

## Money For Construction of Highways

### Counties to Provide Funds to Match Those of the State

That counties must get busy and arrange for funds to assist the state to meet the federal appropriations is apparent from every angle. The federal government insists that every state shall match it with as much money as it puts up, and the state in turn is asking every county to do likewise. So the matter all gets down to the counties if roads of a permanent nature are desired.

By a recent enactment of congress approximately \$5,210,000 will be allotted to Oregon as federal aid for highway construction during the years 1919, 1920 and 1921. This is in addition to the unexpended balances for the appropriation of 1916, 1917 and 1918, amounting to \$471,500, making a grand total of \$5,681,500.

Of this amount \$3,935,500 is to be applied to post roads and \$1,746,000 to forest roads.

Of the post road fund \$1,102,500 will be available July 1, this year, \$1,575,000 next year, and \$1,080,000 in 1921.

Of the forest road fund \$924,000 will be available July 1, this year, and \$288,000 next year.

The federal government will co-operate on approved road projects to not exceed 50 per cent of cost. Therefore the state, or the state in conjunction with the county, must provide an equal amount to that set aside by the government in order to avail itself of the federal aid.

**Projects Approved.**  
Two years ago the legislature passed the Benn-Barrett bond law, which authorized the state board of control to issue bonds to the amount of approximately \$1,800,000 to meet the federal aid. In order to meet the increased aid the \$15,000,000 road bond bill has a section authorizing the state highway commission to do so.

Thus far fourteen post road projects in Oregon have been approved, calling for a total estimated expenditure of \$1,409,993.24. To this amount the federal government is to contribute \$627,496.82 and the state a like amount. The counties interested have pledged \$155,000.

Two projects are in Grant county on the John Day highway. They are John Day to Elsie creek section, 7.2 miles grading and graveling, estimated cost, \$143,817.14, equally divided between the state and government; Hall hill to Prairie City section, 2.2 miles grading and graveling, estimated cost \$45,282.47, equally divided between state and government.

In Marion county it is proposed to have 18 miles between Salem and Aurora, at an estimated cost of \$347,232, to be equally shared by the state and government.

Union county has two projects. They are the Elgin-Minam road, which is to be graded 9.3 miles at an estimated cost of \$41,151, and the Union-Teloc road, which is to be graded six miles at an estimated cost of \$30,000. The cost is to be shared equally in both projects by the state and government.

**Biggest Project in Wheeler County.**  
The biggest project of all is in Wheeler and Grant counties, between Service creek and Valsdes ranch, involving the grading of 48.5 miles of the John Day highway at an estimated cost of \$400,433.80. Of this amount the counties are to contribute \$36,000 and the state and government \$157,216.90 each.

The forest road projects agreed upon thus far are also fourteen in number, involving an estimated expenditure of \$1,246,304.65, of which amount the state and government each are to furnish \$538,221.78 and the counties interested \$169,741.09.

By counties the projects are as follows:

Clackamas county—Zigzag section of Mount Hood road, estimated cost \$48,000, equally shared by the state and government.

Crook county—Ochocho canyon project, estimated cost \$52,500, of which county supplies \$17,500 and the state and government each a like amount.

Curry county—Coos-Curry project, estimated cost \$110,000, equally borne by the state and government.

Deschutes and Lane counties—McKenzie pass project, estimated cost \$190,455, of which counties furnish \$26,299 and state and government each \$82,078.

Lake county—Lapine-Lakeview project, estimated cost \$79,419, equally borne by the state and government.

**Southern Oregon Included.**

Douglas county—Canyonville-Galesville project, estimated cost \$211,000, of which county contributes \$23,000 and government and state \$94,000 each; Tiller trail project, estimated cost \$123,603, of which county contributes \$26,725 and the state and government \$48,439 each.

Jackson county—Modford-Crater Lake project, estimated cost \$72,372, of which county contributes \$3500 and the state and government \$34,439 each.

Josephine county—Grants Pass-Crescent City project, estimated cost

\$31,476, equally borne by government and state.  
Klamath county—Anna creek section Crater Lake road, estimated cost \$6780.40, equally borne by government and state.

Lane county—Eugene-Florence project, estimated cost \$123,951.25, of which county contributes \$11,317.09 and state and government \$41,317.08.  
Tillamook county—Three Rivers project, estimated cost \$122,000, of which county contributes \$21,500 and state and government \$80,250 each.

Wallowa county—Flora-Enterprise road, estimated cost \$29,648. The county is to appropriate \$5000 and the state and government each \$12,294.

**Cow Creek Canyon Improvement.**  
Wheeler county—Ochocho canyon, estimated cost \$45,000. The county appropriates \$4000 and the state and government each \$20,050.

Of the forest road projects work of construction has started on Flora-Enterprise road, the Three Rivers and the Canyonville-Galesville project in Douglas county. The estimates given above were made some time ago and it is quite probable they will have to be increased to meet increased prices of labor and material.

The Canyonville-Galesville project is the largest one of the forest roads and embraces what is generally known as Cow Creek canyon, one of the worst stretches on the Pacific highway. It is nearly ten miles in length. There is yet a mile in the canyon for which no provision for improvement has been made, but it is probable that this will be added to the project this spring.

All forest road construction is under the direction of the United States office of public roads, district No. 1, L. L. Hewes, district engineer.

Post roads are constructed by the state highway department after all plans and estimates have been approved by the office of public roads.

### 4000 AUTOMOBILES IS BOAST OF JAPAN

There are 4,000 automobiles in Japan, according to Y. Bryan Yamashita, business man and banker, in America on a business trip. The population of Japan is 45,000,000, and the small number of machines is attributed to the fact that there are very few good highways in the island empire.

March 10th last day to pay water rent without a penalty. 3-7-2t

### Care of Tires and Tubes Is Something That Is Neglected

Since the cessation of hostilities there has been a phenomenal demand for tires and tubes and the demand has worked a great hardship on the jobbers on account of the scarcity of stock under government restrictions.

These output restrictions have now been practically lifted, but there is still the skilled labor situation to be contended with and this item is seriously delaying the normal output.

In a recent discussion dealing with rare and upkeep of tires, price and outlook, a representative of a tire company says:

"Few people operating automobiles today really give their car or its tire equipment any consideration for the duty they are called upon to deliver, and where a serious blowout does occur, they are up in arms immediately in the condemnation of that particular make."

"Care for your tires in the same manner as you do your motor. If the latter needs oil you fill her up, but do you rarely put air in your tires? No. You wait until they are practically flat and then inflate them, and when a blowout occurs you have always the argument they were only pumped up yesterday. Now the cause for that blowout was due to the tremendous flexing in the side walls while running under-inflated, in which condition the friction which unites the carcass has been seriously weakened and the blowout from fabric separation is invariably the result."

A simple and convenient way of finding the hole for the cotton pin is to file a notch in the end of the belt or stud parallel with the hole. In this way it is easy to bring the notch points to the castellation at each end, when the cotton pin will slip readily into place.

At each end of the belt to be joined make a number of separate wire loops, running at right angles to the end of the belt. When the ends thus fitted are brought together the alternate loops form a passageway through which a small rawhide thong is passed. This thong becomes notched with service so that it does not slip out.

### Volume Output Is No Hindrance to the Nash Value in Cars

In many instances in the automobile and truck industry, when executives gathered with their engineers to plan production, value went out the window as volume came in the door. Too often, the best experts tell, has the worth of an automobile creation been sacrificed at the altar of a certain motorized unit, regardless of time or the worth of that unit.

Many years ago C. W. Nash, now president of the Nash Motors company, then at the steering wheel of one of America's largest automobile concerns, enunciated the principle of automobile production in volume without sacrifice of value. And that policy, followed out, made that automobile concern one of the most prosperous in America because its product was sterling.

A letter received by Bert Hamilton, Nash dealer in La Grande, tells how Mr. Nash has re-announced his basic principle of production to take in the Nash Six and the Nash trucks.

"Mr. Nash," says Hamilton, "writes that he is back at Kenosha after having been in full charge of the re-organized aircraft department of the government, where he gave his whole time to patriotic duty and did much to bring aircraft production to a proper basis."

"The Nash value and volume policy operated under direct supervision of this master automobile builder," continued Mr. Hamilton, "is to build passenger cars and trucks of unusual value in such large volume that they may be sold at prices which this big production makes possible."

The local dealer calls attention to the policy, using the watch as the standard to illustrate. "Years ago," he says, "the watchmaker made a watch to your order. He made one and he made it well, but its price was prohibitive. Then by making ten or twenty at once he found he could cut the price without in any way lowering the value. And this policy, pursued by Mr. Nash in automobile making, gives true worth to everything this genius of the automobile world has accomplished."

The Nash factories at Kenosha, Wis., are among the largest in the world and are equipped with everything that can make a great automobile and truck. During the war the government demand for Nash motors and Nash trucks, including the famous Nash quad, was such that the factories were taxed to the limit of capacity. During the war more than \$37,000,000 of Nash products were furnished for military purposes. The signing of the armistice finds the Nash factories ready and prepared to go on with their commercial production as never in its history.

The Nash Six and the Nash trucks having proved their worth in times of peril to the nation, they will go on taking their proper place now that peace has come, and Mr. Hamilton is one of the Nash dealers who is highly elated at the prospects for the coming year.

After you have ruined a few spark plugs by removing them with a hammer and chisel go and buy a monkey wrench that just fits around the plug and protects the core from accident. It costs only a few cents and will pay for itself after it has been used a few times.

### Foley and Rogers Put on a New Line of Latest Taxicabs

Keeping pace with the times and assuring the public of service that is always reliable and perfect John Rogers and Pat Foley, who are associated in the taxi business in La Grande, have made arrangement to discard all the old cars in use on the line and install brand new Dodge taxis of the very latest design.

Some of the cars are already in and they are exceptionally fine rigs. With the latest lines and the full closed car effect each taxi will be the equal of its mate. L. C. Smith, local dealer for the Dodge car, made the sale of the cars to Mr. Foley and Mr. Rogers.

### McGrady Takes on the Celebrated Winton Line of High Class Cars

The McGrady garage, not content with handling the Haynes and pushing it to the front in the remarkably fast manner which the Haynes has traveled in the past two years, has taken on the celebrated Winton line of machines and will hereafter be able to serve the big and little

cars to every customer who seeks the Winton or the Haynes.

The Winton is an old car of long standing reputation. Clyde Pennington and George Stoddard entered the automobile game with Winton Sixes and the cars are still good machines. Mr. McGrady, while not taking any attention from his pet Haynes line, insists that he needed the Winton to fill in for customers who really want a large car for family use. Already several orders have been placed for Wintons and a number of Haynes cars are on the way to La Grande for Union county customers.

### Essex Car Achieves a Hill Climbing Feat of Distinction

The topic of the week along "Automobile Row" and among the motorists was the official climbing of California-street hill last Sunday by the Essex four-cylinder car in high gear says a San Francisco paper. This is a feat that balked the most powerful motors on the market until about three years ago, when the Hudson Super-Six successfully accomplished the feat. This performance (Continued on page 2)

## THE CLUB CIGAR STORE

WEST JACOBS BLDG.

We have a full line of choice cigars and tobacco. Soft drinks of all kinds.

EARL N. DOANE, Prop.

## Farms and City Property

**BAKER COUNTY FARM**  
Will exchange for La Grande City Property.

690 acres, 360 under plow, over 500 can be cultivated. Running water, 80 acres in fall grain, 100 acres in summer fallow. Good eight-room house, worth \$4000. Good barn. 2 1/2 miles to railroad station. 10 miles from Baker on Pacific highway. Owner has equity of \$15,000, which he will consider good residence or business property.

La Grande, Ore.

**FARM NEAR LA GRANDE**  
Owner Has a Price That Is Attractive.

119 acres; 75 acres in cultivation, more than 90 acres can be. Creek runs through the place. 10 acres in alfalfa, 40 acres in fall grain. Forty-Fold. It is quite probable that this crop will pay for half of the purchase price. Price \$1500. Assume federal loan, \$2300 cash puts you in immediate possession of this property.

**FARM NEAR SUMMERVILLE**  
Here Is a Change for a Real Hustler.

450 acres, good house, good barn. All fenced and cross-fenced. Two good springs, one piped into the house. Forty acres cleared, 15 acres more easily cleared, 400 acres tillable when cleared. Ready sale for wood and posts. Price \$20 per acre. \$1600 cash required, balance at 5 per cent. No payment on principal for two years. After two years \$500 annually until all paid. Fine dairy place.

**CITY PROPERTY.**

No Vacant Houses—Many Good Investments.

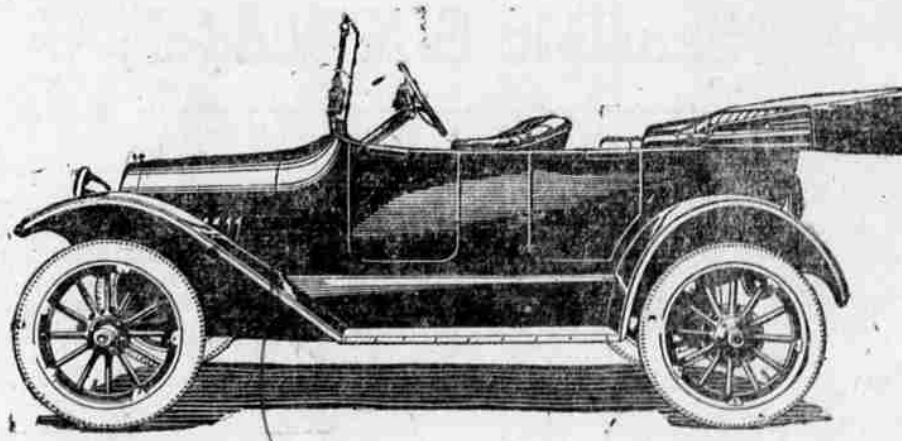
I have several splendid buys in city property, modern close-in homes that are on the market several hundred less than they could possibly be built for. Improved and unimproved acreage. Buy now and raise your own fresh vegetables. Have a cow or a goat.

Real Estate

GEO. H. CURREY

# WHICH Do You Prefer

Valve-in-Head Motor



Cantilever Springs

Would you like a small car that doesn't cost you much to buy and to run?

OR

Would you like a car with a powerful smooth running motor, and one that rides very easily on the roughest roads?

Here is the answer

In most cases it's a case of taking one or the other but if you buy a Chevrolet Model 4-90 you'll be getting both.

# W. H. BOHNENKAMP CO.