miles of road of which amount 130½ miles have been graveled and one stretch of three - quarters of a mile graded.

A Creditable Showing

For a county having no more valuation than Douglas County, this record is believed to be unequaled. The people of this county have, through their vote, expressed a determination to proceed with development as rapidly as possible and have floated two heavy bonds, even in times of financial stringency, in order that everything possible may be done to increase the transportation facilities and add to the assessed valuation of the county.

The past year has been a decided forward step in road construction. Not only has the amount of building increased but a material advance has been made in the style of construction. Roads have been established on permanent grades, and future work done on these roads will not be thrown away as was so often the case in the past where suitable grades were not established in the first place. The county now insists that roads be placed where permanent development will be possible and where grades have a low maximum. This plan has been followed in all work and will be followed upon in the future.

At the present time the condition of roads throughout the county cannot be called good. This condition is bound to result when old roads are torn up and new grades take their place. It will take several years for the new surface to become packed and until then traveling will be rough.

The county expects to give a great deal of attention to maintenance work in the future and by keeping the roads drained and dragged it is expected that a firm and smooth surface will result and conditions will be materially improved.

Two Projects Completed

Two major projects which are to bear an important part in the future development of the county have been practically completed during the present year. These are the Roseburg-Coos Bay highway and the Roseburg-Reedsport highway. Work has not yet been finished on these roads but contracts have been let on practically all unfinished sections, with the exception of 3½ miles on the Reedsport road. On this section federal aid is being requested and is practically assured.

These two roads mean a great deal to Douglas County. Camas Valley, one of the finest agricultural spots in the county has been practically isolated from the market because of the terrible road conditions. Camas Mountain has been practically impassable for many years, while a trip to the coast in the winter time was made only of necessity.

A few years ago the trip by road from Roseburg to Marshfield by way of Camas Valley, took one over a road which was not only rough but dangerous. Steep grades, dangerous curves and rough surface, were found thruout the entire distance and the trip was far from being one of pleasure.

Next year, however, this trip will be one of the most enjoyable to be found within the entire state. The road has been brought to a beautiful grade. Almost as level as a floor it sweeps along in graceful curves bordering the scenic branch of the Coquille River. Camping spots are to be found every few hundred feet and in the future tourists will find the road a delightful side trip. It is being macadamized throughout its entire distance and it will be one of the finest secondary roads in the state when completed.

As the entire grade is new and the surface only freshly laid, the state Highway Department has found it advisable to close the section between Camas Valley and Rock Creek for the winter. This will prevent damage to the surface of the road and in the spring it can be quickly put into condition without the cost that would otherwise result.

This road will be a great factor in future development for it will connect two market centers and connect a seaport with an inland producing community which will result in the mutual benefit of both sections.

Down-River Highway

The Roseburg - Reedsport highway is perhaps nearer the hearts of the Douglas county people. This highway lies entirely within our own county and connects the interior with the Reedsport harbor. From Drain to Elkton a great deal of work has already been done and from Elkton into Scottsburg much has been accomplished this year.

Down the river the county is constructing through virgin country one of the most scenic roads in the state. This is the most difficult construction ever undertaken by a county without state aid, for much of the road must be blasted from solid rock, while in the lower part the entire roadway has been thrown up by dredger from the bottom of the river. This section is going to make a beautiful road for the dirt after being thrown up and graded becomes hard and firm and not only supports an excellent road surface but also acts as a dike for farm lands during flood seasons.

All but 3½ miles of this road is under contract and the remaining section will be linked up as soon as government aid, which has been requested in the sum of $200,000 in available. Present indications are that approval will be given in the near future and aid will be forthcoming next year.

In addition to these two major projects the county has given much attention to lateral roads which connect the producing centers with the towns and cities of the county. These aid the producers in reaching the market and consequently increase the value of their products by lowering transportation costs. Bond money, has been spent on the larger projects, while on the smaller improvements the court has endeavored to place market road funds. In addition to all this many road districts from their special tax funds have built many miles of roadway which all works into the general system which is gradually being developed.

Plans for future road work include completion of projects already started. Only $220,000 is left in the bond fund and consequently road work will slow down in the future. The new construction, however, has eliminated those places which offered the greatest obstacle to traffic and with the limited amount of money available in the future development may be carried on slowly and the county's road system brought to a high standard.

Roads Contemplated

The people of Douglas County still have two roads which they desire to see built. One of these would connect up with Crater Lake by way of Tiller and the other would follow up the North Umpqua River. This would be built a complete loop connecting the ocean and the lakes of the Cascades and new tourists would pass up an opportunity to visit these points or interest traversing new country throughout the entire distance, and at the same time new country would be opened up and new land developed.

The county plans to devote all available funds to perfecting the system already inaugurated and will doubtless spend much in the future for building up a better surface to withstand the heavy truck travel. This is a problem to which the county is giving much study and its engineers are working with the purpose of making the roads capable of standing up under heavy loads.

Bridges Big Item

This fact has been in mind in the construction of bridges which have also received much attention during the past year. If all the bridges built during the year were to be placed end to end they would total 5,001 feet. In addition the bridge crew has repaired and put in first class shape six large bridges, some of which had been condemned so that these bridges will be able to carry heavy traffic.

The bridges built include the Ages bridge, a 190 foot span; the Alexander foot bridge, 600 feet; the Boswell bridge, 90 feet; the Drenniger bridge, 100 feet, the Dragon River foot bridge, 60 feet, the Fairdale bridge, 100 feet, the Irwin bridge, 60 feet, the Jake Creek bridge, 90 feet, Shirttail bridge, 28 feet, the Johnson bridge, 90 feet, Schofield bridge, 18 feet, three bridges on the Reedsport road, totaling 600 feet; Green Valley school bridge, 60 feet; the Howard bridge 90 feet; the Little Canyon bridge, 122 feet; the Chaney bridge 122 feet; the Cooper bridge, 90 feet; the Rachor bridge, 90 feet; the Gazley Slough bridge 160 feet; the Odell bridge 105 feet; and the Bliger concrete bridge, 20 feet.

In addition to constructing these bridges, the county has built twenty-three permanent concrete culverts, eliminating small bridges which is great deal to maintain and forms hazards in the road.

Throughout the year has been successful from the standpoint road work and the residents county certainly have a right proud of what has been accomplished. A spirit is indicated which will result in the development the county and the ultimate increase in valuation to a point where the cost of the improvement will be more justified.

In a table given on another detailed report is shown on the work that has been accomplished during the year and showing what money has been spent.

Over Four Thousand Tourists Cars At Auto Camp in Seven Mon th

Roseburg's auto camp ground was a busy place during the summer months. For the first time Roseburg had a pay camp ground and this venture proved to be entirely successful. The grounds were purchased by Mr. A. J. Young, who came to this city a few years ago from Wisconsin. He was one of the first men in the state to realize the value of a commercial camp ground, and bought the property and erected attractive buildings and provided good service and started charging the moderate fee of 50 cents per car, regardless of the size of the party. This fee included all service together with fuel water, lights, etc. and tourists immediately began to fill all of the available camp sites.

In spite of the fact that there were many handicaps, the Roseburg camp ground was the best patronized camp outside of Portland despite the fact that many other points in the state had other attractions to offer. The Ashland park had eight more cars during the season than Roseburg but was open two weeks longer.

Had it not been for the fact that the tourists were required to be at Canyonville at an early hour in the morning during the last part of the summer, in order to get over the highway while paving was underway, the Roseburg camp would have received several hundred more cars, but many camped at Canyonville in order to get through on the highway.

In spite of this handicap, however, almost fifteen thousand people stopped in Roseburg during the summer at the camp grounds. The duration of their visits varied from overnight to one month, while a large number stayed a week or more enjoying fishing on the North Umpqua or visiting nearby spots of interest.

Mr. Young kept accurate record during the summer and knows exactly the number of cars and the number of people in each car, the make of machine, license number and state from which the party comes. All of this has been kept carefully and accurately and he has a record which will be of much interest to everyone.

His record shows that there were visitors from almost every state in the Union and nearly every territory and many provinces of Canada. There were 4,828 cars, conveying 14,954 persons. The states from which these people came together with the number of cars from each state and the number of passengers, is given below. It is interesting in this connection to note that the greatest number of tourists into Oregon came from California.

	No. of Cars	No. of People
Arkansas	2	10
Alaska	3	7
Arizona	22	70
B. C. Canada	46	170
Alta.	24	77
Sask.	8	25
California	1524	4,411
Colorado	47	152
Florida	1	2
Georgia	1	3
Idaho	159	493
Illinois	61	190
Indiana	22	77
Iowa	41	120
Kansas	26	74
Kentucky	4	9
La.	3	6
Massachusetts	6	28
Maine	2	5
Minnesota	46	145
Michigan	30	90
Montana	109	360
Mo.	27	77
Nebraska	32	105
Nevada	11	35
North Carolina	3	7
New Jersey	5	20
North Dakota	26	85
New Mexico	2	6
New York	25	77
Oregon	1316	4,121
Ohio	46	151
Oklahoma	22	80
Pa.	24	65
Rhode Island	5	20
South Dakota	16	58
Tennessee	2	4
Utah	17	66
Texas	35	138
Wyoming	24	89
West Virginia	5	24
Washington	969	3,076
Wisconsin	27	98
Washington, D. C.	1	4
Vermont	3	6
Philippine Islands	1	2
Hawaii	2	4
China	2	5
	4828	14,954

Ashland had eight cars April 22, Dec. 1.

In addition to this record Mr. Young has compiled another list showing the number of cars of each make stopping here. This record shows the Fords to be far in the lead. The records prepared by Mr. Young cover the period from May 6 to Nov. 27. The numbers of cars of each make are as follows:

Make of car—	No.
Allen	3
Anderson	7
Auburn	10
Apperson	
Briscoe	
Buick	
Chevrolet	
Chandler	
Columbia	
Cadillac	
Chandler	
Case	
Cleveland	
Cole	
Durant	
Dort	
Doris	
Detroiter	
Dodge	
Essex	
Elgin	
Empire	
El. Car	
Franklin	
Ford	
Grant	
Gardner	
Haynes	
Hudson	
Hupmobile	
Jordan	
Jeffrey	
Jewett	
King	
Kissel	
Liberty	
Locher	
Lexington	
Lincoln	
Maxwell	
Mitchell	
Marmon	
Monroe	
Nash	
Moon	
National	
Metz	
Oakland	
Overland	
Oldsmobile	

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