

Good Roads Movements Speeding Over Oregon

More than 55,200,000 of road bonds will be voted on in 18 counties on June 3. Counties which are successful in passing their issues will send delegations to the meeting of the state highway commission, June 10, and ask the state to co-operate.

Already this year two counties have voted \$1,300,000 road bonds, \$1,000,000 having been voted in Umatilla and \$300,000 in Sherman. Marion county is out to pass an issue of \$800,000, every dollar of which is to be devoted to local roads, and not a cent for cooperation on state roads. Most of the counties having bond issues want to pool their funds with state money on state roads, but Marion prefers to expend its money on connecting the various towns within the county, with hard-surface roads. The Pacific highway extends north and south through Marion and the county roads will serve as feeders to this trunk line.

Linn Issue \$600,000.

Linn county comes next with an issue of \$600,000, most of which will be used for local roads. Baker county has an issue of \$500,000 and Tillamook is out to pass \$400,000. Intending to use this in cooperation with the state. Yamhill has a campaign for \$350,000. Klamath wants to raise \$340,000 to be used in a large measure on the Central Oregon highway from the California line to the Columbia river. Much of the mileage on this highway is in Klamath. The forest department and the Indian department will cooperate with the state and county of Klamath.

Lake county will vote on \$200,000 for its share in the government-state-county road program, which is to bring Lakeview closer to Oregon. Wallowa is talking of a \$200,000 bond issue and Polk is advancing an issue of \$200,000, which is the same amount that Gilliam wants to issue.

Benton and Lincoln each have a \$200,000 bond issue pending, and Malheur is talking of a similar sum. Morrow is discussing a \$200,000 issue; Deschutes is out for \$125,000, and Jefferson for \$100,000. Curry is after \$90,000 and Wheeler, which formerly voted the limit, finds that owing to increased valuations, it can issue \$44,000 more and intends doing so.

Union Seeks 6 Per Cent Limit.

Harney county intended to start a bond campaign for next year, but is now considering whether such an election cannot be held at an earlier date. Harney county wants the Burns-Bend road completed as soon as possible and the road out of Burns to connect with the road which will be built through Malheur county. Union county has an elaborate road program, but the present 2 per cent limitation for roads will not furnish sufficient funds for the purpose. For this reason Union county is advocating the adoption of the measure on the ballot which will permit of counties issuing bonds up to 6 per cent of their assessed valuation for road purposes. If this amendment is adopted by the people, Union county plans to have a special election and raise all the money that the 6 per cent will yield.

For months representatives of counties having bond issues pending have been asking the state highway commission how much state money will be appropriated for those counties. The commissioners have flatly refused to specify any sum, because until the result of the bond elections is known, they are not in position to know how much assistance can be provided. The commission, however, has assured all counties where a bond issue is

to be voted on that the state will respond in a substantial manner.

Farmers Back 1-Mill Tax.

Aside from these county bond issues, the people on June 3 will adopt or reject the 1-mill tax for local roads, this being a measure which the granges particularly are interested in. This 1-mill tax is to be devoted exclusively for the building of farmer roads and every county, with the exception of Multnomah, will get more out of the 1-mill tax farmer road fund than it contributes to the fund. As most of the money will come from the cities and towns and will be spent entirely in the country, the farmers strongly advocate this measure.

The Roosevelt highway bond issue is for \$2,500,000, but this money is to be spent only in cooperation with the government and unless the government appropriates \$2,500,000 to match it, the Roosevelt highway bonds are not to be sold.

"PULLMAN" SERVICE FOR THE A. E. F.

Three different makes of automobiles were adopted as standard army cars for service in France. Besides the Cadillac there were Dodge and Ford.

The man who served with a hospital unit becomes enthusiastic over the Ford. It was uncomfortable, but it always ran. Sometimes the brakes wore out but there was always reverse gear to hold on the steep places.

Many recent lieutenants are warm in their praise of the Dodge car. It proved itself in many different ways. Short trips in quick order kept many Dodges busy in France.

"Who, then, rode in Cadillacs?" you ask. The answer is in a thousand letters from overseas, from General Headquarters and from the headquarters of the various American army corps in France. Cadillacs made up the trunk line communications of the A. E. F. The aviators were supplied with Cadillacs, too. But the service which will longest be remembered are the long fast runs between G. H. Q. and the various corps headquarters, between Paris and the front—trips which were made by Cadillac instead of by train because the automobile route was quicker, more direct and more certain than French train service during the war.

Other cars could have made these runs and occasionally did make them. But to the man who started out at two o'clock in the morning for a mad three hundred mile ride it was not a question of what the car could stand but of a car in which he could endure the journey with perhaps the possibility of a little sleep snatched here and there on the smoother stretches.

Cadillac cars stood up. And they gained an immense popularity among army chauffeurs for their dependability.

But this is only half the story of Cadillac in France.

Their substantial weight and road steadiness made long journeys at top speed over war torn roads not only physically possible but preferable in point of time and bodily comfort to the same journeys made by rail.

The army demanded a car that would stand the hardest kind of punishment without faltering. Having found such a car it was a source of constant satisfaction to discover, among other hidden qualities, comfort undreamed of.

Cadillac army service is interesting because it proves in an intense and vital way the good Cadillac qualities which Cadillac owners in

the States have known for years. It is worth while to record that that proof included a tribute to Cadillac superlative riding qualities as well as Cadillac construction.

FARMER NEEDS RAPID TRANSIT

Much Time Lost in Travel Between
City and Home, Says Speaker.

"The origin of rural motor express lines is obscure, but they have probably been in operation on a small scale and in widely separated neighborhoods for several years," said F. E. Fenn, secretary of the Rural Motors Express Committee of the National Automobile Chamber of Commerce, in a New York address recently, in which he brought out clearly the rapid development and advantages of these systems.

"For many years trucksters have called on farmers, bargained with them for products and sold to the market at a profit. This was bad for the farmer, because the prices he obtained hardly made it worth while to produce; bad for the merchant, because it added little to the prosperity of the farmer and so kept him incapable of becoming the good customer he ought to have been; and bad for the consumer, because the product of the farmers was insufficient and a lot of material came into town that was unfit for food, as for example, the decrepit rooster and the disreputable egg.

"Up to this time it was supposed that railroads carried all the food necessary. We had overlooked the fact that half our farmers are miles away from a railroad and received so little encouragement that they produced only what they needed for home consumption. It was only when the railroads failed, when embargoes became general, and when the farmer was obliged to waste a great part of what he had raised, that our minds turned definitely toward this newer method of transportation.

"The present day rural motor express does six important things, it is:

"A method of getting to market supplies of food hitherto unavailable because of distance between producer and the market, and lack of other transportation.

"A method of relieving railroads of short and unprofitable hauls.

"A method of encouraging business between farmers and merchants by increasing the earnings of the farmer and improving his purchasing power.

"A method of decreasing dissatisfaction on the part of farmers and farm hands by providing increased facilities and comfort.

"A method of transporting produce to the consumer more quickly and in better condition than ever before.

"A method of maintaining men on the farms and in producing work by others who now spend a great part of their time driving to market."

Mr. Fenn's address was given during an eight-day session of the "First Semi-Annual Motor Transportation Conference," conducted by the Colt-Stratton Co., New York dealer for Dodge Brothers, Detroit.

NEW CADILLACS COMING

B. C. Hamilton, local Cadillac dealer, is expecting four special Cadillacs here about the first of June. These cars have been ordered since March, but owing to a shortage at the factory Mr. Hamilton has been unable to get them until now. Some of the most prominent farmers in the valley are waiting for these new machines. The shipment will be one of the finest ever unloaded in Union county.

GOODYEAR TIRE CO. FIRST TO ANNOUNCE TIRE REDUCTION

W. H. Bohnenkamp Co., local distributors for Goodyear tires, were greatly pleased last week when they first received word that the Goodyear factories were making material reductions in the prices of their tires. The news came as a total surprise to them but was very welcome nevertheless.

In speaking of the change, Chase Bohnenkamp, who has charge of the tire department said that with the new prices there is no reason why everybody shouldn't use good tires and get the 100 per cent service that goes with them. With the high prices which have been prevailing for the last year many motorists have fallen for the bait of cheap, unreliable tires in hopes of cutting their tire costs. The results have been that they got about what they paid for and not only saved nothing in money but had to put up with inferior tires as well.

Probably the biggest sensation sprung in the new Goodyear price list is the price of 30x3 1/2 Cord tires. With a drop on this popular size of practically fifteen dollars to the casing it is predicted that the demand for this tire will be far ahead of the supply for a long time to come. The advantages of

word tires are so marked and so generally known that drivers of Fords, Chevrolets, Maxwells and other cars using this size tire will be quick to take them at the very low price at which they are now offered.

When Mr. Bohnenkamp noticed the new price on this tire he immediately called up the Goodyear branch in Portland on long distance and ordered them to ship him one hundred of them at once. Only a few are left on hand at this time, however, and they will be held as samples until a stock arrives. With the big demand which will surely come for these tires it will be good policy to get an order in ahead.

Builders Strive For Speed, Comfort and Ease of Operation

(By Daniels Auto Co., distributor
Auburn Beauty-Six.)

A great philosopher has observed that the primitive desires of man continue to exist. It is only the modification of these desires that apparently gives man new wants. For instance, in the matter of transportation, when man built the first rude canoe, he did so, because it would carry him more rapidly than walking and with less effort. But no sooner had he constructed a conveyance which possessed utility than

he sought to give it beauty. He carved rude designs upon his boat, and touched it up with pigments.

Man saw that by harnessing his goat or his ox to a rough platform, he could be transported over the ground with apparently little effort on his part. But his platforms were out, also they wore out his oxen and goats, so later he mounted the platform on wheels, thus seeking economy of operation and maintenance. Incidentally he gained speed and comfort. Thereafter the quest for comfort was constantly evidenced in the changing shape of his vehicles and in primitive attempts at upholstery with wool and hides.

If you examine any conveyance from the days of the cave man to the creation of the modern automobile, you will find a continual striving on the part of its maker to achieve one or more of these cardinal qualities—speed, ease of operation and maintenance, beauty, and comfort, and today the objectives of an automobile designer are a highly intelligent effort to produce the same qualities in motor car design.

The success of the modern automobile designer is the achievement of these objectives. The new Auburn Beauty-Six, for example, is a highly successful car, and the reason of its country-wide acceptance is because Auburn engineers, with their nineteen years of experience have learned to build a car that can deliver more speed than any normal driver wants because they have

evolved an engine which produces maximum power with a minimum consumption of gasoline, and because they have modeled a chassis correctly balanced to insure luxurious riding and yet light enough to secure the greatest possible tire mileage. Finally they have created a design in which daring is mellowed by experience—in which craftsmanship and ideals are blended to produce outstanding beauty.

The 1919 Auburn Beauty-Six undoubtedly owes its widespread popularity to the fact that it meets man's basic transportation needs and gratifies his aesthetic taste.

A suggestion that is of interest to all motorists is made by A. E. Kelly, the expert tire repair man at the Goodyear service station.

Often when a tire develops a small hole or a bruise on the inside owner sticks in a boot or shoe and lets it go. When this is done it is just a question of a very short time until the friction which results from this method of repair will cause the whole surface of the tire under the shoe to go to pieces. When this happens it is almost impossible to make a repair hole on the weakened

The proper way to handle an injury of this kind is to have it vulcanized at once. The injured fabric is removed and new strong fabric is put in its place. The cost of making a repair of this kind is not large, and when it is done the tire is as good as ever.

GOOD NEWS

Every motorist will be glad to know that tire prices have had a material reduction. You can now secure the world famous Goodyear Tires at the following low prices. **Pay No More**

Retail Price List

	GOODYEAR FABRIC TIRES		GOODYEAR CORD TIRES		GOODYEAR TUBES	
	Smooth Tread	All-Weather Tread	Rib Tread	All-Weather Tread	Regular	Heavy Tourist
30x3	12.90	15.75			2.75	3.40
30x3 1/2	16.80	20.00	24.55	26.45	3.25	3.90
32x3 1/2	19.45	23.35	35.20	37.80	3.70	4.25
31x4	25.65	31.25			4.40	4.80
32x4	26.20	31.85	44.65	48.95	4.55	5.10
33x4	27.40	33.35	45.85	49.30	4.75	5.25
34x4	28.10	34.10	47.20	50.65	4.95	5.50
32x4 1/2	35.55	42.50	50.40	54.05	5.80	6.40
33x4 1/2	36.60	43.85	51.65	55.50	5.95	6.60
34x4 1/2	37.80	45.25	53.10	57.00	6.10	6.80
35x4 1/2	39.55	47.30	54.30	58.45	6.15	7.00
36x4 1/2		48.00	55.60	59.75	6.45	7.35
33x5	42.50	52.40	63.00	67.50	7.15	7.85
35x5	45.10	55.55	66.00	70.80	7.45	8.35
36x5	49.95	56.40			7.60	8.55
37x5		58.85	69.00	74.05	7.75	8.75

Keep this List

Special Note

We call special attention to the 30x3 1/2 Cord Tires—Prices on this popular size have been reduced forty per cent. Every Ford, Chevrolet, Maxwell or Dort car should use these casings. Let us show you one. Hurry, Hurry, Hurry.

W. H. Bohnenkamp Co.

Mr. Seller, Mr. Buyer

MR. SELLER—If you want results, list your farm with me. If it is priced right, I can find the buyer.

MR. BUYER—If you want to buy a farm permit me to show me my listings. I have them small and large. Priced right (or we do not take them.) Someone very easy terms.

Real Estate **GEO. H. CURREY** La Grande, Ore.